NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Baltimore & Ohio Locust Point Grain Terminal Elevator

other names B-1367

2. Location

street & number 1700 Beason Street ☐ not for publication

city or town Baltimore ☐ vicinity

state Maryland code MD county Baltimore City code 510 zip code 21230

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date 11-5-04

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:
- ☐ entered in the National Register.
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

Baltimore & Ohio Locust Point Grain Terminal Elevator (B-1367)
Name of Property

Baltimore City, Maryland
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2	0	buildings
0	0	sites
5	2	structures
0	0	objects
7	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: Grain Terminal Elevator
AGRICULTURE: Grain Terminal Elevator
TRADE: Grain Terminal Elevator

Current Functions
(Enter categories from instructions)

Vacant

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation CONCRETE
walls CONCRETE; BRICK; METAL
roof N/A
other CONCRETE; METAL

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

DESCRIPTION SUMMARY:

The Baltimore & Ohio Locust Point Grain Terminal Elevator (B&O LPGTE), constructed in 1924, is a concrete grain terminal elevator complex. Among the largest early 20th century grain terminal elevators in the world, the B&O LPGTE represents the enormous scale of Baltimore's grain export market through the mid-20th century. Located at the North Locust Point Marine Terminal (now owned by the Maryland Port Authority), the B&O LPGTE rises at the edge of the northwest branch of the Patapsco River between Fort McHenry and the dense, 19th and early 20th century working-class Locust Point rowhouse neighborhood. The interconnected 220-foot-tall concrete **Workhouse** and 105-foot-tall concrete **Grain Bin Structure** are the major structures on the site. The **Workhouse** has four ancillary appendages: the *Dryer*, *Dump Shed*, *Drip Shed*, and *Conveyor*. Minor 1924 buildings and structures on the site include the brick and concrete **Office**, **Welfare Building**[1], **Repair Shop**, **Transformer House**, and **Dust House**. Non-contributing, recent structures include ca. 1970s **Pump House** and **Truck Shed**. The complex's period of significance extends from 1924 to 1956. The B&O LPGTE site and structure remain intact; all machinery was replaced in 1978. The structure is in fair condition.

GENERAL DESCRIPTION:

The Baltimore & Ohio Locust Point Grain Terminal Elevator (B&O LPGTE) is located on the northwest branch of the Patapsco River, near the southern tip of the South Baltimore peninsula. The elevator complex is sited at the North Locust Point Marine Terminal (now owned by the Maryland Port Authority), a flat, industrial landscape of railroad tracks, truck lots, and piers. The elevator's monumental size is emphasized by its low-scale surroundings. Fort McHenry is located south of the Marine Terminal and the 19th and early 20th century working-class rowhouses of Locust Point are located to the north. Large-scale industrial complexes, including Domino Sugar and Procter & Gamble (now Tide Point) line the waterfront upriver of the elevator.

The B&O LPGTE is a complex comprised of seven contributing structures and buildings, centered on the **Elevator** and **Grain Bin Structure,** and two non-contributing structures. The B&O Railroad Company completed all of the contributing buildings in 1924. Contributing building names are taken from the 1951 Sanborn Map. Later owners built the non-contributing buildings ca. 1970, after the end of the period of significance (1956). Contributing components are the:

- **Elevator** (1924)
- **Grain Bin Structure** (1924)
- **Office** (1924)
- **Welfare Building** (1924)
- **Repair Shop** (1924)

[1] The name "Welfare Building" appears on the 1951 Sanborn Map and is known as such by remaining employees. The head mechanic at the site, who has worked at the B&O LPGTE for 29 years following in the footsteps of his father and grandfather, stated that the building has been used as a break room and bathroom with showers as far back as he has known the complex. (July 31, 2003)

- **Transformer House** (1924)
- **Dust House** (1924).

Non-contributing components are the:

- **Pump House** (ca. 1970)
- **Truck Shed** (ca. 1970).

Most structures at the Baltimore & Ohio Locust Point Grain Terminal Elevator (B&O LPGTE) are oriented northeast/southwest. The **Office** is oriented north/south. The complex is configured in two groups of structures: the major structures and additions, and the minor structures and buildings. The major structures, the **Elevator** and **Grain Bin Structure,** are interconnected and located nearest the water. Minor free-standing buildings and structures on the site are located nearest to city streets and internal roadways. Rail lines form a loop around the Locust Point Peninsula. Tracks fill the open land northeast of the Elevator to the water's edge; four lines run through the appendages. Only the **Office** has a treet-front entrance.

MAJOR STRUCTURES

The **Elevator** and **Grain Bin Structure** are the major structures on the site. Together they form an architectural composition of a tall vertical slab (elevator) fronting a massive block (bins). Bridges connect the **Grain Bin Structure** and **Elevator**.

