

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4524

Name: GREENMOUNT AVENUE OVER CSX

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended _____
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: _____	
_____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*Handwritten scribble*

Maryland Inventory of Historic Properties  
 Historic Bridge Inventory  
 Maryland State Highway Administration  
 Maryland Historical Trust

MHT No. B-4524

Name and SHA No. Greenmount Avenue Bridge (BC8027)

**Location:**

Street/Road Name and Number: Greenmount Avenue over CSX

City/Town: Baltimore \_\_\_\_\_ vicinity

County: Baltimore \_\_\_\_\_

Ownership: \_\_State \_\_County  Municipal \_\_Other

This bridge projects over: \_\_Road  Railway \_\_Water \_\_Land

Is the bridge located within a designated district: \_\_yes  no

\_\_NR listed district \_\_NR determined eligible district

\_\_locally designated \_\_other

Name of District \_\_\_\_\_

**Bridge Type:**

Timber Bridge

\_\_Beam Bridge \_\_Truss-Covered \_\_Trestle \_\_Timber-and-Concrete

Stone Arch

Metal Truss Bridge

Movable Bridge

\_\_Swing \_\_Bascule Single Leaf \_\_Bascule Multiple Leaf

\_\_Vertical Lift \_\_Retractable \_\_Pontoon

Metal Girder

\_\_Rolled Girder \_\_Rolled Girder Concrete Encased

\_\_Plate Girder \_\_Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete

\_\_Concrete Arch \_\_Concrete Slab \_\_Concrete Beam \_\_Rigid Frame

\_\_Other Type Name \_\_\_\_\_

**Description:****Describe Setting:**

*Bridge BC8027 carries Greenmount Avenue over the CSX railroad in the City of Baltimore. Greenmount Avenue is oriented in a north-south direction; the railroad runs generally east-west. The bridge is situated in a mixed residential, commercial, and industrial neighborhood with rowhouses and corner markets or bars predominating.*

**Describe Superstructure and Substructure:**

**(Discuss points identified in Context Addendum, Section C)**

*Bridge BC8027 is a single-span stone and concrete arch structure measuring 27 feet in length. The eastern facade is of stone construction; the western side is of an obviously more recent concrete type. The eastern arch is lined with evenly shaped voussoirs. Abutments on this side flare at perpendicular angles to the roadway and are topped with a series of stepped capstones. Original parapets have been replaced with concrete and chain-link fence. The western side exhibits a formed concrete face; and records from the City of Baltimore Engineer's Office indicate that a section of the arch on the western side has been replaced with corrugated metal piping. The remainder of the arch barrel is brick-lined with a coating of shotcrete or gunnite.*

**Discuss major alterations:**

*This bridge has been significantly altered from its original state, although it appears to be limited most noticeably to the western side of the structure. Whether the concrete facade was added as a result of necessary repairs to the bridge, or whether it was incorporated due to road widening is unknown at this time.*

**History:**

**When Built:** 1895

**Why Built:** *as part of B&O Railroad's Baltimore Belt Line*

**Who Built:** *B&O Railroad*

**Who Designed:** *B&O Railroad*

**Why Altered:** *unknown*

**Was this bridge built as part of an organized bridge building campaign:** *yes*

*Bridges BC8026, BC8027, BC8028, BC8029 and BC8030 were constructed during the 1890s as part of the grade separation campaign associated with the B&O Railroad's Baltimore Belt Line. As related structures, these bridges together are potentially eligible under Criterion A for their role as part of the first electric railway in the country.*

**Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  B Person C Engineering/Architectural Character**Was the bridge constructed in response to significant events in Maryland or local history?**

