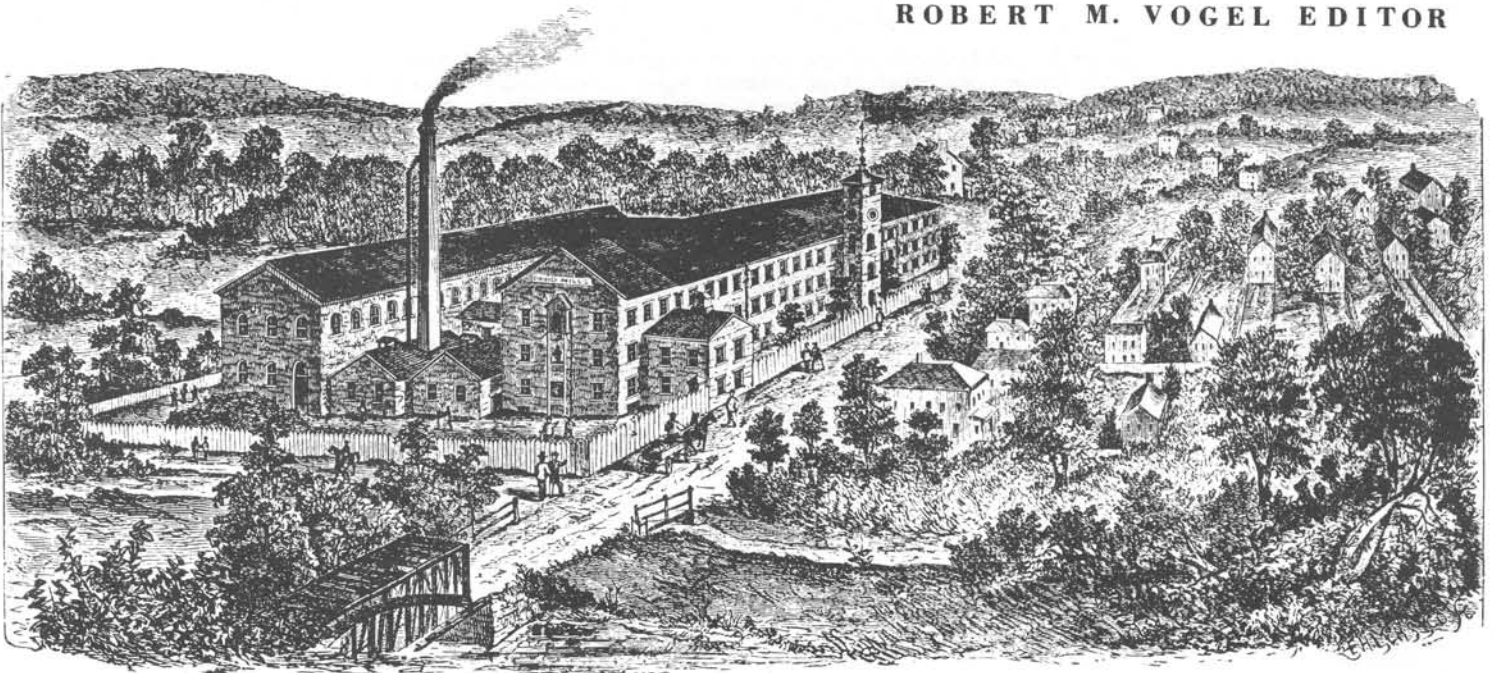


Some Industrial Archeology
of the
Monumental City & Environs

●
*THE PHYSICAL PRESENCE OF BALTIMORE'S
ENGINEERING and INDUSTRIAL HISTORY*

●
A GUIDE FOR S·I·A TOURISTS

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SOCIETY FOR INDUSTRIAL ARCHEOLOGY

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INTRODUCTION

This guide to 61 sites and structures of industrial archeological interest in Greater Baltimore has been assembled primarily to provide background for the members and guests of the Society for Industrial Archeology on the various tours that are to be part of the society's 4th Annual Conference being held in Baltimore 25 - 28 April 1975. Thus the sites are arranged in the Guide in the order in which it is planned they will be seen on the tours.