The **Elevator** is comprised of the **Workhouse** (1924) and four ancillary appendages: the *Dryer*, *Dump Shed*, *Drip Shed*, and *Conveyor*. The **Workhouse** is a 220 foot high, 15-story, 4x15-bay concrete structure with a rectangular footprint and a flat roof in fair condition. It faces northeast. The 1st story and top six stories of the **Workhouse** have huge window openings with industrial steel sash in poor condition. Pilasters mark the bays. Many window openings in the 1st story are infilled. Many of the upper story sash are missing lights.[2] Window openings on the northwest facade were altered for machinery removal and now have metal roll-down doors. A 1978 2-story metal superstructure is located atop the **Workhouse**.

The **Elevator** interior houses 1978 machinery and bins for moving, storing, testing, and mixing grain. The basement, ground floor, and floors two through six consist of open plan space with an exposed concrete structural system. Concrete mushroom columns define the bays. Encased elevator legs, chutes, garners, scales, and conveyors run between the superstructure and the basement level. The concrete floors are heavily patched and have many recent openings that accommodate recent machinery. The **Workhouse** encloses 95-foot-tall shipping bins between the ground and second floors in the windowless portion of the building. Ancillary appendages attached to the **Workhouse** include:

- The *Dryer* (1924) is a 75-foot-tall, 2x15-bay, concrete structure with a rectangular footprint and flat roof in fair condition. The *Dryer* projects from the northeast elevation of the **Workhouse** and is connected to that structure

[2] Dick Malson, the site's Maintenance Supervisor, stated that he worked almost constantly while the elevator was operational to keep glass replaced. Large birds including hawks and owls would fly into the buildings to get grain and rodents and would fly out through panes of glass. Employee vandalism was also commonplace. (July 31, 2003)

by bridges. The northeast elevation displays openings infilled with vents and industrial steel sash missing many lights. The 1st story concrete piers are spalling, and steel rebar is corroding. The interior has an exposed concrete structural system. The *Dryer* houses 1978 machinery for drying grain to prevent mildew and/or insect infestation.

- The *Dump Shed* (1924) is a 4-story concrete structure with an irregular rectangular footprint in poor condition. The *Dump Shed* projects from the northeast elevation of the **Workhouse**. The concrete is deteriorated. Concrete on the northeast is suffering from extensive water infiltration. The northeast elevation of the *Dump Shed* displays gaping holes and industrial steel sash in poor condition, missing many lights. The *Dump Shed* covers rail spurs and encloses 1978 machinery for dumping cars and for conveying grain.

- The *Drip Shed* (1924) is 1-story steel open shed structure with a rectangular footprint in fair to poor condition. The steel is corroded. The *Drip Shed* extends northwest of the *Dump Shed* and covers rail spurs.

- Mechanical housings (1924-recent) project from the **Workhouse**. The largest is the *Conveyor* to Piers 6 and 7, which is housed within an asbestos-clad bridge located 40 feet above ground. The *Conveyor* moved grain between shipping bins in the **Workhouse** and ships at the piers. Metal bins housing dust bags and filters and sheds enclosing abandoned electrical equipment also remain.

The **Grain Bin Structure** (1924) is a 105-foot-tall, 13x14-bin, concrete structure with a near-square footprint and a flat roof in fair condition. The **Grain Bin Structure** is comprised of bins (16-foot-diameter cylinders and interstices) that stored grain sorted by type and quality. The cylindrical shape of individual perimeter bins is visible. A 2-story cupola with steel industrial sash in poor condition caps the structure. Industrial steel sash are missing many lights. The exterior displays a crust of black industrial grime and a web of patched cracks.

MINOR STRUCTURES AND BUILDINGS

The **Office**, **Repair Shop**, **Welfare Building**, **Transformer House**, and **Dust House** are the minor structures and buildings on the site.

The **Office** (1924) is a free-standing, 2-story, 4x7-bay, tapestry brick building with a concrete structural system, rectangular footprint, and flat roof in fair condition. The **Office** has a concrete foundation, concrete sills, steel lintels, and paired steel 2-over-2 sash in fair condition. Many lights are Plexiglas. Basement windows have been infilled and parged over. The primary façade of the **Office** faces west and fronts Andre Street. The main entry (west façade) and secondary entry (south elevation) have recent aluminum double doors. A recent, 1-story, shed-roofed, CMU addition projects from the east elevation. The interior of the **Office** was rehabbed in the 1970s. Plaster perimeter walls and a steel stair remain.

The **Repair Shop** (1924) is a free-standing, 1-story brick building with a steel structural system, square footprint, triangular loading dock, and flat roof in poor condition. The **Repair Shop** has a concrete foundation, concrete coping, oncrete sills, steel lintels, and a loading bay encased by corrugated metal panels. Window openings hold industrial steel sash in fair condition. Door openings hold steel doors. A large window opening on the northwest elevation has been infilled. The building has an open space plan with an exposed structural system. Long unused, the building's roof has largely collapsed, and the interior is filled with debris.