*Bridge BC8027, along with more than half a dozen others like it, was constructed as part of the Baltimore and Ohio's pioneer railway line named the Baltimore Belt Railroad. Prior to the opening of this line, the B&O had no way to connect its Camden Station on the southwestern side of the city with its Philadelphia line on the northeastern end of town. Several options were considered, including a raised track around the north side of the harbor; however, the combination of the expense and outrage by residents prompted the company to seek an alternative solution. The final design called for constructing a massive tunnel connecting Camden Station with the North Avenue area along the line of Howard Street, with the line then passing under the specially designed North Avenue portal up along Jones Falls valley to Huntingdon Avenue, and finally cutting across town along the general route of 26th Street to connect up with the Philadelphia line.*

*Measuring only 7.3 miles in total length, the Baltimore Belt Line was nevertheless an engineering nightmare. Since the grade from Camden Station to northern Baltimore was higher than most trains could comfortably handle under steam power, it was decided early on to use electricity as the means for solving the problem. Unfortunately, at this time electric traction was still in its infancy, although developing quickly. In 1892, B&O bravely signed a contract with the newly formed General Electric Company to provide electric power to the Baltimore Belt Line. Once implemented, this would be the first electric railway in the country. In another innovative move, the Howard Street tunnel was to be the longest soft-earth tunnel nationally (measuring 7340 feet in length).*

*Beginning at Huntingdon Avenue and 26th Street, the Baltimore Belt Line turned sharply east and traveled through the soon to be developed residential area called Peabody Heights (now referred to as Charles Village) and the already established community of Waverley, near York Road. This section of railway was constructed by excavating a deep channel for the tracks, and erecting a series of short tunnels (or bridges, depending on one's point of view) at the street crossing locations overhead.*

*The Baltimore Belt Line was under construction from 1890 to 1896. The first trains to use the line began running in May 1895, although this was under steam power only and travelling only in one direction. Ironically, while the B&O Railroad suffered sizable losses over the years, the Baltimore Belt Line has remained a popular and well-used route to this day.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?***Unknown.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*Bridge BC8027 may be situated in an area eligible for historic designation. If so, the bridge would add to both the historic and visual character of the possible district.*

**Is the bridge a significant example of its type?**

*Despite the alterations discussed above, this bridge is still a significant example of the stone arch bridge.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*Bridge BC8027 possesses integrity of location, design, setting, materials, workmanship, feeling and association. As described above, this bridge retains integrity of nearly all of its original components on its eastern elevation, including the stone arch ring, barrel, and abutments.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*As components of the first electric railway, Bridges BC8026, BC8027, BC8029 and BC8030 are together potentially eligible under Criterion C as significant examples of the B&O Railroad's grade separation design and engineering campaign in Baltimore during the 1890s.*

