

B-4472

CENTRAL RAILWAY DEPOT

BALTIMORE CITY, MD

This is a brown brick, Renaissance Revival building constructed between 1890-96. It is characterized by a very broad gable which extends over nine bays. It features an end-gable roof. Original openings have been altered somewhat. Access restricted.

MD INVENTORY OF HISTORIC PROPERTIES FORM
SANDTOWN-WINCHESTER SURVEY

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Central Railway Depot

other names/site number B-4472

2. Location

street & number 2558 Druid Hill Ave.

not for publication

city or town Baltimore

vicinity N/A

state Maryland

code MD

county Baltimore City

code 510

zip code 21217

3. State/Federal Agency Certification

N/A

4. National Park Service Certification

N/A

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

Contributing	Noncontributing
1	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
1	<input type="checkbox"/> Total

B-4472

USDI/NPS NRHP Registration Form
(Central Railway Depot)
(Baltimore City, MD)

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Number of contributing resources previously listed in the National Register 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related

Current Functions (Enter categories from instructions)

Cat: Sub:

7. Description

Architectural Classification (Enter categories from instructions)

Renaissance

Materials (Enter categories from instructions)

foundation BRICK
roof
walls BRICK
other CONCRETE

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

8. Statement of Significance See continuation sheet.

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

ISDI/NPS NRHP Registration Form
(Central Railway Depot)
(Baltimore City, MD)

Period of Significance 1890-1940

Significant Dates 1890-1896

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation N/A

Architect/Builder

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

9. Major Bibliographical References

Maps

Bromley, G.W. and Co. Atlas of the City of Baltimore, Vol. 1. Philadelphia: 1885, 1896.
Hopkins, G.M. Map of the City of Baltimore, Maryland. 1876, 1877.
Sanborn Map Company. Insurance Maps, Baltimore, Maryland, Vols. 2,3, and 7. New York: 1890, 1901, 1914, 1928.
Simmons, Isaac. 1852 Revision of the Thomas H. Poppleton Map. Baltimore: 1852.

Farrell, Michael R. Who made All Our Streetcars Go? Baltimore National Railway Historical Society Publications, 1973.

Records of the Baltimore Streetcar Museum

10. Geographical Data

Acreage of Property

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(Central Railway Depot)
(Baltimore City, MD)

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	—	_____	_____	3	—	_____
2	—	_____	_____	4	—	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property.)

Boundary Justification (Explain why the boundaries were selected.)
The boundaries are based on a city lot(s) retaining original property lines.

11. Form Prepared By

name/title Elizabeth Jo Lampl & Kay Fanning/Architectural Historians
 organization Robinson & Associates date July 1992
 street & number 1710 Connecticut Ave., NW telephone (202) 234-2333
 city or town Washington state DC zip code 20009

Property Owner

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

name _____
 street&number _____ telephone _____
 city or town Baltimore state MD zip code _____

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 5 & 6 Page 1

Central Railway Depot
name of property
Baltimore City, Maryland
county and State

HISTORIC CONTEXT

MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s): Industrial/Urban Dominance

Prehistoric/Historic Period Theme(s): Transportation; Architecture,
Landscape Architecture, and Community Planning

Resource Type:

Category: building(s)

Historic Environment: urban

Historic Function(s) and Use(s): transportation

Known Design Source: none

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Central Railway Depot
name of property
Baltimore City, Maryland
county and State

DESCRIPTION

An exceptional broad gable extends over the central nine bays of this eleven-bay, two-story brick railway depot, executed in a simple Renaissance Revival style between 1890 and 1896. The building of today is an anonymous screen wall, giving little indication of its original, vibrant function. Its Clifton Street elevation is more telling of the structure's original transportation function, as it is still apparent that trains entered the building through this rear elevation.

The structure's primary, Druid Hill elevation originally gave the impression of an arcade, culminating in the end bays' aedicules. These aedicule openings are framed by two sets of Doric pilasters, the smaller supporting an arch, the larger carrying an entablature, with a simple molded brick cornice. Above this entablature is a larger entablature which runs the length of the facade. All these details are of plain and molded brick.

The elevation's bays were all originally arched. Judging by changes in the brickwork, it appears that passengers entered the building through one of three arched openings, located in the building's second, sixth, and tenth bays (moving across the building from south to north). A beltcourse extends across the facade at the spring level of the arches. Today, two of these openings have been lengthened and made flat-headed. They are capped in steel lintels. The three, original openings have been infilled with either modern, industrial doors or brick.

