

J. Rothstein and Co. Ironworks
Baltimore City, Md.
B-1050 (private, n.d.)

Statement of Significance.

In the early twentieth century, high-speed interurban electric trolley service was viewed as an up and coming mode of transportation. The trains were fast, could stop more often than steam trains, and could tie into city streetcar lines. The Washington, Baltimore & Annapolis Electric Railway was inaugurated in February 1908 to provide such a service between these three urban areas. The railway powerhouse, located at Scott and Ostend Streets, was built around this time. However, the Depression and competition from automobiles forced the W.B. & A. to close in 1935. The powerhouse building was used for a variety of industrial purposes until 1951, when the historic firm of J. Rothstein and Co, Ironworks occupied the building.

Survey No. B-1050

Magi No. 0410505714

DOE yes no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic W.B. & A. Electric Railway Powerhouse

and/or common J. Rothstein and Co. Ironworks (preferred)

2. Location

street & number Scott and Ostend Streets not for publication

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 checked="" 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 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"/> not applicable | <input type="checkbox"/> no | <input type="checkbox"/> military | <input type="checkbox"/> other: |

4. Owner of Property (give names and mailing addresses of all owners)

name Man U Chun

street & number 115 S. Collington Avenue telephone no.: 675-1158

city, town Baltimore state and zip code Maryland

5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber SEB 37

street & number Fayette and Calvert Streets folio 75

city, town Baltimore state Maryland

6. Representation in Existing Historical Surveys

title none

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. B-1050

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This simple brick masonry building was built with function in mind. It housed the transformers which supplied the current to the railway. The structure has two parts, a high one story, three bay section and a shorter two bay addition on the north. The former contains an overhead travelling crane which was used to service the heavy electrical equipment while the latter served as an office and workshop for maintenance. The three bay section is asymmetrical in that each bay has a different size or number of windows. The southernmost has one window while the other two bays have a single pair, each a different size. All have segmental arched lintels which project slightly and form a surround with pendant corbelling. The bays themselves are inset two courses. Internally, the building has a web girder supporting the roof system.

8. Significance

Survey No. B-1050

| 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/ |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input checked="" type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input checked="" type="checkbox"/> transportation |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other (specify) |

Specific dates

Builder/Architect

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

In the early twentieth century, high-speed interurban electric trolley service was viewed as an up and coming mode of transportation. The trains were fast, could stop more often than steam trains, and could tie into city streetcar lines. The Washington, Baltimore & Annapolis Electric Railway was inaugurated in February 1908 to provide such a service between these three urban areas. The railway's powerhouse, located at Scott and Ostend Streets, was built at this time. However, the Depression and competition from automobiles forced the W.B. & A. to close in 1935. The powerhouse building was used for a variety of industrial purposes until 1951, when historic firm of J. Rothstein and Co. Ironworks occupied the building.

The Washington, Baltimore and Annapolis Electric Railway opened in February 1908 to provide high speed trolley service between the three cities. The company was organized by George Bishop, who had previously been involved with an electric railway between Dallas and Fort Worth. Bishop became president of the W.B. & A.

In Baltimore, the railway terminated on Howard and Lombard Streets. Its powerhouse was located on Scott and Ostend Streets. The line used 6600 volt AC current until 1914, when it converted to 12 volt DC current.

Bishop's greatest success came when he helped arrange the sale of the land that later became Fort Meade to the U.S. government. The W.B. & A. ran right through this land, assuring that first construction workers, and then soldiers would use the line to travel to and from Baltimore.

(The W.B. & A. was nicknamed the Wobble, Bounce and Agony, and the Weary, Bruised and Aching.)

The line closed in 1935 because it could no longer compete with the growing popularity of buses and autos. The powerhouse building was used for a variety of purposes until 1951, when it

J. Rothstein Ironworks
B-1050
Baltimore City

8.1

was occupied by J. Rothstein and Company Ironworks. Simon Rothstein had come to Baltimore from Kiev in 1900. He trained as a journeyman blacksmith and wheelwright, and then started a one person shop making iron fittings for heavy duty wagons. His son Joseph eventually took over, and now the company makes grappling hooks in twenty sizes, oyster breakers and "hold fasts", which are used to attach wooden steps to brick houses. The company also handles government contracts.

