



is largely residential, surrounded by townhouse neighborhoods that comprise the Edmondson Avenue Historic District (B-5187), the Greater Rosemont District (B-5112), the Monroe Riggs District (B-5118), and the Sandtown-Winchester/Penn North Historic District (B-4434).

Historic Context

Although tax records indicate that the building at 2001 Winchester Street was constructed in 1940, it was erected in the late-nineteenth century as part of the Baltimore Car Wheel Works, which manufactured cast-iron wheels for railroad cars (State Department of Assessments and Taxation [SDAT] 2015). In 1882, the Baltimore Car Wheel Company requested permission from the city "to erect upon their ground situated in the vicinity of Winchester, Cooke and Payson streets . . . foundry and machine shop buildings, for use in their business of manufacturing car wheels; the said buildings to be constructed with iron columns and trusses, resting upon stone foundations, wooden walls, and slate or iron roofs" (City of Baltimore 1882:52). Permission was granted, and the machine shop and foundry buildings were completed by 1885 (Bromley 1885:26). The masonry office building, however, did not appear on maps until 1890, when it is depicted along with a dozen other buildings. At that time, the Baltimore Car Wheel Works (later the Baltimore Car Wheel Co.) included a machine shop and foundry, a coke shed, sand house, and several sheds of varying sizes along with the office building and a short rail spur on the southeastern edge of the property, which connected the factory to the adjacent B&P and Western Maryland Railroads (Sanborn Map Company [Sanborn] 1890:119a, 1901:167, 1914:181). Proximity to the railroads was, of course, what attracted industries like the Baltimore Car Wheel Company and the Maryland Pavement Company, its neighbor to the north, to the area. Although land immediately adjacent to the railroads was soon occupied by industrial entities, residential neighborhoods were not far behind (Sanborn 1901:167). This was especially true for property on the southeast side of the B&P tracks; land on the west side, effectively cut off from downtown by the tracks, took several more decades to develop (Sanborn 1901:179, 1914:199, 1951:199).

In 1916, the property was acquired by the Vulcan Brake Shoe & Equipment Company which refitted the facility to manufacture brake shoes for steam and electric railroads (Baltimore 1916:25; The Iron Age 1916:1114). By the 1950s, the property had come under the operations of the American Brake Shoe & Foundry Company (Sanborn 1951:181). The property continued to be used by various industrial entities, most related to the manufacture of railroad parts, throughout much of the twentieth century. Today the property is part of an asphalt manufacturing facility operated by P. Flanigan & Sons, Inc., which also owns the neighboring parcel to the north. Most of the late-nineteenth-century buildings remained on the property through the mid-twentieth century (Sanborn 1951:181). However, by 2005 many had been demolished, including the machine shop, and by 2011 almost all of the historic buildings, including the foundry, had been removed from the parcel, leaving only one historic building on the property (Nationwide Environmental Title Research [NETR] 2005, 2011).

Architectural Description

The only historic resource extant on the property today is a one-and-a-half-story building historically used as office space. Although the building has been altered over time, the complex roofline and rough-faced, ashlar masonry walls reflect the eclectic period of late-Victorian-era architecture. The building has a square plan and is five bays wide and four bays deep, with a continuous foundation and masonry structural system consisting of rough-faced ashlar stone with a water table. The dual-pitched hipped roof has four hip-on-gable, or clipped gable, projections (two facing west and one each facing north and south), as well as an oversized wall dormer centered on the primary (east) elevation. A smaller, gabled, wall dormer with triangular upper-sash windows are found on either side of this larger dormer on the east roof slope. A single gabled wall dormer marks the north and south elevations, although the window opening that fills the north dormer is covered by aluminum or vinyl siding. The roof is clad in slate shingles and its large overhanging eaves are covered with aluminum or vinyl siding, although the original wood soffit is visible in places where the replacement siding has detached. An ornate metal weather vane and pendant, which appear to be

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

contemporary with the building, mark the ridge of the large wall dormer at the east elevation. An exterior stone chimney is located at the southwest corner of the west elevation, positioned within one of the hip-on-gable projections, and pierces the roof of the clipped gable. An interior brick chimney also pierces the roof near the center of the building, just northeast of a central pyramidal skylight.

