

B-4473

UNITED RAILWAYS & ELECTRIC COMPANY PARK TERMINAL

BALTIMORE CITY, MD

This office/depot and car barn is located just south of Druid Hill Park. The building was designed in 1910 by Francis E. Baldwin in a modern corporate style for the company. It has a Renaissance Revival flavor, but with a crenellated parapet. Near the corner of Fulton and Druid Hill Avenue, large bays were originally open for streetcars to pass through the building and pick up/drop off passengers. That corner was marked by an ornate iron canopy. Today, the building is owned by the city's Department of Public Works.

MD INVENTORY OF HISTORIC PROPERTIES FORM
SANDTOWN-WINCHESTER SURVEY

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name United Railways & Electric Company Park Terminal

other names/site number B-4473

2. Location

street & number Corner, Fulton & Druid Hill not for publication ___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	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
1	_____ Total

SDI/NPS NRHP Registration Form
(United Railways & Electric Co. Park Terminal)
(Baltimore City, MD)

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 STONE

roof _____

walls BRICK

other STONE

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

SDI/NPS NRHP Registration Form
 (United Railways & Electric Co. Park Terminal)
 (Baltimore City, MD)

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 Period of Significance 1910-1940

Significant Dates 1910

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
 =====

Acreeage of Property Lot = 190' 10" x 433' 1"

SDI/NPS NRHP Registration Form
(United Railways & Electric Co. Park Terminal)
(Baltimore City, MD)

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.)

Block 3411, Lot 27

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 Baltimore City
 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

United Railways & Electric Company
Park Terminal
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: Francis E. Baldwin, architect

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

Section 7 Page 1

United Railways & Electric Co. Park
Terminal**name of property**
Baltimore City, Maryland
county and StateDESCRIPTION

This civic office/depot and car barn located just south of Druid Hill Park, was designed in 1910 in the company's corporate style, a modernized interpretation of the Renaissance Revival. Befitting a depot at such a popular destination (Druid Hill Park), the building originally featured a metal marquis at the Fulton/Druid Hill corner and had flower boxes in some of its upper windows. The three wide bays on Fulton Avenue were originally open on the first floor, as was the single wide bay on Druid Hill Avenue, currently infilled with brick and a metal security grate. Open to the air as such, the building was essentially an elegant shelter for traversing streetcars.

The main structure is two stories high and twelve bays long, with a long one-story wing stretching down Druid Hill Avenue. The building has a stone foundation, with two cornices forming beltcourses above the first and second floors. Above the upper cornice is a parapet wall. The second-floor windows are more numerous than those on the first floor, but are not as tall. All are divided into three sections and contain new window glazing. The original upper windows appear to have been composed of six-over-six double-hung sash with a multi-paned hopper above. On the first floor, the basic configuration appears to have been the same, but there may have been fewer panes.

Four slightly projecting bays divide the Druid Hill Avenue facade into three equal sections; topped with a heavy denticulated cornice and simple crenelated parapets, these bays create a tower-like effect. All parapets have stone coping. The long, one-story wing rests on a raised stone basement, and has paired windows in bays formed by brick and stone Doric pilasters.

Flat-headed windows predominate throughout the building, with segmental-headed windows occurring in the second-story of the projecting bays and in the windows of the one-story car barn wing. Those in the projecting bays have keystones.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 1

**United Railways & Electric Co. Park
Terminal
name of property
Baltimore City, Maryland
county and State**

SIGNIFICANCE

This building was constructed in 1910 to house the United Railways and Electric Company's car house and offices. It was designed in the company's signature style and was built to be fireproof. The building replaced an earlier transportation building on the site--the Fulton Avenue Stables of the Baltimore Traction Company, or, originally, Citizens Railway Company Car Barn. On October 30, 1900, this earlier building burned to the ground.

