

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: B-4525

Name: BARCLAY ST. OVER CSX (BL 8028)

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 <input 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: _____ _____	
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>

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

MHT No. B-4525

Name and SHA No. Barclay Street Bridge (BC8028)

**Location:**

Street/Road Name and Number: Barclay Street 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 BC8028 carries Barclay Street over the CSX railroad in the City of Baltimore. Barclay Street is oriented in a north-south direction; the railroad runs generally east-west. The bridge is situated in a mixed residential and commercial neighborhood, with rowhouses and corner markets or bars predominating.*

**Describe Superstructure and Substructure:**

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

*Bridge BC8028 is a single-span stone and concrete arch structure measuring 30 feet in length. While presumably this bridge was originally constructed of stone like the neighboring spans along this railway line, today both sides of Bridge BC8028 exhibit concrete facades with the year 1924 inscribed just above the top of the voussoirs. The arch barrel is formed from a composite of materials. Areas of concrete, brick, wood, and shotcrete or gunnite can all be found within the barrel. Stepped concrete abutments on both sides flare at perpendicular angles to the roadway. Parapets have been topped with wrought iron fencing.*

**Discuss major alterations:**

*As described above, it is likely that this bridge was seriously modified in 1924 when both facades and abutments were replaced with concrete. However, the brick lining on the arch barrel reveals the original construction.*

**History:**

**When Built:** 1895/rebuilt 1924

**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 BC8028, 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 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 BC8028 may be situated in an area eligible for historic designation. If so, the bridge would add to the historic character of the possible district.*

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

*Due to the severity of the modifications to this bridge (replacement of both facades with concrete), it no longer remains a significant example of the stone arch bridge.*

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

*Bridge BC8028 possesses integrity of location, setting, and association. As a stone arch bridge, this structure retains integrity only of its brick-lined arch barrel, as nearly all of the other components have been replaced with concrete.*

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

*Again, had this bridge retained its original stone arch construction like bridges BC8026, BC8027, BC8029 and BC8030, it would have been considered significant under Criterion C. However, because this bridge has undergone such a serious alteration from its original form, it is no longer significant as a stone arch bridge or as a late nineteenth century structure.*

