

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED
DATE ENTERED

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
The Baltimore and Ohio Transportation Museum
AND/OR COMMON
The Baltimore and Ohio Transportation Museum

2 LOCATION

STREET & NUMBER
Pratt and Poppleton Streets ___ NOT FOR PUBLICATION
CITY, TOWN CONGRESSIONAL DISTRICT
Baltimore VICINITY OF **3rd**
STATE CODE COUNTY CODE
Maryland **24** **Baltimore** **510**

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input 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"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Mr. John Hanifin, President; the Chessie System
STREET & NUMBER
2 North Charles Street
CITY, TOWN STATE
Baltimore VICINITY OF **Maryland**

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. **Baltimore City Courthouse (Municipal Building)**
STREET & NUMBER
St. Paul and Lexington Streets
CITY, TOWN STATE
Baltimore **Maryland**

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Historic American Engineering Record (HAER)
DATE ___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL
DEPOSITORY FOR
SURVEY RECORDS **Historic American Engineering Record (HAER)**
CITY, TOWN STATE
Washington **D.C.**

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input 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 DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located at Pratt and Poppleton Streets in Baltimore, Maryland, the Baltimore and Ohio Transportation Museum occupies the site considered to be the oldest for railroad terminal purposes. The B and O Transportation Museum is presently composed of three buildings--The Mount Clare Station, the Museum Annex Building and the Passenger Car Roundhouse.

The Mount Clare Station, a two story structure, built in 1830, is the smallest of the three buildings and the oldest. It was here the first tickets for any regularly scheduled passenger train were reportedly sold. "The subdued Georgian architecture, its mellow red brick and its crisp white trim are all reminiscent of the early 1800's." This building is presently used as the entrance to the Museum complex.

In 1891 the current Museum Annex Building was constructed. Designed by Ephrem Francis Baldwin, this two story building, though newer, conforms with the general character of the complex. Baldwin's use of a similar brick and a simple "design and line permit this annex to fit into the building group with undue contrast."

The Annex was added to the Museum Complex in 1953. The building had previously served as a circulating library for B and O employees and also as the printing department of the railroad. Presently "housed here are small exhibits including one of the finest collections of model bridges in the country, a display illustrating the development of rail track, historical dioramas, models, signal equipment, pictures and other interesting exhibits."

The Passenger Car Roundhouse, by far the largest and most impressive building of the complex, was also designed by E. F. Baldwin. Begun in 1883, the Roundhouse was completed in only one year. The building remains unique. Twenty-two brick panels of equal size and shape are placed in a roughly circular fashion to form the walls. Common with these 22 panels are 22 steel columns which support the high roof and cupola. "The arrangement of the cupola is considered unusual. The roof section is hung on an iron ring supported by iron struts which tie into the tops of 22 steel columns." The building "240 feet in diameter and 120 feet in height from the floor to the top of the cupola," provides spacious quarters for its displays. Inside this Roundhouse, with circular interior, are 22 tracks which effectively display a number of historic locomotives and cars. A wooden turntable located in the center of the building, originally used to turn locomotives and cars, now functions in the placement of exhibits.

The Museum has undergone extensive renovation to both its exterior and interior. Formerly closed to the general public, the work done included the painting of the interior, patching of walls and roofs, cleaning of the exterior bricks (with waterproofing) and general restoration providing for the upkeep and appearance of the buildings. As part of this renovation program the lot to the east of the museum complex will be landscaped. According to artist conceptions, this landscaping would provide outside exhibition space as well as parking facilities for visitors to the museum. These plans greatly enhance the appearance of the museum, which is at present trapped on the west side by several old structures--the Battery Shop, the Cold Storage Building (2 stories) and one other shop.

8 SIGNIFICANCE

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/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Opened in July 1953, the Baltimore and Ohio Transportation Museum is located on the site which is unquestionably the oldest terminal for general railroad purposes in America. The Mount Clare Station contains the oldest railroad repair shops in the country. Called the "cradle of American Railroading," the B and O Museum stands as a memorial to the era of the advent of modern mass transportation by rail as well as a landmark in the transition of transportation modalities in America.

At the groundbreaking ceremonies Charles Carroll stated, "I consider this one of the most important acts of my life, second only to my signing of the Declaration of Independence, if second to that."¹ The total ramifications of this statement had not yet been witnessed, for the commencement of the Baltimore and Ohio Railroad, here at Mount Clare, was the genesis of a lifeline of arteries stretching with a nation's growth across an entire continent.

The principal part of the buildings comprising the Baltimore and Ohio Transportation Museum stands on ground used by the Baltimore and Ohio railroad for its first terminal property in Baltimore. Undoubtedly, the site is the oldest terminal for general railroad purposes in the United States. From a single track, a "train" of four cars, individually horse drawn, departed "precisely at nine" on the morning of Saturday, May 22, 1830 for 13 mile distant Ellicott's Mills in the formal inaugural of rail service in this country.