Above the arcade is a series of brick moldings denoting a cornice. This level turns into a parapet above the two end, aedicule bays. Above the brick cornice within the main block is the gable, treated as a simple pediment form. A bulls-eye window, with more recent brick infill, is centered in the gable tympanum.

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1

Central Railway Depot
name of property
Baltimore City, Maryland
county and StateSIGNIFICANCE

This building, constructed between 1890 and 1896, was built as the terminus for Central Railway's Druid Hill Park line. This line, which ran northwards up Fulton Avenue to Clifton Street, began as horsecar line c. 1883, but was converted to electric in 1892. It is possible that this depot was constructed, therefore, for the company's electric cars. Central was one of the first companies in Baltimore to electrify its systems.

The Central Railway Company was formed in 1881 as a competitor to the Baltimore City Passenger Company. Its first line, a horsecar operation, ran from the Western Maryland Railroad's Fulton Station at Laurens Street across northern Baltimore to Caroline Street, where it headed south to the Broadway Ferry. As Fulton Station's usefulness waned, the company sought to sustain its West Baltimore foothold. It did so by extending its tracks up Fulton Avenue to Druid Hill Park.

When Central Railway "went electric" in 1892, it outfitted 20, 25-horsepower cars, 16' in length. These cars ran on 80-pound steel girder rails. The cars were operated by a conductor and a motorman, a profession identified by many of the Sandtown-Winchester and Penn-North respondents to the late-19th century censuses.

In 1898, Central was absorbed by Baltimore City Passenger Railway Company. That same year, the United Railways & Electric Company grew out of the merger. The building is identified on the 1901 Sanborn Map as the United Railways & Electric Company's Clifton Street Barn. The 1814 and 1928 Sanborn Maps show that the building was operating as the "Druid Hill Sub Station" of the United Railway & Electric Company during those years.

SANDTOWN-WINCHESTER/PENN-NORTH
RECONNAISSANCE-LEVEL SURVEY FORM

Survey No. B-4472

Neg. No. 7/15

Historic Name Central Railway Depot

Current Name/Use _____

Address(es) 2558 Druid Hill Avenue

Resource/Property Type

- Rowhouses
 Commercial Structure
 Public/Institutional Building
 Public Housing
 Site
 Other

Attached
 Freestanding

Note: transportational structure

Stories 2

Primary Material brick Secondary Material _____

Roof Form flat

No. of Bays in Unit/Facade 11 If Rowhouse: Flat Front Swell Front Porch

Window Type: Double-Hung
 1/1 Sash
 2/2 Sash
 2/1 Sash
 Other Sash
 Transom

Door Type: Single-Leaf
 Double-Leaf
 Number of panels (if visible)
 Transom

Architectural Style Renaissance Revival Date c. 1890-1896

Noteworthy Features: Gabled facade with end aedicules flanking shallow, arched recesses, suggesting an arcade. Large plain entablature carried on Doric pilasters. Gable with bulls-eye in tympanum spans 9 central bays. Most window openings have original brick infill. Cars loaded from rear elevation.

Alterations: Formstone Stucco
 Vinyl/Aluminum Window/Door Changes
 Awnings Missing Cornice Elements
 First-Floor Use Change Other: brick infill/cement block