The main entrance is located on the east elevation and consists of a single-leaf, metal-and-glass replacement door with sidelight, accessed by a set of three stone steps with a simple metal handrail. A transom located above the door has been covered with metal. A secondary entrance is found on the south elevation and consists of a single-leaf, wood replacement door in a deteriorated condition with a six-light, wood-sash transom protected by a metal security grate. This entrance is accessed via a low concrete stoop. Fenestration consists primarily of two-over-two, double-hung, wood-sash windows with vertical muntins, although the upper sash of most units are covered by aluminum or vinyl siding. In some units, the entire sash is covered by aluminum or vinyl siding, and window air conditioners and vents have been inserted. The windows are further marked by stone sills and aluminum storm windows.

There are no additions to the building. Alterations consist of the partial or whole covering of window units with aluminum or vinyl siding, insertion of air-conditioning units and vents in some window openings, replacement siding covering the eaves, and replacement doors in both the east and south entrances.

Additional modern buildings and structures on the property include a single-story, gabled shed clad in T1-II siding, located just north of the masonry building; a large, three-bay, front-gabled warehouse clad in metal siding, located at the northern edge of the property; and an electric power transmission tower constructed of wood poles, adjacent to the warehouse. Several small storage sheds and prefabricated buildings are also scattered throughout the parcel.

Summary and Statement of Significance

For listing in the National Register of Historic Places (NRHP), a property must be demonstrated as significant under one or more criteria and must also possess most, if not all, of the seven aspects of integrity set forth by the NRHP: location, design, setting, materials, workmanship, feeling, and association. Since the construction of the first buildings on the property in the 1880s, the resource at 2001 Winchester Street has undergone significant alterations that have negatively impacted its integrity. Most notably, nearly all of the original buildings on the Baltimore Car Wheel Works property (including the foundry, machine shop, and other ancillary buildings) have been demolished, negatively affecting the property's integrity of design, setting, feeling, and association. The lone surviving building, a one-and-a-half-story masonry office building, has also undergone alterations, including the loss, replacement, or covering of original fenestration. These modifications have negatively affected the building's integrity of design, materials, and workmanship.

Due to a substantial loss of historic integrity, the property at 2001 Winchester Street is recommended not eligible for listing on the NRHP under Criteria A--C, as it is not known to be associated with any important historic events, individuals, or significant architectural trends at the national, state, or local levels. Investigations were not conducted to determine whether the property has the potential to yield information important in history or prehistory; therefore, NRHP Criterion D was not assessed. In conclusion, it is recommended that the property at 2001 Winchester Street is not eligible for listing in the NRHP under Criteria A-C.

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<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
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MHT Comments:	
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Reviewer, National Register Program	Date

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Criteria:	___ A	___ B	___ C	___ D	Considerations:	___ A	___ B	___ C	___ D	___ E	___ F	___ G	
MHT Comments:													
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Reviewer, National Register Program							Date						

