FHR-8-300 (11-78)

Survey book

B-1021

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United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic: Pratt Street Station, Pier Four Power Plant

and/or common: Pratt Street Power Plant (preferred), The Power Plant

2. Location

street & number: 601 East Pratt Street — N/A not for publication

city, town: Baltimore — N/A vicinity of — congressional district: Third

state: Maryland — code: 24 — county: independent city — code: 510

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	___ museum
X building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property

name: Mayor and City Council

street & number: City Hall, Room 250

city, town: Baltimore — N/A vicinity of — state: Maryland 21202

5. Location of Legal Description

courthouse, registry of deeds, etc.: Baltimore City Courthouse

street & number: 100 North Calvert Street

city, town: Baltimore — state: Maryland

6. Representation in Existing Surveys

title: Maryland Historical Trust Historic Sites Inventory — has this property been determined elegible? X yes ___ no

date: ___ federal X state ___ county ___ local

depository for survey records: Maryland Historical Trust

city, town: Annapolis — state: Maryland 21401

7. Description

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Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	X altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Number of resources

Contributing	Noncontributing		Number of previously listed National Register properties included in this nomination: 0
3	0	buildings	
0	0	sites	
0	1	structures	
0	0	objects	
3	1	TOTAL	

Original and historic functions and uses:
transportation, industrial

DESCRIPTION SUMMARY:

The Pratt Street Power Plant is a complex of three structures located at Pratt Street and Pier 4 at Baltimore's Inner Harbor. The total complex measures 132' x 326'. All of the structures are brick with terra cotta trim and steel frame construction. The northern building features rustication at the street level, vertical bands of windows set into quoined terra cotta surrounds, a heavy cornice with oversized triglyphs, and a slate mansard roof with wall dormers. The central boiler house is characterized by a stepped gable roof capped by a monitor, irregular window arrangement, colossal pilasters, corbelled brick work, a blank arcade, and four immense smoke stacks rising above the roofline. The southern engine house has arched windows, brick pilasters, a stepped roofline culminating in a pediment and a new metal and glass entrance canopy and ticket kiosk. The interior of the complex retains significant open spaces and industrial artifacts, while adding fanciful new architectural elements in keeping with its new use. The southern engine room has been turned into a grand entrance hall with curving central stair leading to mezzanine level shops and cafe. The boiler house features spiral stairways encircling two of the smoke stacks and a variety of attractions including an arcade gallery, special effects features and vendors on various levels set within original steel trusses and girders. The northern building houses large theatre spaces, a cafeteria and offices. Also on the property is a small ticket kiosk which does not contribute to the significance of the resource.

GENERAL DESCRIPTION:

The Pratt Street Power Plant is located on Pier 4 at Baltimore's Inner Harbor. It is bordered by water on two sides. Pratt Street is to the north. To the south is the Chart House restaurant. Just to the west on Pier 3 is the National Aquarium at Baltimore, and further to the west is Harborplace. Pier 5 and 6 to the east are presently used for parking but they are slated for development in the near future. Pedestrian bridges covered with "butterfly" fabric roofs connect the piers. The Power Plant is located at the northern edge of Pier 4 abutting Pratt Street. The three-building complex includes the northern engine house, central boiler house and southern engine house. The buildings are supported by pilings and concrete mats. The structural systems are steel frame with steel truss roofing systems and brick veneer walls. The four smoke stacks are self supporting.

The northern engine house fronts on Pratt Street. It is eight bays wide and three stories in elevation. It is constructed of Flemish bond brick which is rusticated at the ground level. Two entrances are located at the ends of the facade. They feature brass double doors with transoms above. A sign indicates that the eastern entrance functions as t he administrative entrance into the Power Plant. Above the rusticated ground floor level is a terra cotta belt course surmounted by six windows. The feature a 3 x 3 arrangement with "x" patterned muntins providing a Classical effect. This basic window type appears throughout the building. The end bays above the doors have blank openings which are recessed and surrounded by rustication. A terra cotta band completes the base of the building.

The principal story is defined by six vertical bands of windows set into a quoined terra cotta surround and capped by a terra cotta splayed flat arch with emphasized keystones. The windows arranged in four stacked 3 x 3 patterns are divided in half by bands of pressed metal panels. The end bays are decorated by a recessed panel with brick quoin surround. A classical terra cotta cornice with oversized triglyphs featuring a single guttae divides the principal story from the attic level. The end bays feature a large terra cotta circular design.

