

Maryland Historical Trust Determination of Eligibility Form

Property Name: Philadelphia, Wilmington & Baltimore Railroad **Inventory Number:** B-5164
Address: Between O'Donnell Street and the Bay View Railroad Yard near I-895 **Historic District:** Yes No
City: Baltimore **Zip Code:** 21224 **County:** Baltimore City
USGS Quadrangle(s): Baltimore East
Property Owner: _____ **Tax Account ID Number:** _____
Tax Map Parcel Number(s): _____ **Tax Map Number:** _____
Project: Red Line Corridor Transit Study **Agency:** Maryland Transit Administration
Agency Prepared By: John Milner Associates, Inc.

Preparer's Name: Katherine Farnham **Date Prepared:** 03/16/2010
Documentation Is Presented In: _____

Preparer's Eligibility Recommendation: Eligibility Recommended Eligibility Not Recommended
Criteria: A B C D **Considerations:** A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____
Inventory Number: _____ **Eligible:** Yes No **Listed:** Yes No
Site Visit by MHT Staff: Yes No **Name:** _____ **Date:** _____

Description of Property and Justification: (Please attach map and photo)

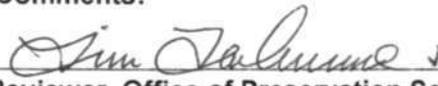
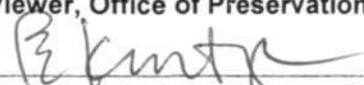
This documentation is an addendum to the original DOE form completed for the Philadelphia Wilmington & Baltimore (PW & B) Railroad in 2008 by EAC Archaeology. The original documentation of the PW & B Railroad included only the disused portion of the line lying between Boston and O'Donnell Sts. Although the PW & B, constructed ca. 1832, possesses historical significance, this particular sector lacked historical integrity and was determined not eligible by MHT (2/5/2009).

The current Section 106 investigation for the Red Line Transit Study includes the PW & B Railroad's right-of-way between O'Donnell St. and the Bay View railroad yard. Unlike the portion of track documented previously, most of the line north of O'Donnell St. remains in use by freight trains, linking Canton industrial concerns to the Northeast Corridor. Today the active tracks run north from Canton past O'Donnell St. In the vicinity of Hudson St., the active tracks intersect with the PW & B's abandoned original right-of-way south of O'Donnell St., which curves around the former Gunther Brewing Co. and National Brewing Co. breweries toward Boston St. This was the sector evaluated previously. North of this intersection, the active line follows the PW & B's original right-of-way northeast on a straight line from Hudson St. toward E. Lombard St. North of E. Lombard St., it curves toward the east and runs into the modernized Bay View railroad yard, which lies east of I-895. Several sidings exist along the right-of-way of this sector, which has four or five tracks along much of its length. The Bay View railroad yard is a longtime merge point for rail traffic east of Baltimore, and is not part of this evaluation.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: **Eligibility Not Recommended:**
Criteria: A B C D **Considerations:** A B C D E F G

MHT Comments:


 Reviewer, Office of Preservation Services

 Reviewer, National Register Program

3/31/10
 Date
 4/5/10
 Date

NR-ELIGIBILITY REVIEW FORM

B-5164

Philadelphia, Wilmington & Baltimore Railroad

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Along its route between O'Donnell St. and Bay View, the PW & B crosses the Eastern Avenue Underpass on a five-track steel-plate girder bridge constructed in 1930 when the underpass was built. There are no other PW & B bridges within this sector.

Visual investigation of the line from O'Donnell St. to Lombard St. indicated that the infrastructure of the PW & B line between O'Donnell St. and the Bayview railyard appears to be largely intact north of the junction with the PW & B's former right-of-way at Hudson St. Safe physical investigation and photographic documentation of the line north of Lombard St. was not possible due to live activity on the line and lack of access to vantage points, but recent satellite-based aerial and birdseye views were consulted. These indicate that the tracks are intact leading into this merge point, and overall conditions are similar to the remainder of the sector. The railroad's industrial setting has changed somewhat due to the removal of a number of large warehouse buildings north of Lombard St., but the overall setting remains an industrial landscape.

This sector of the PW & B Railroad was constructed ca. 1832 as the Baltimore and Port Deposit Railroad. This railroad merged with other companies to form the PW & B in 1838. It leased track use rights to the B & O Railroad, which gave it the ability to expand its service to Washington, D.C. and New York City. The PW & B is historically significant for being the first railroad line to connect Baltimore with Port Deposit and eventually the entire Northeast Corridor. It formed a critical part of Baltimore's prominence as a center of both commerce and transportation, and helped fuel the growth of the city's important industries.

Given that the basic appearance, design, and function of the railroad are still extant, it appears that this particular sector of the railroad line retains far more integrity than the previously evaluated sector south of O'Donnell St. It retains integrity of location, design, workmanship, feeling, and association. The original materials, such as railroad ties and rails likely do not survive, but over time, as on most historic railroad lines, these elements have been replaced in kind or upgraded to improve function on this active line, and the underlying grade and route remain intact. The railroad sector's setting has changed considerably due to the change of industry nearby and the development of the city into what had been a rural area of Baltimore County during the nineteenth century.