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

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

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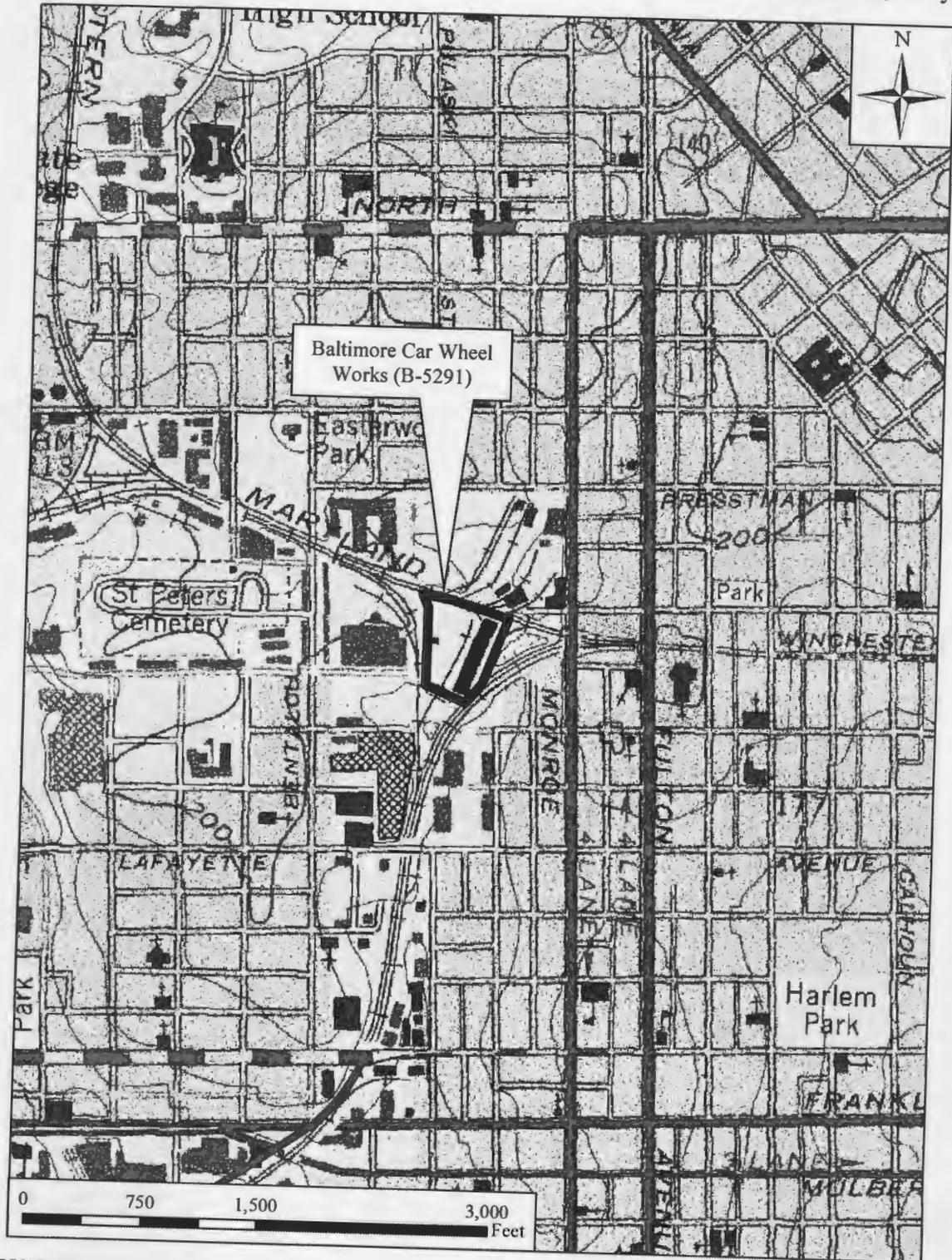
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Baltimore Car Wheel Works (B-5291)  
Baltimore, Maryland



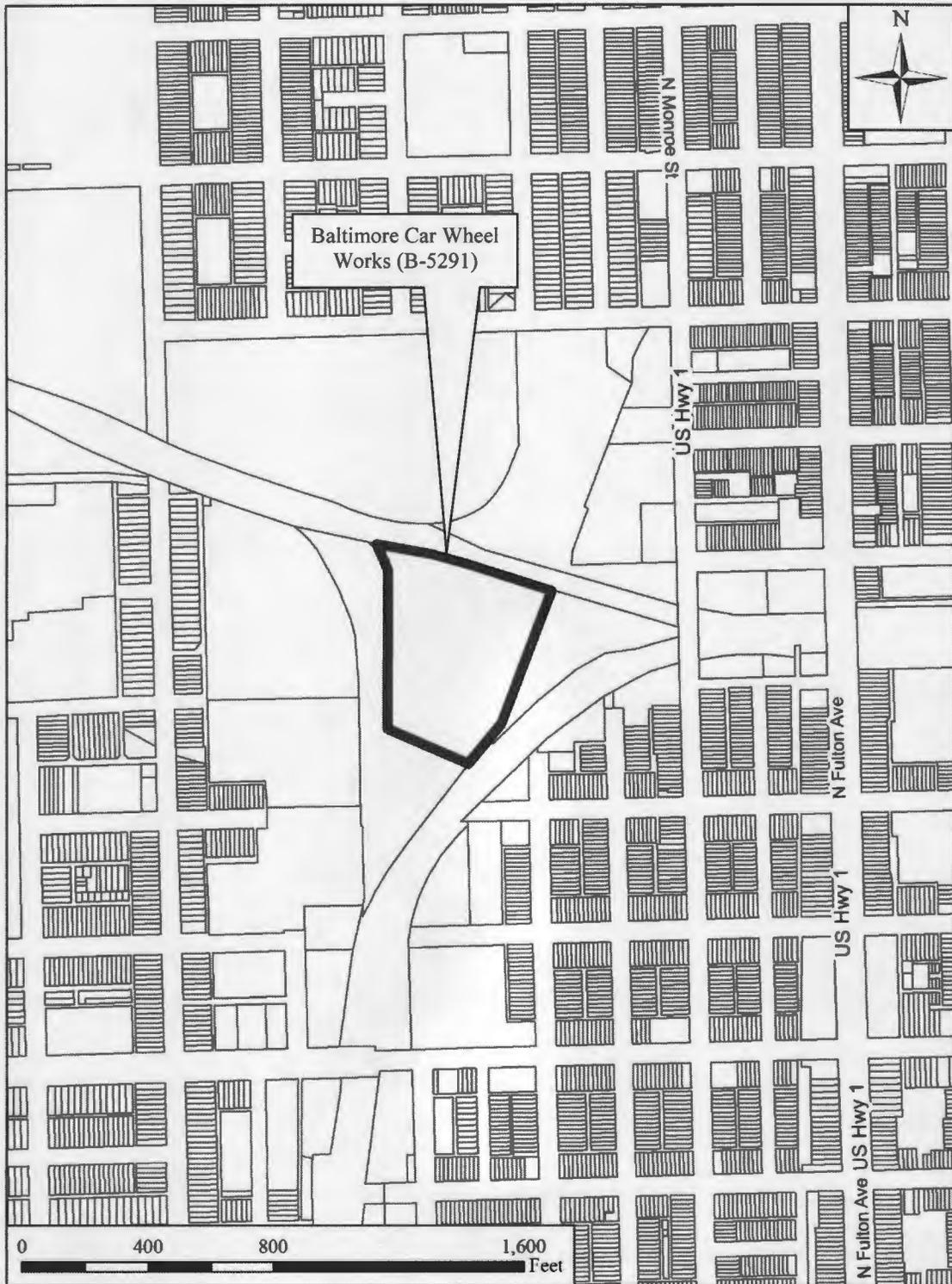
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Baltimore Car Wheel Works (B-5291)  
Baltimore, Maryland