The attic level is defined by eight windows arranged in a 3 x 4 pattern. Some of the windows have been covered by vents. The ends of the facade are emphasized. Above a terra cotta molding is a central terra cotta relief panel decorated by triglyphs at the ends. It bears the inscription, "UNITED RAILWAYS & ELECTRIC COMPANY." A slightly stepped parapet caps the Pratt Street facade.

GENERAL DESCRIPTION (continued)

The east and west elevations are similar to the front facade. They are six bays wide with slightly projecting pilasters at the ends. Two large metal doors with circular decorations located at the second and fifth bays (counting from the north) break through the brick rusticated ground floor walls and are capped by carved pediments. They are flanked by slightly recessed vented openings on the west elevation. The eastern elevation has blank openings between the doors and two ground level windows protected by a heavy iron grill. These elevations are capped by a slate mansard roof with brick wall dormers. The windows are arranged in a 2 x 4 pattern with identical sash and mutins. The ends of the roof are emphasized by parapets with terra cotta trim.

The western elevation of the central boiler house is connected to the northern engine house by a new recessed brick wall, filling in a narrow 6 foot gap between the structures. The base of the boiler house is made of rough stone punctured by basement openings which are protected by iron bars. The common bond brick boiler room is five bays wide defined by colossal brick pilasters above the ground floor level. Fenestration on the building roughly conforms to four stories, although the interior of the structure was not divided into floor levels. Three double metal doors with four pane lights and large multi-pane transoms are located at the ground floor. These doors and two, multi-pane rectangular windows with stone sills between the doors are capped by brick double stretcher segmental arches. A granite band above this level supports the pilasters. Above the granite band are four multi-pane windows with splayed brick flat arches at the second floor.Two double doors protected by an iron bar are located at the end bays a half level above these windows. Above the four windows is a second set of four elongated windows at the third floor. Double brick bands between the pilasters are located below six windows defining a fourth level. The pilasters end with narrow bands indicating capitals which support a slightly projecting brick molding. Corbelled brickwork and a blank recessed arcade define the stepped gable attic level. A new power plant sign partially obscures the arcade on the western elevation. Two large segmentally arched vented openings and two multi-pane windows punctuate the building walls of the stepped gable attic section. A monitor above the stepped gable features an arched window with vents flanked by two small windows. The four immense smoke stacks rise through the monitor.

GENERAL DESCRIPTION (continued)

The east elevation of the boiler house is similar to the west, except that two end doors and four central windows punctuate the ground floor. There are only two windows at the attic level all the fenestration at the monitor is vented. Most of the southern elevation of the building is connected to the southern engine house, however the arcade which defines the attic level is visible and features vents and windows within the arcade as opposed to the blank arcade of the eastern and western elevations.

The western elevation of the southern engine house is five bays wide. The central bay features a new entrance to the building above a flight of granite steps with a heavy hand rail. The new iron and glass ticket booth and entrance canopy projects from the central bay to the end of the pier. The entrance features four new brass doors surmounted by an eight light transom. The windows if the transom, which are characteristic of windows throughout the southern engine house, feature an "x" mutin pattern over a cross, thereby dividing the windows into eight triangular panes. The base of the building is rough stone. Bricked in basement windows punctuate the stone walls. Six pilasters define the five bays of the common bond brick walls. Four windows flank the entrance between the pilasters. The windows are arranged in a 2 x 3 motif. Above these windows are vertical bands of similar windows ending in an arch of triple header brick. The windows of the central bay, above the transom, have a 4 x 6 arrangement with no arch. Two bands at the top of the pilasters define capitals which support a simple brick band course defining the attic level. Four recessed blank panels are located the arched windows, while the central bay features eight windows. A simple projecting brick cornice above the blank panels is broken by a large central multi-pane arched window with a narrow stone surround. Two smaller arched windows with similar surrounds flank the central arch. The building ends in a stepped parapet and a pediment above the central bay.

The eastern elevation of the engine house is similar to the western elevation, with the exception of the new steps and central entrance. The southern elevation of the engine house is eight bays wide. Each bay is set into a slight recession, as compared to the pilasters which define the bays on the other elevations. Each bay is styled similar to the end bays of the western and eastern elevations. The base of the southern elevation features two side entrances at the ends. A new brick

GENERAL DESCRIPTION (continued)

wall obscures the handicapped ramp to the western door. The wall includes an iron railing and "period" light fixtures. The gate to the side entrances feature a logo with the letters "P" and "F" standing for Phinias Flagg (the imaginary inventor, upon whom the Power Plant theme attractions are based). The southern elevation ends with simple brick corbelling.

