

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Gwynn's Run Culvert Survey Number: B-4635

Project: MARC Penn-Camden Connection Agency: MTA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility **not** recommended \_\_\_\_\_

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the information provided, the 1829 stone arch culvert at Gwynn's Run under the B&O (CSX) Railroad, Baltimore City, Maryland is an original part of the first B&O Railroad track. It is primarily a stone structure, although there appears to be some brick inserted in the interior of the structure. The structure is eligible for the National Register of Historic Places first because of its age and rarity. Second, road culverts are more typical and this use for a railroad track increases its uniqueness. However, the National Register criteria which must be met include Criterion A, the culvert is an example of one of the earliest railroad track structures in the country and is a contributing resource to the railroad history of this country. Furthermore, as an early example of stone arch culverts, it meets Criterion C for architecture and engineering.

Documentation on the property/district is presented in: Project Review and Compliance Files and Reports

Prepared by: Margaret Slater, Parsons Brinkerhoff

Anne E. Bruder June 12, 1998  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

*Blumenthal* 6/16/98  
Reviewer, NR program Date

*Just*

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

**III. Prehistoric Period Themes:**

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

**IV. Historic Period Themes:**

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

**V. Resource Type:**

Category: Structure  
 Historic Environment: Urban  
 Historic Function(s) and Use(s): Railroad track/water crossing  
 Known Design Source: \_\_\_\_\_



## 7. Description

Survey No. B-4635

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved    date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The 1829 Gwynn's Run Culvert is built across Gwynn's Run, a small stream east of Gwynn's Falls in West Baltimore. The structure stands in an unkempt wooded area on the north side of Carroll Park. (The site is accessible by a path leading down from the south side of the railroad tracks.) The culvert, which runs under the B & O Railroad tracks, is exposed on its southern end and underground on its northern end.

The culvert is a stone arched structure, approximately 19 feet wide and with about 20 feet of earth fill between the top of the arch and the railroad bed. The stone used is massive, squared granite blocks. The culvert arch has radiating voisssoirs and a keystone, stone wingwalls and a stone headwall on its exposed southern end. There is evidence of a brick lining on the underside of the culvert arch. The condition of the structure is good and it appears unaltered.

# 8. Significance

Survey No. B-4635

| Period  | Areas of Significance—Check and justify below   |   |   |  |
|---|---|---|---|--|
| <input type="checkbox"/> prehistoric          | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning     | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion                  |
| <input type="checkbox"/> 1400-1499            | <input type="checkbox"/> archeology-historic    | <input type="checkbox"/> conservation           | <input type="checkbox"/> law                    | <input type="checkbox"/> science                   |
| <input type="checkbox"/> 1500-1599            | <input type="checkbox"/> agriculture            | <input type="checkbox"/> economics              | <input type="checkbox"/> literature             | <input type="checkbox"/> sculpture                 |
| <input type="checkbox"/> 1600-1699            | <input type="checkbox"/> architecture           | <input type="checkbox"/> education              | <input type="checkbox"/> military               | <input type="checkbox"/> social/                   |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> art                    | <input checked="" type="checkbox"/> engineering | <input type="checkbox"/> music                  | <input type="checkbox"/> humanitarian              |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce               | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy             | <input type="checkbox"/> theater                   |
| <input type="checkbox"/> 1900-                | <input type="checkbox"/> communications         | <input type="checkbox"/> industry               | <input type="checkbox"/> politics/government    | <input checked="" type="checkbox"/> transportation |
|   |   | <input type="checkbox"/> invention              |   | <input type="checkbox"/> other (specify)           |

**Specific dates** 1829 **Builder/Architect** Baltimore & Ohio (B&O) Railroad

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Gwynn's Run Culvert, built in 1829 possesses state-wide and perhaps national historical significance under NRHP Criterion A for its association with the B & O Railroad, the country's first commercial railroad. The structure was one of the first built along the railroad and lies within the first completed segment of track. It also possesses engineering significance under Criterion C as an early example of masonry arched construction associated with the railroad.