As a tour guide, the selection of sites to be included was a function not only of such intellectual considerations as significance, interest, and the other criteria of merit that usually determine what constitutes "Industrial Archeology," but also of such purely practical factors as how much could be seen by, or was accessible to, a large group within the given time. The range of both scale and relative importance of the sites covered is enormous, running from the massive complexes of the B&O's Mt Clare Shops and the Wiessner Brewery, down to the exotic cast-iron Labrador retrievers Sailor & Canton; and from the wholly ordinary Pratt truss bridge at Guilford to the majestic, unique Thomas Viaduct, a National Historic Landmark. Several sites that at best would generally be regarded as only marginally industrial-archeological, are included simply because they will be passed on the bus tour, are visually prominent and interesting, and will be sure to be wondered about: the Druid Hill Park Conservatory, for instance.

The one thing common to all the sites is that there is something tangible there; none of the "on-this-site-once-stood" pseudo sites so dear to the hearts of some historians. Even the "Deep Cut" near Ellicott City, the sort of anti-structure that the English tend to refer to as "significant voids," is a quite legitimate and interesting example of industrial archeology. At the same time, it is recognized that the physical remains of our engineering and industrial history can be extremely fragile in the face of progress, and unless a structure, such as the Shot Tower, occupies a position of considerable prestige, these remains face constant threats of one sort or another. It is, unhappily, certain that a year from now some of the structures seen on these tours will in fact have become intangible. But also seen will be a number of examples of imaginative re-use, and thus extended life: the Mt Royal Station and the B&O RR Museum to name two; and the same year probably will see others come into existence.

This guide is in every way a cooperative effort, representing the work of many people. The principal guiding spirit, the man who really first took it in hand, nursed it along, and did much of the research, is Prof Charles T. G. Looney, Smithsonian Research Associate and loyal supporter of the SIA from nearly its inception. His talents and efforts pervade the work. One of the general essays and many of the individual site accounts have been provided by scholars of the state's industrial history, identified in each case by their initials:

EMB - Elsa M. Bruton, Research Assistant, Smithsonian Institution.

HHH - Herbert H. Harwood, Jr, Asst to the Vice President for Merchandise Traffic, B&O and C&O Railroads; railroad historian.

WHH - Wilbur H. Hunter, Jr, Director, the Peale Museum; historian of the city of Baltimore and its architecture.

PDS - Philip D. Spiess, II, Research Coordinator, Dept of Education, National Trust for Historic Preservation.

The account of Ellicott City Station is based on material kindly furnished by Andrew M. Cascio, its restoration architect, while George F. Nixon, Founding Father of the Baltimore Streetcar Museum, provided the basis for the note on that remarkable institution. Furthermore, the Guide is heavily indebted to Maryland molinologist John W. Mc Grain of Towson, editor and former president of the Baltimore County Historical Society, who, in the course of his extensive research on the state's mills and other industrial structures has unearthed quantities of important material that he has freely shared. So too has the Maryland Historical Trust, under whose sponsorship all National Register applications are prepared. The Baltimore forms, written for the most part by MHT Historians Nancy Miller and Catharine F. Black, have been drawn upon for many of the entries for sites that are on the Register. Despite this extensive multiple authorship, I must accept the responsibility for any errors of fact or interpretation that have found their way into the Guide, and would be pleased to learn of them.

Because this is an ad hoc publication--actually a provisional, extracted portion of a guide to the industrial archeology of the entire state and the District of Columbia which is currently in work--no bibliography has been included. There are, however, several works that are of such broad value in examining the industrial/technological history of Baltimore, that I felt they should be mentioned:

John Dorsey & James D. Dilts, *A Guide to the Architecture of Baltimore*. Cambridge, Maryland: Tidewater Publishers (in cooperation with the Peale Museum), 1973.

Michael R. Farrell, *Who Made All Our Streetcars Go?* Baltimore: Baltimore Chapter, National Railway Historical Society, 1973.