As an important development in Baltimore transportation history, this sector of the PW & B Railroad is recommended eligible for the National Register of Historic Places under Criterion A. This particular stretch of track is not known to be associated with significant persons, and does not meet the requirements of National Register Criterion B. While this portion of the railroad retains most components of integrity, it was never a particularly remarkable example of 1830s-era railroad construction. It lacks character-defining features such as historic switch towers, stations, bridges, cuts, retaining walls or stonework that would illustrate the capabilities of period railroad construction and make this stretch an exemplary railroad engineering resource. As such, it does not appear to meet the requirements of National Register Criterion C. This resource was not evaluated under National Register Criterion D during the historic architecture survey.

Sources:

P.A.C. Spero & Company. Historic Highway Bridges in Maryland: 1631-1960. Prepared for Maryland State Highway

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended:
Criteria: A B C D

Eligibility Not Recommended:
Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Reviewer, National Register Program

Friday, December 12, 2008

Date

Friday, December 12, 2008

Date

NR-ELIGIBILITY REVIEW FORM

B-5164

Philadelphia, Wilmington & Baltimore Railroad

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Administration, 1995.

Rukert, Norman G. Historic Canton: Baltimore's Industrial Heartland and its People. Baltimore: Bodine & Associates, Inc., 1978

Sipes, William B. The Pennsylvania Railroad: Its Origin, Construction, Condition, and Connections. Philadelphia: Pennsylvania Railroad Company Passenger Department, 1875.

Stover, John F. History of the Baltimore & Ohio Railroad. West Lafayette, IN: Purdue University Press, 1987.

Zembala, Dennis M., ed. Baltimore: Industrial Gateway on the Chesapeake Bay. Baltimore: Baltimore Museum of Industry, 1995.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended:

Eligibility Not Recommended:

Criteria: A B C D

Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Friday, December 12, 2008

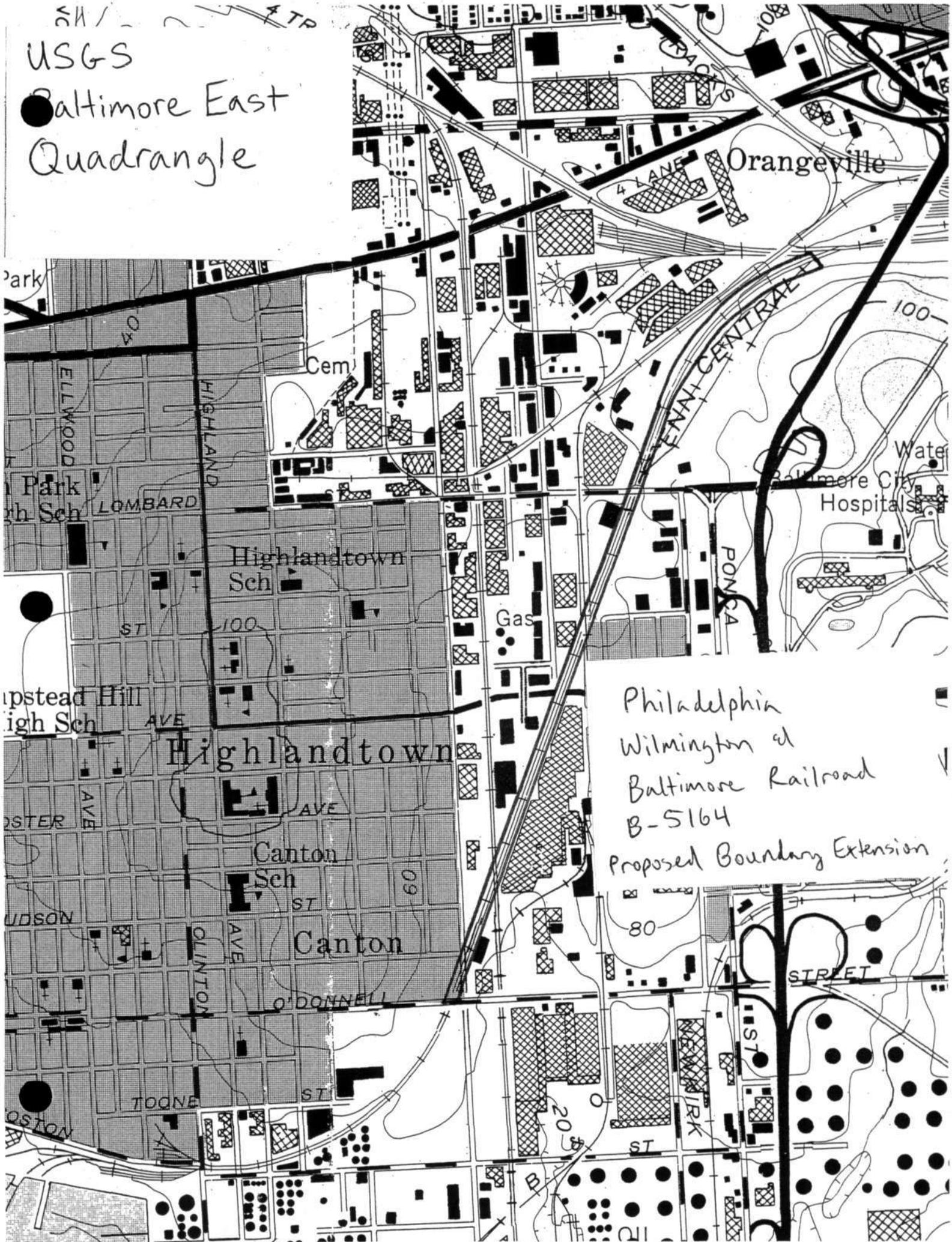
Date

Reviewer, National Register Program

Friday, December 12, 2008

Date

SM / TP
USGS
● Baltimore East
Quadrangle



Philadelphia
Wilmington &
Baltimore Railroad
B-5164
Proposed Boundary Extension



B-5164 (Addendum)