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

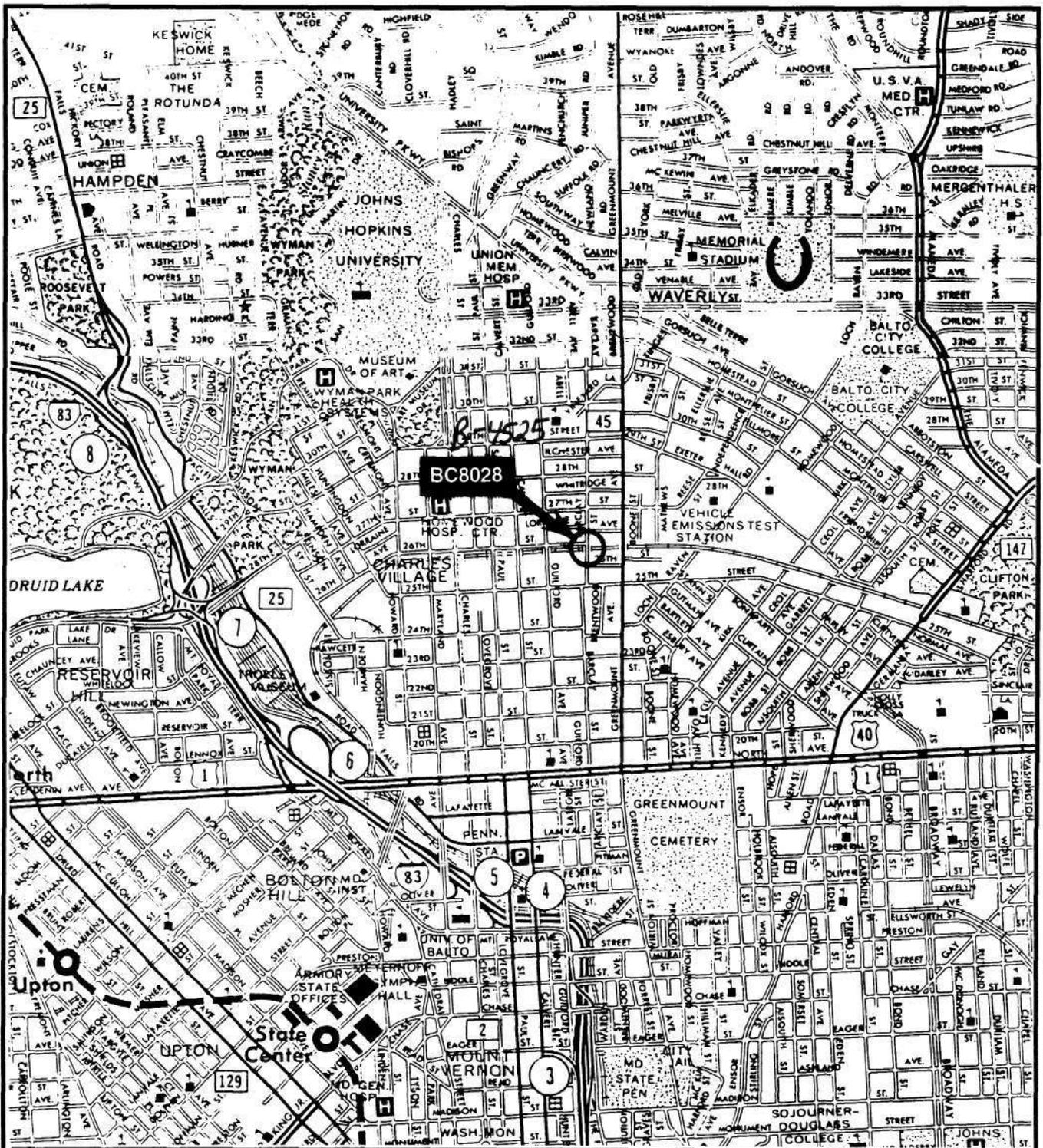
*No further evaluation is necessary to determine National Register significance. However, additional research concerning the railroad's effect on the development of the neighborhood may be useful in providing a more complete picture of the bridge's background.*

**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.**

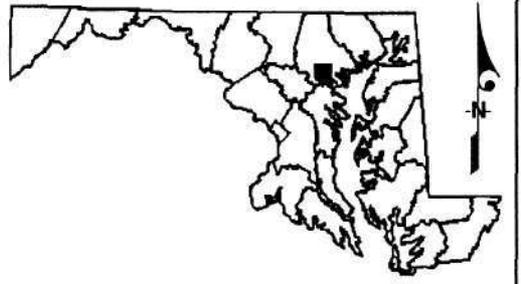
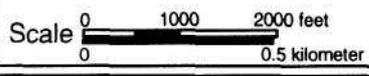
**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