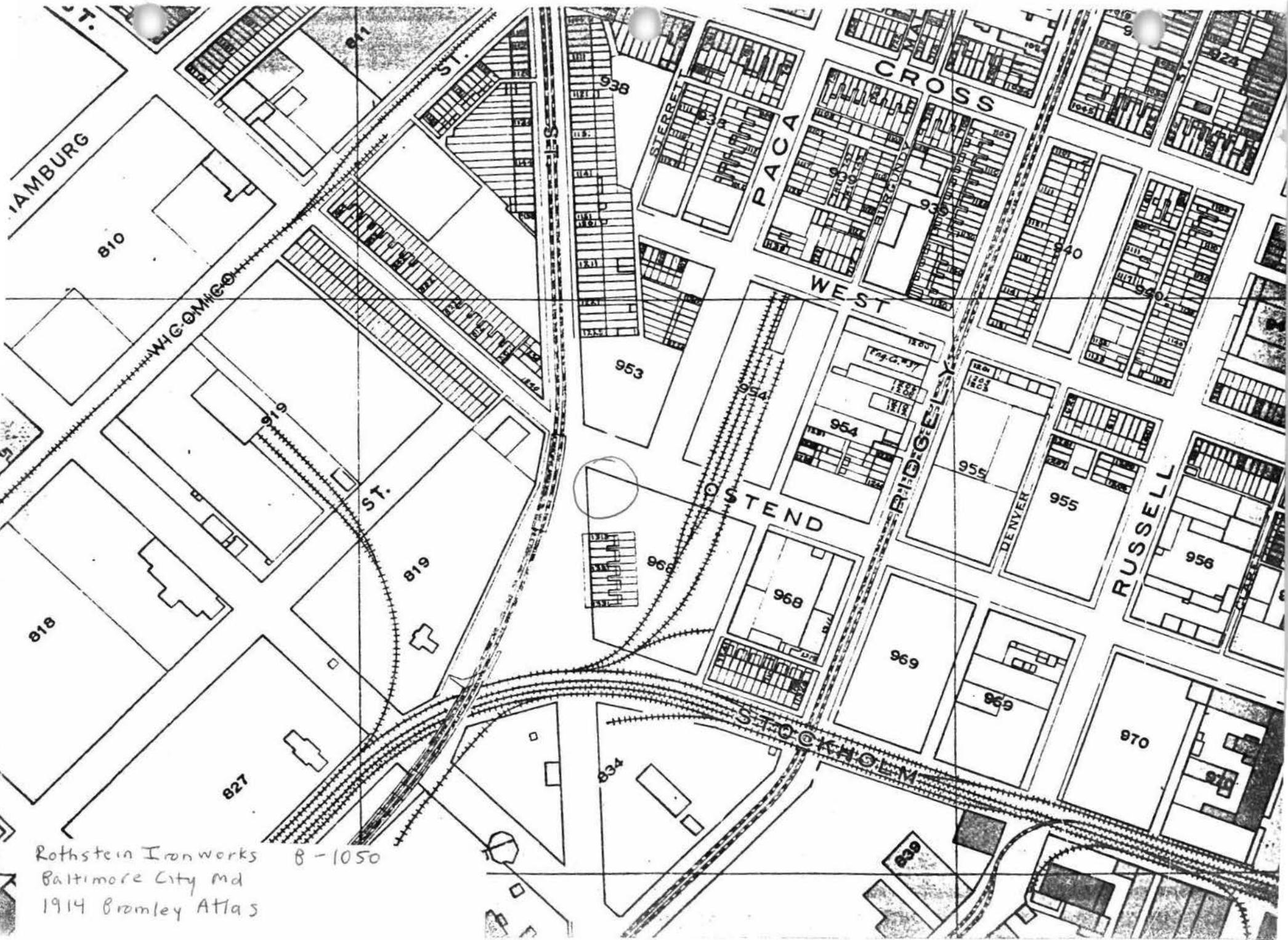
HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

