

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: WB&A Railroad Tunnel Inventory Number: B-1346

Address: MD 295 at Waterview Road City: Baltimore Zip Code: N/A

County: N/A USGS Topographic Map: West Baltimore, MD

Owner: Baltimore City

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: Recon. Of Annapolis Road/Waterview Ave. Bridge Agency: City of Baltimore

Site visit by MHT Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: Westport Historic District

Is district listed? no yes Determined eligible? no yes District Inventory Number: B-1342

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The tunnel was built in conjunction with the main line of the Washington, Baltimore & Annapolis Electric Railroad (WB&A RR). The railroad was chartered in 1899 as the Potomac and Severn Electric Railroad. The name Washington, Baltimore & Annapolis was first used in 1902. The railroad operated until 1935 and was composed of three rail segments (<http://www.clark.net/pub/jltoth/interurbans.html>). The main line ran directly between Washington and Baltimore, roughly parallel to the current Amtrak line. This segment intersected with the south shoreline at Odenton, Maryland. The south shoreline, originally known as the Annapolis and Elk Ridge Rail Road, ran along the south side of the Severn River between Annapolis and Odenton. The third segment, the north shoreline, known as the Baltimore & Annapolis Short Line ran between Annapolis and Baltimore (<http://www.his.com/~jmenzie/urbanatb/rtrails/wba/wba.htm>). Electric service for the rail line began in 1908. On August 20, 1935, the WB&A Electric Railroad was abandoned (<http://www.clar.net/pub/jltoth/interurbans.html>). The WB&A rail corridor has recently become a rail-to-trail project. It is projected that 22 miles of the rail corridor will be used as trails (<http://www.his.com/~jmenzies/urbanatb/rtrails/wba/wba.htm>).

The WB&A RR tunnel in the project area parallels MD 295/Russell Street and cuts across the northeastern corner of Mount Auburn cemetery. The tunnel, circa 1900, was originally constructed in two parts to go under Annapolis Road and what is now Waterview Avenue. It is a reinforced concrete rigid frame supported on spread footings. In conjunction with the construction of MD 295/Russell Street to meet the Baltimore-Washington Parkway, c. 1950, two new tunnels were constructed to connect the originals and accommodate the shifted Annapolis Road. The new tunnels are concrete slabs on concrete encased steel rolled beams supported on reinforced concrete walls and spread footings. The total length of the tunnel is approximately 627

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Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
<u>Andrew Lewis</u>	<u>04/29/02</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>5/14/02</u>
Reviewer, NR program	Date

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Continuation Sheet No. 1

B-1346

feet. Presently it is used a storage for the City of Baltimore. Although significant in its use with the WB&A Railroad, the tunnel has lost a portion of its setting due to the fact that the tunnel has been closed off. Further, the railroad is no longer in existence. Steel doors have been constructed onto the structure to allow the city to use the former tunnel as storage. Because of this the tunnel no longer possesses the workmanship, materials, feeling, and association with its historic use. In conclusion, the WB&A Railroad Tunnel is recommended not eligible for listing on the National Register.

Bibliography

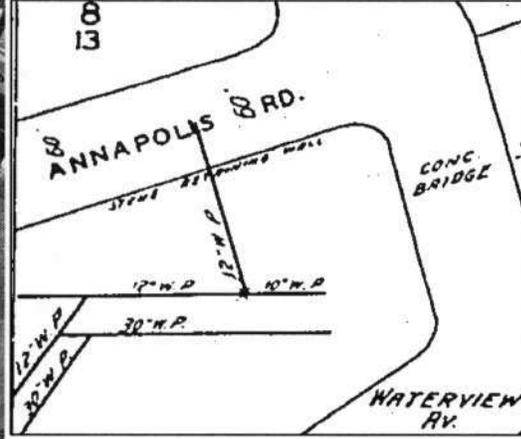
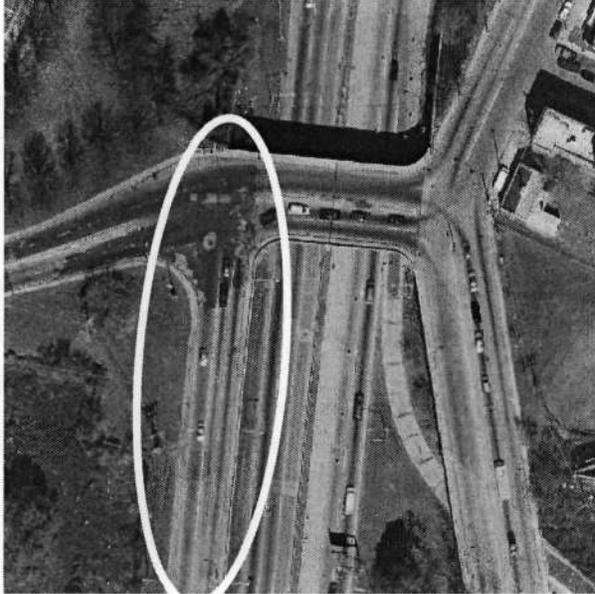
- 2001 "Washington, Baltimore and Annapolis." <http://www.clark.net/pub/jltoth/interurbans.html>.
- 2001 "The Washington, Baltimore and Annapolis Trail." <http://www.his.com/~jmenzies/urbanatb/rtrails/wba/wba.htm>.

