NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Philadelphia, Wilmington & Baltimore Railroad Station

other names/site number: PRESIDENT STREET STATION (preferred) B-3741

2. Location

street & number: President and Fleet streets N/A ☐ not for publication

city, town: Baltimore N/A ☐ vicinity

state: Maryland code MD county: Baltimore City code 510 zip code 21231

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☒ building(s)	1	0 buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site		structures
☐ public-Federal	☐ structure		objects
	☐ object	1	0 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official: STATE HISTORIC PRESERVATION OFFICER Date: 8/6/92

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

B-3741

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
TRANSPORTATION/rail-related	VACANT/not in use

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
MID-19TH CENTURY	foundation STONE
ITALIANATE	walls BRICK
	roof WOOD
	other WOOD

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

The President Street station, constructed in 1849-50 by the Philadelphia, Wilmington and Baltimore Railroad, stands at the southeast corner of President and Fleet streets [formerly Canton Avenue] in Baltimore, Maryland. The surviving portion comprises the headhouse, a two-story brick structure in the Italianate style with a barrel-vault roof. The headhouse contained passenger ticketing and waiting facilities and the offices of the railroad company. The building is constructed of brick laid in common bond, and measures approximately 28′ by 66′ overall. As originally built, a 66′ by 218′ trainshed extended from the east wall of the headhouse.

[X] See continuation sheet No. 1
For GENERAL DESCRIPTION

8. Statement of Significance

B-3741

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Commerce	1849-1850	1849-1850
Military	1861	1861

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Parker, George A.
architect/engineer

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

The President Street station is important in Baltimore and Maryland history. Constructed in 1849-1850, this station is the second oldest train station remaining in Baltimore. Maryland was the site of the first railroad in the United States. Baltimore's vigorous commercial and manufacturing growth in the mid-nineteenth century was sustained by a network of railroads. By 1861, Baltimore was an important railroad center in the country. The Baltimore and Ohio; the Northern Central; and the Philadelphia, Wilmington, and Baltimore (for which this station was built), linked the city directly to West Virginia, Delaware, Philadelphia, Washington, D.C., and the anthracite fields of Pennsylvania. Points beyond were linked indirectly through connecting railroads. The oldest station in Baltimore, Mount Clair--built in the 1830s, was used only for a year or two, and did not originally have train sheds. The President Street station is one of the first large city stations in the country to take the traditional station form incorporating a huge train shed made possible only by the development of a unique trussed arch by engineer George Howe. Part of one of the original arches still exists, but it no longer functions in its original purpose and, unfortunately, the original train shed was destroyed about the turn of the century. The President Street station also is important in the state's history for association with events in the Civil War. Although Maryland did not secede from the union, a large section of the population--including vast numbers in Baltimore--were sympathetic to the southern cause. On April 19, 1861, union troops debarking from President Street station for transfer across town to Camden Station were attacked by a mob of southern sympathizers. This event inspired the composition of the state anthem, "Maryland, My Maryland," by James Ryder Randall.

☒ See continuation sheet No. 4
For HISTORIC CONTEXT and MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN data.

9. Major Bibliographical References

B-3741

SEE CONTINUATION SHEET NO. 13

[X] See continuation sheet No. 13

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [X] recorded by Historic American Engineering Record # MD-8

Primary location of additional data:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1 acre

USGS Quad: Baltimore East, Maryland

UTM References

	Zone	Easting	Northing
A	18	361770	4349300
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

SEE CONTINUATION SHEET NO. 14

[X] See continuation sheet No. 14

Boundary Justification

SEE CONTINUATION SHEET NO. 14

[X] See continuation sheet No. 14

11. Form Prepared By

name/title Peter E. Kurtze, Architectural Historian

organization Friends of President Street Station, Inc. date November 18, 1991

street & number 109 Brandon Road telephone (410) 296-7538

city or town Baltimore state Maryland zip code 21212

GENERAL DESCRIPTION:

The principal facade of President Street station fronts on President Street, facing west. Five bays are defined by brick pilasters; entrances are located in the outermost bays. The entrances are served by granite steps, and the brick pilasters rise from granite plinths. Each of the three interior bays of the ground story has a pair of jack-arched window openings with granite sills; these are apparently the result of alterations that took place around the turn of the 20th century, as 1850s depictions of the station show single windows with multipaned sash and elaborate pedimented surrounds. On the upper level, the five bays are defined by single window openings with granite sills supported by cyma recta brackets, also of granite; four of the openings retain broad crossetted architrave surrounds. The pilasters originally terminated in bracketed capitals, supporting a broad overhanging cornice; these elements have disappeared, but nailers survive in the brickwork marking their location, and accurate graphic and photographic documentation of their original appearance exists. The tympanum holds a louvered vent within a recess which conforms to the shape of the barrel-vault roof. Early views indicate that an overhanging cornice also followed the roofline.

The headhouse has been vacant for over a decade, and has been subjected to vandalism, repeated fires, and water damage. Recently, a portion of the roof collapsed, destroying part of the attic and second floor. Nevertheless, it retains a good level of integrity, and is fully capable of expressing the characteristics which contribute to its historical and architectural significance. The brick walls remain intact, as do significant structural and decorative and structural features on the interior. Adequate physical and pictorial evidence is available to support the reconstruction of missing exterior features. All of the openings are currently boarded. The debris from the roof cave-in has been cleared; during the process, the debris was carefully sifted to identify and preserve decorative elements and other significant historic architectural fabric. Work is under way to stabilize the building and secure it against further damage, pending more comprehensive rehabilitation or restoration efforts.

The north (Fleet Street) elevation is two bays wide, and is similar to the west facade in its detailing. Brick pilasters define the bays, which hold paired windows in jack-arched openings

See Continuation Sheet No. 2

in the ground story (also the product of turn-of-the-20th-century alterations), and single window openings with granite sills and lintels on the upper story. The ground-story windows have granite sills, which probably include reused lintels from their predecessors, and some of them retain 2/2 sash. The upper story windows on this secondary elevation do not have crossetted surrounds, and the sills lack the decorative corbels seen in their counterparts on the facade. Evidence of the former capitals and cornice, in the form of nailing blocks, continues around both end elevations.

The south elevation is also two bays wide, and has been extensively reworked. The western bay comprises a recent wide door opening with an I-beam lintel on the ground floor; above this, a former window opening has been bricked up. A sketch made ca. 1913 shows that this former opening then held a rectangular bay window,[1] itself the result of a late 19th century alteration. The east bay repeats the pattern seen on the north elevation, with a pair of altered openings on the ground floor and a single original opening above. The ground-story window openings in the east bay feature stone sills and lintels, possibly salvaged from the original openings in the west bay.

