

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED NOV 1 1979

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 Railroad and Related Industries  
Historic District**

AND/OR COMM

**2 LOCATION**

STREET & NUMBER

CITY, TOWN

Martinsburg

VICINITY OF

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

STATE  
West Virginia

CODE  
54

COUNTY  
Berkeley

CODE  
003

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION
- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

**4 OWNER OF PROPERTY**

NAME Multiple Ownership

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, Berkeley County  
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

Martinsburg, WV 25401

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE **M-161** Berkeley County Historical Society & Berkeley County Historical  
Landmarks Commission Survey

DATE

1973-78

FEDERAL STATE  COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Berkeley County Courthouse

CITY, TOWN

Martinsburg, WV 25401

STATE

# 7 DESCRIPTION

## CONDITION

EXCELLENT

DETERIORATED

GOOD

RUINS

FAIR

UNEXPOSED

## CHECK ONE

UNALTERED

ALTERED

## CHECK ONE

ORIGINAL SITE

MOVED      DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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NATIONAL PARK SERVICE

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**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 Railroad Complex  
4

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

Between Burke and Queen Sts along Tuscarora Creek

--NOT FOR PUBLICATION

CITY, TOWN

Martinsburg

CONGRESSIONAL DISTRICT

VICINITY OF

STATE

West Virginia

CODE

54

COUNTY

Berkeley

CODE

003

**3 CLASSIFICATION****CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH

**PUBLIC ACQUISITION**

IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE  
 COMMERCIAL  
 EDUCATIONAL  
 ENTERTAINMENT  
 GOVERNMENT  
 INDUSTRIAL  
 MILITARY  
 MUSEUM  
 PARK  
 PRIVATE RESIDENCE  
 RELIGIOUS  
 SCIENTIFIC  
 TRANSPORTATION  
 OTHER:

**4 OWNER OF PROPERTY**

NAME B &amp; O Railroad

STREET &amp; NUMBER

2 N. Charles St.

CITY, TOWN

Baltimore, Md.

STATE

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, Berkeley County  
REGISTRY OF DEEDS, ETC.

STREET &amp; NUMBER

CITY, TOWN

Martinsburg, WV 25401

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Group D, Section II, Berkeley County Historical Society & Berkeley County  
Historical Landmarks Commission Survey

DATE

1973-78

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Berkeley County Courthouse

CITY, TOWN

Martinsburg, WV 25401

STATE

# 7 DESCRIPTION

## CONDITION

## CHECK ONE

## CHECK ONE

EXCELLENT

DETERIORATED

UNALTERED

ORIGINAL SITE

GOOD

RUINS

ALTERED

MOVED DATE \_\_\_\_\_

FAIR

UNEXPOSED

---

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The following are included in this Complex of buildings that help form the B & O Railroad and Related Historic District.

- A. Telegraph Office or Relay Station
- B. B & O Station/Hotel
- C. B & O Roundhouses and Shop Complex
- D. B & O Freight Station

(These buildings are described in M-161, the B & O Railroad and Related Industries Historic District.)

# DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input 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

This district is between the Downtown Historic District to its west and the East Martinsburg Historic District to its east. Most of the buildings and structures within the B & O Railroad and Related Industries Historic District are also covered under industrial archaeology.

A major part of the nomination includes the Martinsburg structures related to the Baltimore and Ohio Railroad. Several of these were covered in the B & O Railroad Survey conducted by the Historic American Engineering Record in 1970.

Beginning at the south end of the district, at E. Burke and N. Water streets, and moving roughly north, the following buildings and structures deserve mention.

1 North of E. Burke at the B & O main line tracks. Tuscarora Creek Channelizing. Possibly begun in the 1840s -- it would have been necessary to carry the waterway under the railroad in some way -- the fine work of quarried and finished stone seems earlier than the work of the 1870s above and adjacent to it along the B & O right of way. The stream channel stonework relates to some of the stonework in the base of the Burke Street underpass that also predates the 1870s work above it. The stream crosses under the street at the northern end of the underpass and under the railed railroad tracks slightly further south.

2 E. Burke St. at the B & O tracks. Colonnade Bridge site; Burke Street underpass; Burke Street Railroad Bridge. The Colonnade Bridge, constructed in the 1840s, carried the tracks of the railroad over Burke Street and Tuscarora Creek here. Destroyed in 1861 portions of its stonework pillars or abutments survive here at the base of the stone abutment. Atop the tall stone retaining walls and abutments constructed during the 1866-73 era is the railroad bridge currently in use, a steel girder and concrete slab structure built in 1911. Stonework here ranges through at least the 1840s, 1866-73 and 1911 eras. It is a fine study into the craftsmanship and engineering ability of the B & O during these several eras.