The Park Terminal's scale reflects the magnitude of operation capable by the transportation conglomerate of United Railways & Electric. The building was constructed of a reinforced concrete frame with brick piers on the south wall and brick curtain walls elsewhere. Floors were of reinforced concrete.

The original floor plan for the building and the 1914 Sanborn Map reveal the original interior layout, which was designed for multiple functions. (See attached.) A large central operations area featured enough pits to accommodate 105 cars. A sand room was located just to the north of this area. In addition, there was a large space at the building's northeast corner divided between a waiting room, receiving room, and motormen and conductor's room. There were employee apartments on the first floor in the northwest corner of the building, and a lunch area there as well. The second floor contained company offices and an employees club, in addition to a bowling alley.

The United Railways & Electric Company

The United Railways & Electric Company was formed from the merger of the City Passenger Railway Company, the Central Railway, and the Baltimore and Northern Railway. The company was incorporated in 1899, and became the dominant enterprise in the public transportation industry of the city. Between 1907 and 1912, the company built a number of car houses in the city, including the Edmondson Avenue Car House, which was the first in a series of fireproof buildings in a more modern, semi-industrial character.

B-4473

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

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

United Railways & Electric Co. Park
Terminal
name of property
Baltimore City, Maryland
county and State

After a successful period, the company's profits began to decline and it found itself in bankruptcy, then receivership in the mid-1930s. It emerged with a new business plan and a new name--the Baltimore Transit Company. The company continued to provide rail service (in various new technological guises) throughout the 1930s and 40s, until most of the rail lines were converted to bus service in the 1950s.

In 1952, the #18 Pennsylvania Line, one of the last, was converted from rail to bus and the Park Terminal subsequently closed.

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

Survey No. B-4473

Neg. No. 7/16, 17

Historic Name United Railways & Electric Company Park Terminal

Current Name/Use _____

Address(es) Corner, Fulton & Druid Hill Avenue

Resource/Property Type

- | | |
|-------------------------------------|-------------------------------|
| <input type="checkbox"/> | Rowhouses |
| <input type="checkbox"/> | Commercial Structure |
| <input type="checkbox"/> | Public/Institutional Building |
| <input type="checkbox"/> | Public Housing |
| <input type="checkbox"/> | Site |
| <input checked="" type="checkbox"/> | Other |

Note: transportational structure

Stories 1 & 2

Primary Material brick Secondary Material stone

Roof Form flat

No. of Bays in Unit/Facade 12 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. 1901-14

Noteworthy Features: Imposing car barn and depot, in company's corporate style, directly south of Druid Hill Park. Two stories, with long 1-story wing stretching down Druid Hill Ave. Facade has stone foundations, cornice above first and second floors, parapet above second floor, four slightly projecting bays have tower-like effect, topped with heavy denticulated cornice, simple crenellation. Flat-headed windows predominate, with some segmental-headed windows also, some with keystones. Large metal warehouse-type door in center section was once open depot entrance. Wing rests on raised stone basement, with paired windows in bays separated by brick and stone pilasters. Corner of Fulton & Druid Hill originally featured cast-iron canopy.