Prepared by: Gail Lin Walls

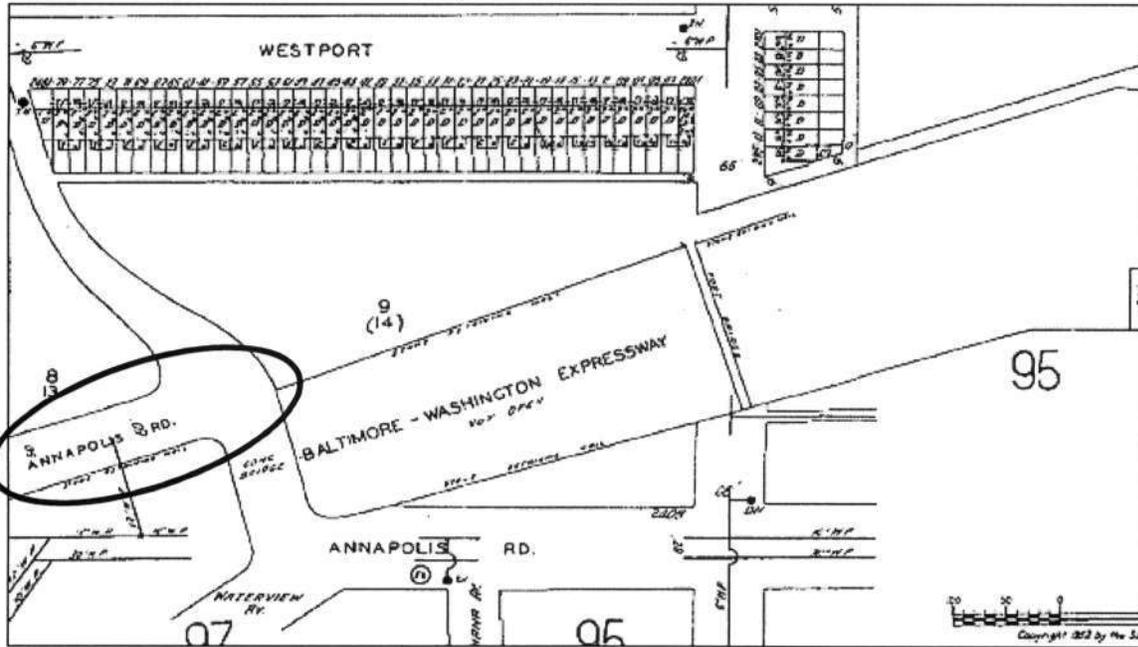
Date Prepared: 27 February 2002

B-1346
WB&A Railroad Tunnel
MD 295 at Waterview Avenue, Baltimore
Baltimore City iMap image, 2006