Philadelphia, Wilmington & Baltimore Railroad

Baltimore, City, MD

S. Traum

8/2009

MD SHPO

View of abandoned sector of line, looking NE across
S. Haven St.

1 of 7



B-5164 (Addendum)

Philadelphia Wilmington & Baltimore Railroad

Baltimore City, MD

S. Traun

8/2009

MD SHPO

Junction of abandoned PW + B right-of-way with Union
Railroad abandoned right-of-way, looking S toward O'Donnell
St. overpass.

2 of 7



B-5164 (Addendum)

Philadelphia, Wilmington & Baltimore Railroad

Baltimore City, MD

S. Taum

8/2009

MD SHPD

View to NE from vicinity of Crown Circle + Seed plant

3 of 7



B-5164 (Addendum)

Philadelphia, Wilmington + Baltimore Railroad

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to SW from overpass above Eastern Ave.

#4 of 7



B-5164 (Addendum)

Philadelphia Wilmington & Baltimore RR

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to NE from south end of S. Kresson St.

5 of 7



B-5164 (Addendum)

Philadelphia Wilmington & Baltimore Railroad

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to SSW from Lombard St. overpass

#6 of 7



B-5164 (Addendum)

Philadelphia, Wilmington at Baltimore Railroad

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to NNE from Lombard St. overpass

1 of 7

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Philadelphia, Philadelphia, Wilmington & Baltimore Railroad Inventory Number: B-5164
 Address: Between Boston St. & O'Donnell, running southwest from S. Haven St. City: Baltimore Zip Code: 21224
 County: Baltimore City USGS Topographic Map: Baltimore East
 Owner: Norfolk Southern Railway Co. Is the property being evaluated a district? yes
 Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____
 Project: Boston Street: Ponca to Conkling Alignment Study Agency: City of Baltimore Dept. of Transportation
 Site visit by MHT Staff: no yes Name: _____ Date: _____
 Is the property located within a historic district? yes no

If the property is within a district District Inventory Number: 3704
 NR-listed district yes Eligible district yes District Name: Canton Historic District
 Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context

If the property is not within a district (or the property is a district)
 Preparer's Recommendation: Eligible yes no

Criteria: A B C D Considerations: A B C D E F G None
 Documentation on the property/district is presented in: MIHP: B-5164

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

Constructed in 1832, The Baltimore and Port Deposit Railroad soon merged with two other railroad companies, Philadelphia and Delaware County RR and Delaware and Maryland RR, to form the Philadelphia, Wilmington & Baltimore Railroad in 1838. By leasing railroad rights to the Baltimore & Ohio RR, PW&B RR was able to extend service to New York and Washington DC. The demand for passenger and freight service along the Washington DC- New York corridor spurred the companies growth and by 1870 it was the only independent line in the region. Both B&O and Pennsylvania railroads attempted to purchase the PW&B RR, and in 1873, PRR succeeded. The line became central to PRR's growth and linked with a number of other PRR subsidiary railroads, such as the Northern Central and Baltimore & Potomac RR (which merged with PW&B RR in 1902 to become the Philadelphia, Baltimore & Washington RR; still within the Pennsylvania RR system). Subsequent owners include Penn Central in 1968, Amtrak and Conrail in 1976 and Norfolk Southern in 1999. The line aided Canton's industrial growth, including the factory worker residences prevalent in the Canton NRHP Historic District. The portion of the PW&B RR between O'Donnell and Boston streets cuts through the Esso (Standard Oil) Refinery grounds. Today, the Esso Refinery property is vacant and all structures have been demolished, including the PW&B RR (except for part of a retaining wall). Operating track begins again at the intersection of O'Donnell and S. Haven streets. While historically

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" 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, Office of Preservation Services <i>Jim [Signature]</i>	Date <u>12/12/08</u>
Reviewer, NR Program <i>[Signature]</i>	Date <u>12/12/08</u>

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

B-5164

significant, the portion of the PW&B RR within the project area has been demolished and has lost its historic integrity. In the opinion of the preparer, the portion of the PW&B RR from O'Donnell St south to Boston St is not eligible for the NRHP.

