

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes  no

Property Name: Highlandtown Pumping Station Inventory Number: B-5171  
 Address: 4118 Eastern Avenue (South side of Eastern Avenue immediately west of former Union Railroad tracks) Historic district:  yes  no  
 City: Baltimore Zip Code: 21224 County: Baltimore City  
 USGS Quadrangle(s): Baltimore East  
 Property Owner: Mayor and City Council of Baltimore Tax Account ID Number: 26106317001  
 Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: 26  
 Project: Red Line Transit Study - Bayview Extension Agency: MTA  
 Agency Prepared By: John Milner Associates, Inc.  
 Preparer's Name: Katherine Farnham Date Prepared: 2/8/2010

Documentation is presented in: See sources below.

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)*

The Highlandtown Pumping Station is a one-story brick municipal building with an attached terrace on its west side. It sits facing the original right-of-way for Eastern Ave. on its south and backs up to the below-grade Eastern Avenue Bypass on its north. Both the pumping station and the underpass were constructed in 1930. To the west is S. Haven St., and uphill immediately to the east are the former Union Railroad/Norfolk-Southern railroad tracks and the railroad's ca.1930 metal plate girder bridge above the underpass.

The small pumping station is constructed of concrete and Flemish-bond red brick, with cast concrete ornamentation. The station and its terrace are set on a shared poured concrete foundation with horizontal striations. The foundation is just above grade in the front, and its basement is fully exposed on the west side and rear, where it is perched above the underpass. The foundation is painted white on its exposed sides. The building has a flat roof with gabled front and rear parapets and a diamond-motif cast-concrete panel on the front and rear gables. Projecting brick corner piers extend most of the way up the walls, and correspond to horizontal bands of vertical stretcher bricks at the level of the side window lintels. The roof parapets and corner piers have concrete caps. The building has one center bay on all but the east side, with paired doors on the south front and single windows on the north and west. The entrance has paired flush steel doors protected by a wrought-iron gate with a sunburst pattern at the top.

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Eligibility recommended  Eligibility not recommended   
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MHT Comments:

Jim Jarman ✓  
 Reviewer, Office of Preservation Services

3/25/10  
 Date

Blumenthal  
 Reviewer, National Register Program

4/5/10  
 Date

The windows are three-over-three original double-hung windows. The west window is concealed behind metal mesh security grilles.

The terrace of the pumping station is an open brick and concrete deck containing modern treatment equipment and a chemical tank. It has brick piers with concrete balustrades between them. The two corner piers are topped with large cast-concrete finials, which have been painted white.

Historical data on the Highlandtown Pumping Station is minimal. Historic photos indicate that it was constructed at the same time as the Eastern Avenue Underpass in 1930 and was part of a larger public works upgrade for the neighborhood. It may have been designed by the same engineers. Its construction predates the New Deal and associated post-1932 federally funded public works project, and its construction was funded by the City of Baltimore with contributions from railroads that crossed it. This neighborhood was part of Baltimore County until 1918, when Baltimore City expanded its boundary to its current dimensions. Though public water and sewerage had been provided in the city for decades, the neighborhoods of Highlandtown, Greektown, and Brewer's Hill were still developing into dense rowhouse blocks during the 1920s and 1930s, and new industrial areas were developing on vacant land along the railroads. This increased the demand for municipal water service and wastewater disposal, particularly once the area was formally incorporated into the city. The underpass construction necessitated dramatic grade changes and disruption of existing sewer lines, which may have been a factor in combining the pump station project with the underpass project. The pumping station became part of a network of pumping stations scattered around the city, the best-known of which is the large Eastern Avenue Pumping Station a few miles to the west.

The Highlandtown Pumping Station retains a high level of integrity and is a fine example of a small municipal pump station of the 1930s. It is still used for its original purpose. Aside from machinery upgrades and the installation of newer exterior equipment on the terrace, it has seen minimal change in appearance, and retains integrity of location, design, setting, materials, workmanship, feeling, and association. The property is bounded on the north by the Eastern Avenue Underpass, on the east for the former Union Railroad tracks, on the south by the original right-of-way for Eastern Avenue, and on the west by its tax parcel boundary. The period of significance for this resource is ca. 1930-1950, reflecting its role in continued development of the neighborhood into the post-World War II period.

The Highlandtown Pumping Station is recommended eligible for the National Register of Historic Places under Criterion C as an example of an early Depression-era public works project. It is also recommended eligible under Criterion A, as it represents a nationwide trend in public infrastructure development. Additionally, it is associated with Baltimore city neighborhood development and resultant infrastructure improvements during the interwar period following the city's final boundary expansion in 1918. The pumping station is not known to be associated with persons of transcendent importance in history, and does not meet the requirements of National Register Criterion B. It was not evaluated for eligibility under National Register Criterion D during the historic architecture survey.

Sources:

Broening, Mayor William F. Radio address, printed in Municipal Journal (January 16, 1931) as The Progress of Greater Baltimore series.