The **Welfare Building** (1924) is a free-standing, 1-story, 3x5-bay building with a steel structural system, rectangular footprint, and flat roof in fair condition. The **Welfare Building** has a concrete foundation, metal coping, brick sills, and steel lintels. Window openings hold industrial steel sash in fair condition. Door openings hold steel doors. Electrical conduit has been affixed to the elevations. The building is used for an employee break room, locker room, and bathroom. The interior has two rooms with concrete floors, painted brick walls, and a recent dropped ceiling.

The **Transformer House** (1924) is a small 2-story, 3x3-bay, prefab concrete structure with a square footprint and flat roof in poor condition. It projects from the conveyer that extends from the southeast elevation of **Workhouse**. The **Transformer House** encloses abandoned electrical transformers for the elevator. A small, recent concrete block shed addition projects from its northwest elevation.

The **Dust House** (1924) is a free-standing, 2-story, 2x4-bay, prefab concrete structure with a rectangular footprint and flat roof in fair condition. Most openings are infilled with painted CMU. The **Dust House** is located southwest of the **Workhouse** and **Transformer House**. A concrete loading dock is set in from the west elevation. The interior consists of open-plan space with an exposed concrete structural system on the 1st floor. Ca. 1970s partitioned spaces fill the 2nd floor.

NON-CONTRIBUTING STRUCTURES

The **Pump House** and **Truck Shed** are the non-contributing buildings on the site. Both buildings were built ca. 1970, after the period of significance, which ends in 1956.

The **Pump House** is a small, 1-story, 3x3 bay, ca. 1970 utilitarian brick structure with a rectangular footprint and flat roof in good condition. It has a concrete foundation, concrete coping, aluminum jalousie windows, and a metal roll-down garage door. The **Pump House** encloses water pumping equipment for fire extinguishing.

The **Truck Shed** is a small, utilitarian, ca. 1970 metal panel and concrete block structure with a rectangular footprint and flat roof in fair condition. It is comprised of an open, metal panel shed and a CMU guardhouse. The **Truck Shed** covers machinery for grain delivery by truck.

ALTERATIONS AND INTEGRITY

Alterations to the B&O LPGTE primarily consist of minor ca. 1970s additions and alterations to the interiors. Interior changes in the **Elevator** consist of alterations to accommodate new machinery including infilling openings between floors and new openings between floors. Interior changes to the minor buildings include complete ca. 1970s rehabs of the **Office** and **Welfare Buildings**. The **Dust House** is now used as a repair shop, and the upstairs has recent partitions and finishes. On the exteriors, alterations consist mainly of infilled window openings, replacement doors on the **Office,** and small, CMU additions. An addition was constructed atop the **Workhouse** in 1978. Two buildings (**Pump House** and **Truck Shed**) were added to the site in the 1970s, after the period of significance.

The B&O LPGTE is intact and retains integrity. Location and setting, including the relationship to the marine terminal, piers, Patapsco River, railroad tracks, and adjacent residential neighborhood and industries remain. All original buildings associated with the site remain. Only two small buildings have been added to the site. Recent buildings are sited beyond the boundaries of the original site plan. The original building massing and volumes remain clearly legible. The utilitarian masonry construction materials remain intact, and alterations to exteriors are limited. The B&O LPGTE continues to convey its significance as a concrete grain terminal elevator.

Baltimore & Ohio Locust Point Grain Terminal Elevator (B-1367)
Name of Property

Baltimore City, Maryland
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ **B** Property associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

TRANSPORTATION
AGRICULTURE
COMMERCE

Period of Significance

1923-1956

Significant Dates

1923 – date of construction
1956 – grain exports through the Port of Baltimore peak

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

John S. Metcalf, engineer

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #_____
- ☐ recorded by Historic American Engineering Record #_____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

SUMMARY STATEMENT OF SIGNIFICANCE:

The Baltimore & Ohio Locust Point Grain Terminal Elevator (B&O LPGTE) meets Criterion A at the local level for its association with transportation and commerce in Baltimore. Completed in 1924 with a 3.8 billion bushel capacity, it represents the enormous scale of Baltimore's grain export market in the 20th century. Transshipment of goods through the Port of Baltimore was a key component of the city's industrial economy. The Port of Baltimore was one of the three largest US ports through the first half of the 20th century in terms of volume, and grain was among Baltimore's four largest exports. Three competing railroad companies – the Baltimore & Ohio, the Pennsylvania Railroad, and the Western Maryland Railroad—operated grain terminal elevators on the waterfront, all of which were among the largest in the world.[3] In a trade in which efficiency was key, the B&O LPGTE distinguished itself as the fastest grain elevator in the world when completed. The period of significance extends from 1924 to 1956, when grain shipment through Baltimore reached its peak.