Vera Ruth Filby, *Savage, Maryland*. Savage: the Author & the Savage Civic Assn., 1965.

George W. Howard, *The Monumental City*. Baltimore: J. D. Ehlers & Company, 1873.

Edward Hungerford, *The Story of the Baltimore & Ohio Railroad, 1827-1927*. New York: G. P. Putnam's Sons, 1928.

Wilbur H. Hunter, *The Historical Guide to Baltimore*. Baltimore: The Peale Museum, 1973.

Ferdinand C. Latrobe, *Iron Men and Their Dogs*. Baltimore: Ivan R. Dreschler, 1941.
[The story of Bartlett, Hayward & Co. and their predecessor firms.]

Thomas J. Scharf, *The History of Baltimore City & County*. Philadelphia: Louis H. Evarts, 1881.

And a final detail. It's true, the sites and structures herein are treated with anything but consistency in terms of the relative amount of space devoted to each. It would be nice to be able to state that the space allotment is in direct proportion to the historical significance of each site mentioned. In many cases--perhaps most--it has turned out that way, at least insofar as it is possible to determine the absolute level of a historic industrial structure's "significance." I hasten to admit, however, that by any standard of judgement some structures probably have been given far too much attention, and some, surely, the reverse. Let us simply leave it that much of what constitutes significance is in the mind, eye, and heart of the observer. Happy touring.