Ledgers, purlin sockets and flashing on the east elevation reveal the monitor roof configuration of the former trainshed which was constructed in 1913, presumably replacing the original trainshed. There is a single doorway near the north end of this elevation at ground level, and a large opening offset just to the south of center which has been partially filled with concrete blocks. Another doorway, apparently original, near the south end of this wall had a segmental-arched head comprising a triple soldier course; this opening has been bricked up. A central doorway, similarly detailed, survives on the upper level.

The interior comprises a single large room on the ground floor, divided longitudinally by four evenly spaced cast iron columns of the Tuscan order which support the floor framing above. This space is finished in narrow beaded wainscoting, apparently installed around the turn of the 20th century; evidence of original plaster finish survives under this treatment. Window and doors are treated with three-step mitered architraves, consistent with the period of the wainscoting; however, the door openings on the west facade retain original paneling in the jambs. There is no apparent

See Continuation Sheet No. 3

evidence for a stair in this space, which would have provided access from the public waiting room to the company offices on the second floor. However, a stair did rise against the exterior of the east wall, accessing the second floor from inside the trainshed. Interior pilasters stabilize the walls and conceal chimney flues in several locations.

The second floor retains considerable evidence of its original plan and decorative detailing. The two southern bays of the roof have collapsed, destroying corresponding areas of the attic and second floor. The remaining part of the second story retains original partition walls of typical lath-and-plaster construction, with stepped baseboards. Window and door openings are trimmed with plain architraves with corner blocks. Several windows retain splayed jambs and paneling under the sill. One four-panel door survives, in a surround with a three-light transom. The interior of the brick walls is finished in plaster, and a ghost remains to indicate the location of a stair which ran from the southeast corner of the second floor up to the attic. Although it was displaced from its original location by the collapse of the roof, the stair remains preserved within the building, complete with a heavy turned newel and section of handrail.

The roof framing consists of wood sheathing on purlins and a single tied, Howe trussed arch spanning 65 feet 8 inches between the end walls. The arched top chord of this truss is, in itself, a trussed beam, 19 inches deep, composed of continuous timber top and bottom chords, timber diagonals and wrought iron verticals. The bottom chord which ties the arch, consists of two joined timbers, 3 by 6 and 2 by 10 inches, which extend under the attic floor to connect the two ends of the arch. Seven one-inch diameter wrought iron hangers suspended from the arch keep the tie beam from deflecting.[2] This truss is an early and possibly unique surviving example of its type, which proved highly influential in the construction of railroad shelters into the twentieth century. Although the truss was damaged in the partial collapse of the roof, it has been preserved within the building pending further study of its possible restoration. A temporary roof has been installed in the course of the present stabilization of the building; this new system functions independently of the historic roof framing, and does not alter the form or materials of the historic truss.

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s):

Agricultural-Industrial Transition, A.D. 1815-1870

Prehistoric/Historic Period Theme(s):

Transportation
Architecture/Landscape Architecture/Community Planning
Military

Resource Type:

Category: Building

Historic Environment: Urban

Historic Function(s) and Use(s): Transportation

Known Design Source:
George A. Parker, architect/engineer

See Continuation Sheet No. 5

HISTORICAL BACKGROUND:

Constructed in 1849-50, the President Street station has been identified by industrial historians as the oldest surviving large-city railroad terminal in the United States.[3] It represents an important early stage in the development of inter-urban rail transportation, before the creation of "union" stations affording passengers direct connections between the trains of different railroad companies. The President Street station is especially significant to the city of Baltimore, which retains an exceptional collection of resources relating to the early history of rail transportation.

The President Street station was built as the Baltimore terminus of the Philadelphia, Wilmington, and Baltimore Railroad. The PW&B was created in 1838 through the consolidation of three smaller companies, the Baltimore and Port Deposit, the Wilmington and Susquehanna, and the Philadelphia and Delaware County railroads, to provide a direct rail link for freight and passengers between Philadelphia and Baltimore. For the first years of its operation, the company lacked its own terminal in Baltimore, and utilized the facilities of the Baltimore and Ohio Railroad. In 1842, the PW&B built a freight station on President Street, but continued to rent a portion of the B&O's Pratt Street terminal for passenger service until the present President Street station was constructed in 1849-50.

In April 1849, the Baltimore Sun reported that construction of the station was about to begin, and described the scope of the project:

> . . . The building, comprising the offices of the company, will front sixty-four feet on President street and twenty-eight feet on Canton avenue [now Fleet Street], with a capacious platform for the entrance and accommodation of passengers. This building will be two stories in height, and erected with an eye to the convenience of all concerned. Adjoining it on Canton avenue, a one-story building will be erected, making an extent of two hundred and forty feet. In this there will be three railroad tracks, with platforms--two for passengers and one for freight. There will also be an outside track for freight. . . .[4]

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The writer expressed the expectation that the station would stimulate the improvement of its neighborhood, "which in a few years must make the waste and unoccupied ground in that vicinity almost a new city."[5] Construction was under way by May 1849,[6] and the station opened in February 1850;[7] the following June, the Sun reported that residential development had begun to take place around it.[8] The company continued to develop the complex through the 1850s: a separate freight depot, 75′ by 237′, was added in 1854, and a semicircular engine house was built three years later. The engine house apparently burned, and was replaced in 1859.[9]

By 1868, "a want of room for freight accommodations" led to the construction of a brick-fronted freight shed, 44′ by 610′; a repair shop, also of brick, was built at the same time.[10] The new Union Station, constructed in 1873 on the Charles Street site of the present Pennsylvania Station, superseded the President Street station as a passenger facility. The President Street station continued in use primarily as a freight terminal.[11]

In 1881, the PW&B was acquired by the Pennsylvania Railroad, which outbid a syndicate formed by the B&O and the New Jersey Central railroads for a controlling interest in the PW&B. Two additional trainsheds, with Warren truss-roof framing, were constructed in 1913, and the original barrel-vaulted trainshed presumably was removed at that time. The increased freight-handling capacity proved important during the two World Wars, when great quantities of defense-related cargo passed through the station. The station remained in use as a freight depot through the mid-20th century. When freight service to President Street was discontinued in the late 1950s, the building was vacated. A construction company leased it for storage and office space from 1964 into the mid-1970s.

The 1913 trainsheds had become severely deteriorated by the 1970s, and were finally destroyed in a series of arson fires in 1979 which also damaged the headhouse. The southern portion of the roof collapsed in 1990, along with a section of the attic and second floor.