RESOURCE HISTORY AND HISTORIC CONTEXT:

B&O LPGTE AND BALTIMORE GRAIN TRADE 1924-1962

During the World War I years, tonnage of waterborne commerce moving through the Port of Baltimore more than doubled.[4] Between 1920 and 1926, Baltimore rose from seventh to third among American export ports, behind only New York and New Orleans.[5] Seeking this greater market share, the Port of Baltimore successfully promoted a range of assets in the 1920s including "a ready work force, good banking, low electricity and gas costs, distribution links to the Southeast, and excellent exporting facilities."[6]

Grain trade played an integral role in the Port's post-World War I rise. In 1916, over 120 million bushels of grain traveled through the Port of Baltimore.[7] In response to renewed grain shipment to Europe in the 1920s, the B&O, Western Maryland, and Pennsylvania railroads each constructed a colossal concrete grain terminal elevator at their marine terminals at Locust Point, Port Covington, and Canton, respectively. The Baltimore & Ohio Railroad placed the B&O LPGTE in service in 1924. The existing structure replaced a ca. 1880s wood elevator and ca. 1891 brick elevator that were struck by lightening and burned in 1922. Loss of the earlier elevators coincided with the B&O's huge, post-World War I capital investment at Locust Point.[8] The B&O devoted $7 million to the new elevator alone.[9] By 1928, grain constituted "the major portion of bulk cargo for outbound vessels."[10]

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[3] The Western Maryland Railroad's elevator is now gone; the B&O LPGTE and the structure of the Pennsylvania Railroad's elevator in Canton remain.

[4] **Port of Baltimore Bulletin.** 1 (March, 1928), 1. Between 1900 and 1913, the Port of Baltimore averaged 8,305,524 tons annually. Between 1913 and 1927, the average was 15,622,050.

[5] Brugger, 457; **Port of Baltimore Bulletin.** 1 (May, 1928), 10. For example, in 1928 Baltimore handled 11,503,950 tons to New York's 24,644,516 tons. While New York more than doubled Baltimore in total tonnage, the disparity was primarily on the *import side. In 1928, New York exported over 11 millions tons while Baltimore exported over 7 million tons.*

[6] Brugger, 457.

[7] "Baltimore's Place in the Grain Trade," **The Sun** (Baltimore), Dec. 7, 1951.

[8] John F. Stover, **History of the Baltimore and Ohio Railroad** (West Lafayette, IN: Purdue Research Foundation, 1987), 258, 259.

Although the Port of Baltimore retained its relative position through the Great Depression, grain-shipping volumes dropped dramatically. In 1929, 17,355,274 bushels of grain left the Port. In 1930, this number plummeted to 7,083,932 bushels and continued to fall through 1932 when only 5,862,629 bushels left through the Port.[11] The Baltimore & Ohio Railroad was especially hard hit by the Great Depression. To keep the company out of receivership, the federal Reconstruction Finance Corporation (RFC) provided the B&O with long-term loans totaling $88 million, "more than any railroad in the country."[12]

In addition to its relationship to the economy, grain export through the Port of Baltimore was linked to ebb and flow of grain harvests, to government regulations that set price differentials for shipment through U.S. ports, to the shift to inland water transport through New Orleans and the St. Lawrence seaway, and to overseas trade treaties. In the fall of 1938, for example, Baltimore periodicals lamented "Baltimore's Grain Exports at Standstill."[13] At that time, treaties and differentials stymied flow of grain through Baltimore. In response, the papers followed closely British plans to abolish the duty-free preference for grain shipped through Canada and an Interstate Commerce Commission-granted reduction of export grain rates for North Atlantic ports.[14] By early 1939, however, "the effects of the new treaty on the easier admission of Canadian grain via United States into Great Britain and...the cheaper rail rate from Buffalo to Baltimore..." fueled a complete turnaround in Baltimore's grain shipping trade.[15] The advance snowballed through the end of 1939; when World War II broke out. The Marshall Plan bolstered grain export patterns established during WWII in the post-war period. In 1947, Baltimore became the second largest U.S. port after New York, a gain partially attributed to the speed and efficiency of Baltimore's grain terminal elevators.[16] In the first seven months of 1951 alone, over 52 million bushels of grain poured into the Port.[17]

In 1956, the Port of Baltimore experienced record volumes of grain export; over 102 million bushels were shipped from the Port. The banner year, however, proved a last gasp. In 1957 grain export fell to about 58 million bushels, beginning a general downward trend.[18] At the B&O LPGTE, declining grain exportation was coupled with larger problems. By the late 1950s, the Chesapeake & Ohio Railroad was amassing B&O stock. In 1961, C&O completed their takeover. The C&O merged its new holdings and created the "Chessie" system.[19] The Cleveland-based company primarily transported coal. Consequently, they soon sold the B&O LPGTE to Peavey Grain (later ConAgra), a grain dealer, thus ending the era of rail control at the B&O LPGTE.

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[9] "Locust Point Elevator," ca. 1924. A two-page description likely prepared by the Baltimore & Ohio Railroad. Held at the office of the B&O LPGTE.

[10] **Port of Baltimore Bulletin.** 1 (May 1928), 13.

[11] **Port of Baltimore Bulletin**, 35 (Jan. 1931), 19; 59 (Jan. 1933).

[12] Olson, 337.

