

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes   
no

Property Name: Pennsylvania Railroad Viaduct Inventory Number: ~~XXX~~ B-5064

Address: Gwynns Falls City: Baltimore City Zip Code: 21223

County: Baltimore City USGS Topographic Map: Baltimore West, MD

Owner: Amtrak

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: Proposed Phase 2 Gwynns Falls Pathway Agency: Maryland State Highway Administration

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

Is the property located within a historic district?  no  yes Name of district: \_\_\_\_\_

Is district listed?  no  yes Determined eligible?  no  yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in: Hagley Museum and Library, Manuscripts and Archives, Wilmington, DE

**Description of Property and Eligibility Determination:** *(Use continuation sheet if necessary and attach map and photo)*

The Pennsylvania Railroad Viaduct is located in the southwest section of Baltimore. It was built in 1914 as a part of a plan to upgrade the facilities of the Pennsylvania Railroad Company. It originally carried the Maryland Division of the Philadelphia, Baltimore & Washington Railroad, a part of the Pennsylvania Railroad Company. The bridge carries the Amtrak railroad line over Baltimore Street, the Gwynns Falls stream, and the CSX Railroad line on the east-side of the stream (formally the Western Maryland Railway).

The viaduct is a four-span reinforced concrete spandrel arch structure. Three of the four archways contain ten arched ribs. The archway spanning Baltimore Street is a simple concrete segmental arch. The arch ribs support a series of spandrel walls, which support the deck floor system. The deck floor system is a reinforced concrete slab supported by concrete stringers and floor beams. The railing is a series of concrete posts supporting three horizontal pipe rails. A steel catenary system is located on top of the bridge.

The resource is located in an area that contains primarily residential and park uses. In the immediate vicinity of the Pennsylvania Railroad Viaduct, land uses include: the Ellicott Driveway on the east bank of the Gwynns Falls stream, the Western Cemetery adjacent to the east end of the bridge, CSX Railroad track located under the bridge to the south, the West Baltimore Street Bridge located approximately 23.25 meters (75feet) to the northwest, and residential uses surrounding the valley of Gwynns Falls.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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: _____	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>05/03/01</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>5/10/01</u> Date

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Continuation Sheet No. 1

B-5064

The Pennsylvania Railroad Viaduct is eligible for listing in the National Register of Historic Places under Criterion A because it is an expression of early twentieth-century urban and transportation planning efforts, as well as early industrial growth in and around Baltimore. Built as a result of improved locomotive technology, the Pennsylvania Railroad Viaduct represents the expansion of the railroad industry pre-WWI. In addition, due to its location across Gwynns Falls, the bridge provided enhanced access to the developing neighborhoods of western Baltimore.

The Pennsylvania Railroad Viaduct is not eligible for the National Register under Criterion B because it is not associated with the productive years of a person of importance on the local, state, or national level.

The Pennsylvania Railroad Viaduct meets Criterion C of the National Register. The reinforced concrete structure of the bridge, and its plain, arched design with minimal ornamentation are distinctive characteristics of early twentieth-century bridge construction projects. In addition, the bridge reflects the characteristics of an urban bridge in a park setting. The bridge crosses the Gwynns Falls Valley, in which Frederick Law Olmsted developed a plan for in 1904, called the Olmsted Plan. The viaduct was likely designed to allow a harmony of design to be realized in the park by the Olmsted Plan. It appears the Pennsylvania Railroad Viaduct influenced the design of the Baltimore Street Bridge, built fifteen years later than the viaduct. The Baltimore Street Bridge, already determined eligible for listing in the National Register, is located northwest of the viaduct. Both share similar materials, form, and features, such as reinforced concrete construction, multi-span form, and multiple arched ribs within an arch.

The Pennsylvania Railroad Viaduct environs are unlikely to yield new information in terms of archaeological study of the area and is therefore, not eligible for listing in the National Register under Criterion D.

