MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ___
no ___

Property Name: Clinton Street Relieving Platform Inventory Number: B-5085

Address: West side of 2000 Block of Clinton St. City: City of Baltimore Zip Code: _____

County: N/A USGS Topographic Map: _____

Owner: City of Baltimore

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

Project: Clinton Street Relieving Platform Replacement Pro. Agency: City of Baltimore

Site visit by MHT Staff: X no ___yes Name: _____ Date: _____

Eligibility recommended ____ Eligibility **not** recommended X

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:

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

The South Clinton Street Relieving Platform is a wharf structure located off of the west side of the 2000 Block of South Clinton Street in the Canton section of the City of Baltimore along the Northwest Harbor of the Patapsco River. It is located immediately south outside of the Canton Historic District.

The relieving platform extends from the approximate middle of the roadway 31 feet over the water and is approximately 385 feet long. The platform consists of multiple transverse rows of seven (7) vertical piles; some rows also contain two (2) batter piles, all supporting longitudinal timber beams and a solid timber deck. The timber deck is located at the waterline supporting a concrete gravity retaining wall that retains approximately six (6) feet of roadway fill. A chain link fence runs the length of the retaining wall separating it from South Clinton Street. Currently, the retaining wall and platform have moved laterally toward the Harbor and is closed to all traffic. The City of Baltimore plans to use the existing relieving platform as a form for a new concrete

MARYLAND HISTORICAL TRUST REVIEW
Eligibility recommended ____ **Eligibility not recommended** X
Criteria: ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G ___None
Comments:

Andrew Lewis — 08/06/02
Reviewer, Office of Preservation Services **Date**

[illegible] — 8/6/02
Reviewer, NR program **Date**

200202794

platform. An abandoned, timber pier (owned by the Maryland Port Administration) joins the relieving platform and is currently being removed.

The Clinton Street Relieving Platform is a common example of a timber relieving platform (wharf structure). It is only a fraction of the infrastructure of the piers at Canton and does not appear to possess any important engineering or construction methods. The Clinton Street Relieving Platform is recommended **NOT ELIGIBLE** for listing in the National Register of Historic Places.

Prepared by: Gail Lin Walls

Date Prepared: June 25, 2002

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-5085

1. Name of Property (indicate preferred name)

historic South Clinton Street Relieving Platform (Wharf)

other

2. Location

street and number West side of 2000 Block of South Clinton Street not for publication

city, town City of Baltimore vicinity

county

3. Owner of Property (give names and mailing addresses of all owners)

name City of Baltimore

street and number telephone

city, town state zip code

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map N/A tax parcel tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
____district
____building(s)
_X_structure
____site
____object

Ownership
_X_public
____private
____both

Current Function
____agriculture
____commerce/trade
____defense
____domestic
____education
____funerary
____government
____health care
____industry
____landscape
____recreation/culture
____religion
____social
_X_transportation
____work in progress
____unknown
____vacant/not in use
____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of Contributing Resources previously listed in the Inventory

_____

7. Description

Inventory No. B-5085

Condition

___ excellent X deteriorated
___ good ___ ruins
___ fair ___ altered

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

The South Clinton Street Relieving Platform is a wharf structure located off of the west side of the 2000 Block of South Clinton Street in the Canton section of the City of Baltimore along the Northwest Harbor of the Patapsco River. It is located immediately south outside of the Canton Historic District.

The construction methods of the relieving platform follow a tradition that began during the Middle Ages and gained ground in the mid-nineteenth century. Treated round timber piles became the common material in the construction of deep foundation supports in the United States in 1865 (Graham n.d.:301). The treated timbers were known for their durability. Examples of round timbered foundations are the Bell Tower in Venice, Italy that was constructed circa 900 and a structure associated with the Erie Canal constructed in 1916 (Graham n.d.:306).