[13] In 1937, only 499,000 bushels of grain left the Port of Baltimore. "Baltimore: No Longer A Grain Port," **The Evening Sun** (Baltimore), Sept. 6, 1938.

[14] "Export Grain Prospects," **Baltimore** (Sept. 1938); "Baltimore Gains Partial Victory in Grain Rate Adjustment," **Baltimore** (Oct. 1938); "Baltimore's Grain Export at Standstill," **The Sun** (Baltimore), Jun. 12, 1938.

[5] "City 'Bogey' of Canadian Grain Trade," **The Sun** (Baltimore), Jan. 22, 1939.

[16] "Port of Grain. Speed and Economy Held Factors in Making Baltimore No. 2 Port," **The Evening Sun** (Baltimore), Jun. 4, 1947.

[17] "Baltimore 'Breadbasket Fills Up and Empties," **The Evening Sun** (Baltimore), Aug. 20, 1951.

[18] "Worldwide Business Slowup," **Port of Baltimore Bulletin**, (Dec. 1958), 5.

[19] Stover, 354-364.

DESIGN AND TECHNOLOGY

The massive scale and specialized program of the B&O LPGTE reflect grain shipment's important position at the Port of Baltimore. John S. Metcalf, a Chicago-based Canadian, designed the B&O LPGTE in 1922 and 1923.[20] The author of a definitive text, Metcalf studied elevators throughout the U.S. and Canada in preparation for designing the B&O LPGTE.[21] Metcalf designed the B&O LPGTE for efficient movement of grain from rail to ship. Efficient flow of rail traffic; speed of grain handling; expandability of storage facilities; fireproof construction; and accessibility to multiple piers were the B&O LPGTE's hallmarks. Baltimore & Ohio leadership noted that "pioneering study and development" led to "new and modern construction" at the LPGTE that set a new standard elevator practice.[22]

The B&O studied each component of grain movement to make the LPGTE "the most rapid grain handling plant in the world."[23] First, the B&O LPGTE was located on a loop of track that circled the Locust Point peninsula. This loop allowed rail cars to move continuously forward through the elevator. Rail cars could be unloaded in eight minutes and four cars dumped simultaneously.[24] Because the B&O had vast rail yards at Locust Point, they could reserve space for up to 500 grain cars. The Drip Shed provided unimpaired delivery in inclement weather. Legs and conveyors moved grain through the elevator at a rate of 800 feet per minute. Cleaners removed foreign matter at the rate of 48,000 bushels per hour. The elevator conveyed grain to the piers at a rate of 150,000 bushels per hour. Exclusively used for grain shipping, Piers 6 and 7 provided berth for eight ships. The Grain Bin Structure could hold up to 3 million bushels with an additional 800,000 bushels held in the shipping bins in the Workhouse. Stored grain was sorted by quality and type. Thus, the enormous Grain Bin Structure provided storage for a wide variety of grains, in addition to storage of substantial volume. Initial plans provided for future expansion of the Grain Bin Structure (never brought to fruition) to 8 million bushel capacity, to make the elevator the largest in the world, as well as the fastest.

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[20] "An Important Link in Baltimore's Harbor Development: The New Grain Elevator of the Baltimore & Ohio Railroad at Locust Point," **Municipal Journal** (Apr. 27, 1923).

[21] John S. Metcalf, **Grain Elevators**, Montreal: Librarie Beauchemin, [1926].

[22] " Locust Point Elevator," p. 1.

[23] **Ibid.**

[24] **Power Pictorial** (Second Quarter, 1924), n.p. Found in Enoch Pratt Free Library, Maryland Room, Vertical File, "Grain Elevators (Baltimore)."

Fire was always the primary risk at grain elevators. Because the B&O LPGTE was the first designed and built in accordance with ca. 1920 National Board of Fire Underwriters regulations, the B&O sought new means to fight combustibility at the LPGTE.[25] Concrete became the standard construction material for grain terminal elevators in the early 20th century. The material was fireproof and it provided the specific mechanical qualities that allowed grain to be stored at a scale of millions of bushels.[26] Because the elevator was an export elevator, grain movement, rather than storage, was the primary activity. Every grain transfer gave off clouds of dust that could explode in the presence of sparks given off by machinery. The B&O LPGTE was designed with a smooth concrete finish so that dust would not gather on vertical surfaces. The design carefully eliminated ledges. The structure incorporated a comprehensive vacuum system that constantly circulated the air in the Workhouse out of the building through filters and transferred dust to a separate Dust House. Bins, garners, scales, and legs were all vented into the vacuum system or to the outside. In addition, stored grain is prone to spontaneous combustion. Consequently the storage bins incorporated temperature gauges at every ten feet of depth to provide sensitive readings.[27]

[25] Baltimore & Ohio Railroad, **Marine Terminals**, p. 8. Ca. 1920s brochure for the Seventeenth National Foreign Trade Convention, Los Angeles, California, held at the Enoch Pratt Free Library, Maryland Room, Vertical Files "Baltimore and Ohio Railroad – Terminals."

