

B-1022

Henderson's Wharf Warehouse

Statement of Significance

The Baltimore and Ohio Railroad constructed the warehouse known as Henderson's Wharf in 1897 to serve as a tobacco baling and storage facility. During the last half of the 19th Century, Maryland was one of the country's three major tobacco producing areas (along with Virginia and the west), with Baltimore serving as the principal market for the region. An excellent harbor encouraged steamers and schooners to deposit their tobacco from the southern tidewater region at Baltimore and the major railroad lines diverted much of the Ohio River trade to the city as well. Here, sorting, grading and baling into hogshead barrels took place. Much of the crop was then shipped to Europe or used in the local cigar making industry. (Baltimore was the third largest cigar producer in the U.S. in the 1860's.) Henderson's Wharf became an intricate part of the national railroad shipping network and continued to operate until around 1930. Presently, it is being converted into private residences.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Henderson's Wharf Warehouse

AND/OR COMMON

The B and Q Railroad Tobacco Warehouse

2 LOCATION

STREET & NUMBER

Foot of Wolfe Street

CITY, TOWN

Baltimore

— VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Gaylord Brooks Investment Company

Telephone #: 301-667-0800

STREET & NUMBER

P.O. Box 400

CITY, TOWN

Phoenix

— VICINITY OF

STATE, zip code

Maryland 21131

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

Liber # WA 3851

Folio #: 266

STREET & NUMBER

200 St. Paul Street

CITY, TOWN

Baltimore

STATE

Maryland 21202

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-1022

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Baltimore and Ohio Railroad Tobacco Warehouse at the foot of Fell and Wolfe Streets is an irregularly shaped, six story, red brick structure which has an east/west orientation.

The east facade is nine bays wide. Each bay of the first floor is occupied by an arched doorway with double, iron doors and a granite sill. Above this level is a corbelled ledge. Above this ledge, each bay is separated by a brick pilaster which has a stringcourse and a decorative brick capital. Between each pilaster is an arched window with iron shutters. The building is capped by an elaborate brick cornice. The south facade is identical in detail, but is seven bays in length. The southeast facade, also identical, is seven bays in length. The west facade, which is visible only from the water, is 17 bays in length. It is identical to the other facades except the first level has arched loading docks occupying each bay. The first four levels of the north facade are obscured by an addition. The facade is 10 bays in length and has nine evenly spaced arched windows on the top level. There is no cornice or architectural decoration on this facade.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1897 to present (1980) BUILDER/ARCHITECT E. Francis Baldwin

STATEMENT OF SIGNIFICANCE

The Baltimore and Ohio Railroad constructed the warehouse known as Henderson's Wharf in 1897 to serve as a tobacco baling and storage facility. During the last half of the 19th Century, Maryland was one of the country's three major tobacco producing areas (along with Virginia and the west), with Baltimore serving as the principal market for the region. An excellent harbor encouraged steamers and schooners to deposit their tobacco from the southern tidewater region at Baltimore and the major railroad lines diverted much of the Ohio River trade to the city as well. Here, sorting, grading and baling into hogshead barrels took place. Much of the crop was then shipped to Europe or used in the local cigar making industry. (Baltimore was the third largest cigar producer in the U.S. in the 1860's.) Henderson's Wharf became an intricate part of the national railroad shipping network and continued to operate until around 1930. Presently, it is being converted into private residences.

Historical Significance

E. Francis Baldwin, a Baltimore architect, designed Henderson's Wharf warehouse and several other structures for the B&O including the Mt. Royal Station, the Mt. Clare Roundhouse (now the B&O Museum), Harper's Ferry Station, Parkersbury Station and Washington, D.C.'s University Station.