The relieving platform extends from the approximate middle of the roadway 31 feet over the water and is approximately 385 feet long. The platform consists of multiple transverse rows of seven (7) vertical piles; some rows also contain two (2) batter piles, all supporting longitudinal timber beams and a solid timber deck. The timber deck is located at the waterline supporting a concrete gravity retaining wall that retains approximately six (6) feet of roadway fill. A chain link fence runs the length of the retaining wall separating it from South Clinton Street. Currently, the retaining wall and platform have moved laterally toward the Harbor and is closed to all traffic. The City of Baltimore plans to use the existing relieving platform as a form for a new concrete platform. An abandoned, timber pier (owned by the Maryland Port Administration) joins the relieving platform and is currently being removed.

8. Significance

Inventory No. B-5085

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	X maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1901-2002 **Architect/Builder** Pennsylvania Railroad, Balt. Div.

Construction dates 1901 and 1933

Evaluation for:

__X__ National Register _____Maryland Register _____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Canton was founded by Captain John O'Donnell, a wealthy Irish merchant who arrived in Baltimore in 1785 with silk, china, and tea directly from his travels to China (Keith 1991:128). He named his 2,500 acre estate Canton after the region in China where he acquired the goods that had made him wealthy (Keith 1991:130).

In 1827 the B & O Railroad was established (Rukert 1978:19). That year, Columbus O'Donnell, son of Captain O'Donnell, along with other investors formed the Canton Company with the hopes of speculating on the success of the new railroad. The Canton Company's mission was to bring commercial development to Columbus O'Donnell's late-father's estate as well as the adjacent land. The company laid out streets, house, factories, and piers "with the hope of capitalizing on the success of the Baltimore and Ohio Railroad (Keith 1991:130).

Industries that helped stimulate the economy of Canton included shipbuilding, iron works, oil, and canneries among other commercial enterprises. Shipbuilding was an early industry in the area. In 1797 the USS Constellation was constructed along the west bank of Harris Creek by David Stodder (Keith 1991:131). Peter Cooper, one of the financers of the Canton Company, also established the Boston Street Iron Works. In 1829, the Tom Thumb was constructed to maneuver the curves on the B&O Railroad. By the time of the Civil War the iron works was owned by Horace Abbot who forged the "Monitor's" protective iron plates (Keith 1991:130).

Canneries were built along Boston Street. Here, oysters and fresh produce were canned for mass consumption (Keith 1991:131). The Baltimore Smelting Company was established in 1850. By the beginning of the Civil War, it was the largest Smelting Company in the world (Keith 1991:134)

In 1868 the Canton Oil Works began operation to refine crude oil from Pennsylvania. In 1892 Standard Oil purchased the refinery (Keith 1991:133). Oil was brought from California and Mexico after the opening of the Panama Canal. In 1925 the pipeline closed with the refinery closing in 1957.

Exxon has since purchased the site to deliver refined oil from Aruba to "supply local needs" (Keith 1991:133).

The railroad was extremely important to Canton. The railroads along with the related piers attracted industries and jobs (Canton Company 1928:32). In 1855 The Philadelphia, Wilmington and Baltimore Railroad transported ten thousand tons of coal into the Canton area. In 1866 the Canton Company founded the Union Railroad to connect to the Pennsylvania Railroad and raillines running north and west (Choma and Hnedak 1977).

The Northern Central Railroad was established in 1838 and ran between York, Pennsylvania and Baltimore (www.classicrail.com/ncry). The NCR in 1874 spent two million dollars to construct two cargo piers along with a grain elevator on South Clinton Street. The next year, the company reported that the railroad "Handled 100,00 tons of coal and over 22 million bushels of grain (Rukert 1978:33).

In 1881 the Canton Company sold the Union Railroad to the Northern Central Railroad and the Philadelphia, Baltimore and Wilmington Railroads with a promise to "protect and promote the general business interests of Canton" (Rukert 1978:35).