The great saga of American railroading had begun. There had been roads of rail attempted before this, for highly specialized purposes--notably, for example, the three-mile line railroad constructed near Quincy, Massachusetts in 1826 to haul stone for the Bunker Hill Monument. But, as Chief Engineer of the Baltimore and Ohio, John H. B. Latrobe, put it some thirty years later, describing the opening day activity on West Pratt Street, Baltimore: "This was the first money earned on a railroad constructed for general purposes in America. Mauch Chunk was a coal road; and Quincy a granite quarry road, but the Baltimore and Ohio Railroad was in every sense of the word a railroad."²

The original Baltimore and Ohio depot site on West Pratt Street was triangular in shape. On that part of the original depot site west of Poppleton Street stands the principal part of the building comprising the Baltimore and Ohio Transportation Museum, including the Mount Clare Station, at the intersection of the railroad tracks and Poppleton Street. Reputedly, this was the station at

¹Frontispiece of the source "The Baltimore and Ohio Transportation Museum," booklet prepared by the Public Relations Department, Baltimore and Ohio Railroad.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Barnes, Frank, et. al., Mount Clare Station, Baltimore and Ohio Transportation Museum, (Ms Report, National Park Service Files, 1962).
 Hungerford, Edgar, The Story of the Baltimore and Ohio Railroad 1827-1927, (2 Vols., New York, 1927).
 Varles, Charles A., A Complete View of Baltimore with a Statistical Sketch (Baltimore, 1833).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY About 7
 UTM REFERENCES 18.359200.434958

A	1,8	3,5,9,2,1,0	4,3,4,9,5,1,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Beginning at a point at the juncture of Parkin and West Pratt Streets, proceed due west to a point which intersects with Schroeder Street on the west side of the street, this forms the northern boundary; thence proceed due south from the extreme western edge of Schroeder Street across the Baltimore and Ohio lot to a point which intersects the southern property line of the Mount Clare Shops, this forms the western boundary; thence proceed in a northeasterly direction, along the property

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph S. Mendinghall, Historian, Landmark Review Project

ORGANIZATION

National Park Service, Historic Sites Survey

DATE

202/523-5464

STREET & NUMBER

1100 L Street NW

TELEPHONE

CITY OR TOWN

Washington

STATE

D.C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE 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.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Handwritten Signature]

DATE

11/23/82

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC LANDMARKS)

(NATIONAL HISTORIC LANDMARKS)

(NATIONAL HISTORIC LANDMARKS)

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CONTINUATION SHEET Description ITEM NUMBER 7 PAGE 2

These structures do not contribute to the national significance of the historic landmark.

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 2

which passengers for the first regularly scheduled rail service purchased their tickets in May 1830, thereby making this the oldest railroad station in the United States. Recent research findings, however, dispute this claim.

The weight of evidence now available suggests that the Mount Clare Station was not built until the company was sure its railroading venture was a success; also, that it's probable date of construction (1835) had more to do with its consolidation and growth of the company operations than with the actual beginnings of rail service. Probably not the oldest railroad station in the country (the station at Ellicott City dates to 1831), the Mount Clare Station is still a significant symbol, standing on the oldest railroad terminal site in the country.

The Passenger Car Roundhouse was added in 1884--interpretively important in itself as a symbol of railroad growth. The final addition was made in 1891 with the construction of the presently termed Museum Annex Building.

²John H. B. Latrobe, The Baltimore and Ohio Railroad, Personal Recollections, A Lecture Delivered Before the Maryland Institute, Baltimore, 1868.

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CONTINUATION SHEET Boundary ITEM NUMBER 10 PAGE 2

line to a point which meets the north side of McHenry Street, thence along the north side of McHenry Street to a point which intersects Parkin Street, this forms the southern most boundary; thence proceed due north along the west side of Parkin Street to the point of origin, this forms the eastern boundary.

The museum sits on the eastern extreme tip of the Baltimore and Ohio property at Mount Clare which comprises about 33 acres and extends one quarter mile on Pratt Street. The Museum includes approximately seven of these acres.

Most data has come from, "The Baltimore and Ohio Transportation Museum," booklet published by the Public Relations Department, Baltimore and Ohio Railroad, page 3.

The B and O Transportation Museum consists of :

1. Mt. Clare Station
2. 1883 Roundhouse
3. Annex Building
4. Original locomotives and old equipment

These were specified by the Advisory Board.
The boundary was drawn to accommodate the Board's recommendation.

SCHROEDER AVE.



AVE.

PRATT ST.

Slag-Paving

POPPLETON

McHENRY ST.

TO MT. CLARE JCT

AREA



= 62,100 S.F.
1.426 AC.

REVISIONS

 **Hessie System**
ENGINEERING DEPARTMENT

NATIONAL HISTORIC LANDMARK
MT. CLARE STATION

MT. CLARE

CITY BALTIMORE

MARYLAND

MARYLAND DIV.

MT. CLARE S.D.

SCALE: 1" = 100'

DATE: 8-15-83

DRAWN: BKH

CHECKED:

VAL. SEC.

17.7

2

DRAWING NO.

X-23971

SHEET OF

FILE: H-4999