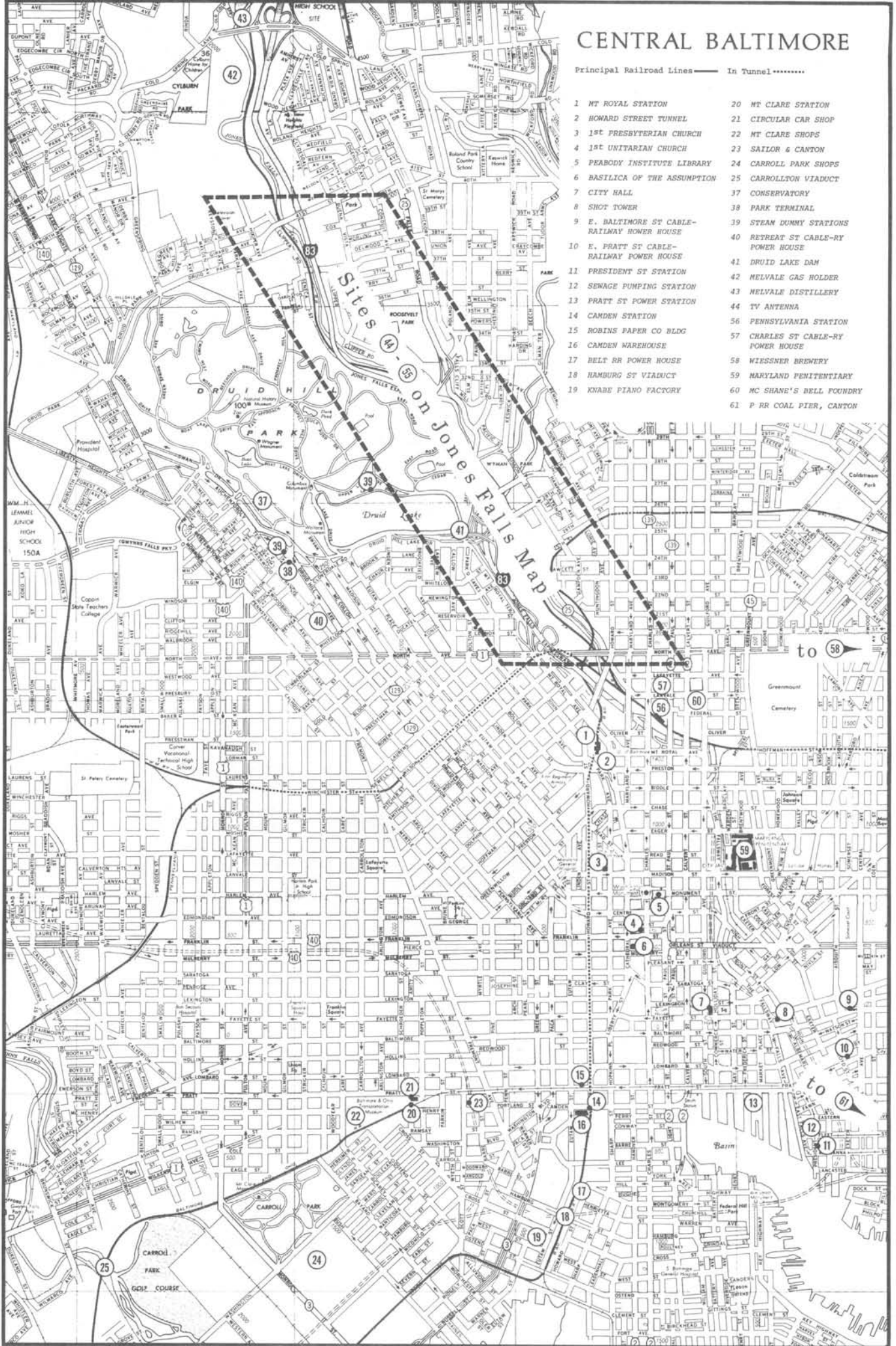
Robert M. Vogel Washington, April 1975

CENTRAL BALTIMORE

Principal Railroad Lines — In Tunnel.....

- | | |
|---|------------------------------------|
| 1 MT ROYAL STATION | 20 MT CLARE STATION |
| 2 HOWARD STREET TUNNEL | 21 CIRCULAR CAR SHOP |
| 3 1st PRESBYTERIAN CHURCH | 22 MT CLARE SHOPS |
| 4 1st UNITARIAN CHURCH | 23 SAILOR 6 CANTON |
| 5 PEARBODY INSTITUTE LIBRARY | 24 CARROLL PARK SHOPS |
| 6 BASILICA OF THE ASSUMPTION | 25 CARROLLTON VIADUCT |
| 7 CITY HALL | 37 CONSERVATORY |
| 8 SHOT TOWER | 38 PARK TERMINAL |
| 9 E. BALTIMORE ST CABLE-RAILWAY POWER HOUSE | 39 STEAM DUMMY STATIONS |
| 10 E. PRATT ST CABLE-RAILWAY POWER HOUSE | 40 RETREAT ST CABLE-RR POWER HOUSE |
| 11 PRESIDENT ST STATION | 41 DRUID LAKE DAM |
| 12 SEWAGE PUMPING STATION | 42 MELVALE GAS HOLDER |
| 13 PRATT ST POWER STATION | 43 MELVALE DISTILLERY |
| 14 CAMDEN STATION | 44 TV ANTENNA |
| 15 ROBINS PAPER CO BLDG | 56 PENNSYLVANIA STATION |
| 16 CAMDEN WAREHOUSE | 57 CHARLES ST CABLE-RR POWER HOUSE |
| 17 BELT RR POWER HOUSE | 58 WIESSNER BREWERY |
| 18 HAMBURG ST VIADUCT | 59 MARYLAND PENITENTIARY |
| 19 KNABE PIANO FACTORY | 60 MC SHANE'S BELL FOUNDRY |
| | 61 P RR COAL PIER, CANTON |

Sites on Jones Falls Map



36 2 MILES

30 35 7 MILES

27 28 12 MILES

25 4 MILES

BALTIMORE BELT RAILROAD 1892-1895

When the Baltimore & Ohio's Philadelphia Branch from Baltimore to Philadelphia (and by affiliated lines to Jersey City) was completed in 1886, there was no rail connection between it and the railroad's main lines from the south and west terminating at Camden Station, Baltimore. All freight and passenger business through Baltimore was carried by car ferry across the harbor between Locust Point and Canton, with enormous inconvenience and delay.