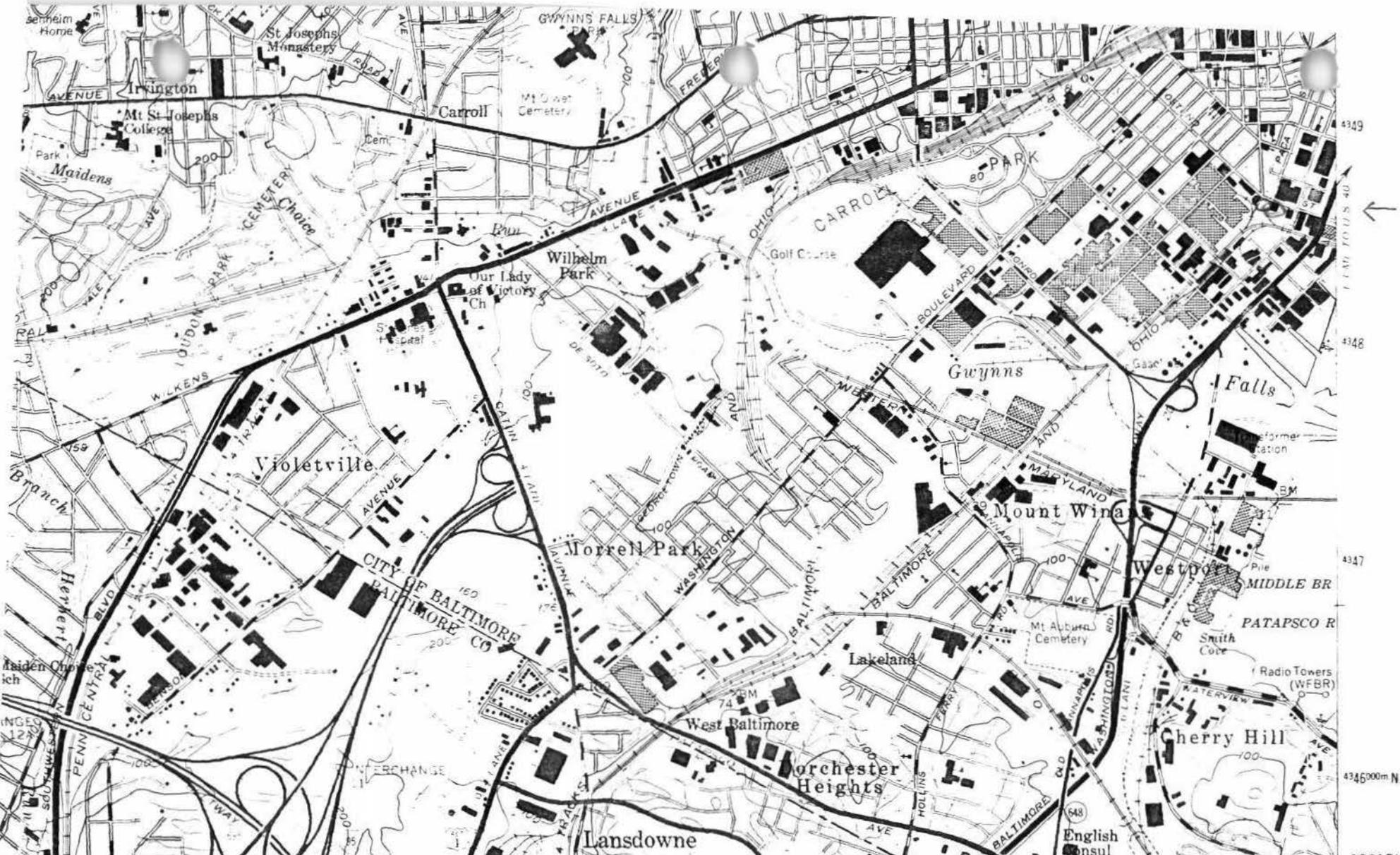
| | | | | | |
|--|--|---|--|---|--|
| 1. SITE I.D. NO B-1050 | | 3. PRIORITY | | 4. DANGER OF DEMOLITION? (SPECIFY THREAT) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN | |
| 2. INDUSTRIAL CLASSIFICATION Transportation / Power Source | | 5. DATE c. 1908 | | 6. GOVT SOURCE OF THREAT OWNER ADMIN | |
| 8. NAME(S) OF STRUCTURE Rothstein Ironworks | | 9. OWNER'S ADDRESS 115 S. Collington Ave | | | |
| 10. STATE COUNTY M D COUNTY NAME CITY/VICINITY CONG. DIST. 3 | | 10. STATE COUNTY M D COUNTY NAME CITY/VICINITY CONG. DIST. 3 | | | |
| 11. SITE ADDRESS (STREET & NO.) Scott & Ostend Streets (802 W. Ostend) | | 12. EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER-I <input type="checkbox"/> HAER <input type="checkbox"/> NPS <input type="checkbox"/> CL5 <input type="checkbox"/> CONF <input type="checkbox"/> STATE <input type="checkbox"/> COUNTY <input type="checkbox"/> LOCAL <input type="checkbox"/> OTHER | | | |
| 14. UTM ZONE EASTING NORTHING SIGN SCALE <input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5 QUAD NAME | | 13. SPECIAL FEATURES (DESCRIBE BELOW) <input type="checkbox"/> INTERIOR INTACT <input type="checkbox"/> EXTERIOR INTACT <input type="checkbox"/> ENVIRONS INTACT | | | |
| 15. CONDITION 70 <input type="checkbox"/> EXCELLENT 71 <input checked="" type="checkbox"/> GOOD 72 <input type="checkbox"/> FAIR 73 <input type="checkbox"/> DETERIORATED 74 <input type="checkbox"/> RUINS 75 <input type="checkbox"/> UNEXPOSED 76 <input type="checkbox"/> ALTERED 82 <input type="checkbox"/> DESTROYED 85 <input type="checkbox"/> DEMOLISHED | | 16. INVENTORIED BY Leslie Barr, Dennis Zembala AFFILIATION Baltimore Museum of Industry DATE May, 1983 | | | |
| 17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC. | | | | | |

