

Pennsylvania Railroad Roundhouse
Baltimore City, Maryland
B-1103
private, 1890's

Statement of Significance

The former Pennsylvania Railroad roundhouse and repair shops located on Fayette Street in Baltimore's Highlandtown area were built in the 1890's to serve as a light repair and administrative facility for Penn RR's Philadelphia, Wilmington and Baltimore RR division. The P. W. & B. railway was the oldest of the Penn RR's lines which ran to Baltimore, and was the main line connecting the city with Baltimore.

Survey No. B-1103

Magi No. 0411035619

DOE ___yes ___no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Pennsylvania Railroad Roundhouse & Repair Shops

and/or common

2. Location

street & number 4420 E. Fayette Street ___ not for publication

city, town Baltimore ___ vicinity of congressional district

state Maryland county

3. Classification

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

4. Owner of Property (give names and mailing addresses of all owners)

name Consolidated Rail Corporation

street & number 15 N. 32nd Street telephone no.: 727-1210

city, town Philadelphia state and zip code Pennsylvania

5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber WA 3700

street & number Fayette & Calvert Streets folio 287

city, town Baltimore state MD

6. Representation in Existing Historical Surveys

None

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. B-1103

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This railroad repair shop complex represents a departure from the traditional shops of an earlier era, and illustrates how rapidly technology was changing at the turn of the century. The few structures present were made possible by a change from steam-powered, belt-driven machinery to electric, individually-powered machines. There is therefore no power house and boiler room in the complex, and relatively little space for the machinery. This was primarily a light duty shop for servicing but not overhauling locomotives.

The roundhouse, the easternmost structure in the complex, is of concrete construction and replaced an earlier brick structure. Inside, the bays have been adapted to service diesel engines, most having no pits. A three-bay brick car shop is of heavy steel girder post and beam construction. It has a high central bay with a travelling crane for heavy lifting. Each side bay was used for machine tools and work benches.

The yard also served an administrative function as well, as a place where personnel kept track of work assignments of crews and train scheduling. A large two-story brick office building is south of the roundhouse. It is in badly deteriorated condition, but was obviously a major facility at one time. East of the office structure is a large, single-story locker room and lavatory facility for train crews.

8. Significance

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

Specific dates

Builder/Architect

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The former Pennsylvania Railroad roundhouse and repair shops located on Fayette Street in Baltimore's Highlandtown area was built in the 1890's to serve as a light repair and administrative facility for Penn RR's Philadelphia, Wilmington & Baltimore RR division. The P.W & B. railway was the oldest of the Penn RR's lines which ran to Baltimore, and was the main line connecting the city with Philadelphia. Its terminus was the President Street Station, the country's oldest surviving urban railroad station (1850).

Historical Significance

Baltimore has been called the "birthplace of American rail-roading," because of the early vision of city leaders that rail transport would prove a superior system of transportation to canals or turnpikes, and would best serve to connect the port of Baltimore with the rapidly growing agricultural and industrial centers of the Midwest. Baltimore's concentration on developing rail systems centered on the "hometown" road, the Baltimore & Ohio (opened in 1829). Rivalry and city ordinances prohibiting locomotives from crossing the downtown area slowed the development of effective rail systems into Baltimore itself, especially those of the B&O's chief rival, the Pennsylvania Railroad.

The creation of a compact business system in Baltimore by the Penn RR took several decades. The road had a number of divisions in Baltimore, one of the chief being the Northern Central Railway, incorporated in 1854 as part of the Penn RR's efforts to establish a major tidewater terminus. The area which they eventually developed was Canton's Lazaretto Point, and by the end of the 19th century the road had a major complex of wharves, warehouses and grain and coal-loading piers. This area was reached by a line running from Northern Central's Calvert Street Station (1848) through Jones Town and Canton via tunnels and overpasses.

Other major Penn RR structures in Baltimore included the Bolton

(cont.)

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Pennsylvania Railroad Roundhouse & Repair Shops, Baltimore City, Md.
8.1

Historical Significance (cont.)

