

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(NATIONAL HISTORIC
LANDMARK)

Type all entries complete applicable sections

STATE: Maryland
COUNTY: Howard
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON:
Ellicott City Station

AND/OR HISTORIC:
Ellicott City Station

2. LOCATION

STREET AND NUMBER:
Maryland Avenue and Main Streets

CITY OR TOWN:
Ellicott City

CONGRESSIONAL DISTRICT:
7th

STATE: Maryland CODE: 24 COUNTY: Howard CODE: 027

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>not open</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
The Chessie System; Mr. John Hanifin, President

STREET AND NUMBER:
2 North Charles Street

CITY OR TOWN:
Baltimore

STATE: Maryland CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Howard County Courthouse--Office Building

STREET AND NUMBER:
Courthouse Drive

CITY OR TOWN:
Ellicott City

STATE: Maryland CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Building Survey

DATE OF SURVEY: in progress Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Library of Congress/Annex

STREET AND NUMBER:
Division of Prints and Photographs

CITY OR TOWN:
Washington

STATE: D.C. CODE: 11

SEE INSTRUCTIONS

STATE:
COUNTY:
ENTRY NUMBER
DATE
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Baltimore and Ohio Station at Ellicott City, built in 1830-31, is a long oblonged-shaped two-story structure with thick stone walls and a gabled roof that is topped by a small wooden cupola. The first floor, located at street level and is no longer used, is comprised of one large room with earth packed floor. The second floor is divided by thick stone walls and thin wooden partitions into three rooms. This floor, which is at track level, also no longer is used. All windows in the building are boarded up and the station at first glance looks completely deserted and abandoned.

Comparison of the existing structure with a print, published in 1835, indicates that the exterior of the station is virtually unchanged. The interior has been altered over the years by the addition and removal of various wooden partitioned walls, but the three foot thick original stone interior walls are intact and indicate that much of the interior construction is still original. The building is in deteriorating condition and apparently has been left abandoned for some time.

Presently leased to the Historic District Commission of Howard County by its original owners, the Baltimore and Ohio Railroad Company, now the Chessie System, restoration plans are in progress though actual work has not yet begun. There is also an archeological excavation in process directly adjacent the south side of the station house. This digging is intended to date one of the two original turntables located at the Ellicott City Station. It is speculated that this turntable is approximately 50 feet in diameter and used as late as 1847. This work is being conducted by students of archeology at Catonsville Community College.

The Ellicott City Station was originally used as a car house. This function changed shortly after its construction. Located directly north of the station is the Old Oliver Viaduct. Though washed away by the flood in 1972, the viaduct has been reconstructed. There is also located within the boundaries an old work shop. This building dates back the mid-nineteenth century and holds an integral place in the history of the station at Ellicott City.

BOUNDARY INFORMATION AND JUSTIFICATION

As lined in red on the accompanying map entitled "The Historic District Commission of Howard County" beginning at the junction of Maryland Avenue and St. Paul Streets, proceed due east to the western shoreline of the Tiber River, this forms the southern boundary; thence north along the western shoreline to a point of intersection with the north side of the Main Street Bridge, this forms the eastern boundary; thence west along the northern side of Main Street to a point of junction with Maryland Avenue, this forms the northern

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1830 (date of construction)**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Baltimore and Ohio Railroad Station at Ellicott City, erected in 1830-31, is the oldest railroad station in the United States. It served as the original terminus of the railroad's original 13-miles section of track. Over this line, in August, 1830, the locomotive Tom Thumb raced a horse drawn car and lost, because of mechanical failure. The Baltimore and Ohio Railroad was the first railroad to be chartered as a common carrier of both freight and passengers and its supporters, moreover, looked beyond purely local needs to envisage a line all the way to the Ohio River that would channel the growing western trade through the port of Baltimore. This new form of transportation, it was hoped, would serve to counter the dominance of New York City as the nation's major port and financial center after the completion of The Erie Canal. The financial success of this first portion of track gave impetus to further westward development of the Baltimore and Ohio Railroad as well as the construction of other American railroads that were just getting underway.