Prepared by: Kevin May, Historic
Preservationist, EAC/Archaeology

Date Prepared: 11.3.2008

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Baltimore & Potomac RR/Phil., Baltimore & Wash. RR Inventory Number: B-5164

Address: Between Baltimore City/County Line & Penn Station (includes the Baltimore & Potomac Tunnel) Historic district: yes no

City: Baltimore Zip Code: see below County: Baltimore City

USGS Quadrangle(s): Baltimore West

Property Owner: National Railroad Tax Account ID Number: N/A

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: West Baltimore MARC Station Project Agency: Maryland Transit Administration

Agency Prepared By: RK&K, LLP

Preparer's Name: Christeen Taniguchi Date Prepared: 5/1/2012

Documentation is presented in: Enoch Pratt Library--Maryland Room, Maryland Historical Society, ProQuest Historical Newspapers Database, Sanborn Fire Insurance Maps

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

This documentation expands upon a Determination of Eligibility (DOE) Form and an Addendum completed for the following sections of the Philadelphia, Wilmington & Baltimore (PW&B) Railroad in Baltimore City:

DOE Form -- Between Boston and O'Donnell streets, west of S. Haven Street, running southwest (eligibility concurred by the Maryland Historical Trust [MHT] on October 6, 2008)

Addendum -- Between O'Donnell Street and the Bayview Yard (eligibility concurred by MHT on June 9, 2010)

This DOE Form evaluates the National Register of Historic Places (NRHP) eligibility of the Baltimore & Potomac (B&P) Railroad/Philadelphia, Baltimore & Washington (PB&W) Railroad segment between the Baltimore City/Baltimore County line (in the community of Violetville) at the southwest to Baltimore's NRHP-listed Pennsylvania Station (B-3727) at the northeast. The

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Jim DeLorenzo
Reviewer, Office of Preservation Services

9/11/12
Date

[Signature]
Reviewer, National Register Program

9/11/12
Date

station was not part of this evaluation. The evaluated alignment was originally built in 1872 as the B&P Railroad, merging with the PW&B Railroad to create the PB&W Railroad in 1902. Please note that the zip codes this railroad alignment runs through are the following (from southwest to northeast): 21229, 21223, 21216, 21217, and 21201.

The evaluated alignment includes the following building and structures:

•The Baltimore & Potomac Tunnel is a brick round arch 7,499-foot long tunnel with rough-cut stone retaining walls, beginning at N. Gilmore Avenue and Winchester Street in west Baltimore, continuing northeast and emerging just south of W. North Avenue near Interstate 83. The two track tunnel includes two round arch bridges, one carrying N. Fulton Avenue and the second carrying N. Vincent Street, leading up to the tunnel entrance at the southwest end. A builder's stone with the build date, the B&P name, and the president, vice-president, and directors names, is apparently mounted on a retaining wall adjacent to one of the tunnel entrance (completed in 1873)

•Four railroad tracks at the southwest portion of the segment until about W. Lafayette Avenue, and double tracks continuing northeast and into the B&P Tunnel, consisting of track beds with ballast and siding along some segments (widened to three and four tracks in the early 1930s; tracks likely replaced over the years)

•Overhead catenary lines along the alignment with what appears to be a traction power substation located at the northern end of the evaluated segment (circa 1935)

•Railroad bridges (listed from southwest to northeast):

- 1) one reinforced concrete arch bridge with metal railing over Gwynns Falls Park, Western Maryland Railroad, and W. Baltimore Street (built in 1914)
- 2) two steel-plate viaducts with concrete retaining walls over N. Franklinton Road and N. Warwick Avenue (built in the circa 1920s)
- 3) one reinforced concrete bridge, with Art Deco details and a cast-in-place image of the Pennsylvania Railroad's keystone symbol on either side, located over W. Mulberry Street (built in the circa 1920s)
- 4) one steel and concrete bridge with rough-cut stone retaining walls, located over W. Franklin Street (the steel bridge supports appear to date to the nineteenth century, with a concrete circa 1980s West Baltimore MARC Station platform above)

•Two-story brick Gwynn Junction Tower located on the northwest side of the 1914 bridge's southwest end. The building rests on a masonry base and is sheltered by a pyramidal hipped roof clad with asphalt shingles and a red brick chimney. The building has remnants of wood window sashes and frames. It is currently not being used, likely due to there no longer being interlocking tracks at this location, and in poor condition (built in the circa early twentieth century)

•The West Baltimore MARC Station is an open platform located west of N. Smallwood Street between W. Mulberry and W. Franklin streets (built in the circa 1980s)

•Various ancillary buildings including sheds located along the tracks at the northern end of the evaluated segment (appear to be mostly modern)

Note that Amtrak prohibited access to of the alignment; all observations and photographs were made from public rights-of-way due to this legal restriction.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

Historic Context

The evaluated segment of the Philadelphia, Baltimore & Wilmington (PB&W) Railroad was originally part of the Baltimore & Potomac (B&P) Railroad alignment completed in 1872 that travelled southwest from Baltimore, Maryland, to Washington, D.C. The B&P Railroad Company was chartered on May 6, 1853, after significant lobbying headed by Colonel William D. Bowie of Prince George's County. During an era when the railroad was quickly expanding and replacing ferry transportation, southern Maryland farmers and plantation owners saw rail as a necessary means to transport their agricultural goods and stay connected to the rest of the east coast. Railroad planning was delayed, however, until December 1858 when a board of directors and corporate officers were put into place. A survey of the proposed alignment was conducted in the following year. Pope's Creek at the Potomac River in Charles County was selected as the southern terminus, about 75 miles south of Baltimore. A ferry was planned to link Pope's Creek to Richmond, Virginia, via the Richmond, Fredericksburg & Potomac Railroad terminal in Aquia Creek, Virginia.