There have been few changes to the exterior of the structure. The new entrance canopy and ticket booth and the southern wall including the gate at the side entrance are the most obvious structural additions. Only one major architectural/industrial element was removed from the exterior. In 1979, the large coal hoist on the west elevation of the boiler house was torn down by the City. The stone foundations and band courses are scarred indicating the location of the hoist. Other minor changes include: the removal of caps to the four smoke stacks in the 1920s or 1930s, the erection of a large orange and yellow "power Plant" sign at the attic level of the western elevation of the boiler house, the installation of brass doors with decorative door knobs salvaged from the B & O Building, and small lights have been hung at the edges of the building to light the outline of the power plant at night. The bricks recently have been cleaned and the window frames painted aqua. The doors on the northern engine house have been painted a brown/gray.

The interior of the power plant has been adapted for a new use as an entertainment center. It is based around the theme that the power plant is the exposition hall of an imaginary inventor, Phinias T. Flagg, housing his fantastic inventions, discoveries and wonders. The entrance to the plant at the southern engine house leads to the grand hall. the large open space of the engine house has been retained, although all of the machinery has been removed. Among the extant features are: the original steel roof truss system, windows, white glazed brick walls and raised platform which supported a turbine above a condenser pit. The space has been embellished with a curving central stair and a mezzanine level. Shops are located above and below the mezzanine on the southern end of the hall. A fantasy submarine is located in the pit below the platform which once supported a turbine and now supports the Cafe Flagg. Fantastic balloons and flying devices hang from the ceiling. Other new architectural elements include tile flooring, decorative light fixtures, brass railings and glass elevator to the mezzanine.

GENERAL DESCRIPTION (continued)

Access to the boiler house is from the mezzanine level. The smoke stacks have been retained within this building, as well as much of the steel girders and trusses. Spiral stairways have been built around the two end smoke stacks leading to major special effects attractions. The "Circus of the Mysterious" is below this grand plaza level, while the Laboratory of Scientific Wonders" is on an upper level. Arcade games are located on a mezzanine level which surrounds the grand plaza. A small historical exhibit featuring equipment, as well as original photographs and articles on the power plant is also housed in the boiler house.

The northern engine house consists of the Magic Lantern Theatre and Food Garden Cafeteria accessible from the Grand Plaza, and the Incredible Sensorium accessible from the arcade game mezzanine level. The theatre is a large auditorium with lower level seating and a balcony. A stage show of mechanical devices is featured. The sensorium is a rectangular, "movie theatre" type space with raised seating. The northern engine house also houses the offices for the plant, delivery space, and support services. There were few significant interior details located in this structure, but the general spaciousness of the interior has been maintained.

The original interior of the three buildings featured large, barn-like spaces housing engines, generators, mechanical equipment and boilers. Steel trusses supported the roofs. Glazed brick tile was used on the interior walls. The southern engine room was the brightest open space due to the large windows and light from the monitor. This space is now the grand entrance hall. The only other major structural interior element was the pit and support platform for the turbine. These elements were incorporated into a cafe and pool for a submarine. The boiler house contained smoke stacks and boilers. The stacks were maintained and used as part of stairways, although the boilers were removed. The northern engine house included a large open space, the switchboard on the western end, and five gallery levels on the northern end. The theatre is located in the large open space; the sensorium and cafeteria within the switchroom and offices within the northern galleries. The alterations to the interior maintained the large spaces and important architectural/industrial elements of the original design, while embellished them with fanciful additions in keeping with the new use. A small ticket kiosk has been constructed within the property boundaries; it does not contribute to the significance of the resource.