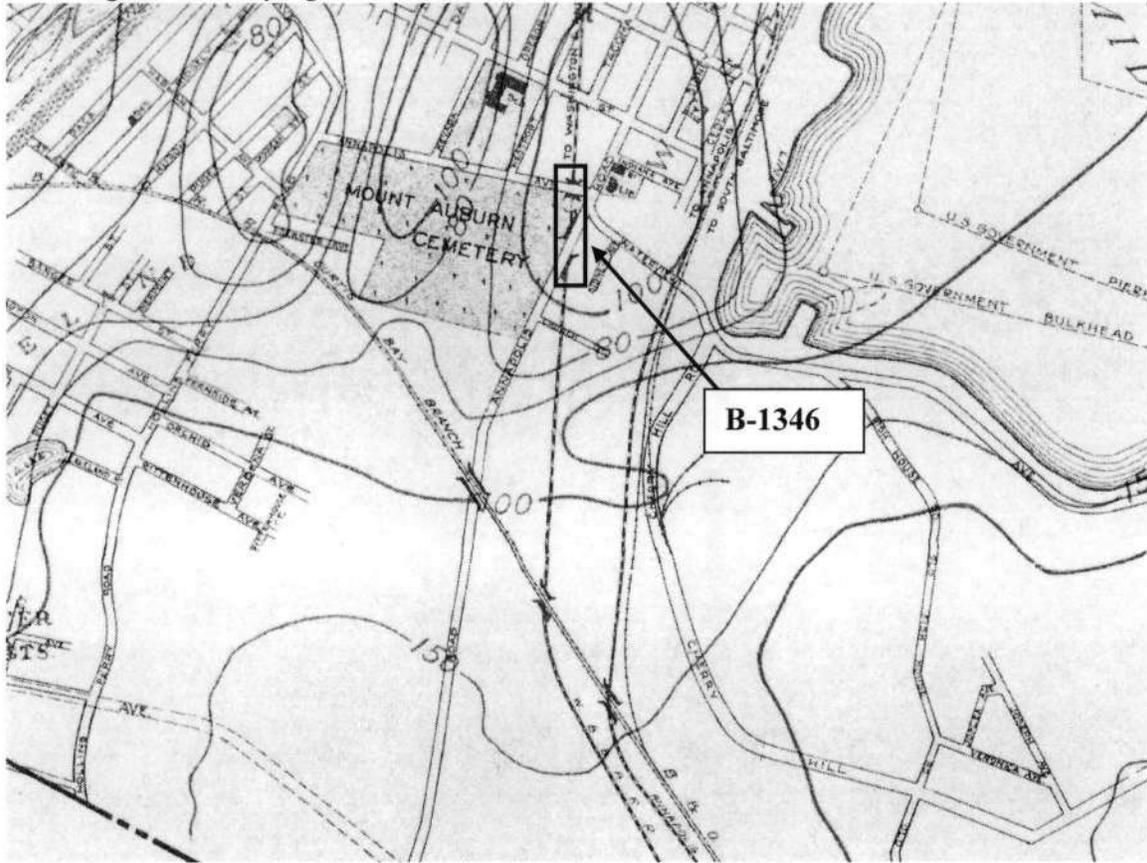
Detail of map below



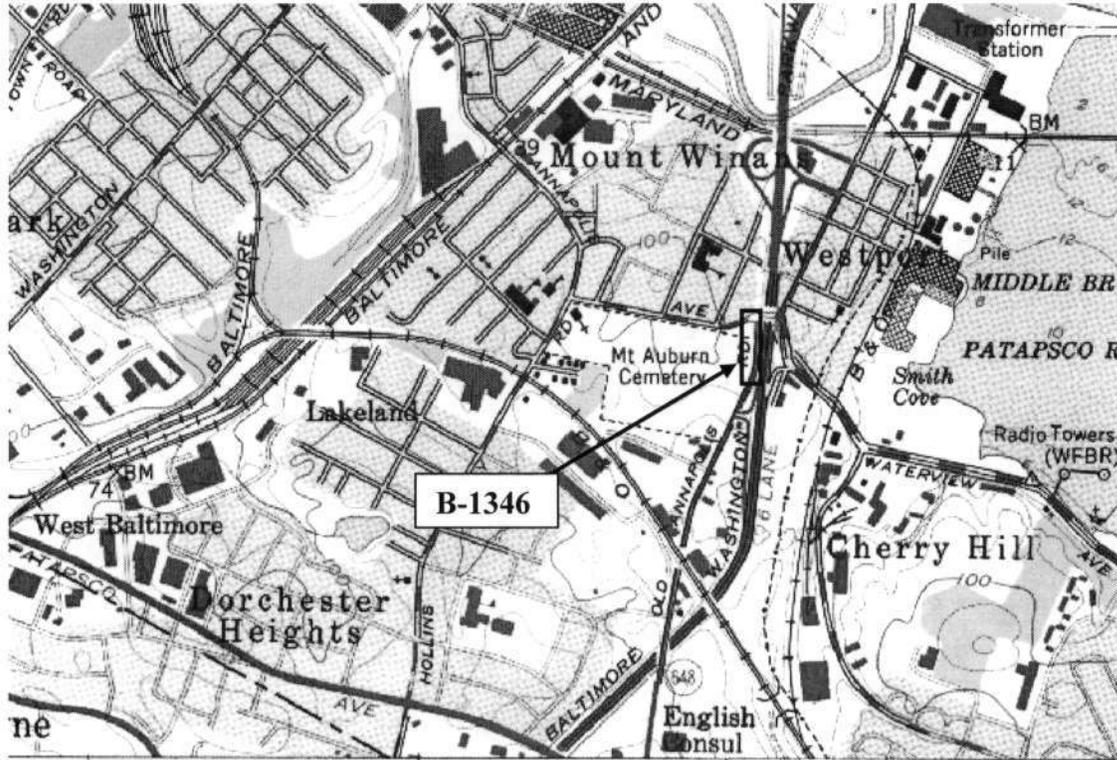
Sanborn Map, 1914 (Revised 1953)