B&P Railroad construction began in 1861, and was slow due to limited capital and the Civil War's interference. After the war, Oden Bowie, son of William Bowie and president of the B&P Railroad Company, approached the Baltimore & Ohio (B&O) Railroad for funding assistance, but was denied. Instead, the big push for construction began when the Pennsylvania Railroad (PRR) and Northern Central Railway (NCR) acquired B&P Railroad in 1867. The PRR had earlier purchased NCR in their desire for growth southward that ultimately connected their tracks to Baltimore. Further growth linking Baltimore to Washington, D.C., however, was not immediately possible. Due to a relationship between the B&O Railroad and the Maryland state legislature since the mid-1830s, the B&O had a monopoly over rail connections between Baltimore and the nation's capital. The B&P Railroad's company charter allowed for lateral branches up to 20 miles long, a provision originally put into place to appease nearby towns afraid of being bypassed by the main alignment. The PRR saw this as their opportunity to circumvent the B&O and state, and establish their rail connection from Baltimore to Washington, D.C. The alignment would go from Baltimore to Huntington (today Bowie), Maryland, with its main alignment ending at Pope's Creek. The line would also connect to Washington, D.C. Via a "branch" called the Washington City or Magruder Branch. Oden Bowie used his position in the Maryland legislature to push this railroad construction through the legislature. Governor of Maryland from 1869 to 1872, Bowie would remain president of the B&P Railroad Company until his death in 1904.

B&P Railroad construction went into full force during the spring of 1868, with 35 miles of line graded by the end of the year. The B&P Railroad "branch" between Baltimore and Washington, D.C., opened on July 2, 1872, and the main alignment to Pope's Creek opened on January 1, 1873. The railroad cost nearly \$10 million. Although technically a branch, the alignment to the more heavily populated and larger city was obviously the primary route for the B&P Railroad. This is evident when comparing the lavish masonry Victorian Gothic Revival train station (now demolished) originally built on the National Mall at the Washington, D.C. terminus, with the small and modest wood station at Pope's Creek.

A significant engineering achievement of the alignment was the double-track brick B&P Tunnel, located to the west of Baltimore's Pennsylvania Station. A tunnel became the solution since condemnation proceedings for the right-of-way required for double-tracking would be too expensive in this heavily developed part of the city. Constructed between 1871 and mid-1873, this 7,499-foot long tunnel was built primarily using the cut-and-cover method, along with some drilling. Constructed on a significant grade, the tunnel was a challenge during the steam engine era. Smoke-blowing machinery was installed in the upper portion of the portal and a 160-foot smoke jack (demolished in 1969) was built on Eutaw Place to deal with this problem.

B&P's first Baltimore station was the Italianate Revival style Pennsylvania Avenue Station, built over an open cut within the tunnel route. When the B&P Railroad line was first completed, passengers in Baltimore needed to transfer via coach to continue north. The original Union Tunnel (an adjacent tunnel later built in 1933) and first Union Station (no longer extant), however, were

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Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___A ___B ___C ___D	Considerations: ___A ___B ___C ___D ___E ___F ___G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

completed soon thereafter, allowing for continued travel to the east on Union Railroad tracks to the Bayview junction where connections could be made with the Philadelphia, Wilmington & Baltimore (PW&B) Railroad. Access to these connections meant a continuous PRR link, including New York, Philadelphia, Baltimore, and Washington, D.C. P&B would soon utilize Baltimore's Union Station, with a second, larger Union Station replacing the original completed in 1886. The B&P Railroad merged with the PW&B Railroad in 1902 to create the PB&W Railroad, the new name also given to the evaluated alignment. The second Union Station building was replaced in 1911 by the Classical Revival building standing today, renamed Pennsylvania Station in 1928. The Edmondson Avenue Station was built in 1919, located at the intersection of the alignment with Edmondson Avenue. The ultimately underutilized station served local trains; the brick building still stands, although today it houses a restaurant. Junction towers were constructed in the circa early twentieth century, including one that still stands today (although abandoned) called the Gwynn Junction Tower at Gwynns Falls Park. The B&P Junction Tower built near Pennsylvania Station closed in 1987 and appears to no longer exist. Plans were announced in 1928 to electrify the PW&B Railroad and commence with an improvement project that included the elimination of grade crossings, widening the main line to three and four tracks, and new B&P and Union tunnels. The evaluated line was electrified by 1935. Thanks to financial assistance from the Public Works Administration, PW&B eliminated the grade crossings, widened the main line, and built the new Union Tunnel. A new B&P Tunnel, however, proved to be too expensive.

The PRR absorbed the New York Central Railroad, creating the Penn Central Transportation Company in 1968, and continued to own and operate the evaluated alignment. Although Penn Central declared bankruptcy two years later, it continued to operate the PB&W Railroad until Amtrak bought most of the railroad assets, including the evaluated alignment, in 1976. Today the alignment is an active part of Amtrak's Northeast Corridor. The MARC commuter trains, serving the Baltimore-Washington metropolitan area, have utilized the alignment since 1983; the West Baltimore MARC Station is located at 400 N. Smallwood Street. Norfolk Southern freight trains also have trackage rights to the alignment.