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Date Prepared: March 2001

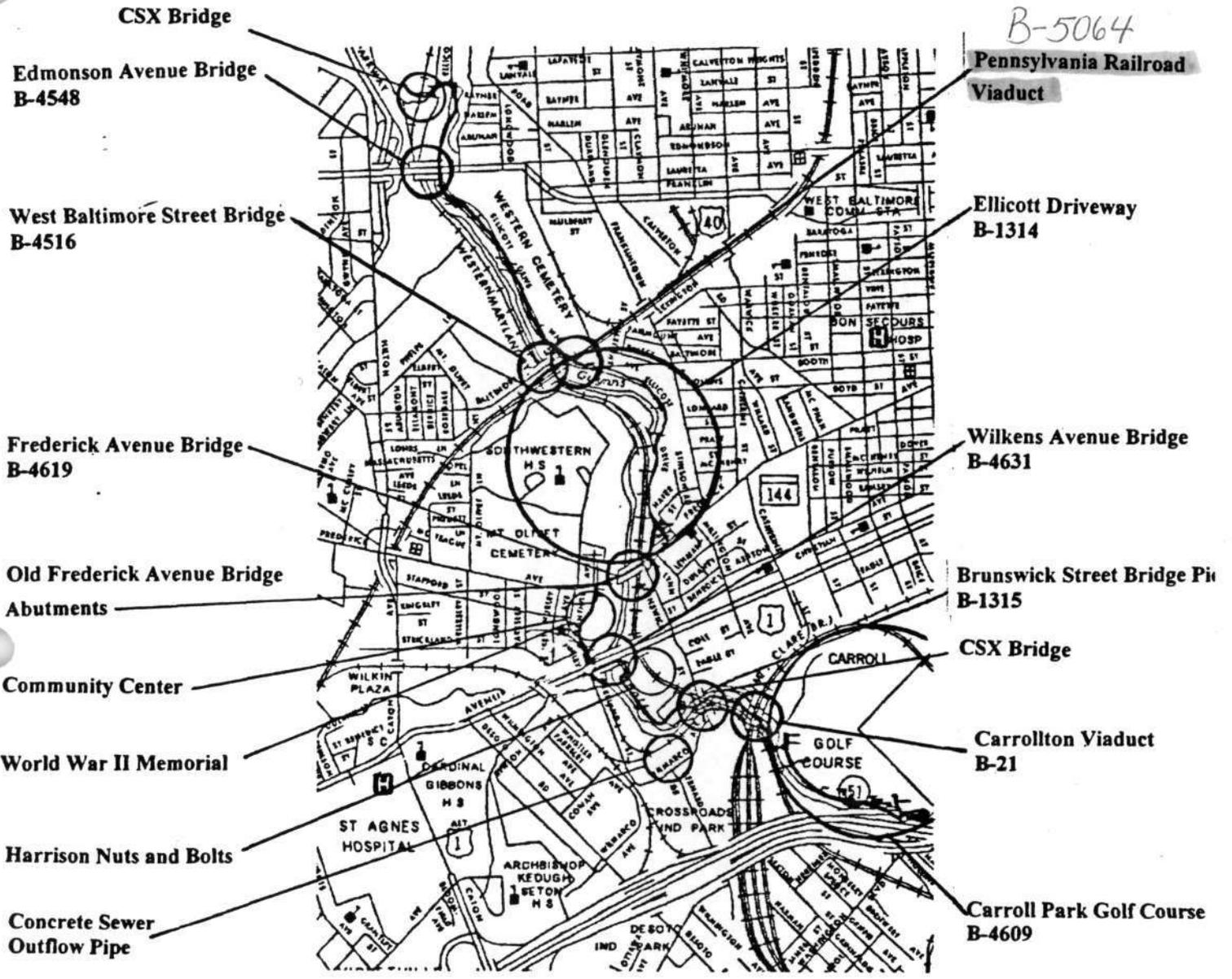
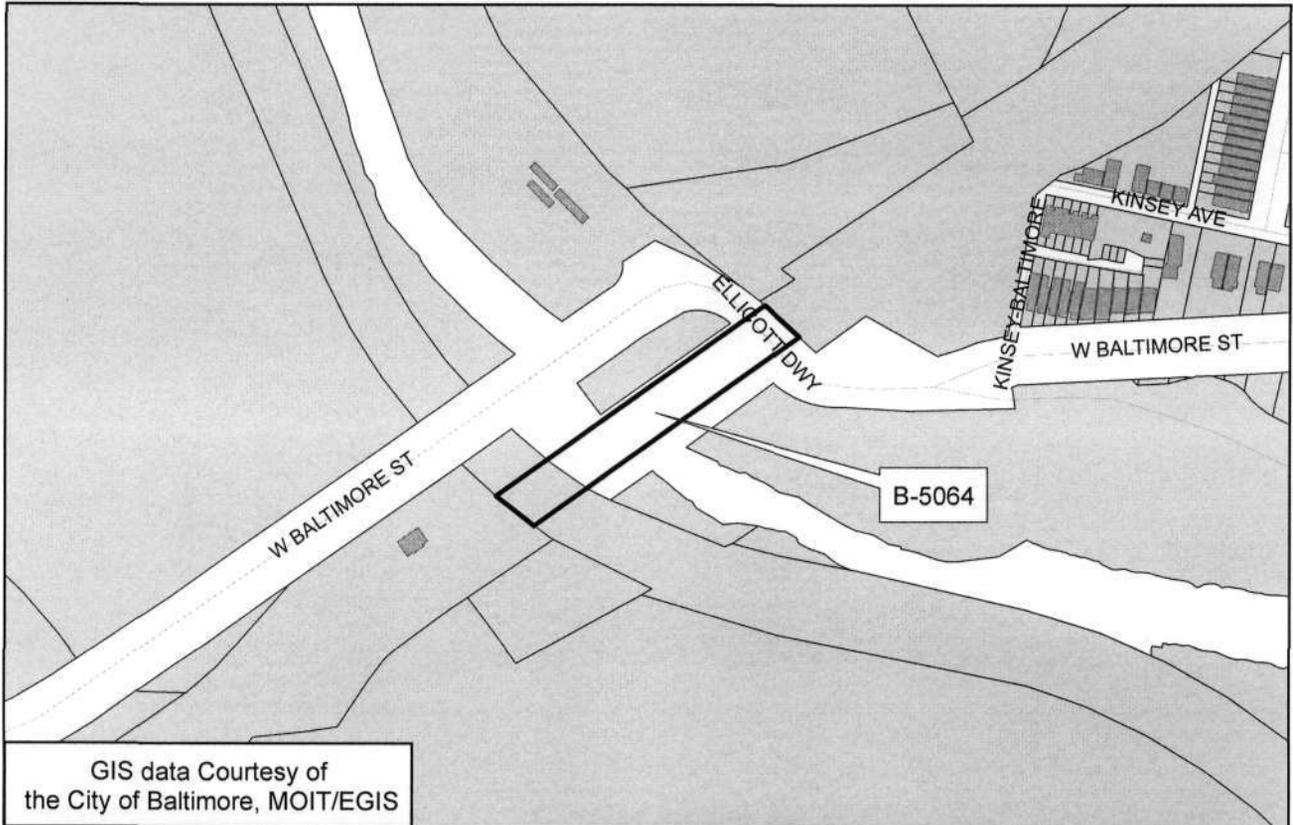
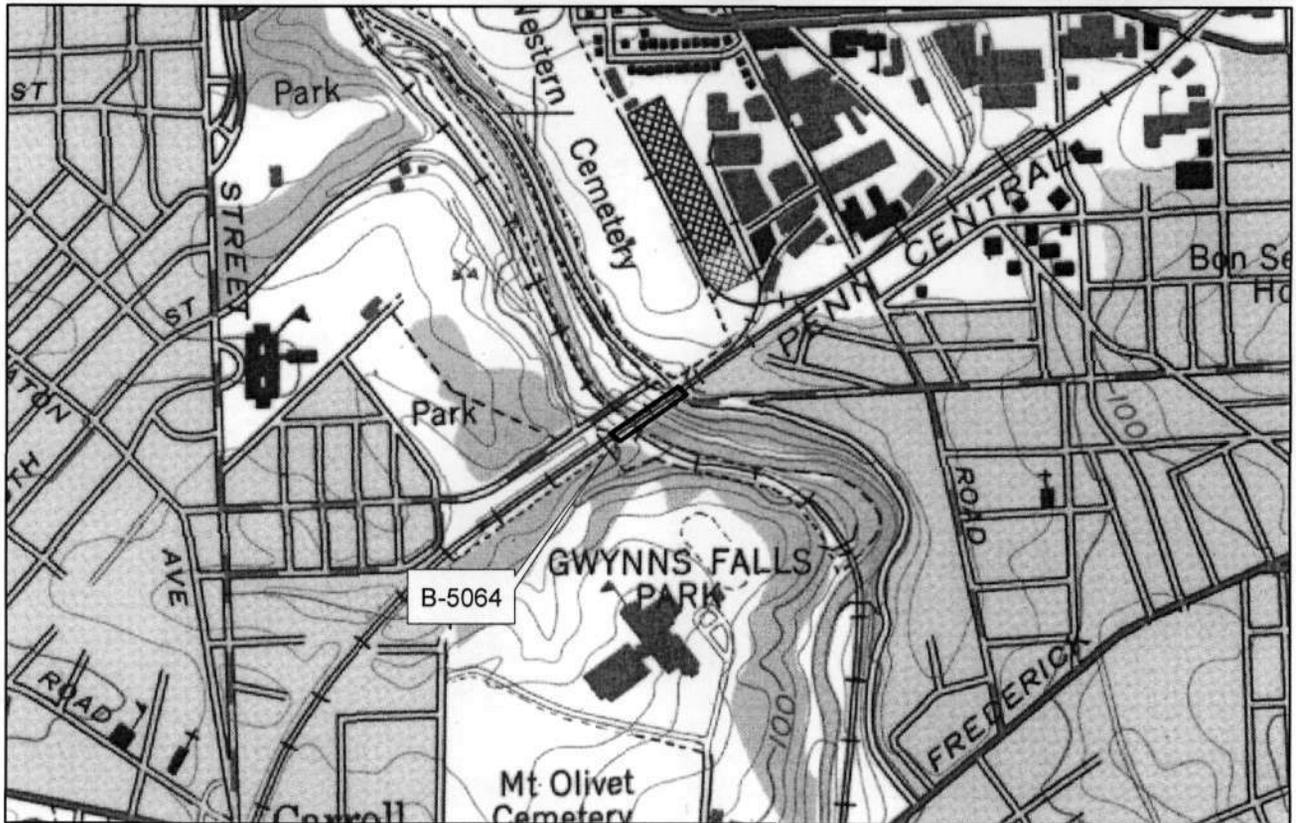


Figure 1. Map Showing Gwynns Falls Area including the Proposed Phase 2 Pathway.

B-5064  
Pennsylvania Railroad Viaduct  
Gwynn Falls  
Baltimore City  
Baltimore West Quad



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





B-5064

PENNSYLVANIA TRAIN ROAD - WINDYBLOT

PALM TREE DR. CITY MD

WARD BUCHER

MARCH 2000

LOOKING NORTHWEST TO THE PENNSYLVANIA RAILROAD  
VIADUCT FROM SUBJECT DRIVEWAY

#1 OF 1