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

Status: Occupied Vacant Mixed

NR Evaluation: Contributing Non-Contributing

Recommended for Intensive Level: Yes No

Surveyor: Joey Lampl

Affiliation: Robinson & Associates

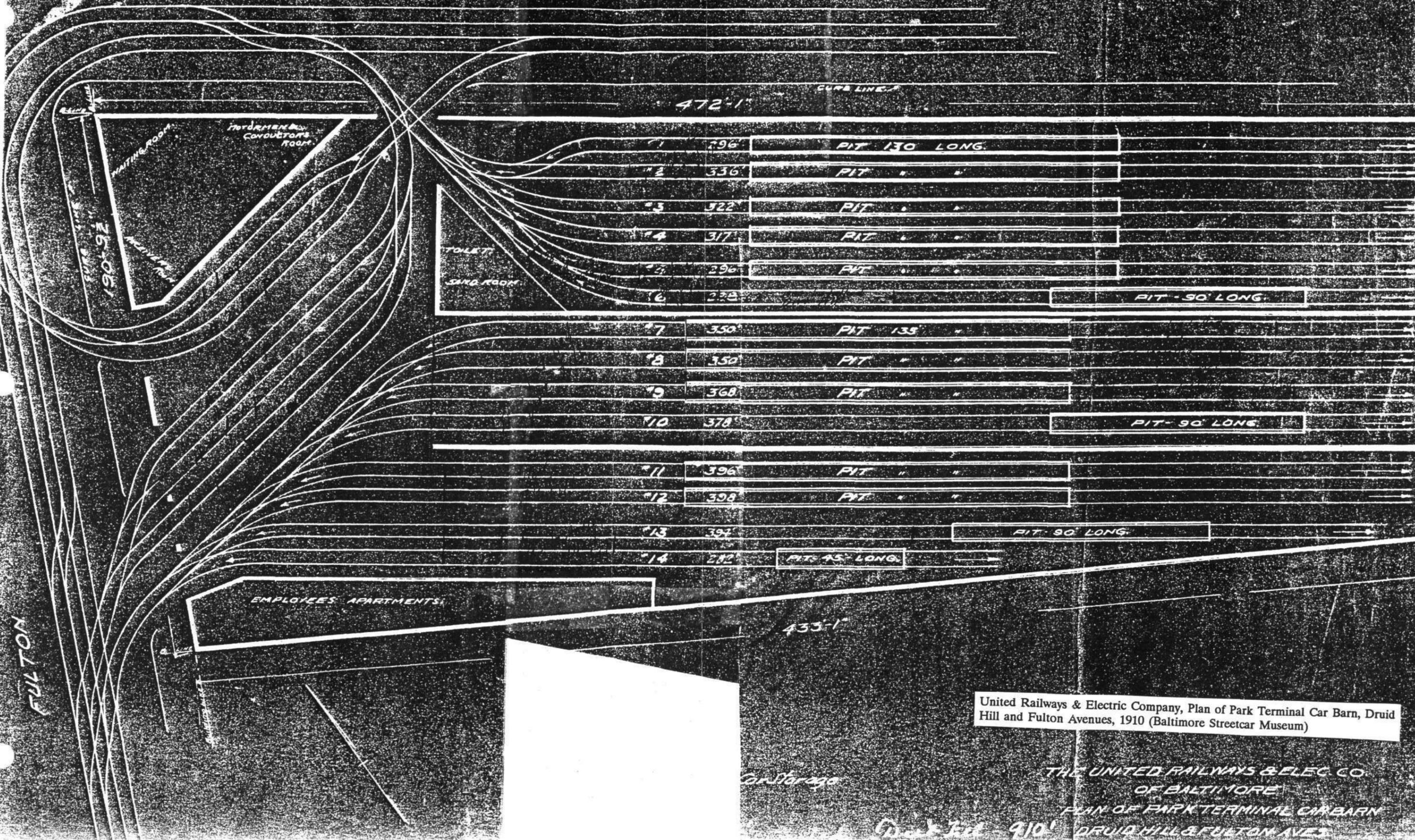
Date: February-April 1992

B-4473

PARK TERMINAL.

DRUID HILL

AVE.