Significance Evaluation

The B&P Railroad/PB&W Railroad alignment, between the Baltimore City and County line to the west and Penn Station to the east, was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin "How to Apply the National Register Criteria for Evaluation." The property was not evaluated for eligibility under Criterion D as part of this assessment.

The evaluated segment is a critical component of the B&P Railroad (later the PB&W Railroad) alignment that established a reliable connection between Baltimore and Washington, D.C., and ultimately to Philadelphia and New York, for the Pennsylvania Railroad. The segment was built during an era when the railroad became critical for both passenger and freight service, contributing to the continued growth and prominence of industrial cities like Baltimore. This link also connected to rural southern Maryland where people could now have better access to efficient transportation, and their agricultural products could be easily transported to major commercial markets like Washington, D.C, Baltimore and beyond. The railroad alignment has seen some modifications, most notably bridge replacements and catenary line additions during the first decades of the twentieth century; however, these changes do not diminish the railroad alignment's association with this historic context, and instead enhances it, because the importance of this railroad alignment to the social, economic, commercial, industrial and agricultural development of Baltimore and southern Maryland continued well into the twentieth century. Therefore, the B&P Railroad/PB&W Railroad is eligible under Criterion A.

Research has not shown that the alignment is associated with the lives of individuals significant in the past. Therefore, this segment of the B&P Railroad/PB&W Railroad is not eligible under Criterion B.

MARYLAND HISTORICAL TRUST REVIEW	
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Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

This B&P Railroad/PB&W Railroad segment opened in 1872. Although its tracks have likely been replaced over time, and related structures such as the smoke jack for the B&P tunnel have been demolished, the line retains many character-defining features, including its historic alignment, tunnel, early twentieth century railroad bridges, viaducts and junction tower, and circa 1935 catenary lines. In particular, the 1873 tunnel is a significant product of engineering that is 7,499-foot long, extending from west Baltimore to Pennsylvania Station. This tunnel is largely unchanged, retaining its original masonry construction, including its round arched openings, and its dual track alignment. Other features, such as the bridges at Gwynns Falls Park and Mulberry Street are also intact from their original construction. The bridge over the park is a sizeable reinforced concrete arch structure spanning the Western Maryland Railroad and W. Baltimore Street. Also made of reinforced concrete, the Mulberry Street bridge not only has Art Deco style details, but also carries imprints of the Pennsylvania Railroad's keystone logo. This railroad alignment is distinctive enough to be considered a true representative of railroad construction. Therefore, the B&P Railroad/PB&W Railroad is eligible under Criterion C.

Based on the evaluated criteria, this segment of the B&P Railroad/PB&W Railroad is eligible for listing in the NRHP under Criteria A and C. The period of significance is 1872 (when this alignment of the B&P Railroad first opened) to 1976 (last year the PB&W Railroad operated). The boundaries are limited to the railroad right-of-way. Except for the West Baltimore MARC Station and the ancillary buildings at the northeast end of the segment (likely modern buildings, although not confirmed due to limited access), all structures are contributors to this alignment.

Works Consulted

Baltimore, Maryland Quadrangle. USGS Topographic Map: 1890, 1892, 1899, and 1904.

Gunnarsson, Robert L. The Story of the Northern Central Railway: From Baltimore to Lake Ontario. Sykesville, Maryland: Greenberg Publishing Company, Inc., c1991.

Latrobe, Benjamin, Jr. Baltimore, Industrial Gateway on the Chesapeake Bay. Edited by Dennis M. Zembala. Baltimore, Maryland: Baltimore Museum of Industry, c1995.

Wearmouth, John M. Baltimore and Potomac Railroad: The Pope's Creek Branch. Baltimore, Maryland and Washington, D.C.: The Baltimore Chapter and The Washington D.C. Chapter, National Railway Historical Society, Inc., 1986.

Wrabel, Frank A. "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station – Baltimore." The Keystone vol. 28, no. 1 (Spring 1995): 11-62.

Zeoli, Vanessa. "Union Railroad," Maryland Historical Trust Determination of Eligibility Form, 17 November 2010.

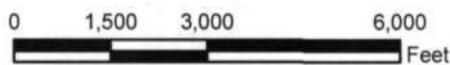
MARYLAND HISTORICAL TRUST REVIEW	
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_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

Baltimore & Potomac Railroad/Philadelphia, Baltimore & Washington Railroad (B-5164)

Baltimore, Maryland



Site Plan



May 2012

Baltimore & Potomac Railroad/Philadelphia, Baltimore & Washington Railroad (B-5164) Baltimore, Maryland



Location Map

0 1,500 3,000 6,000 Feet

May 2012

Source: Baltimore West and East
USGS 7.5' DRGs

PHOTO LOG

B-5164, Baltimore and Potomac Railroad

B-5164_2012-04-14_01

-East elevation of bridge crossing W. Mulberry Street, looking west

B-5164_2012-04-14_02

-East elevation of bridge crossing W. Mulberry Street, looking east

B-5164_2012-04-14_03

-East elevation of bridge crossing W. Franklin Street, looking west

B-5164_2012-04-14_04

-Bridge crossing Warwick Avenue, looking north

B-5164_2012-04-14_05

-Bridge crossing N. Franklinton Road, looking south

B-5164_2012-04-14_06

-Bridge corridor along W. Baltimore Street at Gwynns Falls Trail, north elevation, looking southwest

B-5164_2012-04-14_07

-Bridge along W. Baltimore Street at Gwynns Falls Trail, looking north

B-5164_2012-04-14_08

-Bridge along W. Baltimore Street at Gwynns Falls Trail, north elevation, tower, looking southwest

HP 100 Gray Photo ink on HP glossy premium plus photo paper. CD-R Gold.