8. Significance

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Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	X transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1900-1909 **Builder/Architect** Baldwin & Pennington

Statement of Significance (in one paragraph)

Applicable Criteria: A, B, C
Applicable Exceptions: none
Significance Evaluated: local

SIGNIFICANCE SUMMARY:

The Pratt Street Power Plant is a notable, turn-of-the-20th-century industrial structure of excellent proportions, siting and detail. Built between 1900 and 1909 the Power Plant, which is made up of three structures, is architecturally significanct as: a massive industrial structure with Neo-Classical detailing; one of only eleven existing structures that survived the Baltimore Fire; and an example of outstanding design by the noted architectural firm of Baldwin and Pennington (among others). The Power Plant played an important role in the development of Baltimore City, because it served as the main source of power for the United Railways and Electric Company, a consolidation of smaller street railway systems, that influenced the provision of city-wide transportation and opened up suburban areas of Baltimore. The Power Plant housed many important innovations in supplying electrical power for Balitmore's street cars and later served as a central steam plant for the Consolidated Gas, Electric Light and Power Company, a predecessor of the Baltimore Gas and Electric Company. The four smoke stacks of the Power Plant have long been a visual landmark on Baltimore's skyline, and a physical reminder of the early industrial character of Baltimore's Inner Harbor. The building recently has been adapted for a new use as a unique urban entertainment center, reflecting the change and evolution of activities at Baltimore's water front.

HISTORY AND SUPPORT:

The Power Plant is made up of three interconnected structures. The northern building on Pratt Street was built between 1905 and 1909 after the original boiler house and engine house were partially destroyed in the Baltimore Fire and later demolished to allow for the expansion of Pratt Street. The central boiler house which features the four large stacks was built between 1900 and 1902. The southern engine house was built after the boiler house, probably between 1901 and 1903.

The first power plant on this site was built by the City and Suburban Railways Company. It was designed by Baltimore architect, Henry Bruans, and began operating on July 4, 1895. The City and Suburban Railway Company, perhaps the largest of several operating companies, had approximately three hundred cars and employed between 500 and 600 people. When the company opened the Pratt Street power house, it was the largest of three power plants that supplied electricity to its street cars. It had a capacity of 3500 horsepower.

The location of the power plant at Pier 4 (between what was then known as O'Donnell's and Dugan's wharves) took advantage of the nearby supply of water from Baltimore's harbor and easy access to coal barges. Water used for cooling and condensing was taken from city water mains as well as the harbor and later discharged directly into the harbor. Coal, loaded on to barges which would dock at the building, was carried into the power plant by cranes and a conveyor belt system, thereby reducing the need for manual labor. The Pratt Street power plant was also near the geographic center of the trolley system which was important in power distribution.

The plant housed state-of-the-art machinery. Eight, 375 horsepower Campbell-Zell water tube boilers generated steam for the plant. A complete apparatus of cranes with half-ton buckets and a conveyor system moved coal and ash through the plant. The engine house contained four McIntosh and Seymour engines belted to 500 kilowatt General Electric generators. The technology used in the power plant was of sufficient interest to warrant a five-page article in the July 1896 issue of Power magazine.

In 1899, several railway companies merged to form the United Railways and Electric Company, which took over operation of the plant. The new United system had over 300 miles of track and many power plants; however, the Pratt Street Plant remained the

HISTORY AND SUPPORT (continued)

central source for generating electricity. The new railway system stretched to many outlying areas of Baltimore and influenced the physical development of the city. Within ten years, the network stretched as far out as Glyndon, ?Ellicott City, Halethrope, Curtis Bay, Sparrows Point, Hamilton, Overlea and Towson. Communities grew up along the spider web network of railway lines, since emerging suburbs such as Windsor Mills, West Arlington and Mount Holly relied on efficient streetcar transportation to downtown, for their success, United Railways also developed amusement parks along the edges of the streetcar network. These parks included Gwynn Oak, Riverview and Bay Shore.

By June of 1900 plans were completed for a new boiler house and southern engine house in order to consolidate generating power for both lighting and railway operations at this location. It was claimed that the new plant was the greatest electric station south of New York. It was featured on the cover of the Scientific American Supplement of May 6, 1905.

The expanded power plant was associated with notable architects and engineers responsible for the design of the facilities. The new buildings were designed by Baldwin and Pennington with Purdy and Henderson of New York, consulting architects. Pierre Otis Keilholtz, the chief electrical engineer for United Railways was also responsible for planning the additions, including the large coal hoist. Keilholtz (1862-1922) was an important local engineer for Baltimore's electric and street railway companies. He later became a consulting engineer and worked with Theodore Wells Pietsch to design the Industrial Building at 501 East Preston Street. E. Francis Baldwin and Josias Pennington were Baltimore's premier architectural firm of the turn of the century. Baldwin (1837-1916) studied architecture and engineering at Rensselaer Polytechnic Institute in Troy, New York. He worked for John R. Niernsee and was a partner of Bruce Price before establishing a partnership in 1883 with Josias Pennington that survived until his death. Pennington (d. 1929) was a Baltimore native and a graduate of Saint Johns College. The firm of Baldwin and Pennington designed some of Baltimore's most notable structures, including: Mt. Royal Station, the Maryland Club, the Fidelity Building, Camden Station Warehouse, the Safe Deposit and Trust Company, Baltimore City College (at Howard and Centre streets), and Hutzler's Palace Building. The firm was responsible for turn-of-the-century additions to both Latrobe's Basilica of the Assumption and the Maryland State House.