To connect these two elements of its system, the B&O constructed the Baltimore Belt RR, extending about eight miles from Bay View Junction (Orangeville) in northeast Baltimore, along the (then) northern edge of the city to Camden Station downtown. The project included eight minor tunnels carrying the double-track line under principal thoroughfares, and the Howard Street Tunnel. This, the last completed, was a major work--among the longest soft-ground tunnels in the U.S. at the time. It extended from Mount Royal Station, the railroad's new uptown depot and part of the scheme, south to Camden Station.

Significantly, it was decided to employ electric traction on the "Belt Line", imperative because the Howard Street Tunnel's length and the commercial area above made it impossible to ventilate. Worse, the entire line, including the tunnel, was on an 0.8% upgrade from Camden Station; had steam locomotives been used, they would have been working heavily and smokily on northbound trains. This was the world's first application of electric traction in mainline railroad service. Northbound trains were towed, their locomotives dead, by heavy General Electric locomotives; southbound trains simply coasted down to Camden.

1 MOUNT ROYAL STATION, Baltimore & Ohio RR 1894-1896 & 1967

Cathedral St at turning of Mt Royal; bounded also by Preston, Howard, & Dolphin sts, and Park Ave.

Erected as the B&O's grand Baltimore station serving the city's northern areas, part of the Baltimore Belt RR scheme providing a through B&O rail connection between its S & W and N & E lines. Sited at the N end of the Howard Street Tunnel entirely within the open cut between it and the Mt Royal Tunnel. A monumental granite structure dominated by a 143-ft clock tower. Contiguous is a steel-framed train shed, 420 ft x 71 ft, over four through tracks. B&O historian Edward Hungerford wrote of it in 1927:

Mount Royal remains today a sturdy thing of granite, handsome, imperturable and impressive. A station of much dignity--always. With its chief feature, that tall commanding clock tower, by day and by night a landmark of modern Baltimore; by day, a sheer granite shaft of Romanesque, by night its bright clock faces surmounted by a great and glowing electric "B & O" ...

The last through passenger train stopped here in April 1958; to 1961 it served commuters; from then to 1964 it was vacant, in considerable danger of demolition. In 1964 it was purchased by the Maryland Institute, College of Art and with skill and sensitivity to the grand old building's original spirit, converted to classrooms, a library, and an auditorium for the institute in what is generally regarded as one of the most successful examples of the adaptive re-use of an industrial structure. Freight trains still pass through the train shed, within an arm's reach of a sculpture studio. Architects: Baldwin & Pennington; adaptation architect: Richard Donkervoet of Cochran, Stephenson & Donkervoet. *NATIONAL REGISTER.*



1



2

2 HOWARD STREET TUNNEL, Baltimore Belt (Baltimore & Ohio) Railroad 1890-95

Under Howard St between Camden Station (Camden & Howard sts) and Mt Royal Station (Mt Royal Ave & Cathedral St).

All in soft ground, built by the "German Method" with small side drifts, a top drift, then opened up to the full bore; no shield or compressed air used. Total length: 7,341 ft; 21 ft high; 29 ft wide. Originally double track; now single. Roof, invert arch, and 5900 ft of the side walls of brick; the remainder and the portals of cut stone. Worked from the ends and several intermediate shafts. The longest of the 176 tunnels on the "Chessie System" (B&O / C&O / WM). In the course of the work the Baltimore City College at Centre St was undermined, and completely rebuilt by the contractor. Samuel Rea, chief engineer (later president, PRR). *NATIONAL REGISTER.*

3 IRON ROOF TRUSSES & FRAMING, First Presbyterian Church Begun 1854; spire 1874

Park Avenue & Madison St (NW corner).

Much of the structural framing of this spectacular neo-Gothic building--including that of the 273-ft tower--is of cast and wrought iron. The trusses, and the cast-iron columns supporting the steeple plus the iron tie rods and cross bracing in the spire were fabricated by the Patapsco Bridge & Ironworks of Wendel Bollman, Baltimore civil engineer responsible for the City Hall dome, the Bollman Truss bridge, and the Lombard Street Bridge mentioned below. It may be assumed that he, in collaboration with the architect, Nathan Starkweather, was the engineer. *NATIONAL REGISTER.*