B-5164

Baltimore and ~~Baltimore~~ Rd. Road

Baltimore City, MD

B. Roberts

4/13/12

East elevation of bridge crossing W. Mulberry St.
looking west

1/8



PSCHWA

043200

MARC



B.564

Baltimore and Potomac R.R. Trestle

Baltimore City, MD

B. Roberts

4/13/12

West elevation of bridge crossing W. Mulberry St.,
looking east

2/8



B-5164

Baltimore and Potomac Railroad

Baltimore City, MD

B. Roberts

4/13/12

East elevation of bridge crossing W. Franklin Street,
looking west

3/8



B-5164

Baltimore and Potomac Railroad

Baltimore City, MD

B. Roberts

4/24/12

Bridge crossing Warwick Avenue, looking north

4/8



B-5164

Baltimore and Potomac Railroad

Baltimore City, MD

B. Roberts

4/24/12

Bridge Crossing N. Franklinton road, looking south

5/8



B-5164

Baltimore and Potomac Rail Road

Baltimore City, MD

B. Roberts

4/24/12

Bridge Corridor along W. Baltimore Street at Ewynns
Falls Trail, north elevation looking southwest

6/8



B-5164

Baltimore and Potomac Rd. Road

Baltimore City, MD

B. Roberts

4/24/12

Bridge along W. Baltimore Street at Gwynns Falls
trail, looking north

7/8



B-5164

Baltimore and Potomac Railroad

Baltimore City, MD

B. Roberts

4/24/12

Bridge along W. Baltimore Street at Ewynns Falls

trail, with elevation tower, looking Southwest

8/8

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-5164

1. Name of Property (indicate preferred name)

historic Philadelphia, Wilmington & Baltimore Railroad
 other Baltimore & Port Deposit Railroad, Pennsylvania Railroad

2. Location

street and number between Boston St. and O'Donnell St., West of S. Haven St, running Southwest not for publication
 city, town Baltimore vicinity
 county Baltimore City

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

name Norfolk Southern Railway Co.
 street and number 3 Commercial Pl. telephone 757-629-2446
 city, town Norfolk state VA zip code 23510

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio
 city, town Baltimore tax map tax parcel

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	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	_____	_____ buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>1</u>	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>1</u>	_____ Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. B-5164

Condition

excellent 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.

Constructed in 1832, The Baltimore and Port Deposit Railroad soon merged with two other railroad companies, Philadelphia and Delaware County RR and Delaware and Maryland RR, to form the Philadelphia, Wilmington & Baltimore Railroad in 1838. By leasing railroad rights to the Baltimore & Ohio RR, PW&B RR was able to extend service to New York and Washington DC. The demand for passenger and freight service along the Washington DC- New York corridor spurred the companies growth and by 1870 it was the only independent line in the region. Both B&O and Pennsylvania railroads attempted to purchase the PW&B RR, and in 1873, PRR succeeded. The line became central to PRR's growth and linked with a number of other PRR subsidiary railroads, such as the Northern Central and Baltimore & Potomac RR (which merged with PW&B RR in 1902 to become the Philadelphia, Baltimore & Washington RR; still within the Pennsylvania RR system). Subsequent owners include Penn Central in 1968, Amtrak and Conrail in 1976 and Norfolk Southern in 1999. The line aided Canton's industrial growth, including the factory worker residences prevalent in the Canton NRHP Historic District. The portion of the PW&B RR between O'Donnell and Boston streets cuts through the Esso (Standard Oil) Refinery grounds. Today, the Esso Refinery property is vacant and all structures have been demolished, including the PW&B RR (except for part of a retaining wall). Operating track begins again at the intersection of O'Donnell and S. Haven streets.

8. Significance

Inventory No. B-5164

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

Specific dates

Architect/Builder unknown

Construction dates ca. 1838

Evaluation for:

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.)

Please see DOE form.

9. Major Bibliographical References

Inventory No. B-5164

Sanborn Fire Insurance Maps of Baltimore Vol. 5, 1890, 1914 & 1936. Digital Sanborn Maps (<http://sanborn.umi.com/>)
Baltimore: The Building of an American City. The Johns Hopkins University Press, Baltimore, 1997.
Canton Historic District, B-3704 NRHP Nomination Form, MHT Library
USDA Aerial Photographs: *AJO-8-112* (4.23.1938), *AJO-8K-127* (2.14.1953), *AJO-5T-50* (9.25.1957), *AJO-3MM-34* (9.25.1971), Maryland Geological Survey
Gunnarson, Robert L. *The Story of the Northern Central Railway from Baltimore to Lake Ontario*, 1991
Sipes, William B. *The Pennsylvania Railroad: Its Origin, Construction, Condition and Connections*, 1875.
Maryland State Archives online: (www.archivesofmaryland.net)
Interstate Commerce Commission. *Valuation Reports Vol. 22*, January 1929, Washington, DC