HISTORY AND SUPPORT (continued)

The architectural design of the buildings reflect the growing influence of architects upon industrial design and contrasts with the plain, utilitarian appearance of many industrial nineteenth century structures. The buildings retain many Neo-Classical design elements, such as colossal pilasters, full entablatures, geometrical muntin patterns and stepped parapets, which provide an air of strength and dignity to an industrial building. The structural design of the new buildings were also noteworthy for the age. They were completely fireproof. Not a single piece of wood was used; even the window frames and sashes were metal. Massive foundations of wooden piles and concrete floors were needed to support the buildings and machinery located between harbor piers. The structural system was steel skeleton frame with brick veneer. The steel cage design allowed for large multi-story spaces, the most dramatic located within the southern engine house building. The openness and white enamel tile walls added a cheerfulness to the interior of an industrial structure. The dominating characteristic of the new boiler room (the central structure of the complex) were the four smoke stacks which rise above the stepped gable roof. The stacks, which are made of steel and lined with bricks, are thirteen feet in diameter and 192 feet above the water. The entire structure was built around the immense brick and metal boilers, but allowed for open galleries of iron work.

The enlarged power plant was also a technological masterpiece. The boiler house contained eighteen, 500-horsepower Babcock and Wilcox boilers and large coal pockets for the storage of nearly 5600 tons of coal. The coal hoist, which sadly was torn down in 1979, was designed to handle seventy tons of coal an hour. It may have been the highest electrically operated coal hoist in the world. The southern engine house enclosed four, 2000 kilowatt Westinghouse generators connected to 3,000 horsepower engines. In order to save on wiring costs, the decision was made to produce alternating current, an innovative move for the time. The new boiler room and southern engine house were apparently completed by 1903, providing the system with sufficient power and an increase in service. The cars of the company ran over 24,000,000 miles in 1902 and carried nearly 102,000,000 passengers. The rail lines were expanding to outlying suburban areas, but difficult times for the system and the Power Plant were around the corner. On February 7th and 8th, 1904, a devastating fire destroyed much of downtown Baltimore. The devastation took in some 140 acres and destroyed

HISTORY AND SUPPORT (continued)

approximately 1500 buildings. The Pratt Street Power Plant was located in the midst of the "burnt district," yet the new boiler house and southern engine house survived with little damage. The original 1895 structure at Pratt Street which housed a boiler room and engine house was partially destroyed by the fire, suffering more than $320,000 in damages. It was completely demolished shortly after the fire to allow for the widening of Pratt Street. The remainder of the plant which survived the fire is standing today (the other ten buildings are: Equitable Building, Continental Building, Alex. Brown and Sons, Mercantile Bank, Safe Deposit and Trust Company, 301 Water Street, 209 East Fayette Street, Jefferson Building, Union Trust Bank at 24 South Street, and Maryland Trust Company).

United Railways and Electric Company immediately began rebuilding the northern engine house. According to local journal accounts, P. O. Keilholtz prepared the plans for the new building. The heavy massing and oversized architectural elements suggest that Simmonson and Pietsch may have been the architects. This notable local firm was employed by United Railways to design a new northern substation and new facilities at Riverview Park in the same time period. They also worked with Keilholtz on the design of the Westport Power House for Consolidated Gas, Electric Light and Power Company, however, newspaper accounts and journals do not list the architect of the northern structure. During the construction of the building, operations were slow and difficult. In December 1905, the boilers of the steamship, Lord Baltimore, were connected to the Pratt Street Power Plant to aid in supplying power to the street car system. The new structure was apparently completed by early 1906. It housed an immense 50-ton traveling crane, as well as a 7500-horsepower generator, but problems continued. In April 1906, the United Railways system ground to a halt, because of an accident at the Pratt Street Power Plant. As problems continued into the summer, the company hired a consulting firm from New York to examine the plant and make recommendations for improvement. By the end of 1907, the United Railways and Electric Company contracted to rebuild within the interior of the northern structure of the Plant. A five-story building was virtually built within the northern engine house containing switch rooms, a controlling gallery and offices. This work was completed by 1909, increasing the power to 39,000 kilowatts.