Henderson's Wharf warehouse is significant as an integral part of the system of the Baltimore & Ohio Railroad, the first passenger-carrying railroad in the U.S. Beginning in 1828, the B&O lines went west from the present Mt. Clare station, and by the late 19th Century comprised a vast national network of tracks and stations. After the Civil War, the B&O built many facilities to hold specialized cargoes, signing long-term contracts with shipowners and receivers. Soon as involved in the warehouse and terminal business as the railroad business, the company constructed a large number of warehouses, grain elevators and other structures in the Baltimore area during the 1870's and 1880's. Locust Point had a number of these used to store sugar, coffee, tobacco and grain. When these

(CONTINUED, PAGE 2)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) John P. Hankey, Archivist at the B&O Railroad Museum.
- 2) Herbert H. Harwood, Jr., "Horse-era Railroading at the Harborside" (Railfan, February 1978).
- 3) Howard N. Barr, Sr., "The Fells Point Industrial Switching District" (unpublished manuscript).

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

David O'Conner, Ann Steele, Linda Daur

ORGANIZATION

Baltimore Industrial Museum

DATE

July 1980

STREET & NUMBER

217 N. Charles Street

TELEPHONE

301-396-1931

CITY OR TOWN

Baltimore

STATE

Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

STATE OF MARYLAND

Department of Economic and Community Development

MARYLAND HISTORICAL TRUST

Transmittal Slip

To: FILE D-1022
HENDERSON'S WHARF

From: MRE Date: 5/27/81
Due: _____

PLEASE APPROVE & RETURN	FOR YOUR SIGNATURE
AS REQUESTED	PLEASE NOTE & FILE
PLEASE COMMENT & RETURN	PLEASE NOTE & RETURN
COPIES ON	PLEASE SEE ME
FOR YOUR INFORMATION	PLEASE TAKE CHARGE

REMARKS:

ACCORDING TO DEVELOPER, STEVEN GUDMAN,
LAST TWO USES OF BLDG WERE STORAGE FOR
KELLY-SPRINGFIELD TIRE COMPANY AND STORAGE FOR
COFFEE. (1940's - present)

Henderson's Wharf Warehouse

8. SIGNIFICANCE

Historical Significance, continued page 2

facilities became inadequate, Henderson's Wharf was constructed across the harbor at Fells Point to handle the increasing volume of the area's local canning and packing industry. The railroads ferried goods from the south across the harbor in cars loaded on barges. Henderson's Wharf became an important transfer point for these goods.

The Henderson Wharf warehouse is tied into an intricate system of street freight trackage most of which still runs throughout Fells Point. Used today by Conrail and the Chessie rail systems, this complex of switching trackage was originally built in the 1860's and 1870's by several railroad lines in order to reach the waterside warehouses and businesses once tied to ocean shipping.¹ Sharp curves, narrow streets and tight track space in the old colonial seaport of Fells Point made the use of standard locomotives impossible. Horses, and later specially designed trucks, pulled a limited number of cars through the streets on these tracks.

The part of this trackage system which serves Henderson's Wharf is the Fell Street track which begins at the barge slip at the end of Fell Street and runs about 920 feet straight to the northwest. This siding (which parallels a Penn RR siding) once ran to another B&O warehouse and a freight house. Next to the slip are several spurs which served Henderson's Wharf warehouse and three small canneries nearby. Herbert Harwood, B&O historian, describes the active days of the trackage system:

"By 1948, Penn RR had 80 customers along its trackage -- warehouses, lumber dealers, food processors. B&O had nine customers but most business went to two pierside warehouses, the railroad-owned Henderson's Wharf and privately owned Belt's Wharf warehouse - and a cement distribution plant. ... Since B&O closed its own Henderson's Wharf warehouse, its present traffic consists almost entirely of inbound cement for the Arundel Corporation distribution plant."²

1

Herbert H. Harwood, Jr., "Horse-Era Railroading at the Harborside", Railfan, February 1978.

2

Ibid, p. 55.

1 SITE I.D. NO

B 1 0 2 2

NAER INVE ORY

U.S. Department of the Interior
Heritage Conservation and Recreation Service

2 INDUSTRIAL CLASSIFICATION

Bulk Product Industries

3 PRIORITY

4 DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

5 DATE

6 GOVT SOURCE OF THREAT

OWNER

ADMIN

7 OWNER/ADMIN

Gaylord Brooks Investment Company

8 NAME(S) OF STRUCTURE

Henderson's Wharf Warehouse
(The B and O Railroad Tobacco Warehouse)

9 OWNER'S ADDRESS

P.O. Box 400

10 STATE
COUNTY

M D

COUNTY NAME

CITY/VICINITY

CONG.
DIST.