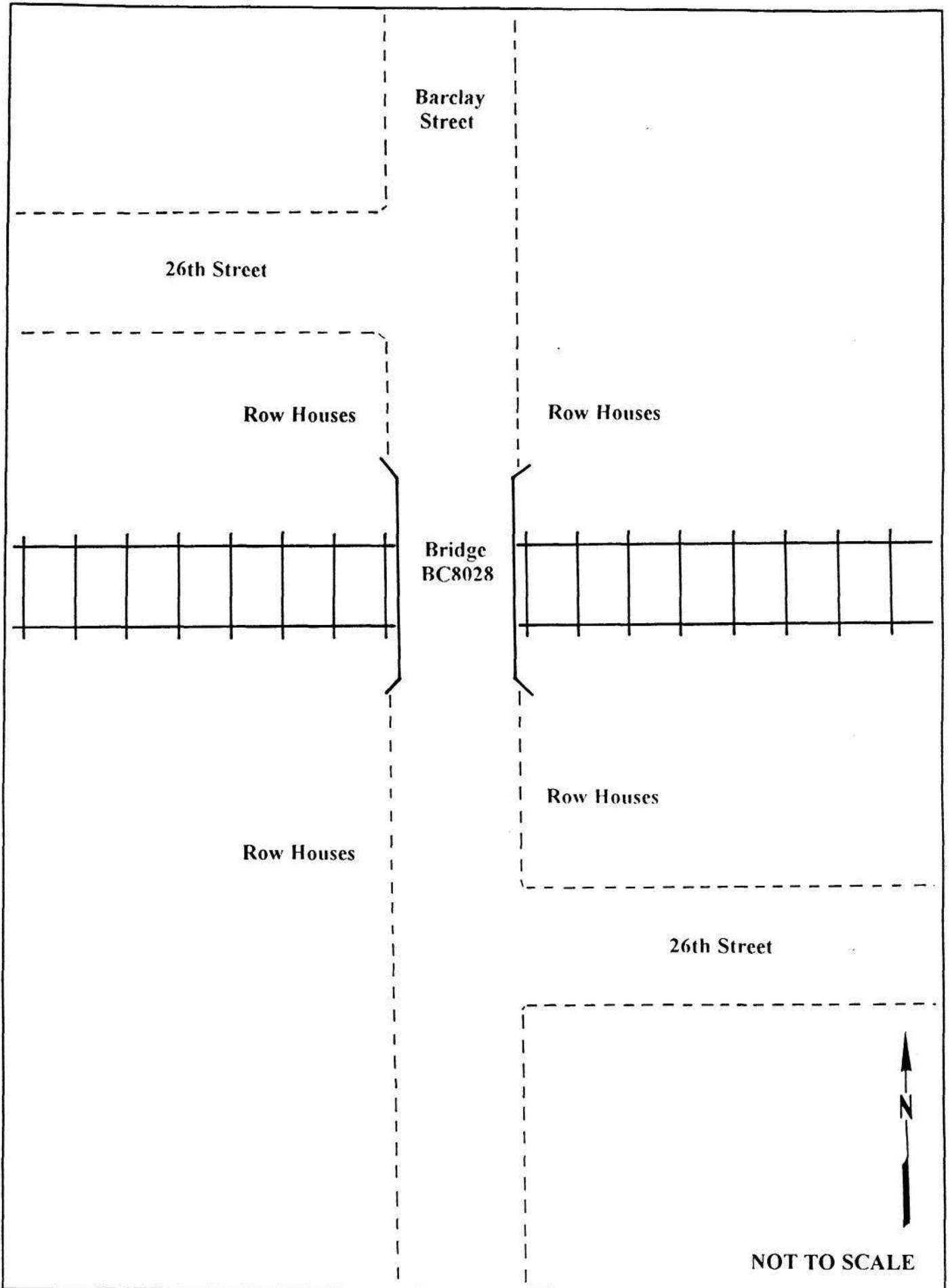
<b>Name:</b>	<u>Alice Crampton/Julie Abell</u>	<b>Date:</b>	<u>12/2/94</u>
<b>Organization:</b>	<u>Parsons Engineering Science, Inc.</u>	<b>Telephone:</b>	<u>(703) 591-7575</u>
<b>Address:</b>	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		