See Continuation Sheet No. 7

The trainshed of the President Street station was the first in the United States to be built in the form of a barrel vault. The trainshed of its sister station in Philadelphia, the first Broad Street Station constructed in 1851-52, shared this pioneering form. Engineering historian Carl Condit attributes the design of both stations to engineer George A. Parker.[12] The roofs of the trainsheds--and that of the President Street headhouse--were supported by tied trussed arches of the form patented in 1840 by William Howe. This type of trussed arch came to be widely used in the design and construction of railroad facilities into the twentieth century; wooden trusses on the Howe arch pattern were used from the 1850s until the 1870s, when they were replaced with stronger, fireproof iron trusses of essentially similar design.[13] The Howe trussed arch made possible a heated competition by railroad companies during the remainder of the century to construct the largest long-span trainshed. The President Street prototype can be traced in the design of the trainsheds of Cleveland's Union Depot (1865-66) and New York's Grand Central Station (1869-71) to the Philadelphia's Reading Terminal (1891-93) and third Broad Street Station (1892-93).[14]

Although the original trainshed was replaced in the early 20th century, and arson fires have destroyed the replacement sheds, the headhouse of the President Street station retains a roof truss which reflects the essential structure of the original trainshed's Howe trussed arches. This is believed to be the earliest, and likely the sole surviving, representative of this important development in the history of structural engineering.[15] The trussed arch in the headhouse is identical to those used in trainsheds, except that the tie which resists the thrust of the arches is constructed of timber rather than iron. The wooden tie doubles as a girder supporting the attic floor joists, whose outer ends bear in the end walls.[16] This truss is in place, but broken and no longer functions for its intended purpose.

The President Street station proved instrumental in foiling a plot to assassinate President-elect Abraham Lincoln as he traveled through Baltimore to Washington for his swearing-in. His itinerary and schedule had been published widely, and he was expected to arrive at the Calvert Street Station via the Northern Central Railroad about noon on February 23, 1861, and to travel through the city by carriage to the Camden Station where he would continue to Washington via the Baltimore & Ohio. In response to

See Continuation Sheet No. 8

rumors of a plot to assassinate Lincoln as he transferred between stations, the Presidential party secretly changed its travel plans; Lincoln arrived in Baltimore via the PW&B at President Street station about 3:30 a. m., and passed through the city to Camden Station without mishap.[17]

This incident illustrates an early phase in the history of inter-urban rail transportation. In the early period of railroad development, individual companies maintained separate tracks and terminals, without direct connection among different lines. During the years the President Street station accommodated passenger traffic, there was no through service between the PW&B's line from Philadelphia and the B&O to Washington. Travelers arriving from the north on the PW&B had to transfer across town to Camden Station in order to continue their journey south to Washington via the Baltimore & Ohio Railroad. To effect this transfer, the railroad cars were uncoupled and drawn by horses along tracks laid in the roadbed of Pratt Street.

This method of transfer figured prominently in the historical event which the station has come to commemorate as the "Battle of Pratt Street," April 19, 1861. On that date, troops from the Sixth Massachusetts Regiment and other volunteers arrived at the President Street station in 31 cars on their way from Philadelphia to Washington. This climaxed "the excitement which had been gradually rising in this city for some days, with reference to the passages of northern volunteer troops southward;"[18] many Baltimoreans were Confederate sympathizers, and objected to what they viewed as an invasion of their city. As a result, crowds gathered along the transfer route on Pratt Street. Six coaches of soldiers passed without mishap, before the people succeeded in barricading the tracks by laying anchors, paving stones, and sand across them at the corner of Pratt and Gay streets. The majority of the troops found it necessary to march between stations; Mayor George William Brown determined to walk at the head of the column in an effort to preserve the peace.

Before this movement began, a crowd of citizens went down President Street carrying a Confederate flag, and met the troops as they emerged from the cars. As the marching troops turned out of Canton Avenue they were stoned by the crowd. Upon reaching the Pratt Street bridge, one of the soldiers apparently fired his weapon; at the corner of Gay Street the troops fired a volley into

See Continuation Sheet No. 9

the crowd. The citizens responded with revolvers and cobblestones. In the ensuing fighting, four soldiers were killed and 36 wounded, while 21 citizens perished and many more were injured. Members of the Twenty-Sixth and Twenty-Seventh Pennsylvania Regiments who had been traveling with the Massachusetts troops were stranded at the President Street station, where they were attacked by the angry crowd; according to one account, several of their number were killed at the station.[19]

The riot lasted for several hours, until the governor, mayor, and president of the board of police ordered out the city military to repel the march of any more northern troops through the city. These officials further petitioned John Work Garrett, President of the B&O Railroad, to send the Northern troops "back to the borders of Maryland;" Garrett agreed, and achieved the cooperation of the PW&B as well. The Baltimore directors of the Northern Central Railroad objected to the ban, but were informed by the B&O that it would not provide conveyance to Washington for any troops who arrived in Baltimore via that route.[20]

The April 19, 1861 riot inspired the composition of the state anthem, "Maryland, My Maryland," by James Ryder Randall.

See Continuation Sheet No. 10

FOOTNOTES:

1. Drawing by James Doyle, Jr., accompanying "Pen Sketches of Familiar Spots--Old President-Street Station," Baltimore News, June 23, 1913.

2. Engineering description of Howe trussed arch taken from Draft National Register of Historic Places Inventory--Nomination Form, prepared 1976 as part of National Historic Landmarks theme study, "Trainsheds Extant in the United States" (copy in Maryland Historical Trust Vertical File).

3. Robert M. Vogel, ed., Some Industrial Archeology of the Monumental City & Environs: the Physical Presence of Baltimore's Engineering and Industrial History. Washington, DC: Society for Industrial Archeology, 1975, p. 5; Society for Industrial Archeology Newsletter, January 1976, p. 3.

4. Baltimore Sun, April 27, 1849.

5. Ibid.

6. Baltimore American, May 12, 1849; Baltimore Sun, May 11, 1849.

7. Baltimore Sun, February 19, 1850.

8. Baltimore Sun, June 28, 1850. One writer has credited the President Street Station with the development of Baltimore's Little Italy neighborhood in the mid-19th century; see Jacques Kelly, "Damaged President Street Station deserves its historic laurels," Baltimore News-American, November 29, 1979.

9. Kenneth M. Short, "Preliminary Report on President Street Station," August 1991.

10. Baltimore Sun, September 17, 1868.

11. According to notes provided by Robert M. Vogel, the President Street Station continued to handle limited passenger business until 1911.