History: The Gwynn's Run Culvert is associated with the country's first commercial railroad: the B & O Railroad. Following the incorporation of the B & O Railroad in 1827, Baltimore saw the placement of the First Stone on the B & O Railroad on July 4, 1828. The US Army Corps of Engineers completed a survey for the proposed rail line that would follow Patapsco Valley from West Baltimore to Ellicott's Mills and then further west to Harpers Ferry and the Cumberland coal region. By late 1828, a 20-meter (66-foot) wide staked path ran from West Baltimore to Ellicott's Mills. Areas were clearly marked as "cut" or "fill". The line began east of Gwynns Falls on land donated by James Carroll for a depot. Located on Pratt Street, the facility was named the Mount Clare Depot after Mount Clare, Carroll's nearby home. Carroll also offered the B & O Railroad land through Mount Clare for right-of-way for the railroad.

Work proceeded on preparing the railroad bed from Pratt Street for 2.4 km (1.5 mi) to Gwynns Falls. Moving southwest from the beginning of the line at Pratt Street, a gully at present-day Carey Street required filling, a 9-meter (m) (30-foot [ft]) deep and 601-m (1,972-ft) long cut required excavation at present-day Monroe Street, Gwynns Run had to be filled and a small culvert built across it (the Gwynn's Run Culvert) and a substantial bridge was needed for the crossing of Gwynns Falls, today's Carrollton Viaduct.

In December of 1829, the B & O Directors reported the completion of the first 2.4 km (1.5 mi) of track which included the Gwynn's Run Culvert. In January of 1830, the first train ride in the United States occurred on the segment of track between the Mount Clare Depot at Pratt Street and the Carrollton Viaduct. By May of that year, the B & O took its inaugural (regular-service) trip from the Mount Clare Depot across the Carrollton Viaduct to Ellicott's Mills.

## 9. Major Bibliographical References

Survey No. B-4635

Dilts, James. 1993. The Great Road--The Building of the Baltimore & Ohio, the Nation's First Railroad.

Harwood, Herbert H. Jr. 1979. Impossible Challenge.

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name Baltimore WestQuadrangle scale 1:24000

UTM References do NOT complete UTM references

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### Verbal boundary description and justification

The boundary includes the arch, the culvert, the wingwalls and head-walls but not the fill. The culvert is under the B & O on Gwynn's Run.

### List all states and counties for properties overlapping state or county boundaries

|       |          |      |        |                |      |
|-------|----------|------|--------|----------------|------|
| state | Maryland | code | county | Baltimore City | code |
|-------|----------|------|--------|----------------|------|

|       |  |      |        |  |      |
|-------|--|------|--------|--|------|
| state |  | code | county |  | code |
|-------|--|------|--------|--|------|

## 11. Form Prepared By

name/title Margaret Slater/Historic Preservation Specialistorganization Parsons Brinckerhoffdate May, 1998street & number 1900 Church St. #203telephone 615 327-8514city or town Nashvillestate TN 37203