3

STATE
COUNTY

M D

COUNTY NAME

CITY/VICINITY
PhoenixCONG.
DIST.

11 SITE ADDRESS (STREET & NO)

The foot of Wolf Street

12 EXISTING
SURVEYS NR NHL HABS HAER-I HAER NPS CL5 CONF STATE COUNTY LOCAL OTHER

13 SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14 UTM ZONE

EASTING

NORTHING

SIGN

1 8 3 6 2 8 4 5 4 3 4 8 8 7 0

SCALE

 1:24 1:62.5 OTHERQUAD
NAME

Baltimore EAsT

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHERQUAD
NAME

15 CONDITION

70 EXCELLENT71 GOOD72 FAIR73 DETERIORATED74 RUINS75 UNEXPOSED76 ALTERED77 DESTROYED85 DEMOLISHED

16 INVENTORIED BY

David O'Conner, Ann Steele, Linda Daur

AFFILIATION

Baltimore Industrial Museum

DATE

July, 1980

17 DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS,
MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

The Baltimore and Ohio Railroad constructed the warehouse known as Henderson's Wharf in 1897 to serve as a tobacco baling and storage facility. During the last half of the 19th Century, Maryland was one of the country's three major tobacco producing areas (along with Virginia and the west), with Baltimore serving as the principal market for the region. An excellent harbor encouraged steamers and schooners to deposit their tobacco from the southern tidewater region at Baltimore and the major railroad lines diverted much of the Ohio River trade to the city as well. Here, sorting, grading and baling into hogshead barrels took place. Much of the crop was then shipped to Europe or used in the local cigar making industry. (Baltimore was the third largest cigar producer in the U.S. in the 1860's.) Henderson's Wharf became an intricate part of the National railroad shipping network and continued to operate until around 1930. Presently, it is being converted into private residences.

(CONT OVER)

18 ORIGINAL USE

Tobacco Warehouse & shipping terminal

PRESENT USE

under renovation

ADAPTIVE USE

residential units

19 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

John P. Hankey, Archivist at the B & O Railroad Museum

Herbert H. Harwood, Jr. "Horse-Era Railroading at the Harborside" (Rail Fan, Feb. 1978)

Joseph C. Robert, The Story of Tobacco in America (University of North Carolina Press 1940)

Howard W. Barr, Sr., "The Fells Point Industrial Switching District" (unpublished manuscript)

(CONT OVER)