See Continuation Sheet No. 11

12. A contemporary newspaper account suggests that Baltimore engineer Isaac Ridgeway Trimble (1802-1888) also may have had a hand in the design of the President Street Station: "Mr. Trimble, the able engineer of the road, is, we believe, the architect, and the building will be constructed under his supervision." (Baltimore Sun, April 27, 1849). Major General Isaac Ridgeway Trimble achieved distinction both as a civil engineer and as a military leader. Born in Culpeper County, Virginia, he entered West Point Academy at the age of 16, and graduated in 1822. He served in the Artillery and in the U. S. Army Engineers until 1835 when he retired to practice civil engineering in Baltimore, specializing in railroad construction. Following the riot of April 19, 1861, he was commissioned by Mayor Brown of Baltimore to take command of volunteers in the city; shortly thereafter, he left Maryland to take up the Southern cause, and attained the rank of Major General in the Confederate States Army. He was wounded while leading his two divisions in the left wing of Pickett's Charge at Gettysburg on July 3, 1863, resulting in the amputation of his leg and subsequent imprisonment by Northern forces. In March, 1865, he was exchanged for the Northern generals Crook and Kelly, and returned to active duty. (see letter, I. Ridgeway Trimble [III] to the editor of the Baltimore News-American, May 6, 1972).

13. Letter, Eric DeLony to Kurt L. Schmoke, July 23, 1991.

14. Draft National Register of Historic Places Inventory--Nomination Form, prepared 1976 as part of National Historic Landmarks theme study, "Trainsheds Extant in the United States" (copy in Maryland Historical Trust Vertical File).

15. Eric DeLony, "Possible Earliest Extant Howe Truss," Society for Industrial Archeology Newsletter 6:1 (January 1977), p. 1.

16. Ibid.

17. Harold R. Manakee, Maryland in the Civil War (Baltimore: Maryland Historical Society, 1961), pp. 24-28.

18. Baltimore Sun, April 20, 1861.

19. Samuel P. Bates, History of Pennsylvania Volunteers, 1861-5. Harrisburg: B. Singerly, 1869.

See Continuation Sheet No. 12

20. Baltimore Sun, April 20, 1861.

MAJOR BIBLIOGRAPHICAL REFERENCES

(Partial list; see also specific references in notes to Section 8)

Historic American Engineering Record, MD-8, Philadelphia, Wilmington & Baltimore RR, President Street Station (Pennsylvania RR, President Street Station), Library of Congress, Washington, DC, 1983.

Manakee, Harold R. Maryland in the Civil War. Baltimore: Maryland Historical Society, 1961.

Meeks, Carroll L. V. The Railroad Station: An Architectural History. New Haven: Yale University Press, 1956; rpt. Secaucus, N. J.: Castle Books, 1978.

Scharf, J. Thomas. History of Baltimore City and County. Philadelphia: Louis H. Everts, 1881.

Vertical Files, Baltimore City Commission on Historical and Architectural Preservation; Enoch Pratt Free Library; Maryland Historical Society; Maryland Historical Trust.

Maryland Inventory of Historic Properties, Baltimore City. Maryland Historical Trust, Crownsville, Maryland.

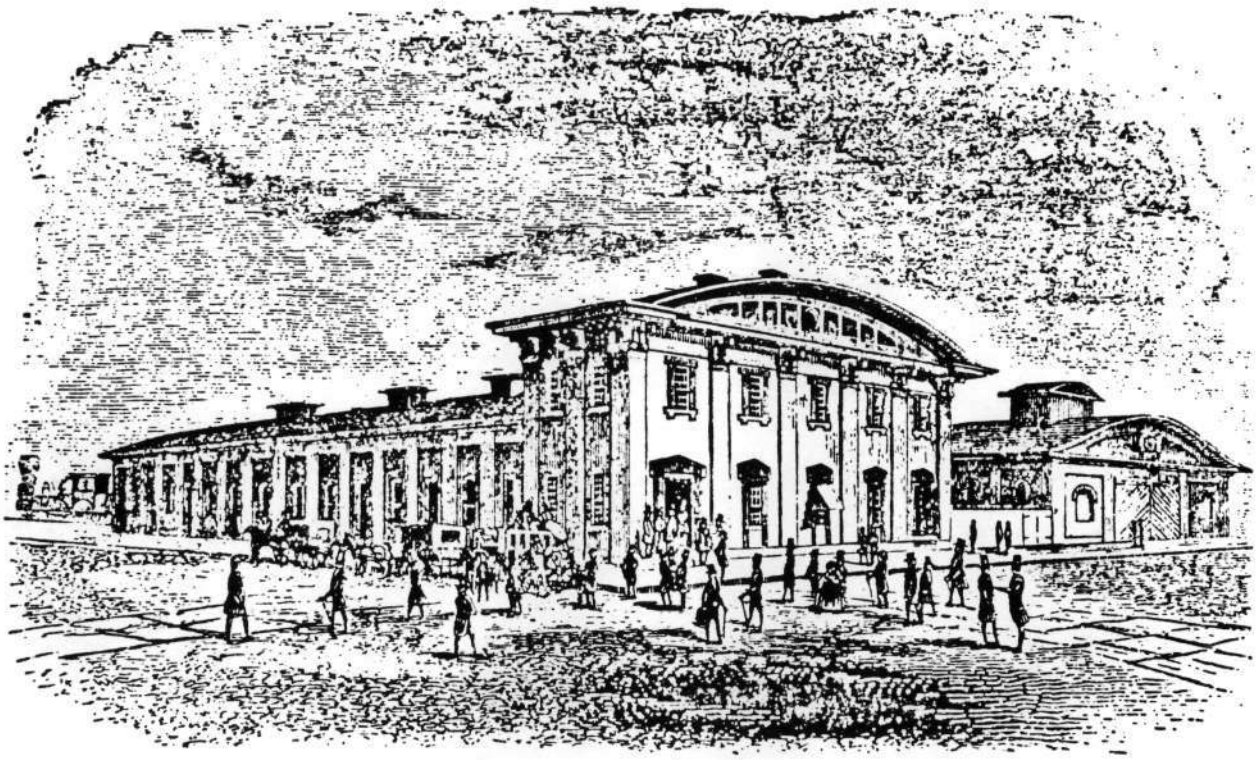
VERBAL BOUNDARY DESCRIPTION:

Boundaries are defined as a rectangle, binding on the curb line, and measuring 75 feet along President Street and 250 feet along Fleet Street.