3 Burke Street northward to the boundary of the district. Baltimore and Ohio Railroad Right of Way. Main Line. (an additional portion of the right of way is to the south, within the South Water Street Historic District) Of quarried and finished stone, with brownstone or granite coping or arches, the stone retaining walls are at both sides of the tracks at Burke, on the north along Tuscarora Creek to Queen Street, on both sides there and to the boundaries of the district at various places on one or the other or both sides of the tracks. They also retain Martin and Race streets and their hillsides into which the tracks are terraced. Work from the 1840s survives, at the base of or incorporated into the main retaining walls. These are 1866-73 with some repairs or additions near the Burke and King street railroad bridges early in the 20th century.

4 At E. Burke and N. Water streets. B & O Freight Depot. Of brick with gable roof and parapeted gable ends, the structure is early 20th century.

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

CITY, TOWN

\_\_\_ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

\_\_\_ VICINITY OF  
CODE

COUNTY

CODE

**3 CLASSIFICATION****CATEGORY**

\_\_\_ DISTRICT  
\_\_\_ BUILDING(S)  
\_\_\_ STRUCTURE  
\_\_\_ SITE  
\_\_\_ OBJECT

**OWNERSHIP**

\_\_\_ PUBLIC  
\_\_\_ PRIVATE  
\_\_\_ BOTH  
**PUBLIC ACQUISITION**  
\_\_\_ IN PROCESS  
\_\_\_ BEING CONSIDERED

**STATUS**

\_\_\_ OCCUPIED  
\_\_\_ UNOCCUPIED  
\_\_\_ WORK IN PROGRESS  
**ACCESSIBLE**  
\_\_\_ YES: RESTRICTED  
\_\_\_ YES: UNRESTRICTED  
\_\_\_ NO

**PRESENT USE**

\_\_\_ AGRICULTURE \_\_\_ MUSEUM  
\_\_\_ COMMERCIAL \_\_\_ PARK  
\_\_\_ EDUCATIONAL \_\_\_ PRIVATE RESIDENCE  
\_\_\_ ENTERTAINMENT \_\_\_ RELIGIOUS  
\_\_\_ GOVERNMENT \_\_\_ SCIENTIFIC  
\_\_\_ INDUSTRIAL \_\_\_ TRANSPORTATION  
\_\_\_ MILITARY \_\_\_ OTHER:

**4 OWNER OF PROPERTY**

NAME

STREET &amp; NUMBER

CITY, TOWN

\_\_\_ VICINITY OF

STATE

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

STREET &amp; NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

M-161 The Baltimore and Ohio Railroad and Related Industries Historic District

CONTINUATION SHEET

ITEM NUMBER 2

PAGE 2

The boundaries extend along the B & O Railroad from the south side of the Burke Street underpass to the north side of the B & O & Pennsylvania Railroad Bridge. The approximate center of the district is at the north Queen Street underpass.

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

Baltimore and Ohio Railroad and Related Industries Historic District

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 2

Tuscarora Creek Channelization-Chessie Systems	2	N Charles St	Balto, MD
Burke Street Underpass	"	"	"
B and O Main Line Right-of-Way	"	"	"
B and O Freight Depot	"	"	"
Telegraph Office	"	"	"
B and O Station/Hotel	"	"	"
B and O Roundhouses and Shops	"	"	"
The Subway and B and O Bridge	"	"	"
B and O Freight Station	"	"	"
Stone Bridge at N Maple & Exchange	-The City of	Martinsburg	
Tuscarora Channelization and Bridge	State Roads Commission	Charleston, WV	
Fitz-Matthews Foundry-T E Matthews & Bro	420 N	Queen St	
G Campbell Janney Mill-Consumers Fuel Co., Inc	Exchange	Place	
Middlesex Hosiery Mill-Martinsburg Paper Box Co	Exchange	Place	
J W Bishop Coal and Wood Yard- Francis Silver	5th	203 E Burke St.	
Hannis Distilling Co-Nationald Fruit Products Co., Inc		Martinsburg, WV	
B and O Stonework at Hannis- Chessie Systems	2	N Charles St	Balto, MD



FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

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The Baltimore and Ohio and Related Industries Historic Distric

CONTINUATION SHEET

ITEM NUMBER 6 PAGE 2

Historic American Engineering Record, B&O Roundhouse, 1970 Federal survey,  
Library of Congress, Washington D.C.