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
814-7600

B-4635

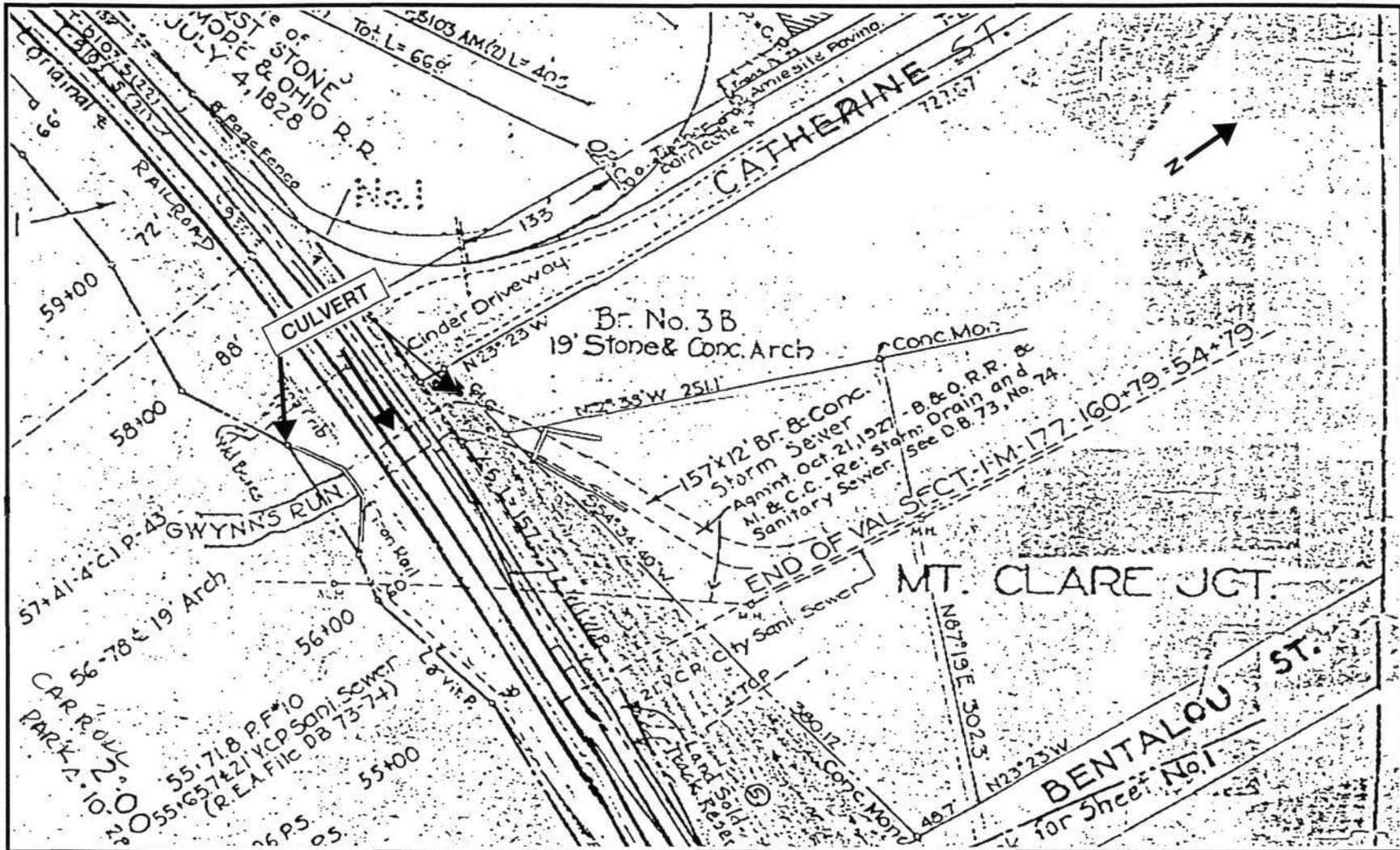
Gwynn's Run Culvert, B & O (CSX) Railroad, Over Gwynn's Run

1829

Baltimore City, Maryland

The Gwynn's Run Culvert, built in 1829 possesses state-wide and perhaps national historical significance under NRHP Criterion A for its association with the B & O Railroad, the country's first commercial railroad. The structure was one of the first built along the railroad and lies within the first completed segment of track. It also possesses engineering significance under Criterion C as an early example of masonry arched construction associated with the railroad.

The 1829 Gwynn's Run Culvert is built across Gwynn's Run, a small stream east of Gwynn's Falls in West Baltimore. The culvert, which runs under the B & O Railroad tracks, is exposed on its southern end and underground on its northern end. The culvert is a stone arched structure, approximately 19 feet wide and with about 20 feet of earth fill between the top of the arch and the railroad bed. The stone used is massive, squared granite blocks. The culvert arch has radiating voisssoirs and a keystone, stone wingwalls and a stone headwall on its exposed southern end. There is evidence of a brick lining on the underside of the culvert arch. The condition of the structure is good and it appears unaltered.



MASS TRANSIT ADMINISTRATION  
 MARYLAND DEPARTMENT OF TRANSPORTATION

MARC Penn-Camden Connection

Site Plan  
 Gwynn's Run Culvert Under the B & O Railroad  
 Baltimore, MD

B-4635  
 NTS



Gwynn's Run Culvert under Railroad, Baltimore West USGS Quadrangle B-4635

0.5 MI. TO INTERCHANGE 10 40' 357000m.E. WASHINGTON, D. C. 29 MI. INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975