BOUNDARY JUSTIFICATION:

The nominated property comprises the area occupied by the historic resource at the period of its original construction, 1849-50. As originally built, the resource comprised the surviving headhouse, measuring approximately 66′ by 28′, with a large trainshed extending to the rear, 66′ wide by 218′ long. Beginning shortly after the construction of the headhouse and trainshed, an extensive complex of rail-related structures were added to the south and east; no above-ground evidence of these later structures survives, however. The surrounding area historically was characterized by industrial uses; at present, land in the area is mainly cleared and awaiting redevelopment.

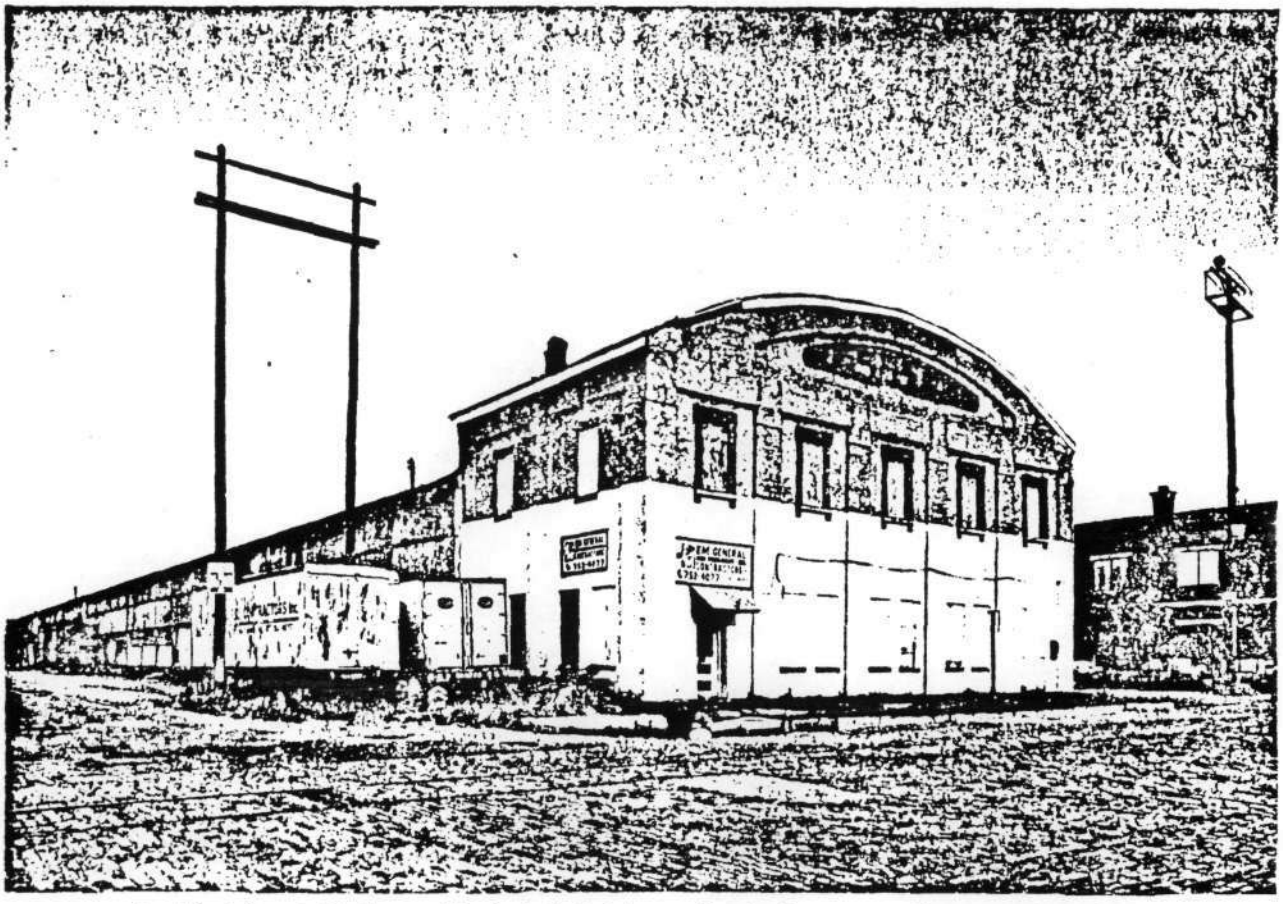
See Continuation Sheet No. 15



PASSENGER AND FREIGHT STATIONS, PRESIDENT STREET, BALTIMORE.