By the 1980s Canton was being revitalized with canneries replaced with townhouses. Other buildings such as the Young Plant and the Tin Decorating Company of Baltimore were adapted into businesses and homes (Keith 1991:132). Today, the Canton area remains a part of the industrial prosperity of the Harbor region.

The South Clinton Street Relieving Platform is located off of the 2000 Block of South Clinton Street in the Canton section of the City of Baltimore. The relieving platform was constructed in 1901 by the Baltimore Division of the Northern Central Railroad (Plans 1901). In 1922, the Canton Company transferred ownership of the road or platform to the City of Baltimore (Telephone Conversation between Anthony Fusco and the City of Baltimore, June 4, 2002). In July 1932 a fire destroyed three piers, a building, and several freight cars. The Pennsylvania Railroad replaced the piers with fireproof piers that were completed in 1934 at a cost of $14,000,000 (Rukert 1978:46). Pier 1 is now operated by the Maryland Port Administration with Conrail operating the tracks. The Rukert Terminal Corporation operates the Pier 5 complex (Keith 1991:134). An example of a common relieving platform (wharf structure), the South Clinton Street Relieving Platform does not possess individual significance under any of the National Register Criteria.

9. Major Bibliographical References

Inventory No. B-5085

Canton Company, *Canton Days: The First Hundred Years or So*. Baltimore: Canton Company of Baltimore, 1928.

Choma, Rev. Richard E. and John Hnedak. *Canton Historic District National Register Nomination Form*. 1977.

Graham, James S. Design of Timber Foundation Piling for Highway Bridges and Other Structures. www.fpl.fs.fed.us/documents/PDF1996/graha96a.pdf.

Keith, Robert C. *Baltimore Harbor—A Picture History*. Baltimore: Johns Hopkins U of P, 1991 (1982).

Liberty Limited. www.classicrail.com/ncry.

N.C.R.-Baltimore Division. *Plan of Bulkhead for Pier Six, Canton*. Philadelphia: Pennsylvania Railroad, 1901.

Rukert, Norman G. Historic Canton. Baltimore: Bodine and Associates, Inc., 1978.

Telephone Conversation between Anthony Fusco and the City of Baltimore, June 4, 2002.

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name East Baltimore Quadrangle scale: 1 : 24 000