See attached statement of significance

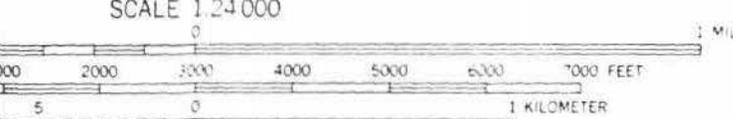
| | | | | | |
|---|--|---|--|---|--|
| 18 ORIGINAL USE Transportation (Electric Railway powerhouse) | | PRESENT USE Manufacturing (iron foundry) | | ADAPTIVE USE | |
| 19 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER vertical file Enoch Pratt Library | | | | | |
| 20 URBAN AREA 50,000 POP OR MORE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | 21 NPS REGION | | 22 PUBLIC ACCESSIBILITY <input checked="" type="checkbox"/> YES LIMITED <input type="checkbox"/> YES UNLIMITED <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN | |
| 24 LOCATED IN AN HISTORIC DISTRICT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | NAME | | 23 EDITOR INDEXER | |



Rothstein Ironworks B-1050
Baltimore City Md
1914 Bromley Atlas

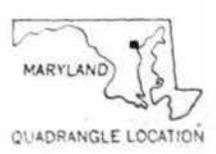


Y 2.3 MI (RELAY) 5662 II NW 0.5 MI TO INTERCHANGE 10 40' 357000m E WASHINGTON D C 29 MI GLEN BURNIE 6.2 MI 39°15' 76°37'30"



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROTHSTEIN IRONWORKS B-1050
BALTIMORE CITY MD
USGS BALTO WEST QUAD
18°59430 43 49390



- ROAD CLASSIFICATION
- Heavy-duty
 - Medium-duty
 - Light-duty
 - Unimproved dirt
 - Interstate Route
 - U. S. Route
 - State Route

BALTIMORE WEST, MD.
SW/4 BALTIMORE 15' QUADRANGLE
N3915-W7637 5/7.5

(CURTIS BAY)
5662 II NW



Rothstein Ironworks
Baltimore City, Md.
Peter Lienhold 5183.
West facade

B-1050

B-1050



Rothstien Ironworks

B-1050

Baltimore City, MD

B-1050.