c. 1868

See Continuation Sheet No. 16

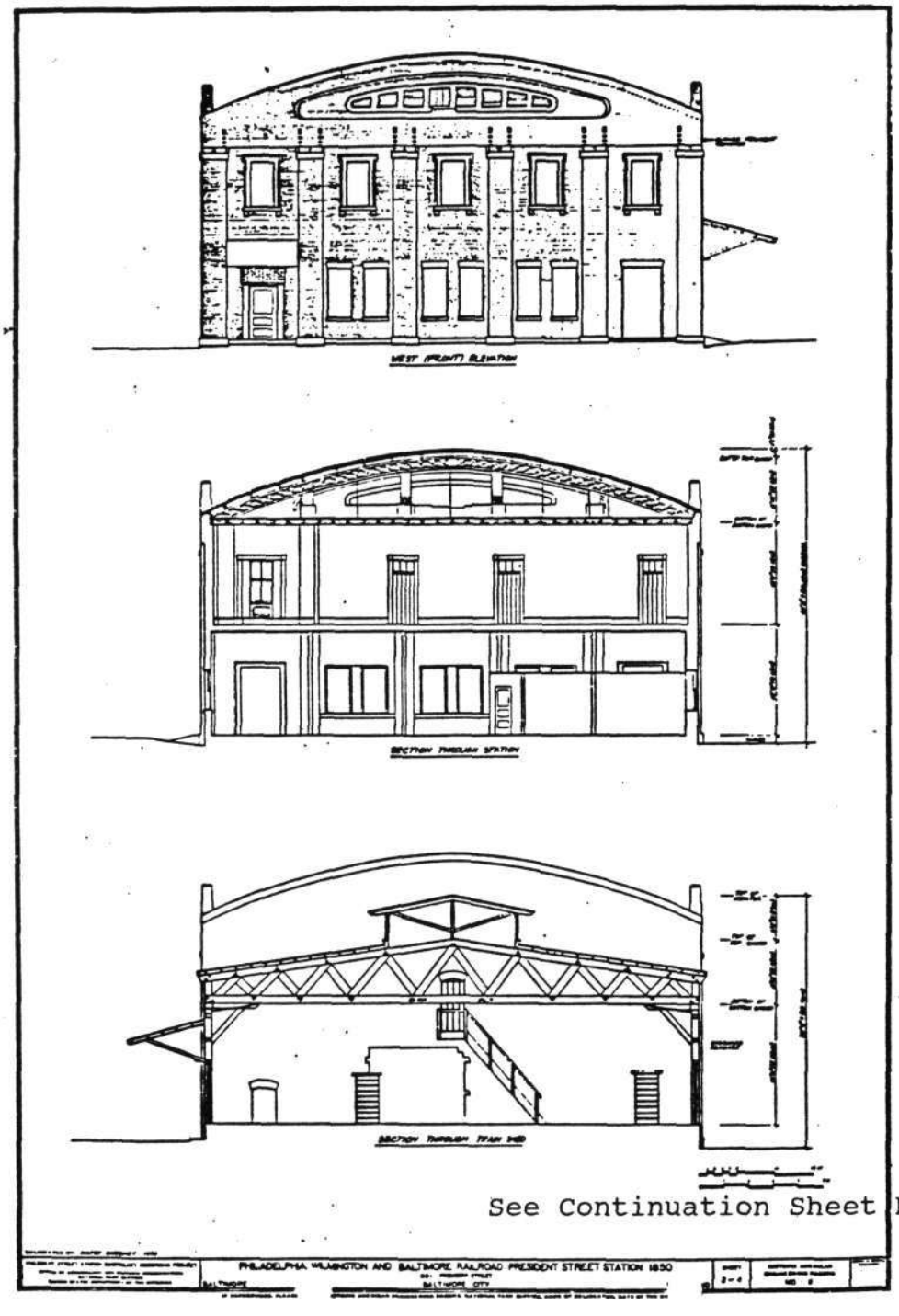


President Street Station and Trainshed, Baltimore, Maryland
President and Fleet Streets