Baltimore City, Aerial Imagery (Esri 2015).

Baltimore Car Wheel Works (B-5291)  
Baltimore, Maryland



Baltimore City Parcel Map (City of Baltimore 2010).

B-5291, Baltimore Car Wheel Works, B&P Tunnel Project

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
B-5291_2015-05-14_01.tif	Baltimore Car Wheel Works (B-5291), Overview, Looking West from North Monroe Street	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_02.tif	Baltimore Car Wheel Works (B-5291), View of Roof, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_03.tif	Baltimore Car Wheel Works (B-5291), East Elevation and Main Entrance, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_04.tif	Baltimore Car Wheel Works (B-5291), South Elevation, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_05.tif	Baltimore Car Wheel Works (B-5291), West Elevation, Looking Southeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_06.tif	Baltimore Car Wheel Works (B-5291), North Elevation and Modern Outbuilding, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_07.tif	Baltimore Car Wheel Works (B-5291), Detail of Main Entrance on East Elevation, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_08.tif	Baltimore Car Wheel Works (B-5291), Detail of Window on West Elevation, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_09.tif	Baltimore Car Wheel Works (B-5291), Modern Warehouse and Electric Power Transmission Tower, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_10.tif	Baltimore Car Wheel Works (B-5291), Electric Power Transmission Tower, Looking Southwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR



B-5291

BALTIMORE CAR WHEEL WORKS  
BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP  
OVERVIEW, LOOKING WEST FROM NORTH MONROE  
STREET



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOUETAIL CULTURAL RESOURCE GROUP

VIEW OF ROOF, LOOKING WEST



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

EAST ELEVATION AND MAIN ENTRANCE, LOOKING  
NORTH WEST



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

SOUTH ELEVATION, LOOKING NORTHEAST



COLD  
DRINKS

B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

WEST ELEVATION, LOOKING SOUTHEAST



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

NORTH ELEVATION AND MODERN OUTBUILDINGS,  
LOOKING SOUTH



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOUETAIL CULTURAL RESOURCE GROUP

DETAIL OF MAIN ENTRANCE ON EAST ELEVATION,  
LOOKING NORTHWEST



B-5291

BALTIMORE Car Wheel Work

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

DETAIL OF WINDOW ON WEST ELEVATION, LOOKING  
NORTHEAST



B-5291

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

MODERN WAREHOUSE AND ELECTRICAL POWER  
TRANSMISSION TOWER, LOOKING WEST



B-52910

BALTIMORE CAR WHEEL WORKS

BALTIMORE, MARYLAND

C. MANNING

5/14/2015

DOVETAIL CULTURAL RESOURCE GROUP

ELECTRIC POWER TRANSMISSION TOWER, LOOKING

SOUTHWEST