HISTORY

The railroad, like the turnpike and the canal, was first built to attach large tributary areas to the Atlantic seaboard ports. The rivalry of these coastal cities resulted in an intense competition to reach the agricultural regions of the West by the rapid construction of eastwest transportation routes. The great railroad construction race that was about to begin in 1830 was precipitated by the economic overlordship bestowed upon New York City by the Erie Canal. Outdistanced rival ports had generally reacted with the construction of their own canals, but the topographical features in these other areas could not duplicate those that so greatly favored the Erie canal. Coastal cities were thus stimulated to seek some new device that would equalize the race for inland markets.

Baltimore, left by the wayside in the 1828 plans for the development of the Chesapeake and Ohio Canal, countered with a scheme of her own, the Baltimore and Ohio Railroad Company. City merchants incorporated the railroad company on February 28, 1827 and by April 1828, surveys for the proposed first 13 mile section had been completed. Between Baltimore and Ellicott City, the railroad was to follow the Patapsco

SEE INSTRUCTIONS

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).
 Varle, Charles A., A Complete View of Baltimore with a Statistical Sketch (Baltimore, 1833).

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		UTM	LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

18.345120.4347770

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than 1 acre

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

STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Joseph Scott Mendinghall, Historian

ORGANIZATION: National Park Service, Historic Sites Survey DATE: 2/25/75

STREET AND NUMBER: 1100 L. Street, N.W.

CITY OR TOWN: Washington STATE: D.C. 20240 CODE: 11

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

(NATIONAL HISTORIC LANDMARKS)

Name _____

Title _____

(NATIONAL HISTORIC LANDMARKS)

Date _____

NATIONAL REGISTER VERIFICATION

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

(NATIONAL HISTORIC LANDMARKS) Designated: Nov. 24, 1968

Director, Office of Archeology and Historic Preservation

(NATIONAL HISTORIC LANDMARKS) Cornelius White 8-10-75

Date _____

ATTEST: _____

Boundary Affirmed: _____

A. R. [Signature]
 Keeper of The National Register
 Director, OAHNP date 9/5/75

SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

(NATIONAL HISTORIC
LANDMARKS)

CONTINUATION SHEET

1

ITEM NUMBER 7

PAGE 2

boundary; thence south along the eastern side of Maryland Avenue to
the point of origin.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

(NATIONAL HISTORIC
LANDMARKS)

CONTINUATION SHEET

1

ITEM NUMBER 8

PAGE 2

River because of the easy grades.

On July 4, 1828, the same date that the Chesapeake and Ohio Canal Company also began construction, Maryland's leading citizen, Charles Carroll of Carrollton, turned the first shovel of earth for the railroad; the race westward between the two rival forms of transportation was on. Construction of the roadbed, however, proved to be more costly and difficult than the company had anticipated, and expenses averaged about 17,00 dollars per mile. Two large viaducts had to be erected--The Carrollton Viaduct over Gwyns Falls, which still stands, and the Patterson Viaduct over the Patapsco River, the ruins of which can be seen at Ellicott City. Accidents and frequent riots among the poorly-paid laborers further slowed the pace of construction. But by October 1829 the workers began to lay the important English rails and by the following spring the single track ran to Ellicott City.

The Baltimore and Ohio proudly announced the inauguration of regular rail service to Ellicott City on May 24, 1830. Three trips a day would be made and the round trip of 26 miles would cost 75 cents. The Pioneer, the lead car of four individually horse drawn cars forming the the initial train, led the first train to Ellicott City, thus initialing the beginning of rail service in the United States. The first one-and-one-half hour trip achieved instant popularity, and during the first 30 days the company earned \$1,000 a week.

In August 1930, the locomotive, Tom Thumb raced a horse drawn car down a parallel second track. Though the engine lost the first race because of mechanical failure, by July 1831 the Tom Thumb was operating regularly on the road at a rate of 18 to 20 miles per hour for those who wished to travel by steam.

The success of the first 13 miles of track undoubtedly spurred the further western development of the Baltimore and Ohio Railroad. Late in 1834, its tracks reached Harper's Ferry. By 1842 the railroad had reached Cumberland, eight years ahead of the Chesapeake and Ohio Canal, and in 1852 the Baltimore and Ohio finally crossed the Appalachian Mountains and entered Wheeling on the Ohio River.

*Statement of Significance taken from the Special Report "Baltimore and Ohio Railroad Station, Ellicott City, Maryland" by Charles W. Snell Landmark Files, Historic Sites Survey, National Park Service.