Status: Occupied Vacant Mixed

NR Evaluation: Contributing Non-Contributing

Recommended for Intensive Level: Yes No

Surveyor: Joey Lampl
Date: February-April 1992

Affiliation: Robinson & Associates

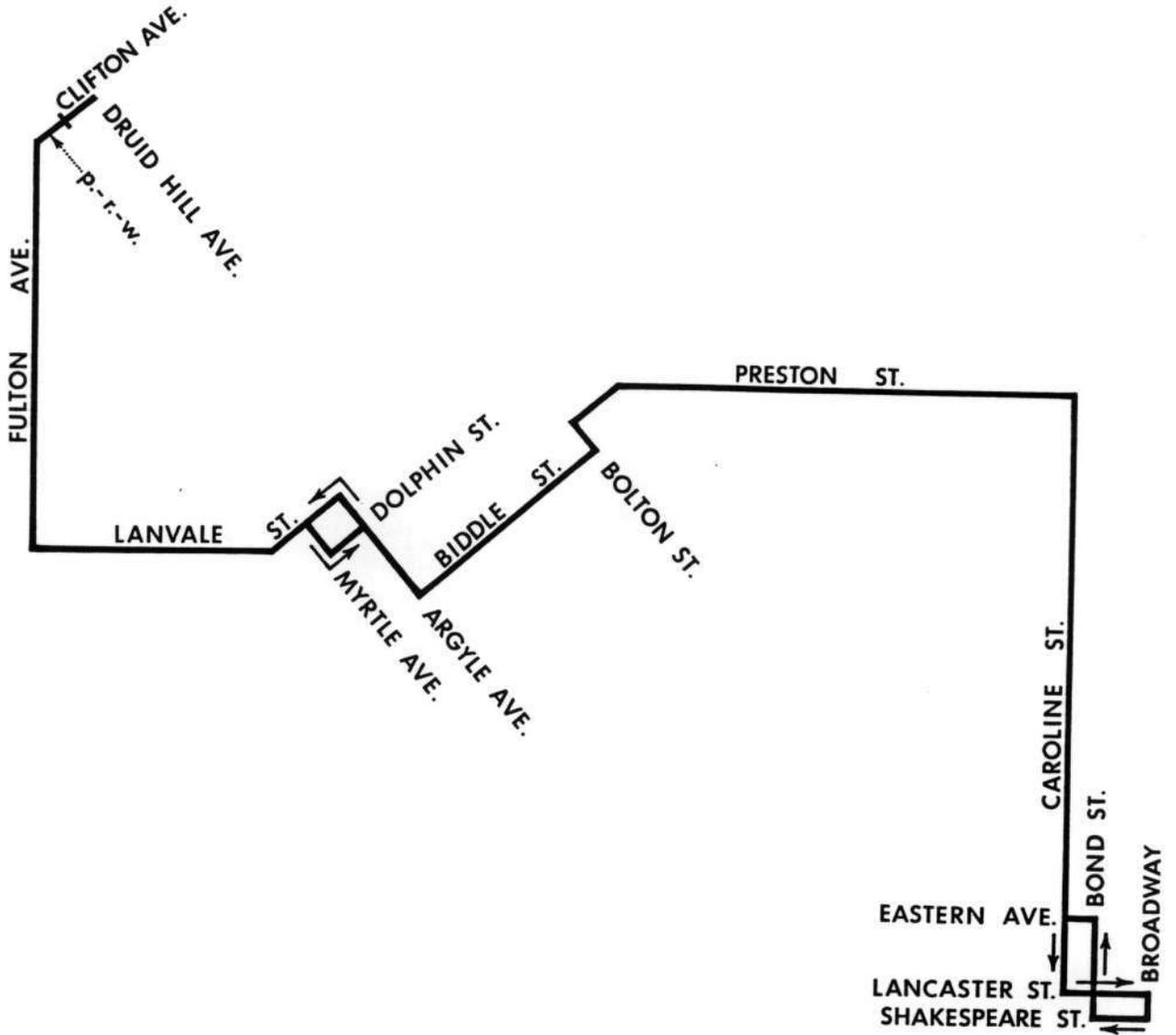


Central Railway's first cars were bob-tails built by Stephenson in 1881. Wheels were by Baltimore Car Wheel Company. During its first decade, the company did not reach Druid Hill, so it advertised the public squares along its route. (Museum of the City of New York)

Farrell, Michael. Who Made All Our Streetcars Go? Baltimore NRHS Publications, 1973.



B-4472
Central Railway Depot
Baltimore, MD
Bromley Atlas, 1896



Central Rwy. 1892 At the time of electrification Not to scale



B-4472
Central Railway Depot
Baltimore, MD
Baltimore West Quadrangle

BALTIMORE

Childrens Hospital
Woodberry
TV Tower (WBAL)

Hampden

DRUID HILL PARK
Zoo

Lake Ashburton

Druid Lake

Douglass High School

Walbrook

Coppin State Teachers College

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Central Railway Depot
Baltimore, MD
Baltimore West Quadrangle

St. Peter's Cemetery

Lutheran Hospital

Harlem Park

St. Josephs Monastery

Gwynns Falls Park

Carroll

Mt Olivet Cemetery



SANDTOWN-WINCHESTER / PENN-NORTH
B-4472
BALTIMORE, MD

ELIZABETH GO LAMPL
MARCH 1992

CITY OF BALTIMORE, COMMISSION FOR HISTORICAL AND ARCHITECTURAL
PRESERVATION

HISTORIC: Central Railway Depot

CURRENT: USE UNKNOWN

DRUID HILL AVE (NE) ELEVATION

ROLL 7 / NEG 15
1 of 2

2558 DRUID HILL AVENUE



Sandtown - Winchester / Penn - North
B-4472
Baltimore, MD

Leonard Jackson
July 1992

City of Baltimore, Commission for Historical and Architectural
Preservation

Historic: Central Railway Depot

Current: Use unknown

2558 Druid Hill Avenue, CLIFTON STREET (REAR) ELEVATION
2 of 2

Roll 9 / Neg 26