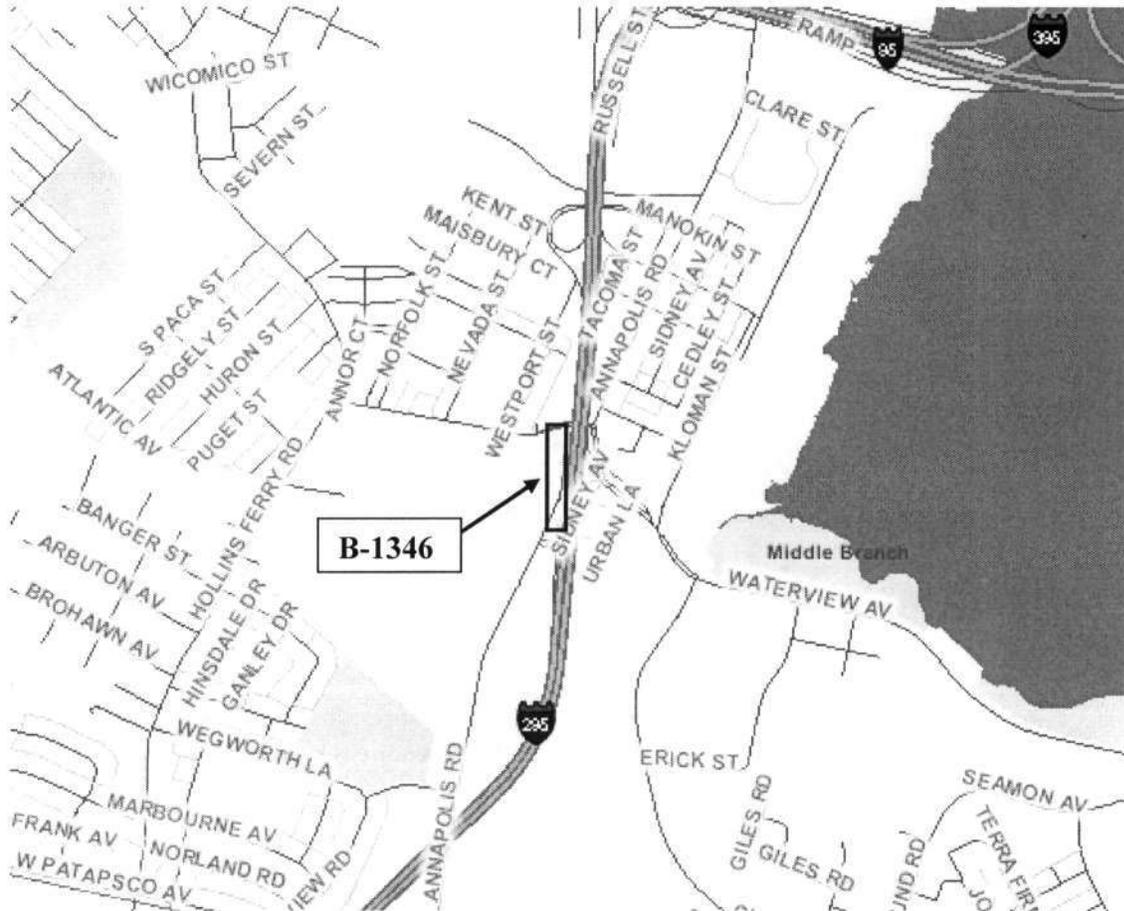
B-1346
WB&A Railroad Tunnel
MD 295 at Waterview Avenue, Baltimore
Map of Baltimore City Showing the Amount of Overburden
Covering the Underlying Rocks, 1935



B-1346
WB&A Railroad Tunnel
MD 295 at Waterview Avenue, Baltimore
Baltimore West Quadrangle



Baltimore City iMap image, streets





B-1346
 WB&A Railroad Tunnel
 Baltimore City
 Baltimore West Quadrangle

2000 0 2000 Feet



B-1346

WB+A Railroad Tunnel

Baltimore, Maryland

Gail Lin Walls

October 16, 2001

MO SHPO

Northwest elevation facing south

003 NNNN 0552 11/28/01 (NEG 5) 008



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PACKARD