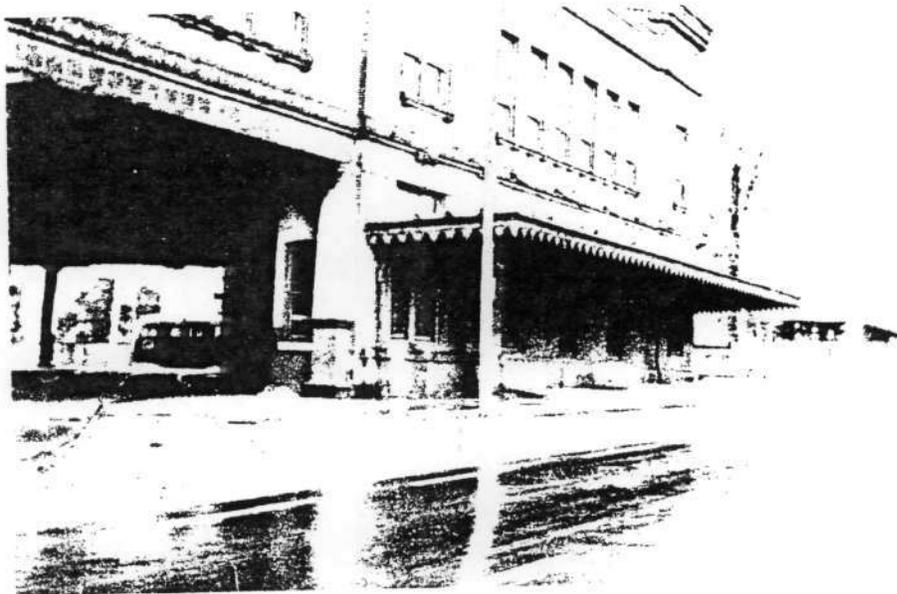
United Railways & Electric Company, Plan of Park Terminal Car Barn, Druid Hill and Fulton Avenues, 1910 (Baltimore Streetcar Museum)

THE UNITED RAILWAYS & ELEC. CO. OF BALTIMORE
PLAN OF PARK TERMINAL CAR BARN
DRUID HILL & FULTON AVES.

Car Storage

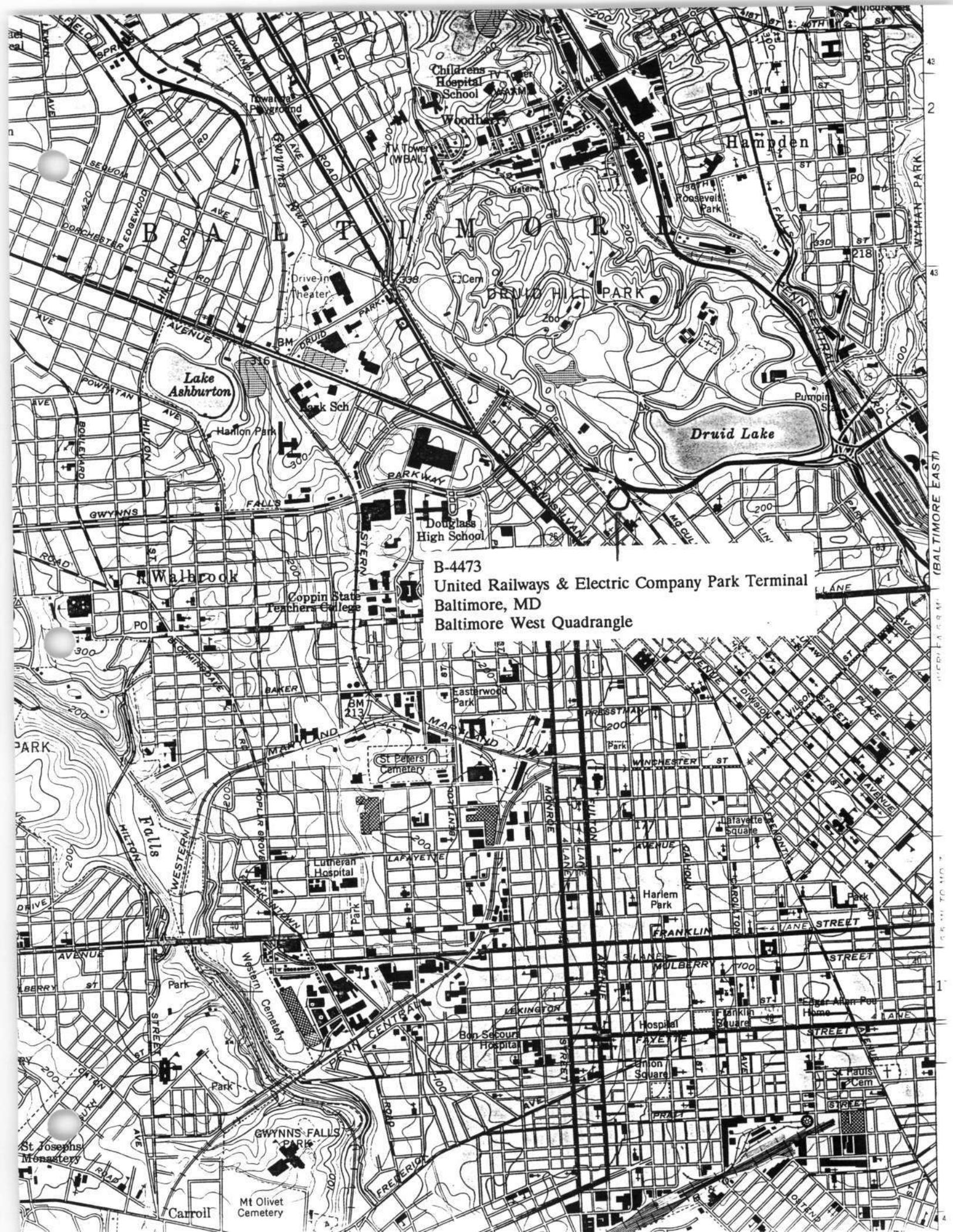
Druid Hill 910'