[26] Reyner Banham, **A Concrete Atlantis**, Cambridge, MA: The MIT Press, 1986.

[27] "Locust Point Elevator," p. 1.

MAJOR BIBLIOGRAPHICAL REFERENCES:

"An Important Link in Baltimore's Harbor Development: The New Grain Elevator of the Baltimore & Ohio Railroad at Locust Point." **Municipal Journal** (Apr. 27, 1923).

Baltimore & Ohio Railroad. **Marine Terminals**, n.d. (ca. 1920s). Brochure for the Seventeenth National Foreign Trade Convention, Los Angeles, California. Enoch Pratt Free Library, Maryland Room, Vertical Files "Baltimore and Ohio Railroad – Terminals."

"Baltimore 'Breadbasket' Fills Up and Empties." **The Evening Sun** (Baltimore). Aug. 20, 1951.

"Baltimore: No Longer A Grain Port." **The Evening Sun** (Baltimore). Sept. 6, 1938.

"Baltimore Gains Partial Victory in Grain Rate Adjustment." **Baltimore.** (Oct. 1938).

"Baltimore's Grain Export at Standstill." **The Sun** (Baltimore). Jun. 12, 1938.

"Baltimore's Place in the Grain Trade." **The Sun** (Baltimore). Dec. 7, 1951.

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Baltimore & Ohio Locust Point Grain Terminal Elevator (B-1367)
Name of Property

Baltimore City, Maryland
County and State

10. Geographical Data

Acreage of Property 7.544 acres

Baltimore East, MD quad

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	362947	4347941	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Jennifer Goold

Organization Betty Bird & Associates date August, 2003

street & number 2607 24th Street, Suite 3 telephone 202-588-9033

city or town Washington, District of Columbia state N/A zip code 20008

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name Silo Point, L.L.C.

street & number 911 South Charles Street telephone 410-752-1241

city or town Baltimore state Maryland zip code 21230

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

VERBAL BOUNDARY DESCRIPTION:

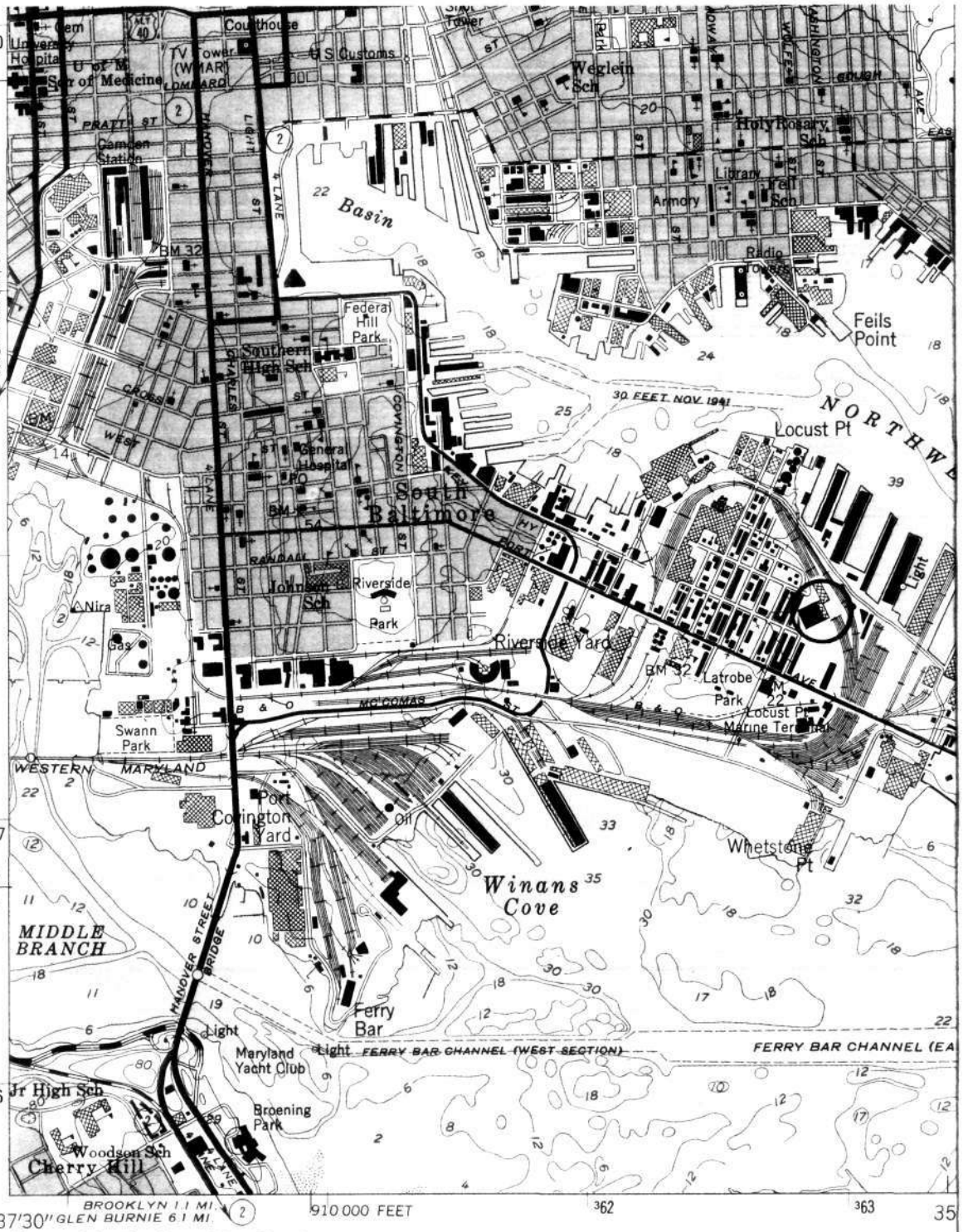
The National Register boundary for the Baltimore & Ohio Locust Point Grain Terminal Elevator is identical to the boundary for Baltimore City Tax Parcel Map 24, Section 11, Block 2024, Lot 8. The boundary encompasses 7.544 acres.