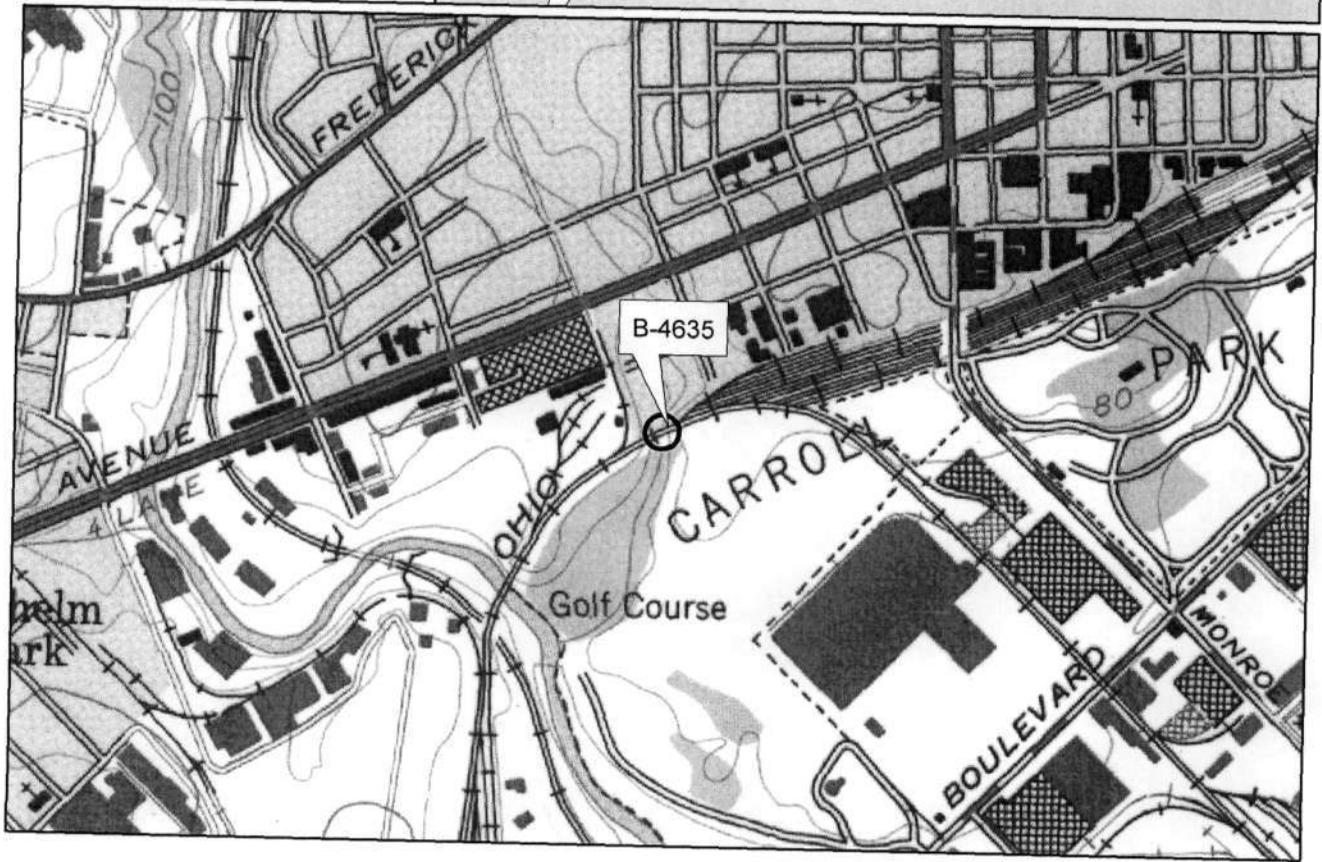
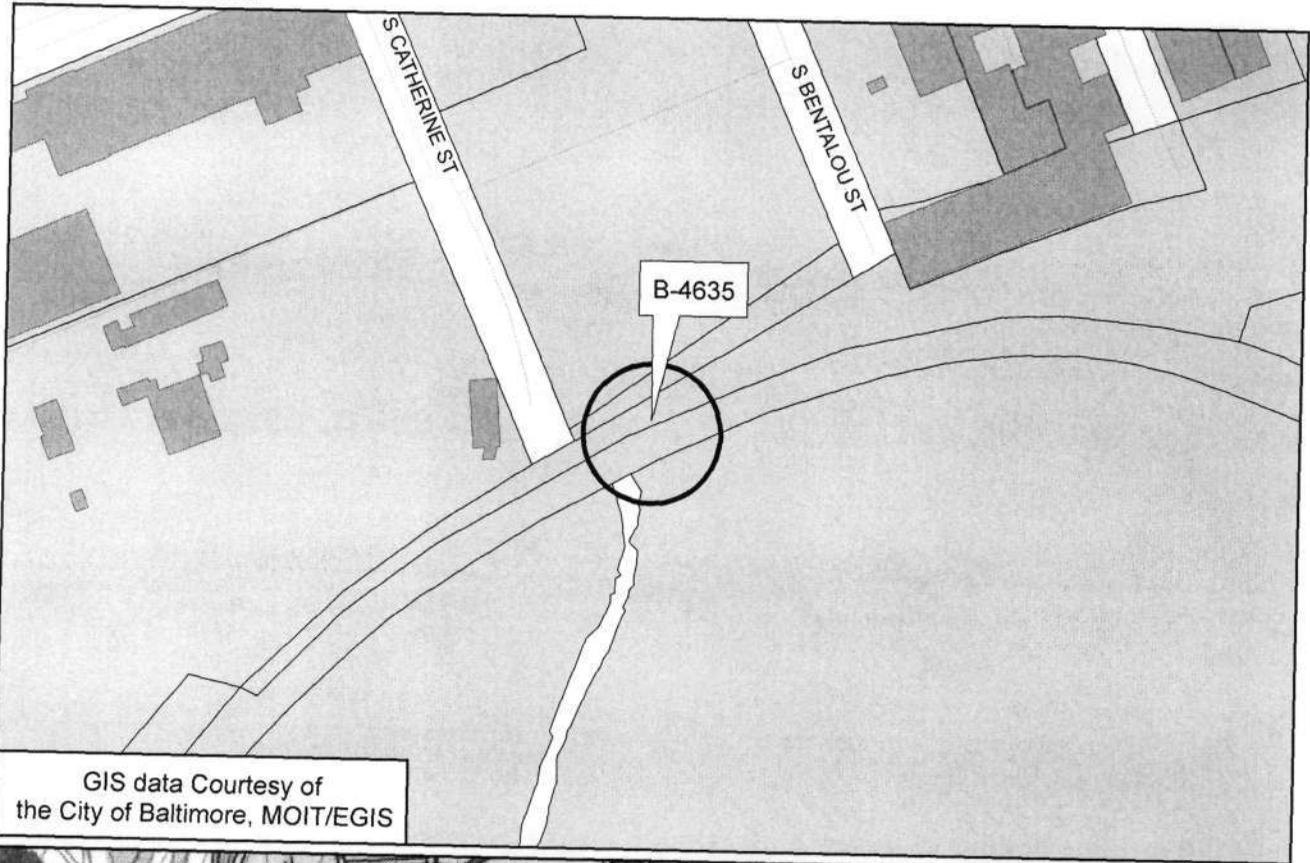
**PROPERTY:** Gwynn's Run Culvert, B & O (CSX) Railroad, Over Gwynn's  
Run 1829, Baltimore City, Maryland