10. Geographical Data

Acreage of surveyed property 1
Acreage of historical setting 1
Quadrangle name Baltimore East Quadrangle scale: 1:24000

Verbal boundary description and justification

Portion of railroad track bed and right of way curving southwestward between O'Donnel St to the north and Boston Street to the south, Canton, Baltimore

11. Form Prepared by

name/title Kevin May, Historic Preservationist

organization EAC/Archaeology

date 11.3.2008

street & number 4303 North Charles Street

telephone 410.243.6767

city or town Baltimore

state MD

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:

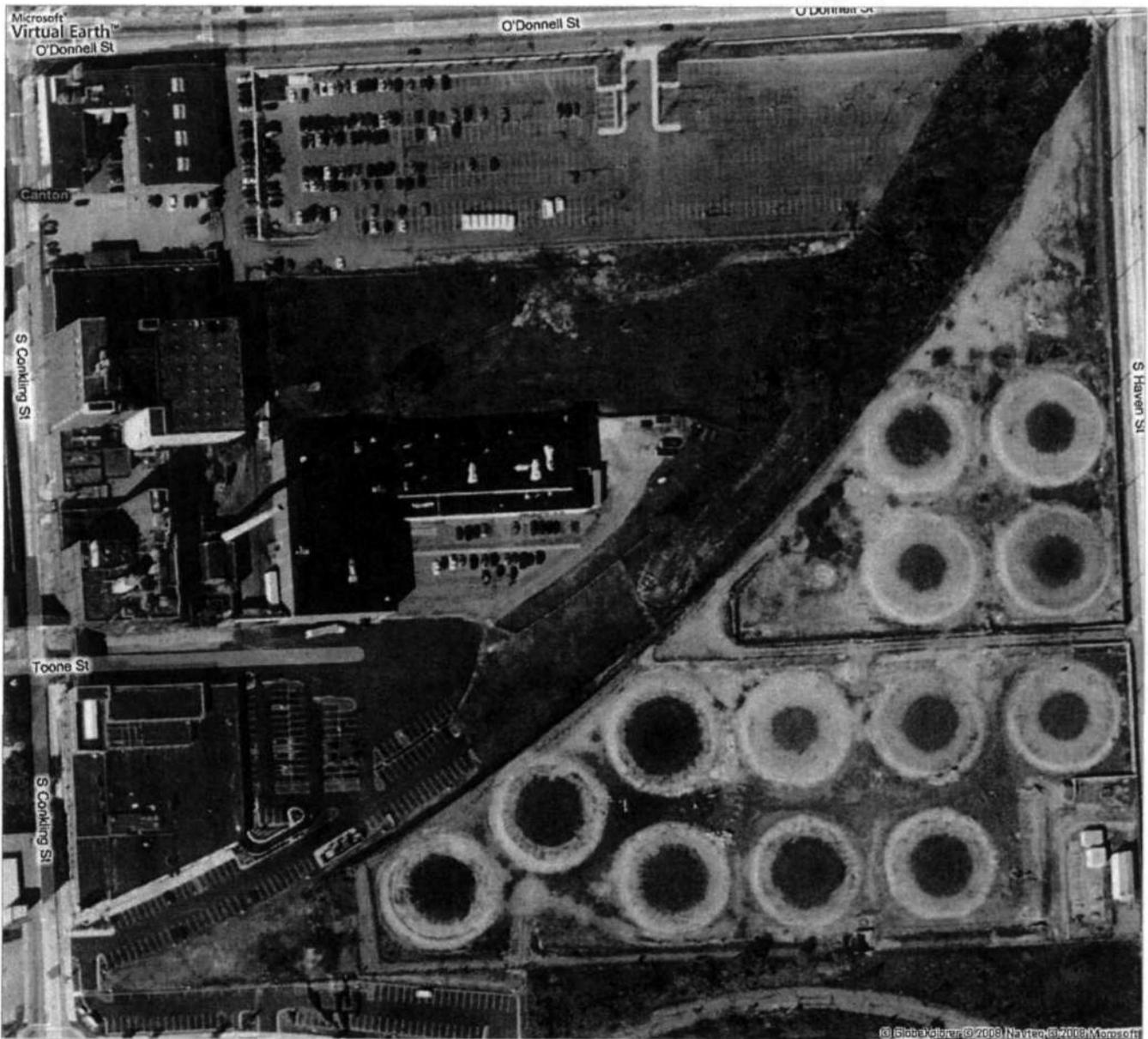
Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

B-5164

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B-5164





B-5164

DW & B RR

Baltimore City, MD

Kevin May

10.25.08

Neg: MD SHPO

D) View NE along wall from Boston St. to O'Donnell St.



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PW's 13 RR

Baltimore City, MD

Kevin F. May

10.25.08

Neg. MD SHPO

2) View SW along wall from O'Donnell to Boston St



B-5164 PW's, B RR

Baltimore City, MD

Kevin F. May

10.25.08

Neg: MDSHPD

3) View West from S. Haven St.



B-5164

PW & B RR

Baltimore City, MD

Kevin F. May

10-25-08

Neg: MD SHPO

4) View from East