20 URBAN AREA 50,000
POP OR MORE? YES NO

21

22 PUBLIC ACCESSIBILITY

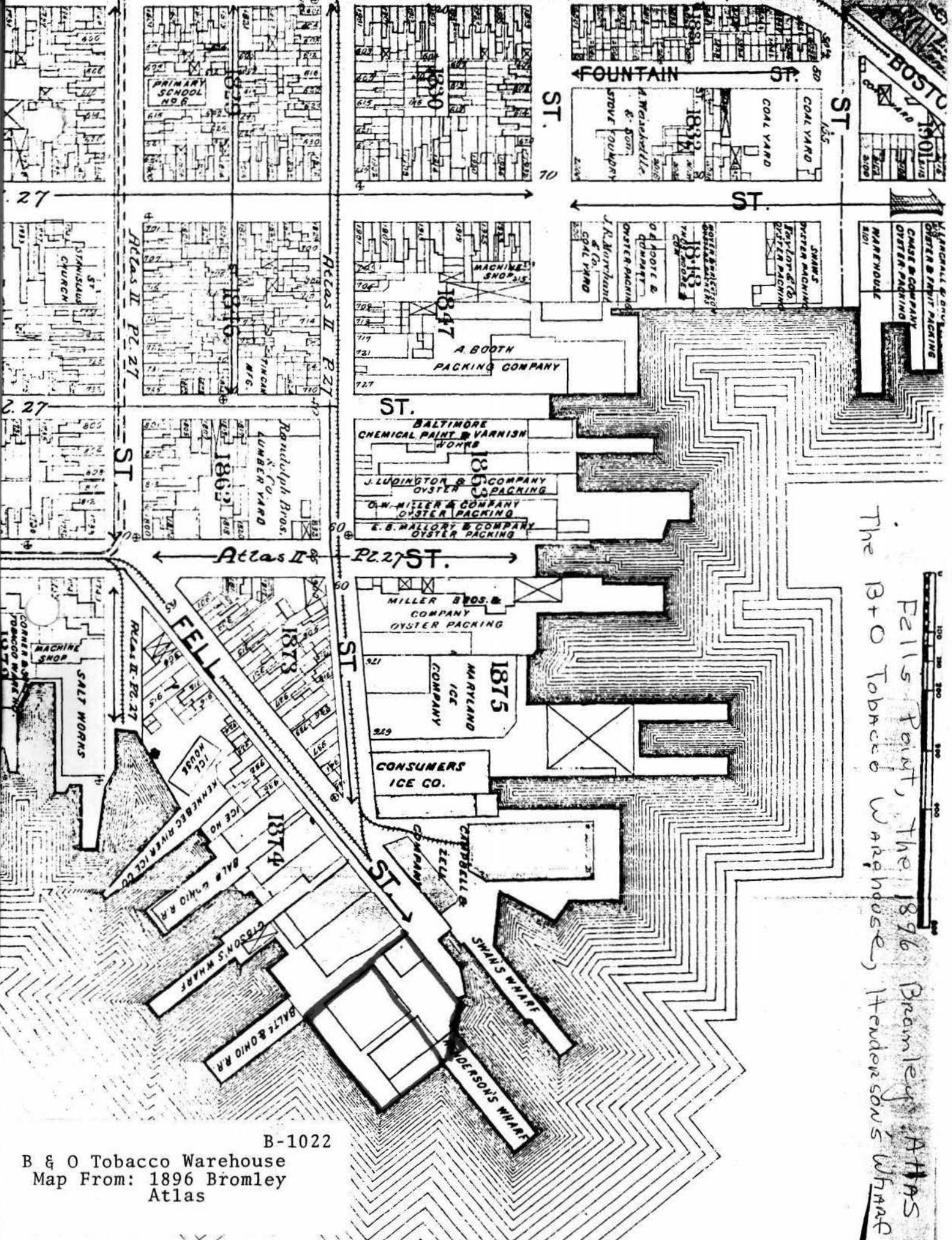
 YES, LIMITED YES, UNLIMITED NO UNKNOWN23 EDITOR
INDEXER

24 LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO



Fells Point, The 1896 Bromley Atlas
 The B+O Tobacco Warehouse, Henderson's Wharf

B-1022

B & O Tobacco Warehouse
 Map From: 1896 Bromley
 Atlas

Harden's Wharf





BALTIMORE

30 FEET NOV 1941

NORTHWEST

HARBOR

HARBOR

HENDERSON'S WARE
BALTIMORE, MD
U.S.G.S 7.5" BALTIMORE E. QUAD
18° 62860 4248851

B-1022

RY BAR CHANNEL (EAST SECTION)