Station, at one time the city's most important fruit and produce station; the Calverton Station in the stockyard district of West Baltimore; Union Station, the main Penn passenger station in Baltimore and the city's most ornate; Jackson's Wharf and Patterson Wharf freight terminals; and the Colgate Creek Station which connected the Pennsylvania with the Sparrow's Point steel plant.

The earliest entry of the Pennsylvania Rail system into Baltimore was by the Philadelphia, Wilmington & Baltimore Railroad in the 1830s. The P.W. & B. RR was the first and the main line connecting Baltimore with Philadelphia, via Wilmington, Perryville and Havre de Grace. It was one of the most important commercial, industrial, military and public transportation lines in the nation, as it connected the major metropolises of New York, Philadelphia, Baltimore and Washington, C.C. The present AmTrak and Conrail systems follow this same path and use much former P.W. & B. trackage and many of its structures.

The P.W. & B. Railroad, incorporated in 1838, was consolidated from three smaller railways, the Wilmington & Susquehanna (1832), the Baltimore & Port Deposit and the Philadelphia, Wilmington & Baltimore. In 1877 several more railways were brought in, including the New Castle & Frenchtown (1827), New Castle & Wilmington (1839), and Southwark Railway (1831). The road first entered Baltimore in July, 1837 as the Wilmington & Susquehanna Railroad. At first the road shared a station building with the B&O RR at Pratt & Charles Streets, paying the B&O \$1,500 a year. In 1850 the P.W. & B. opened its own station on President Street and Canton Avenue. This building is now the oldest surviving urban railroad station in America. The P.W. & B. had little business except during the winter when canals were blocked by ice until after the Civil War, when it began experiencing booming business.

The roundhouse and shop buildings which are the subject of this study were built as a light repair and administrative facility for the P.W. & B. in the 1890's. The roundhouse, originally brick, was rebuilt in the early 20th century. After World War II, the fortunes of America's railroads declined rapidly due to improved highways, and a number of roads went out of business. The failing Penn RR was purchased by Conrail in the 1970's. The Highlandtown repair facilities have been abandoned for a number of years.

1. SITE I.D. NO

8-1103

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

transportation

3. PRIORITY

4. NUMBER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

5. DATE

1890's

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Consolidated Rail Corporation

8. NAME(S) OF STRUCTURE

Pennsylvania Railroad Roundhouse

9. OWNER'S ADDRESS

15 N. 32nd St10. STATE
COUNTY

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG.
DIST.STATE
COUNTY

P A

COUNTY NAME

CITY/VICINITY

Philadelphia

CONG.
DIST.

11. SITE ADDRESS (STREET & NO)

4420 E. Fayette St.

12. EXISTING
SURVEYS NR NHL HABS HAER-1 HAER NPS CL6
 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE EASTING NORTHING SIGN

SCALE

 1:24 1:62.5QUAD
NAME

Balto. East

UTM ZONE EASTING NORTHING SIGN

SCALE

 1:24 1:62.5QUAD
NAME15. CONDITION 70 EXCELLENT 71 GOOD 72 FAIR 73 DETERIORATED 74 RUINS 75 UNEXPOSED 76 ALTERED 82 DESTROYED 85 DEMOLISHED

16. INVENTORIED BY

Ann Steele

AFFILIATION

Balto. Museum of Industry

DATE

9/83

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS,
MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

See attached

(CONT OVER)

18. ORIGINAL USE

transport

PRESENT USE

unoccupied

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

William B. Wilson History of the Pennsylvania Railroad vol. 1 (1927)

(CONT OVER)