Photo: Jack Boucher
1976

HAER MD-8

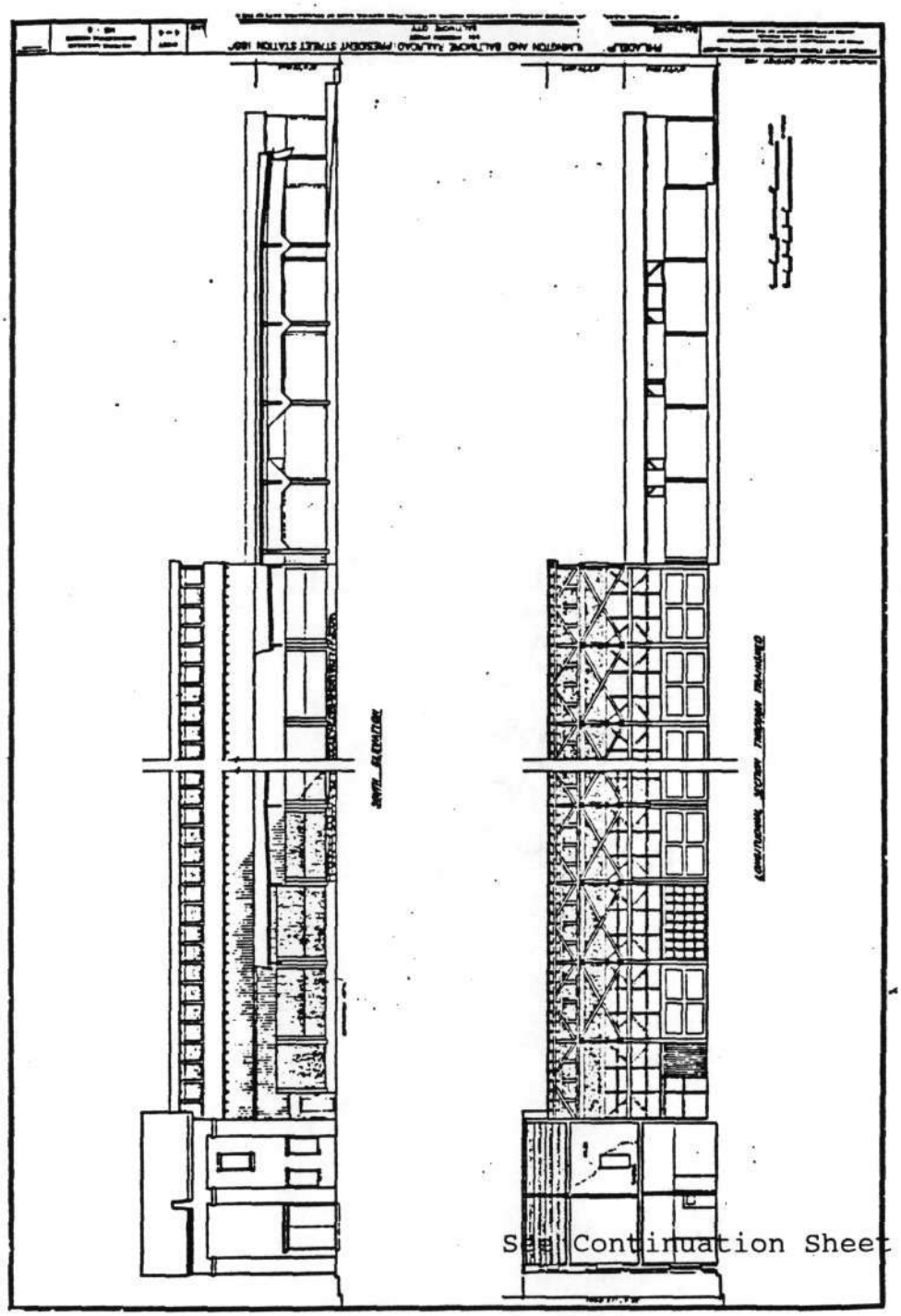
See Continuation Sheet No. 17



See Continuation Sheet No. 18

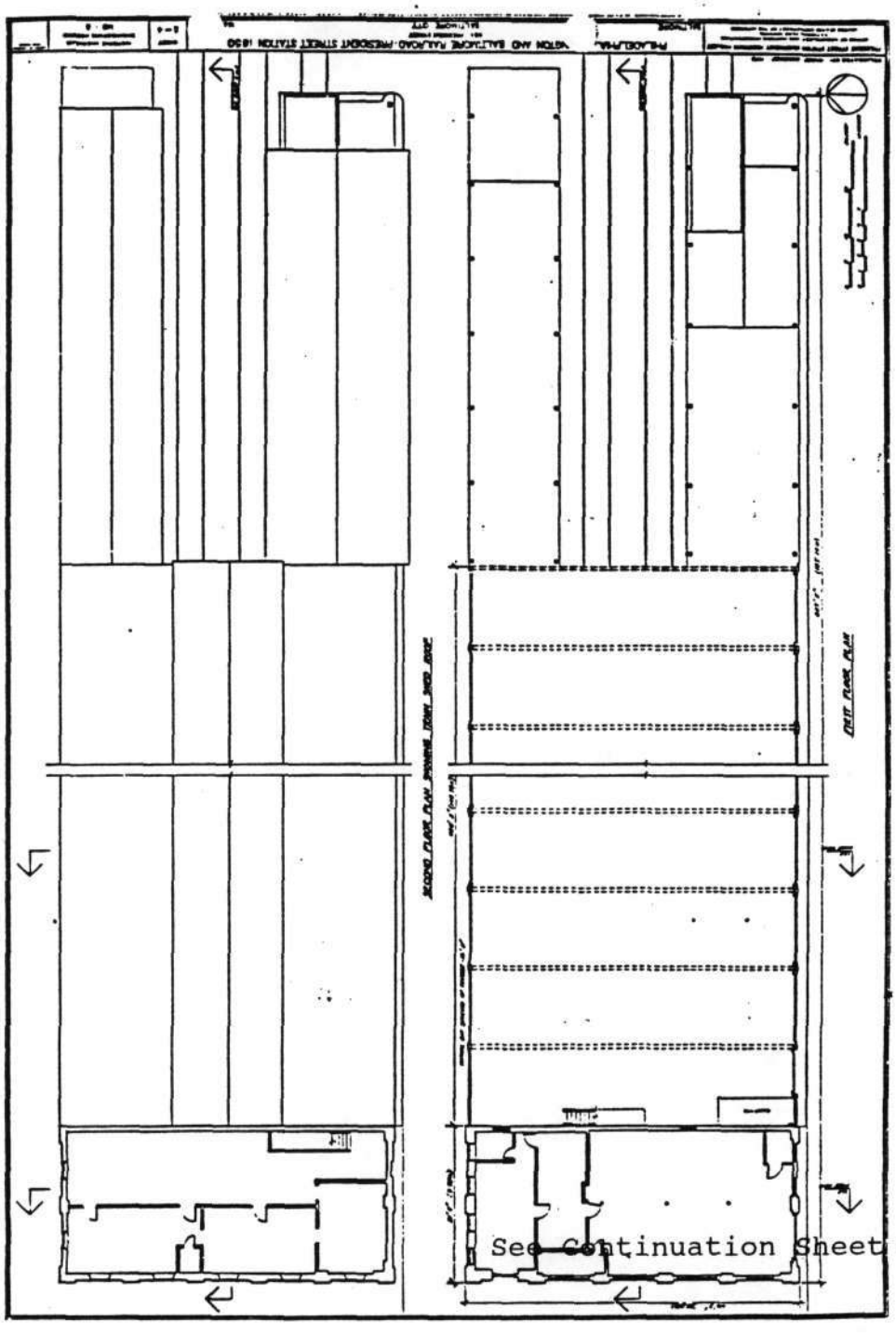
MD-8

HAER 1976



MD-8

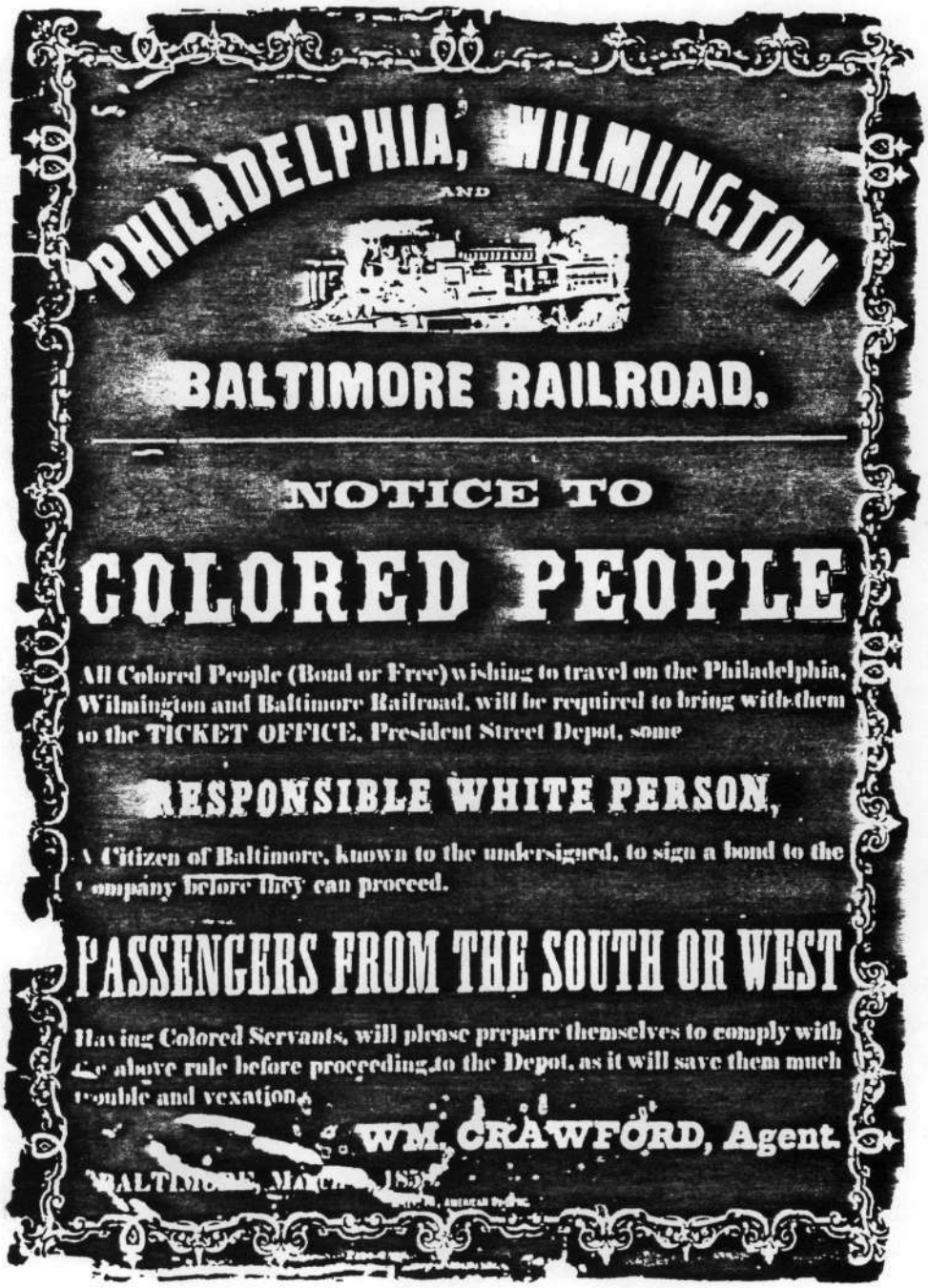
HAER 1976



MD-8

HAER 1976

See Continuation Sheet No. 20



source: Friends of the President Street Station
P. O. Box 9382, Baltimore, MD 21228
note date or citation provided