BOUNDARY JUSTIFICATION:

The National Register boundary corresponds to the resource's original site plan, and encompasses all of the buildings, structures, and land historically associated with the Baltimore & Ohio Locust Point Grain Terminal Elevator.

B-1367
Baltimore & Ohio Locust Point Grain Terminal Elevator
Baltimore City, MD

UTM Reference:
Baltimore East, MD quad
18-362947E - 4347941N



(RELAY) 5662 II NW

Mapped by the Army Map Service
Edited and published by the Geological Survey

Control by USGS, USC&GS, USCE, and City of Baltimore

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1943. Field checked 1944
Culture revised by the Geological Survey 1953

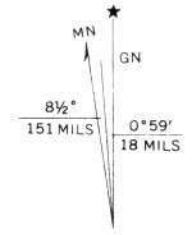
Hydrography compiled from USC&GS Chart 545 (1951)

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1966 and 1974. This information not field checked

Purple tint indicates extension of urban areas



UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

B-1367

[illegible] + Ohio Locust Point Grain Terminal Elevator

Baltimore, Maryland

Jennifer Goold, Betty Bird + Associates

August 2003

MD SHPO

View east. Shows Elevator + Grain Bins from Andre Street.

1 of 17

503021 NNN 12

4659
7654

B-1367

Baltimore + Ohio Locust Point Grain Terminal Elevator

Baltimore City, Maryland

Jennifer Gould, Betty Bird + Associates

August 2003

View southwest. Shows Elevator Workhouse, Dryer, Sheds, and Conveyor.

2 of 17

SC1021 NNN 12

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore City, Maryland
Jennifer Goold, Betty Bird + Associates
August 2003
MD SHPO
View south. Shows Elevator, Workhouse and Sheds.
3 of 17

5032011 NNN 12

B-1367

Baltimore + Ohio Locust Point Grain Terminal Elevator

Baltimore City, Maryland

Jennifer Goold, Betty Bird + Associates

August 2003

MD SHPO

View southeast. Shows Elevator, Grain Bins, Welfare Building + Repair Shop.

4 of 17

503021 NNN 12

B-1367

Baltimore & Ohio Locust Point Grain Terminal Elevator

Baltimore, Maryland

Jennifer Goold, Betty Bird & Associates

August 2003

MD SHPO

View north. Shows Grain Bins & Elevator with (non-contributing) Pumphouse in foreground.

5 of 17

503 0211 NNN 22

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore Maryland
Jennifer Goold, Betty Bird + Associates
August 2003
MD SHPO
View west. Shows Dryer + Elevator Workhouse.
6 of 17

503021 NNN22

B-1307
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore Maryland
Jennifer Gadd, Betty Bird + Associates
August 2003
MD SHPO

View south. Shows Conveyor.

1 of 17

4950211 NNN 12

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Good, Betty Bird + Associates
August 2002
5030211 NNN 22
MD SHPO

View north. Shows Conveyor + Electrical Transformers.
8 of 11

B-B67
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Goold, Betty Bird + Associates
August 2003
MD SHPO

View east. Shows Drip Shed.

9 of 17

503021 NNN 22

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Goold, Betty Bird + Associates
August 2003
MD SHPO

View southeast. Shows Office from Andre Street.
10 of 17

503021 NNNN12

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Gould, Betty Bird + Associates
August 2003,
MD SHPO

Wallace Building.

11 of 17

503021 NNN22

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Goold, Betty Bird + Associates
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View northeast. Snows Repair Shop.
Roll 17

5030211 NNN22

Truck Dump
& Scales
Screenings
Load Out

B-1367

Baltimore + Ohio Locust Point Grain Terminal Elevator

Baltimore, Maryland

Jennifer Gould, Betty Bird + Associates

August 2003

MDSHPO

View southwest. Circus Transformer House.