FULTON



Photograph of Park Terminal, c. 1940 (Baltimore Streetcar Museum)

B-4473



B-4473
United Railways & Electric Company Park Terminal
Baltimore, MD
Baltimore West Quadrangle

(BALTIMORE EAST)



Sandtown-Winchester/Penn-North

B-4473

Baltimore, MD

Leonard Jackson

July 1992

City of Baltimore, Commission for Historical and Architectural
Preservation

Historic: United Railways & Electric Co. Park Terminal
corner, Fulton & Broad Hill Avenue. NORTHWEST ELEVATION

1 of 4

Roll 10/Neg 3

2700
FLORA ST

NO PARKING
IN FRONT OF
BUS STOP
7-22

4341TDA



Sandtown-Winchester/Penn-North

#B-4473

Baltimore, MD

Leonard Jackson

July 1992

City of Baltimore, Commission for Historical and Architectural
Preservation

Historic: United Railways & Electric Co. Park Terminal
corner, Fulton & Druid Hill Avenue. SOUTHWEST ELEVATION
2 of 4

Roll 11/Neg 25

MANUFACTURED BY KODAK



Walter W. Reed, Inc.
GENERAL CONTRACTORS
Phone 287-2827

SANDTOWN - WINCHESTER / PENN - NORTH

#B-4473

BALTIMORE, MD

ELIZABETH GO LAMPL

MARCH 1992

CITY OF BALTIMORE, COMMISSION FOR HISTORICAL AND ARCHITECTURAL
PRESERVATION

HISTORIC: UNITED RAILWAY & ELECTRIC CO. PARK TERMINAL
CORNER, FULTON & DRUID HILL AVENUE
VIEW OF DRUID HILL AVE. ELEVATION
ROLL 7/NEG 17

3 of 4



SANDTOWN - WINCHESTER / PENN - NORTH

#B-4473

BALTIMORE, MD

ELIZABETH GO LAMPL

MARCH 1992

CITY OF BALTIMORE, COMMISSION FOR HISTORICAL AND ARCHITECTURAL
PRESERVATION

UNITED RAILWAY \downarrow ELECTRIC CO. PARK TERMINAL

CORNER, FULTON & DROID HILL AVE.

VIEW OF DROID HILL AVE. ELEVATION FACING NORTHWEST

ROLL 7/NEG 16

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