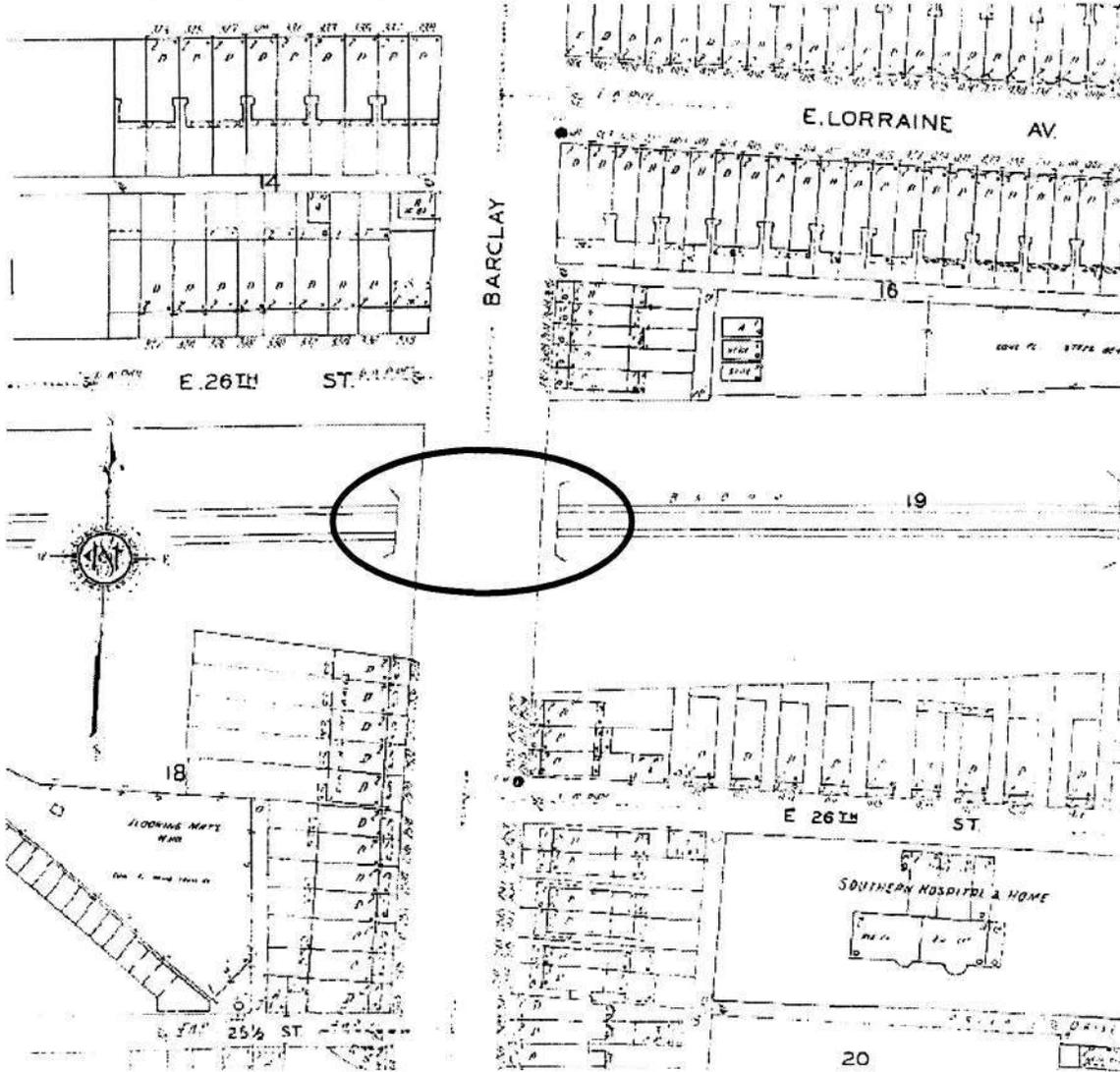
**Baltimore City - Bridge Number BC8028**  
 Barclay Street over CSX  
 B 4525