**Should this bridge be given further study before significance analysis is made and why?**

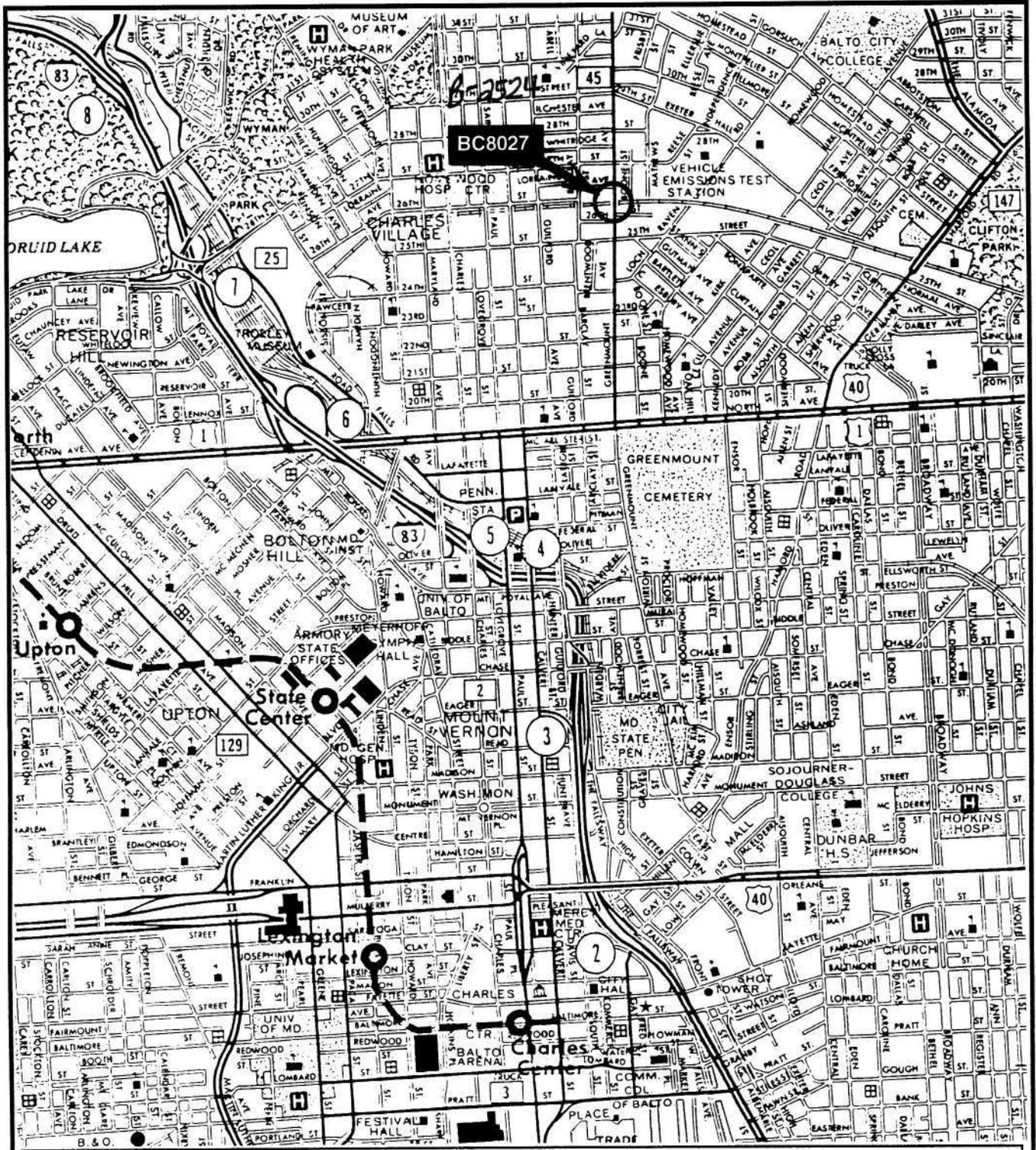
*No further evaluation is necessary to determine National Register significance. However, additional research concerning the railroad's effect on the development of the neighborhood may be useful in providing a more complete picture of the bridge's background.*

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

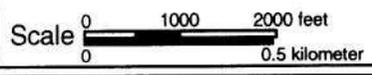
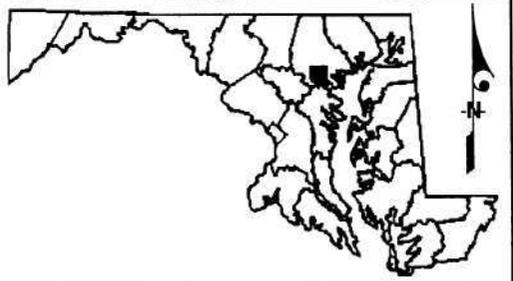
**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