HISTORY AND SUPPORT (continued)

By the end of the next decade, the function of the power plant changed from producing power to acting as a conduit for power generated by other sources. United Railways was supplied with power by Holtwood, the McCalls Ferry Plant of the Pennsylvania Water and Power Company. All current was passed through the Pratt Street Power Plant and distributed to substations, which fed various lines. Power was supplied by this building only during peak periods.

On May 3, 1921, the Pratt Street Power Plant was sold to the Consolidated Gas, Electric Light and Power Company for four million dollars. It became one of two steam generating plants of what is now the Baltimore Gas and Electric Company. The early engine generators were replaced with General Electric - Curtis turbo generators, and later more modern equipment. The plant was abandoned by BG&E in 1973 and was acquired by Baltimore City in 1977. The coal hoist, was removed by the City in 1979. The building was put up for development in that year. The original development scheme was for a hotel, designed by noted architect, Moshe Safdie, but this plan did not prove to be feasible. After a second development competition, the plant was awarded to the Six Flags Corporation which adapted the structure as an urban entertainment center.

The Power Plant was reopened by Six Flags in July 1985. The exterior of the plant has been cleaned and window frames painted. Only minor changes were made to the original, exterior architectural appearance of the complex. The interior was remodeled in a manner that retained important spaces and notable features, such as the four huge stacks. It was embellished in a sympathetic manner to include a variety of entertainment facilities. The southern engine house is now the main entrance and features a grand entrance hall with shops and a cafe. The boiler room houses two of the main attractions: the "Circus of the Mysterious" and "Laboratory of Scientific Wonders." Circular stairways ring two of the smoke stacks. It also houses arcade games and a historical exhibit on the power plant. The northern structure houses the other two main attractions: the "Magic Lantern Theatre" and "Incredible Sensorium." A cafeteria, administrative offices and support services to the Power Plant are also located in the northern building.

HISTORY AND SUPPORT (continued)

This new use of the plant has retained the exterior characteristics of this massive visual landmark on Baltimore's skyline. It has also allowed for the retention of significant interior spaces and architectural/industrial features. The new use of the complex as an entertainment center reflects the changing character of Baltimore's Inner Harbor towards public, recreational and tourist-oriented uses. It is the desire of the new occupants, Six Flags Corporation, to make the Power Plant as important to the new character of the Inner Harbor, as the facility was once important to Baltimore's street railway network.

9. MAJOR BIBLIOGRAPHICAL REFERENCES:

Early Baltimore Sun articles:

July 2, 1895 - article on original plant

July 5, 1895 - brief description of start-up of plant

June 5, 1900 - expansion of plant

February 26, 1903 - article on United Railways with photograph of plant

November 15, 1905 - article on northern engine house

December 15, 1905 - article on use of Lord Baltimore steamer for additional power

December 19, 1905 - article on new generator

April 29, 1906 - article on accident at plant resulting in stoppage of service

August 14, 1906 - article on problems at plant with photograph

December 5, 1907 - article on rebuilding of northern engine house

Journal articles:

Power July 1896.

Architects and Builders Journal, October 1901.

Scientific American Supplement, May 6, 1905.

Street Railway Review, June 1902.

Other Sources:

Who Made All Our Street Cars Go?, Michael Farrell (1973)

National Register Inventory Form prepared by John Hnedak and Steven Levy (1977).

The Power Plant Prospectus: An Offering by the City of Baltimore, (1982).