20. URBAN AREA 50,000
POP. OR MORE? YES NO

21. NPS REGION

22. PUBLIC ACCESSIBILITY

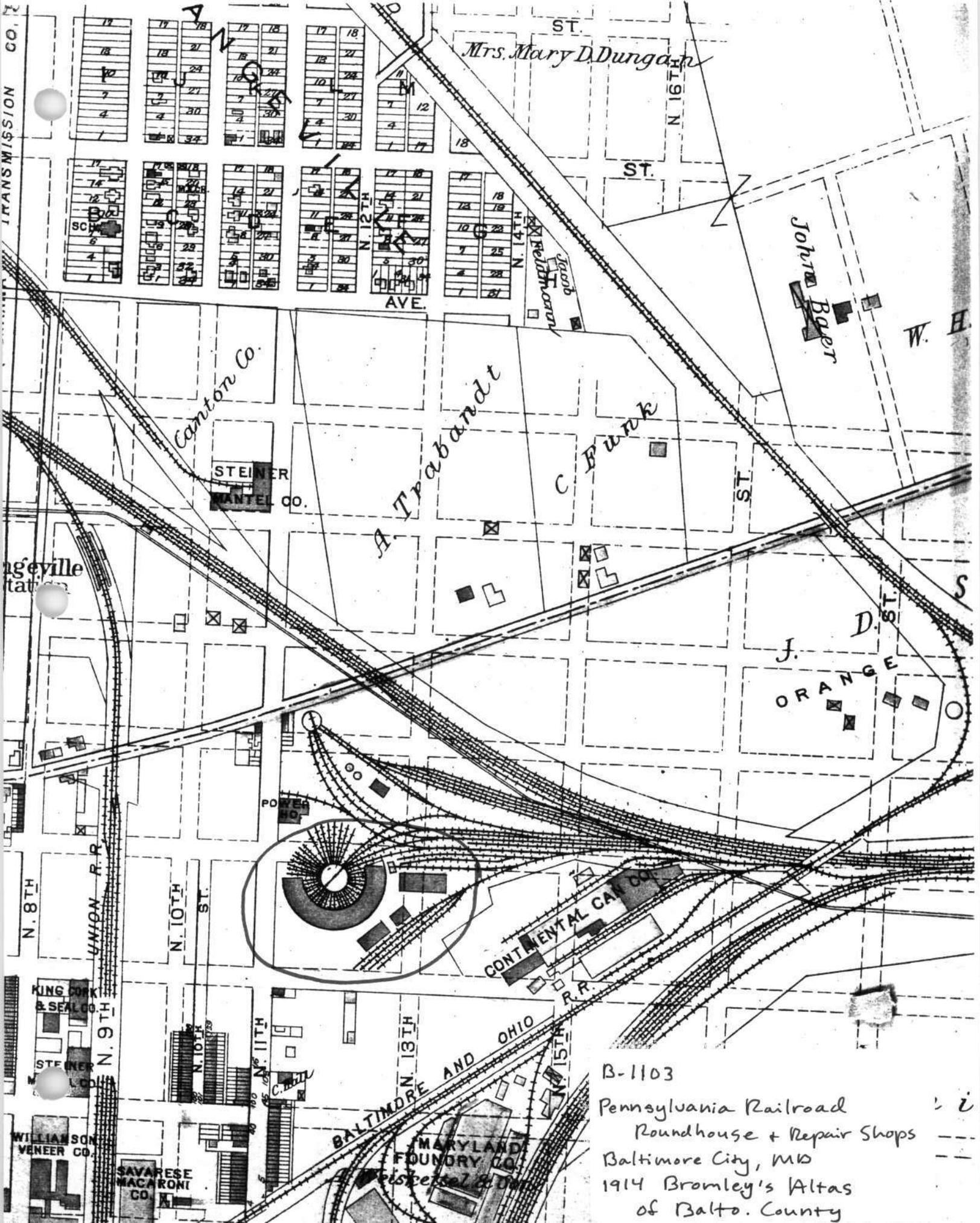
 YES, LIMITED YES, UNLIMITED NO UNKNOWN23. EDITOR
INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO



B-1103

Pennsylvania Railroad
Roundhouse + Repair Shops

Baltimore City, MD
1914 Bromley's Atlas
of Balto. County



PENNSYLVANIA RAILROAD

ROUNDHOUSE

BALTIMORE CITY, MD.

B-1103

PETER LIEBHOLD 9/83

LOOKING N.E. AT OFFICE BUILDING



PENNSYLVANIA RAILROAD ROUNDHOUSE
BALTIMORE CITY, MD.

PETER LIEBHOLD 9/83

LOOKING S.W. AT REPAIR SHOP B-1103