Verbal boundary description and justification

11. Form Prepared by

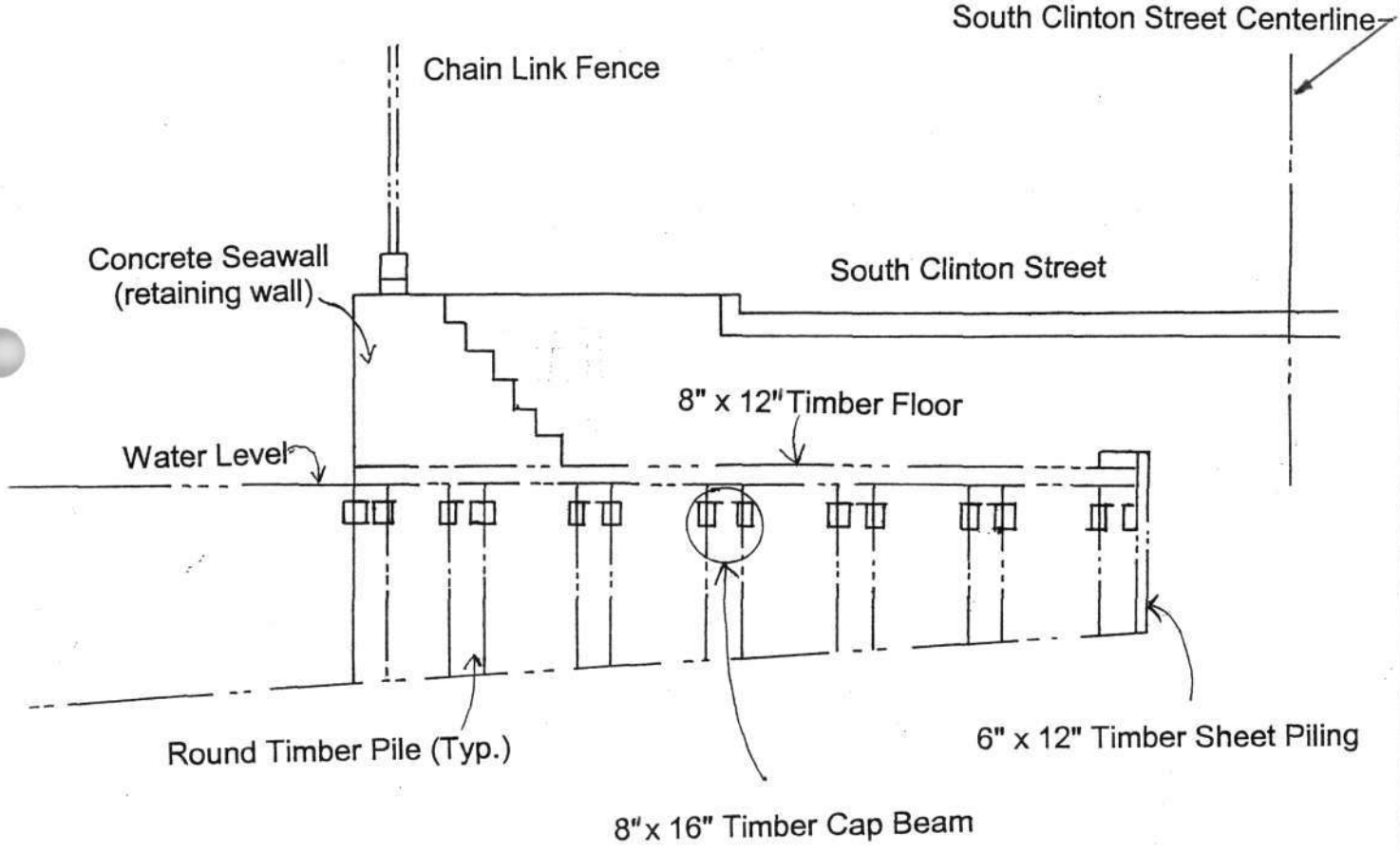
name/title	Gail Lin Walls/Architectural Historian		
organization	KCI Technologies, Inc.	date	June 25, 2002
street & number	5001 Louise Drive, Suite 201	telephone	(717) 691-1340
city or town	Mechanicsburg	state	Pennsylvania

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

B-5085



Scale Unknown

KCI TECHNOLOGIES

Sketch of the South Clinton Street Relieving Platform

B-5085

Portion of East Baltimore Quad Showing Location of South Clinton Street Relieving Platform

Scale: 1' = 24,000'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Mon.-Fri.
SAT.

B-5085
South Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
Gail Walls
June 8, 2002
MD SHPO
South Clinton Street from Location of Relieving Pier facing north
1/7

B-5085
South Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
Gail Walls
June 8, 2002
MD SHPO
South Clinton Street from Location of Relieving Pier facing south
2/7

B-5085
South Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
Gail Walls
June 8, 2002
MD SHPO
South Clinton Street from Location of Relieving Platform facing east
3/7

B-5085
South of Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
Gail Walls
June 8, 2008
MD SHPO
South Clinton Street from Location of relieving platform facing west
4/7

B-5085
South Clinton Street Relieving Platform (wharf)
City of Baltimore, Maryland
Gail Walls
June 8, 2002
MD SHPO
South Clinton Street from location of relieving platform facing west
5/7


2001 11 9

B-5085
South Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
KCI - Hunt Valley
Nov. 9, 2008
N/A
Relieving Platform facing north
6/7

2001 11 9

B-5085
South Clinton Street Relieving Platform (Wharf)
City of Baltimore, Maryland
KCI - Hunt Valley
Nov 9, 2001
N/A
Relieving Platform facing south
7/7