9. Major Bibliographical References

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See Continuation Sheet No. 12

10. Geographical Data

Acreage of nominated property 1.364 acres

Quadrangle name Baltimore East, MD **Quadrangle scale** 1:24000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	361316	4194516	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification The lot of ground known as lot 2, Block 684 c, located at the southeast corner of Pratt Street and Pier 4, measuring approximately 333' x 179'. Boundary takes in the three building complex to western water edge including new ticket kiosk.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

11. Form Prepared By

name/title	Fred Shoken, Preservation Consultant		
organization		date	1 November 1985
street & number	6211 Park Heights Avenue	telephone	(301) 358-1839
city or town	Baltimore	state	Maryland 21215

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 2-17-87

title STATE HISTORIC PRESERVATION OFFICER date

For NPS use only

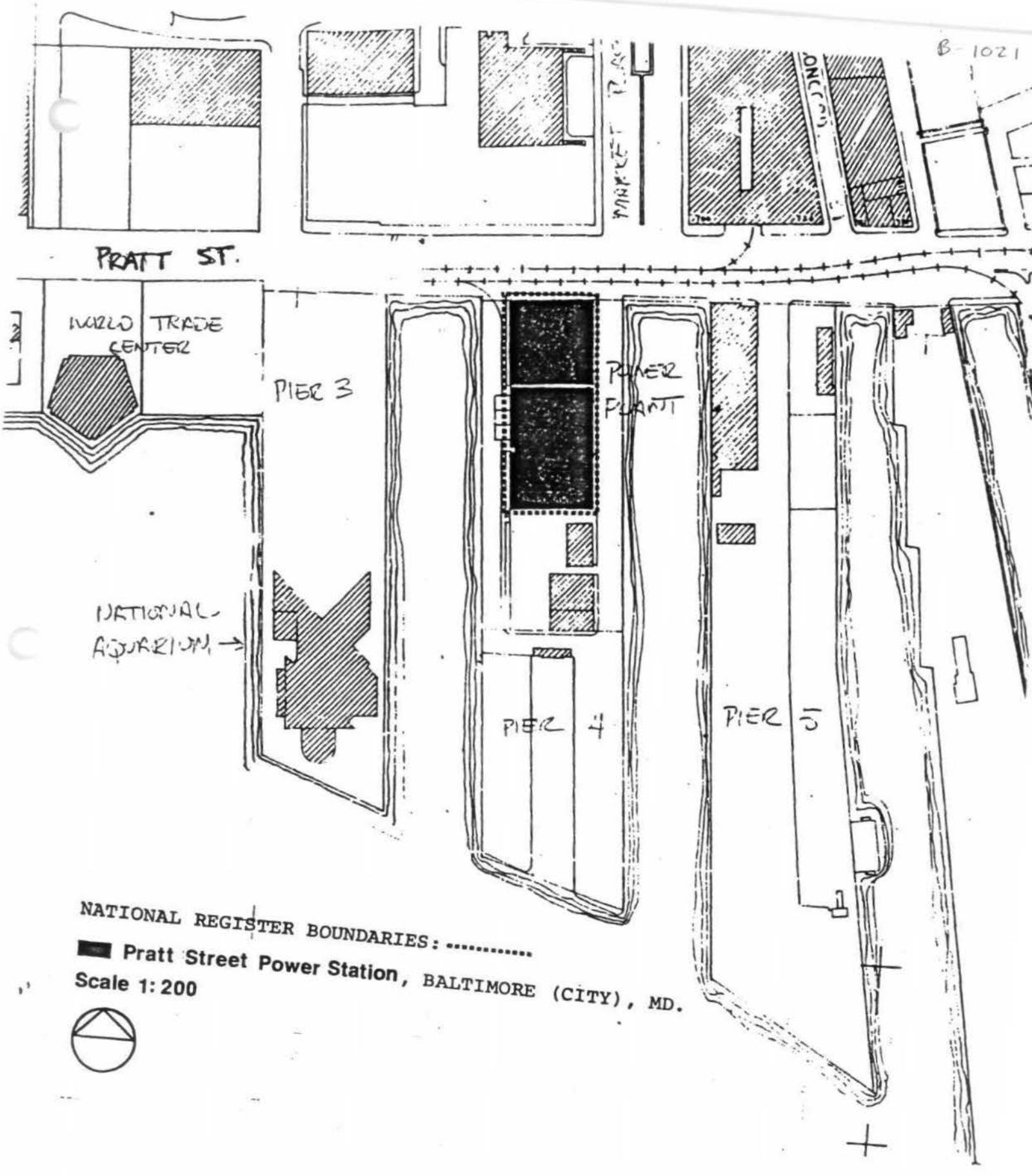
I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration



NATIONAL REGISTER BOUNDARIES: .....

Pratt Street Power Station, BALTIMORE (CITY), MD.

Scale 1: 200

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PRATT STREET
POWER PLANT

BALTIMORE CITY
MARYLAND

18-361360-
4349560