PATAPSCO RI



7180

B-1022

B & O Tobacco Warehouse

Baltimore, MD

Photo: Linda Daur / *Looking NW*

Neg, Loc, Md Historic Trust



B+O Tobacco Warehouse B-1022

Baltimore, MD

Linda Waur 7/86

Neg. Loc: MD Historic Trust

Loading bays, 1st floor



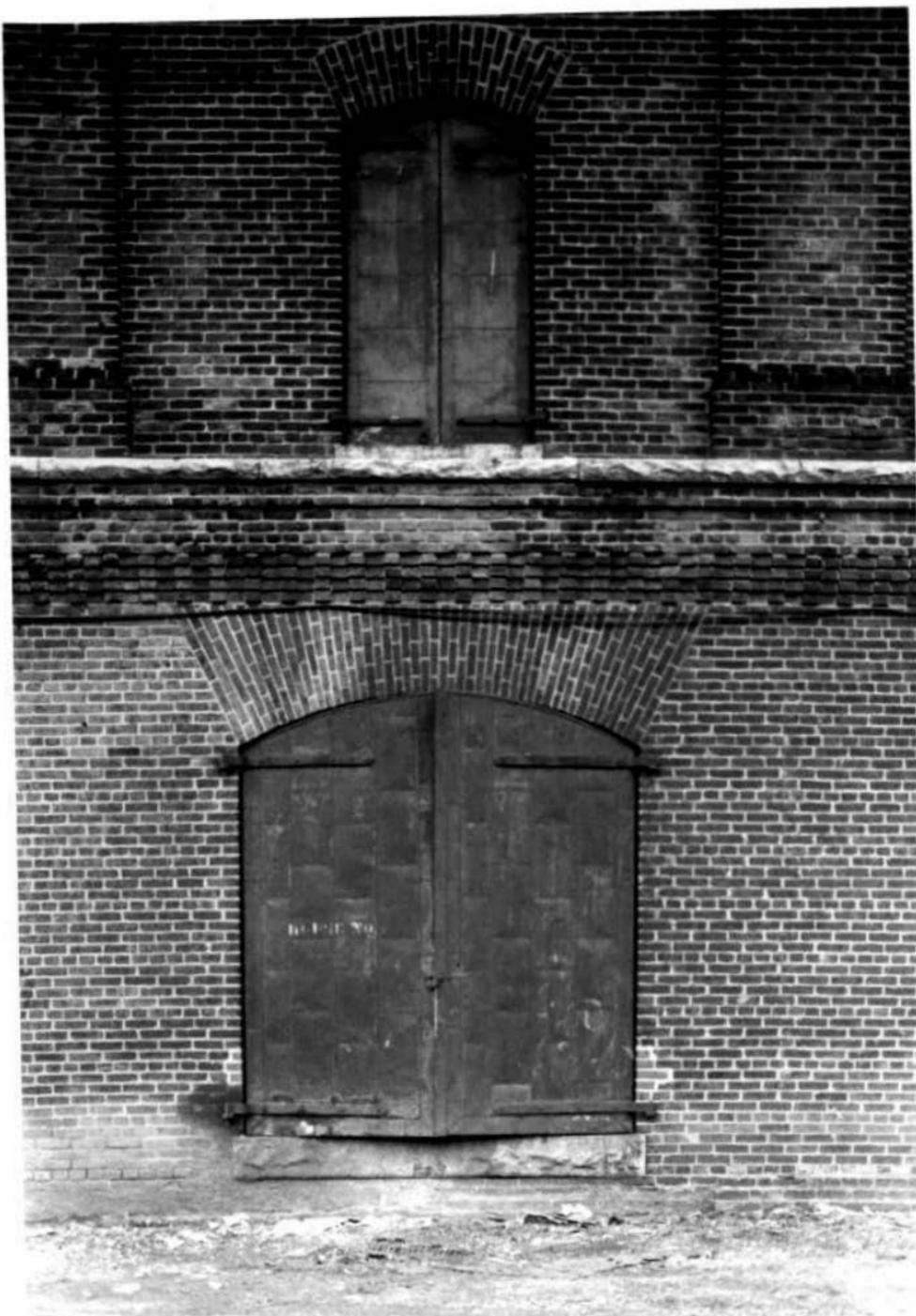
B-1022
B+U Tobacco Warehouse

Baltimore, MD

Photo: Linda Daur 7/80

Neg. Loc.: MD Historic Trust

Detail - fire shutters, 1st floor



B+O Tobacco Warehouse B-1022

Baltimore, MD

Linda Dant 7/80 -

Neg. Loc.: MHC Historic Trust

Detail, Wolfe Street facade