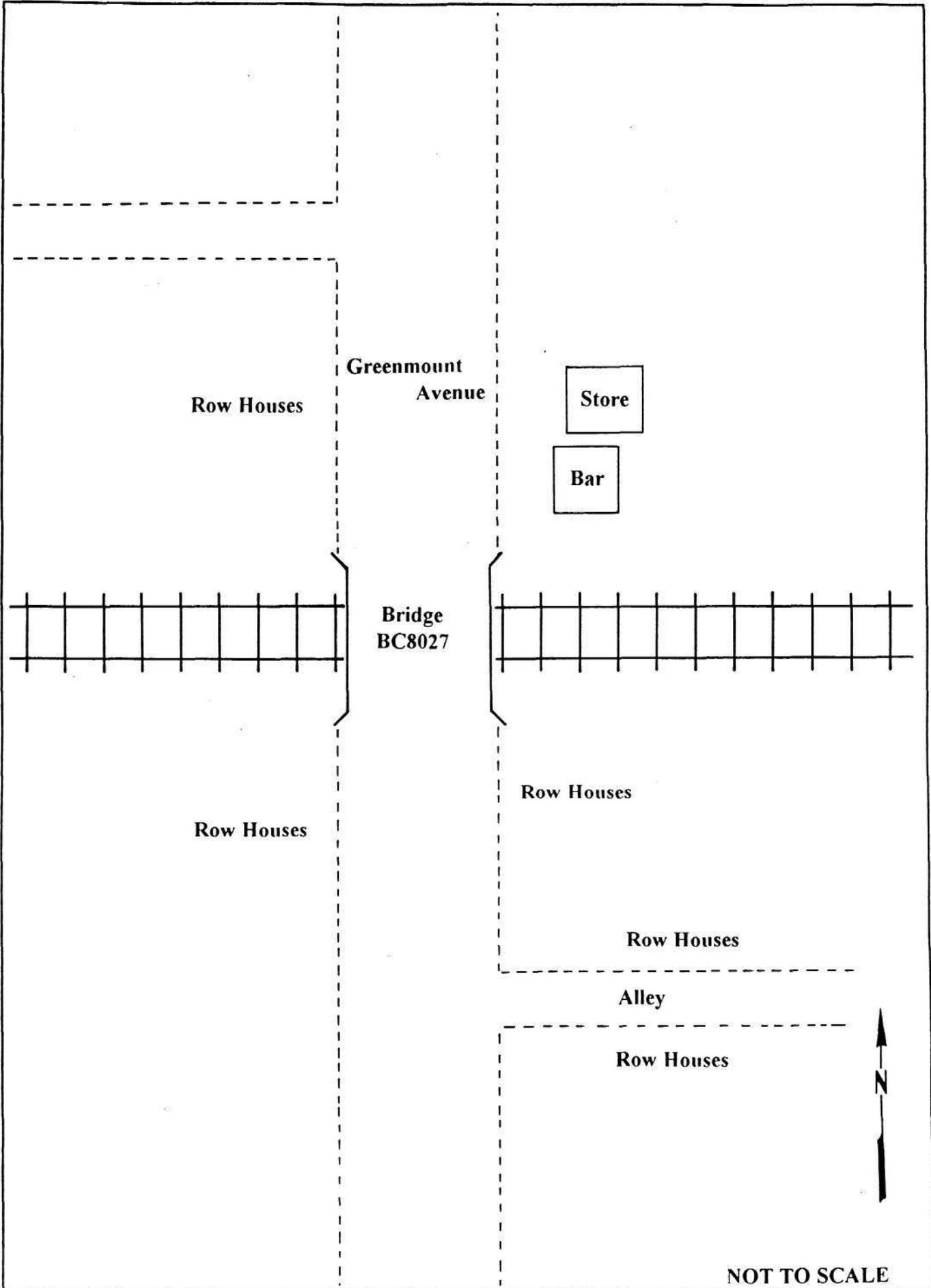
<b>Name:</b>	<u>Alice Crampton/Julie Abell</u>	<b>Date:</b>	<u>12/2/94</u>
<b>Organization:</b>	<u>Parsons Engineering Science, Inc.</u>	<b>Telephone:</b>	<u>(703) 591-7575</u>
<b>Address:</b>	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		