12 of 17

495021 NNN12

B-1367

Baltimore + Ohio Locust Point Grain Terminal Elevator

Baltimore, Maryland

Jennifer Goold, Betty Bird + Associates

August 2003

MD SHPO

Northwest Shows Dust House.

14 of 17

5030211 NNN 12

B-1367
Baltimore + Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Goold, Betty Bird + Associates
August 2003
MD SHPO

View northwest. Shows (non-contributing) Truck Shed.

15 of 17

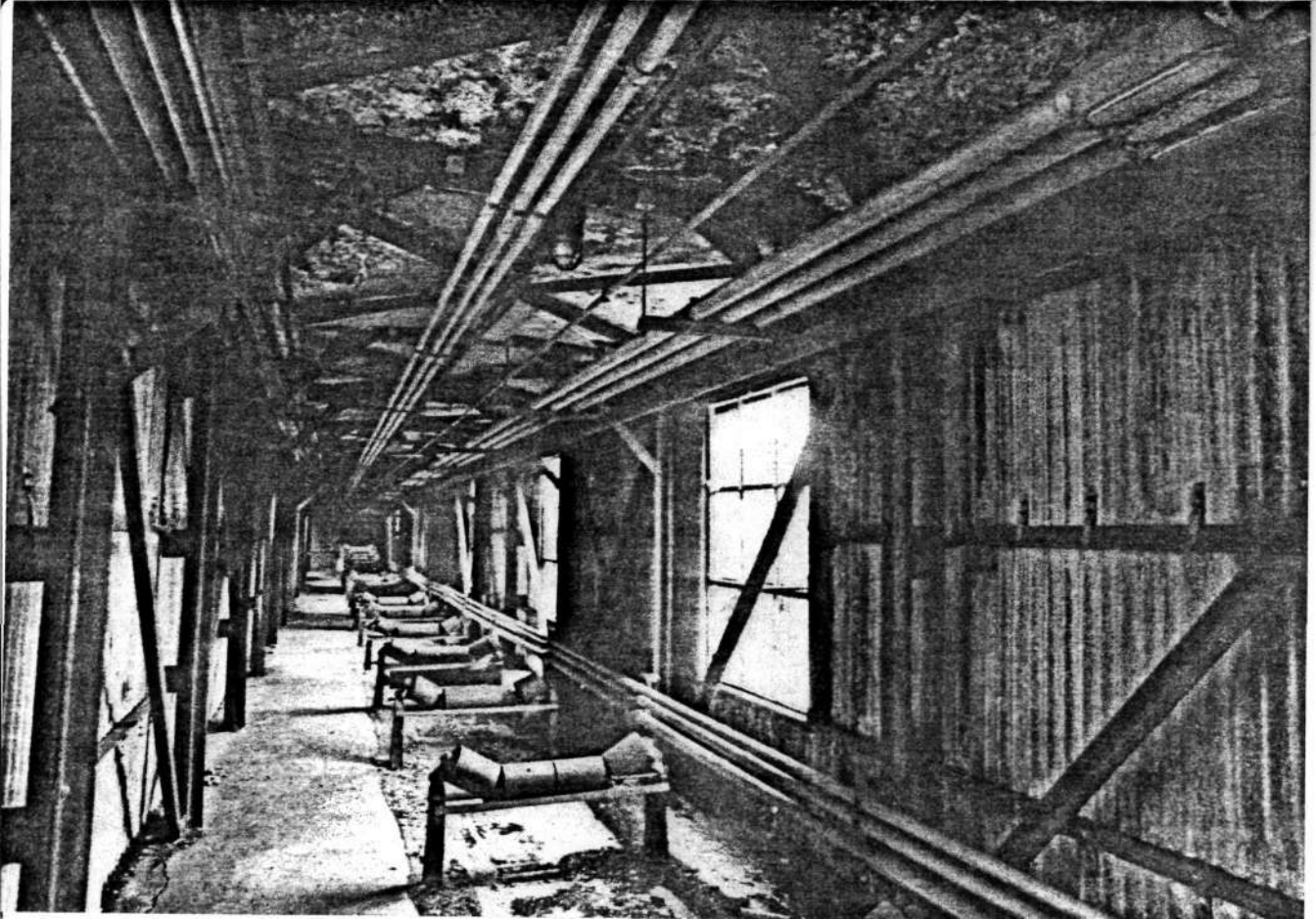
5030211 NNN22

B-1367
Baltimore & Ohio Locust Point Grain Terminal Elevator
Baltimore, Maryland
Jennifer Godd, Betty Bird & Associates
August 2003
MD SHPO

View southwest. Crows Elevator Workhouse Interior.

16 of 11

495021 NNN 12



B-1367

[illegible] Grain Terminal Elevator

Baltimore, Maryland

[illegible] Gould, Betty Bird + Associates

August 2003

[illegible] Shows conveyor [illegible]

17 of 17

502021 NNN32