Peter Liebhold 5183

North facade (later addition)



ROTHSTEIN
ROTHSTEIN
Rothstein Iron works

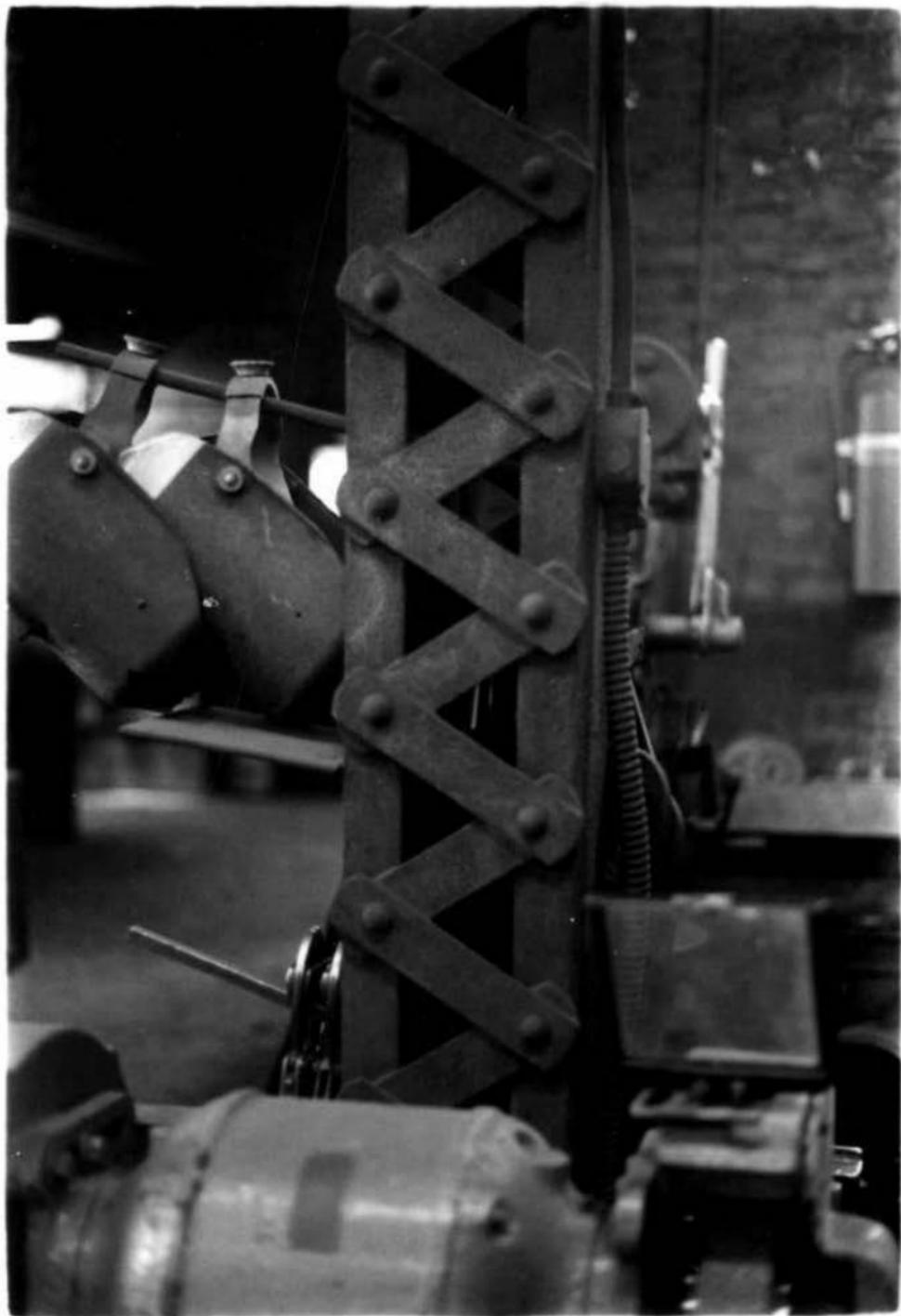
B-1050

Baltimore city, MD.

Peter Liebhold 5/83.

B-1050.

Forge shop.



Rothstein Ironworks

Baltimore City, MD.

Peter Liebold 5189

Post Detail - original building

B-1050