Helton, Gary. Images of America: Highlandtown. Charleston, SC: Arcadia Publishing, 2006.

Sanborn Fire Insurance Maps: 1902, 1914, 1928, 1936, 1951, 1953.

Smith, Sheldon. "14 Bridges Underway or Planned." Evening Sun, July 2, 1928.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

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

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

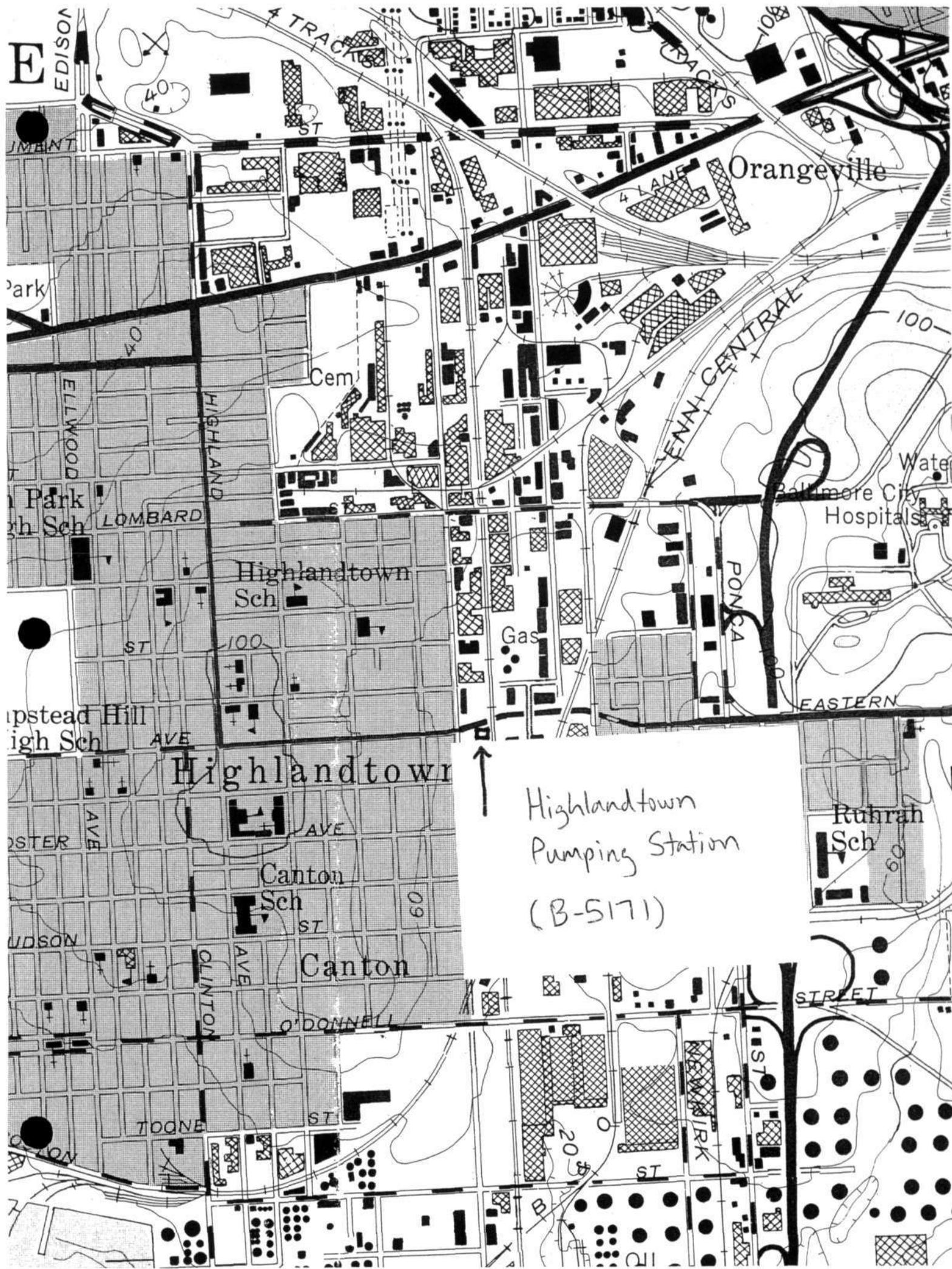
MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



Orangeville

Cem

Highlandtown Sch

Upstead Hill High Sch

Highlandtown

Canton Sch

Canton

Ruhrah Sch

Highlandtown Pumping Station (B-5171)

STREET



B-5171

Highlandtown Pumping Station

Baltimore City, MD

S. Traum

August 2009

MD SHPO

View of front, looking NE

# 1 of 2



iced tea  
Southern Style Chicken Sandwich  
Try it with Sweet Tea  
McDonald's

Marriage works.

B-5171

Highlandtown Pumping Station

Baltimore City, MD

S. Traum

7/15/2008

MD SHPD

View of rear from Eastern Ave., looking SE

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