**HISTORIC CONTEXT**

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN**

|                                    |                                    |
|------------------------------------|------------------------------------|
| Geographic Organization:           | Piedmont                           |
| Chronological/Development Periods: | Agricultural-Industrial Transition |
| Historic Period Themes:            | Architecture, Transportation       |
| Resource Type:                     |                                    |
| Category:                          | Structure                          |
| Historic Environment:              | Urban                              |
| Historic Functions/Uses:           | Transportation                     |
| Known Design Source:               | Baltimore & Ohio Railroad          |

B-4635  
Gwynn's Run Culvert  
B&O (CSX) Railroad over Gwynn's Run  
Baltimore City  
Baltimore West Quad





B 4635

Gwynn's Run Culvert, B & O Railroad  
Baltimore County, MD

Margaret Slater  
5108

Maryland S:490

South Elevation, view NE

1 of 3

5/98 < 004  
943 13\*\*NN-N-1.122(040)



B4635

Gwynns Run Culvert, B & O Railroad

Baltimore, Md.

Margaret Slater

5198

Maryland SHPO

5/98 < >002

943 13\*\* N H N-1-02 2(040)

South elevation, view N

2 of 3



B4635

Gwynns Run Culvert, B+O Railroad

Baltimore, Md

Margaret Slater

5/98

Maryland SHPO

Detail of arch, s. elevation, view N

3 of 3

5/98 > 003  
943 1344 NN-N-2 17 2(B440)