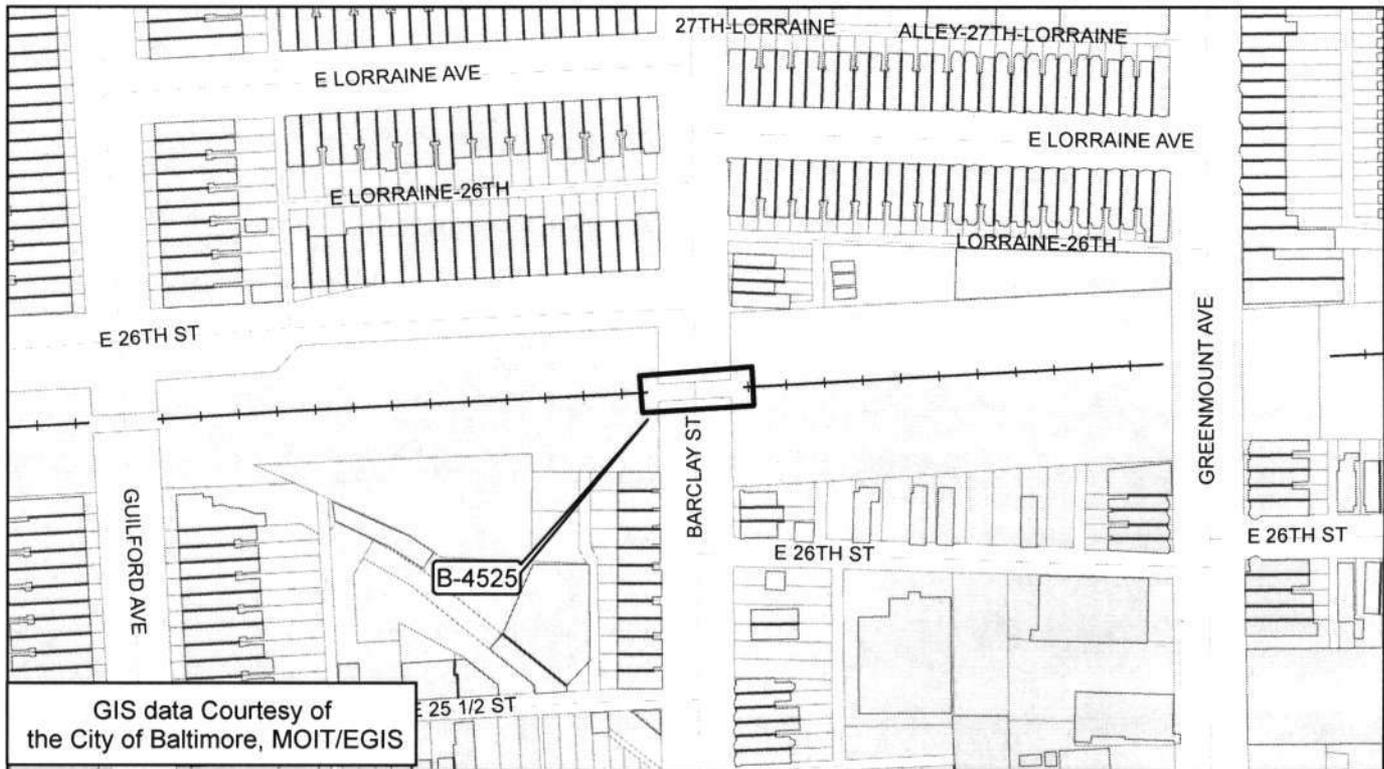
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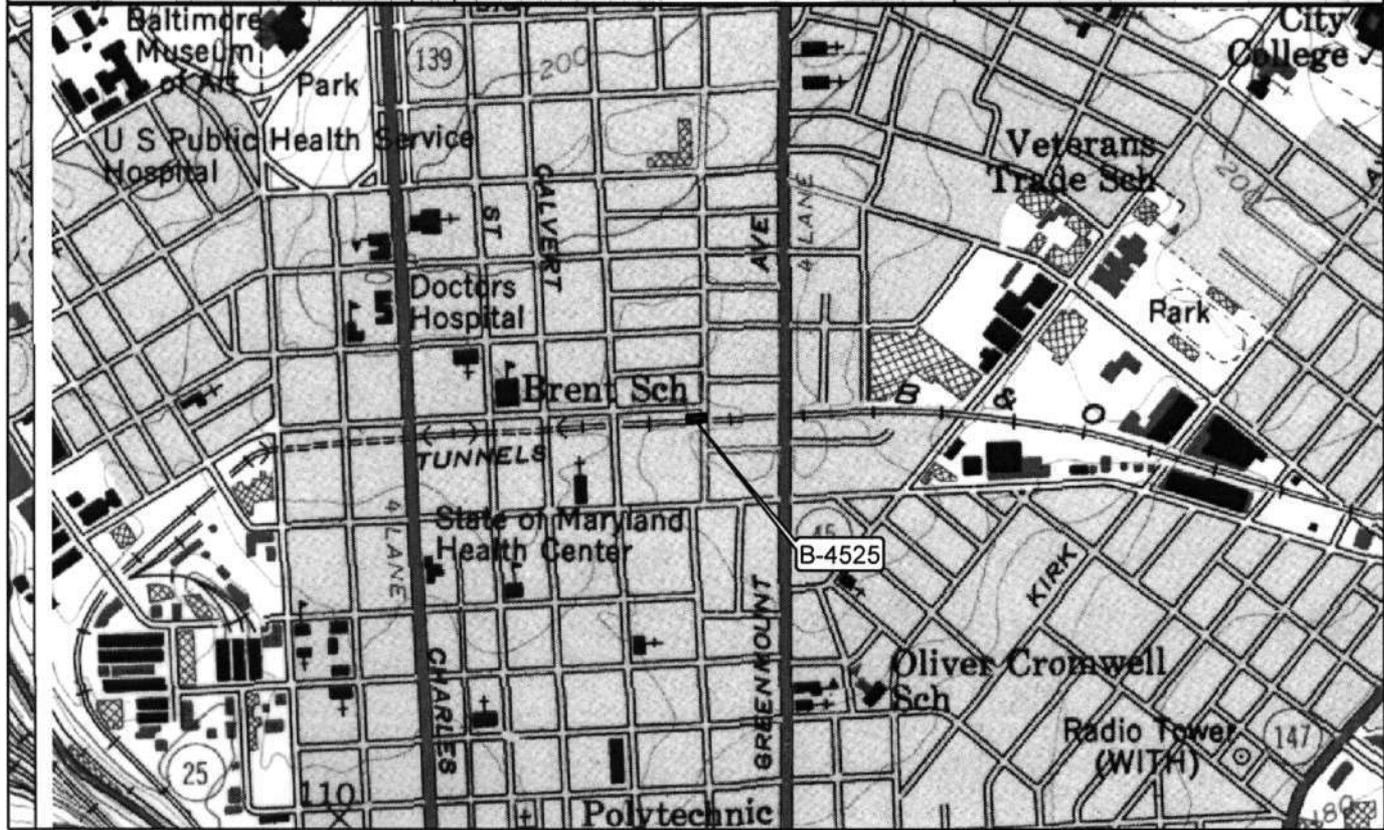
B-4525  
Barclay Street Bridge (BC8028)  
Barclay Street over CSX  
Sanborn Map 1928, Volume 6, Sheet 542



B-4525  
Barclay Street Bridge (BC8028)  
Barclay Street over CSX  
Baltimore City  
Baltimore East Quad.



GIS data Courtesy of  
the City of Baltimore, MOIT/EGIS





B-4525

Barclay Street Bridge (BC 8028)

Baltimore County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

East elevation

1 of 5



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Barclay Street Bridge (BC8028)

Baltimore County, Maryland

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Maryland State Highway Administration

East elevation

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Barclay Street Bridge (BC8028)

Baltimore County, Maryland

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Maryland State Highway Administration

West elevation

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Barclay Street Bridge (BC8028)

Baltimore County, Maryland

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Approach looking south

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B-4525

Barclay Street Bridge (BC8028)

Baltimore County, Maryland

Julie Abell

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Maryland State Highway Administration

Approach looking north

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