**Baltimore City - Bridge Number BC8027**  
 Greenmont Avenue over CSX

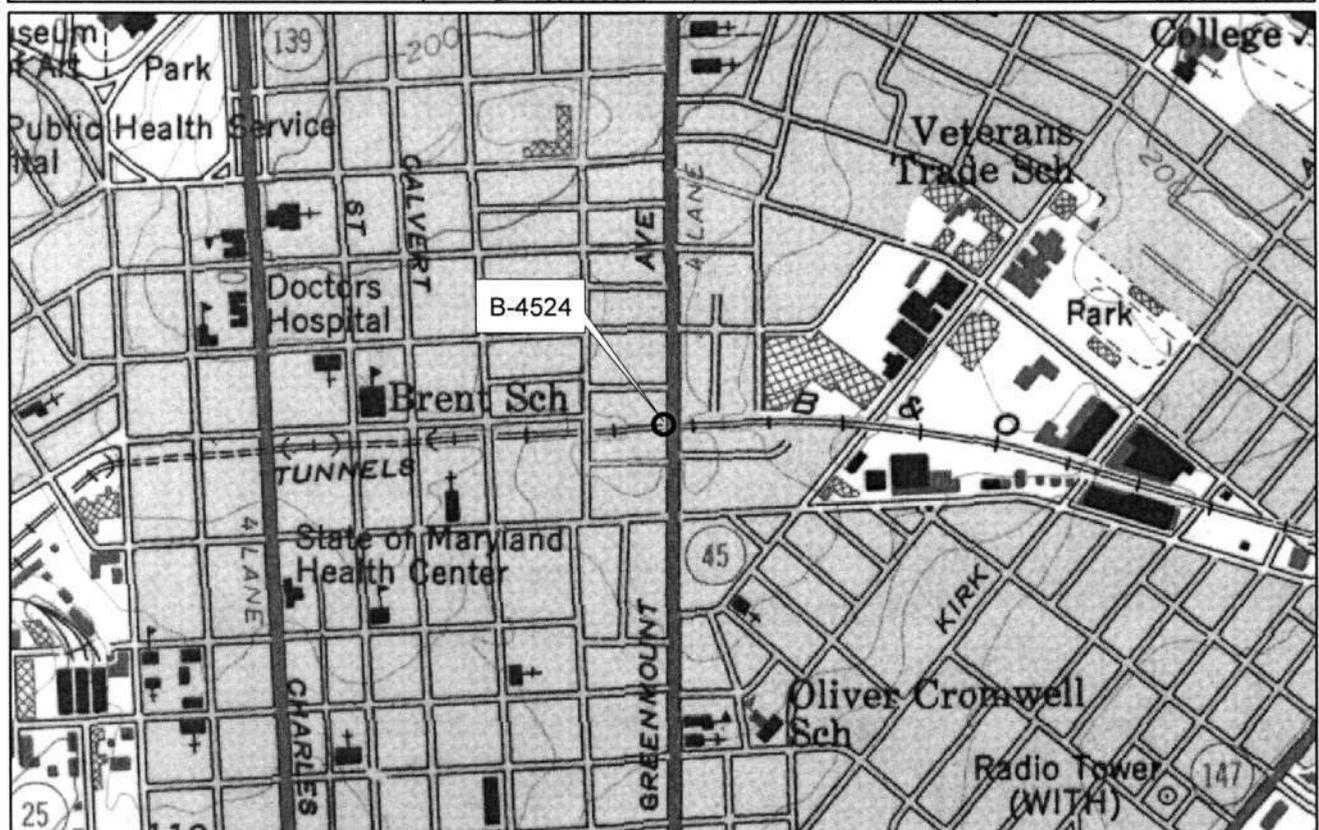
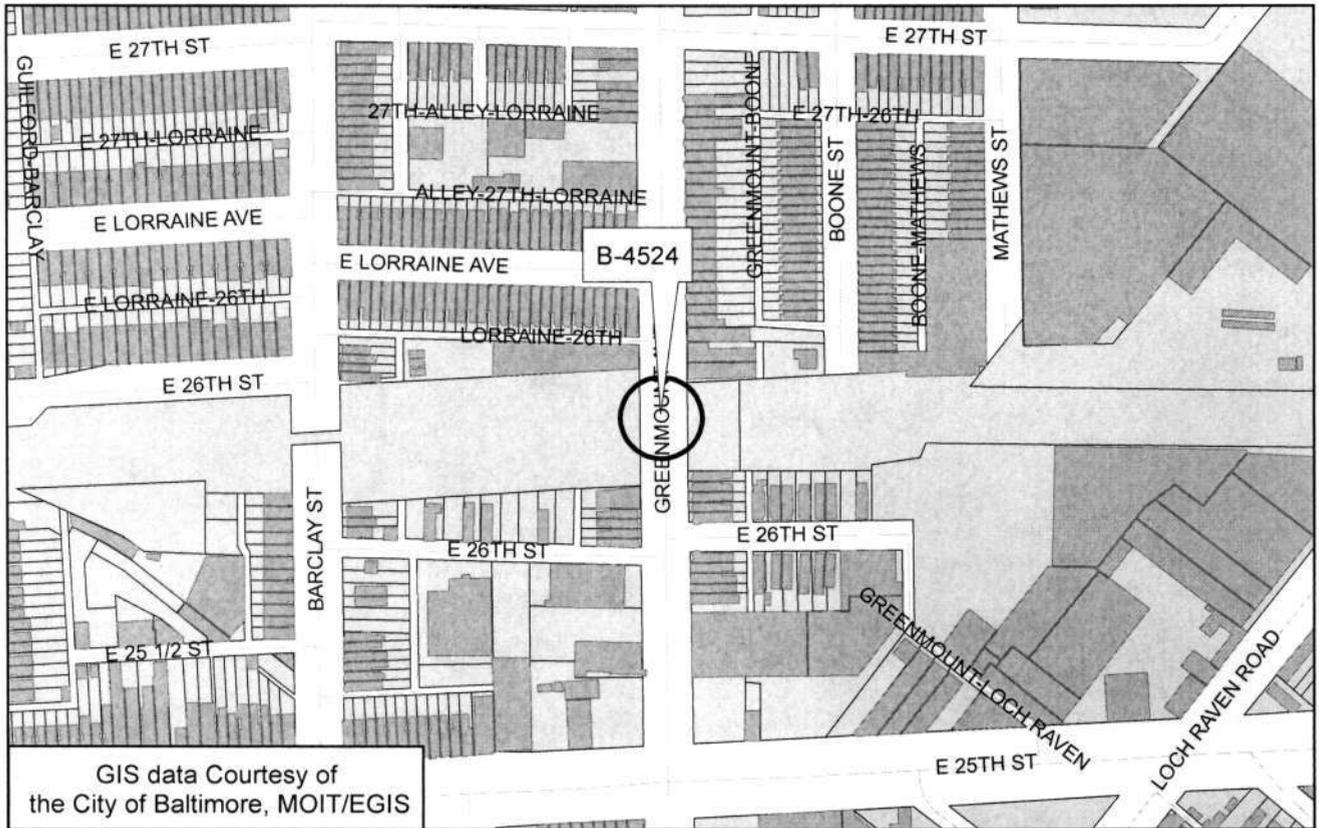


B-4524



NOT TO SCALE

B-4524  
Greenmount Avenue Bridge (BC8027)  
Greenmount Avenue over CSX  
Baltimore City  
Baltimore East Quad





B-4524

Greenmount Avenue Bridge (BC8027)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

East elevation

1 of 5



B-4524

Greenmount Avenue Bridge (BC8027)

Baltimore County, Maryland

John Rutherford

7/95

Maryland State Highway Administration

East elevation

2 of 5



B-4524

Greenmount Avenue Bridge (BC8027)

Baltimore County, Maryland

John Rutherford

7/95

Maryland State Highway Administration

West elevation

3 of 5



MASSA-FREE  
INSURANCE  
FROM...

CLEAN  
DENIM

B-4524

Greenmount Avenue Bridge (BC8027)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking south

4 of 5

NO STOPPING  
ANYTIME →  
NO STOPPING  
4 PM - 6 PM  
←



B-4524

Greenmount Avenue Bridge (BC8027)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking north

5 of 5