B-3741
President Street
Station

3741

Baltimore
Maryland

18/361770/4349300

Balt, East

Mapped by the Army Map Service
Edited and published by the Geological Survey
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(RELAY) 5662 II NW

MN GN

TEXACO
GAS - DIESEL
REPAIRS

PRESIDENT ST. STATION
BALTIMORE, MD.
PETER E. KURTZE, 8/91
NEG AT MD SHPO
VIEW FROM NORTHWEST
#1 OF 7

B-3741

STOP
ONLY
ONLY

PRESIDENT ST. STATION
BALTIMORE, MD
PETER E. KURTZE, 8/91
NEG AT MD SHPO
VIEW FROM SOUTHWEST
#2 OF 7

B-3741

PRESIDENT ST. STATION
BALTIMORE, MD
PETER E. KURTZE, 8/91
NEG AT MD SHPO
EAST ELEVATION

#3 OF 7

B-3741

PRESIDENT ST. STATION

B-3741

BALTIMORE, MD

PETER E. KURTZE, 8/91

NEG AT MD SHPO

INTERIOR, GROUND FLOOR, FACING NORTH

#4 OF 7

PRESIDENT ST. STATION

B-3741

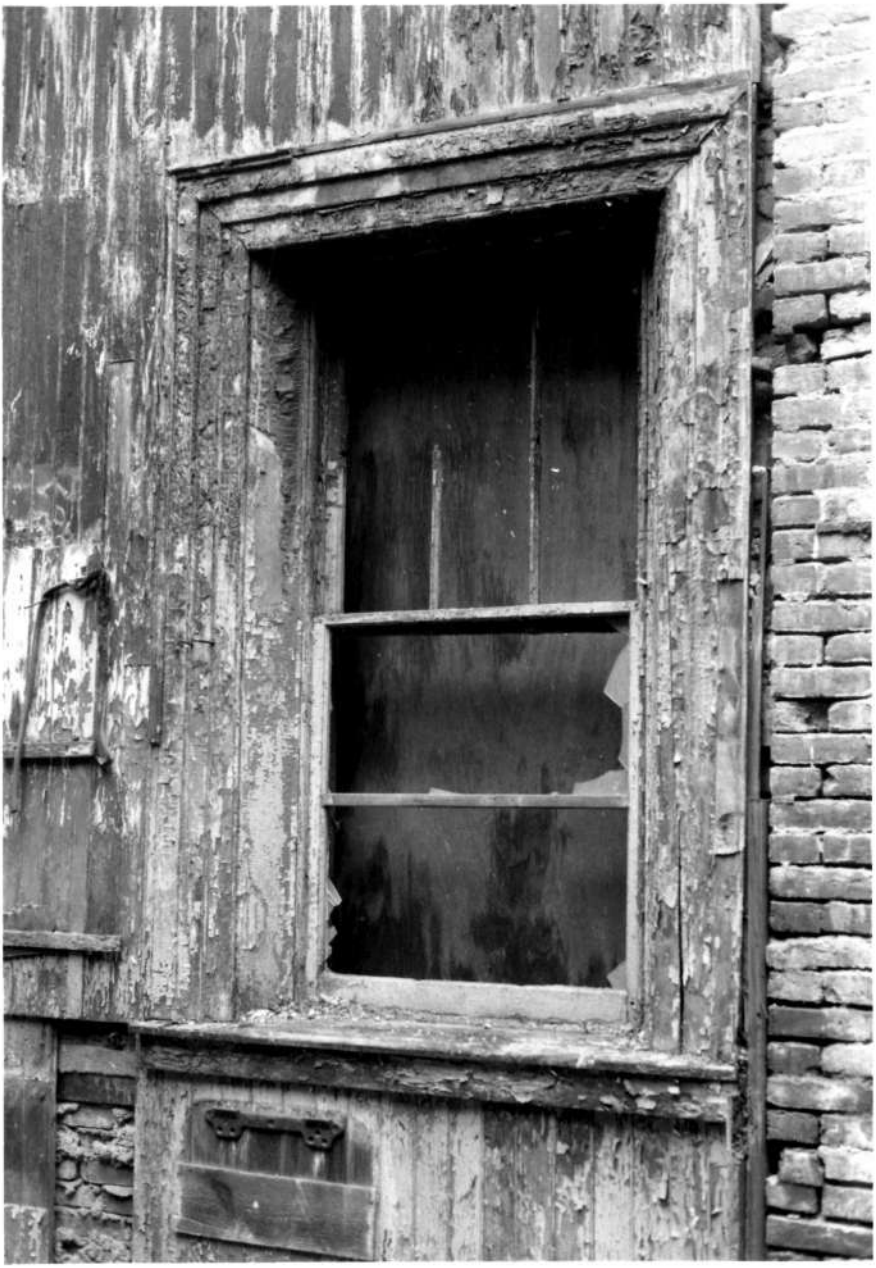
BALTIMORE, MD

PETER E. KURTZE, 8/91

NEG AT MD SHPO

ENTRANCE SHOWING ORIGINAL PANELED JAMB

5 OF 7



PRESIDENT ST. STATION B-3741
BALTIMORE, MD
PETER E. KURTZE, 8/91
NEG AT MD SHPO
TYPICAL WINDOW, FIRST FLOOR, SHOWING
EARLY 20TH CENTURY TRIM
#6 OF 7

PRESIDENT ST. STATION B-3741
BALTIMORE, MD
PETER E. KURTZE, 8/91
NEG AT MD SHPO
TYPICAL WINDOW, 2ND FLOOR, SHOWING
ORIGINAL TRIM

#7 OF 7