## The Baltimore and Ohio Railroad and Related Industries Historic District

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2

5. Water St., between Burke and Martin. Telegraph Office or Relay Station. Late 19th century. A small frame structure with novelty siding, such buildings, utilitarian and specialized have generally not survived though they could once be found near almost all train stations.
6. E. Martin and N. Water streets. B & O Station/Hotel, 1849-66. Reveted into the hillside and facing northward over the tracks, but with a long multi-bay side on E. Martin, the Italianate building is brick over a stone foundation. To the rear along Martin it is 3-story; at its front where Martin ends at the retaining wall, it is 4-story; from the tracks it is 5-story. The facade is 5-bay. The base of Martin St. is contained by a stone retaining wall advanced to the front of the stone first level of the station. The 2-story shed roofed porch covers the first two building levels, which served the station and related uses, while the three stories above housed the hotel and railroad offices. Sash on the first four levels is flat headed 4/4, on the fifth level segmental arched 2/2. The bracketed cornice has been removed, as has an early part of the complex to the north. What remains, however, is handsome and evocative of the importance of this railroad and rail travel in general to Martinsburg. A part of the building still serves as a rail passenger station. Evidently the building was not built by the railroad, but by Washington Kroeson who acquired the property in April 1849. When it was sold by his heirs in 1866 it contained the old depot lot, a railroad dining room and was "improved by a house and other appurtenances and known as the National Hotel property." This provided the basis for the structure which survives.
7. B & O Right of Way, between Martin and Race streets. Baltimore and Ohio Railroad Roundhouses and Shop Complex, 1866-72, plus. The complex consists of seven buildings, beginning near Martin and moving toward Race: 1/ The East Roundhouse/Engine House No. 2, 1870-72, 1927; 2/ Saw Mill, early 20th century; 3/ The Frog and Switch Shop/Blacksmith Shop/Boiler and Locomotive Shop, 1866; 4/ The West Roundhouse/Engine House No. 1, 1866; 5/ Repair Shop, early 20th century; 6/ Machine and Bridge Shop, 1866; 7/ Private Reservoir (round) for supplying engines and shops, pre-1885. The right of way itself is also important since the original track went through the same area. Most of the structures in the complex are brick with continuous window courses within brick panels. The roundhouses are actually 16 sided rather than round, and their roofs have an equal number of planes. The West Roundhouse maintains its 16 sided bellcast roof center over clerstory windows. It also maintains its iron trussing support system. The East Roundhouse lost the center roof feature in 1927 though the clerstory was retained. It was replaced with an almost flat roof with a central circular ventilator as a pent. The Frog and Switch

## The Baltimore and Ohio Railroad and Related Industries Historic District

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3

shop is one story with a broad gable roof and sited between the roundhouses. The Machine Shop is to the west of the tracks and is two stories with a broad gable roof. The quality of the workmanship in all structures is fine. The framing of the roundhouses, in both iron and wood, is particularly beautiful and important.

8 N. Queen St at Tuscarora Creek. The Subway and B & O Bridge. Here as at the Burke Street crossing -- no other streets cross the tracks which split the city into two parts -- the creek and street almost share the crossing. In both places however, the Tuscarora crosses first under the street then under the tracks. Since the street crosses under the tracks at an angle then follows beside and below them for a block as it climbs out, the crossing is known locally as The Subway. The bridge on which the railroad is carried over the subway at an angle is an early 20th century steel girder structure.

9 N. Hannis St at Exchange Place. Baltimore and Ohio Freight Station, pre-1885. Though a depot existed here prior to the Civil War, the present structure replaced the one destroyed by Confederate forces in 1861. It would seem to be from the 1870s era. A very fine brick structure with gable roof, the station maintains its doors of studded wood, its railroad signs and its loading docks -- wooden platforms with roof extensions above, supported on massive chamfered stick brackets. There are oculus windows in each gable end and the brick lintels of the bays are dropped and continue around the structure as a continuous string course. It is a superb example of railroad utilitarian architecture. The Martinsburg complex of structures related to the B & O railroad represent one of the few remaining examples of American industrial railroad architecture and engineering that remains intact and in use. The structures, historical and current uses, and the right of way are important reminders of the status of the railroad in the mid-19th century and its importance to the community and nation. Because the B & O was a forerunner in the field of railroad engineering, the survival of these structures is tremendously important. They are also important architecturally and historically for the part they played in the development of Martinsburg and in the opening of the Ohio River Valley to commerce with the East Coast. As a complex of structures and engineering features, the Martinsburg group, united by scale, ownership, age and use, represent a unique railroad facility that surely has national importance.

At the point where N. Queen St. crosses the B & O tracks begin a series of other structures that have great historical, architectural, engineering and/or cultural importance. All are located here because of either water power supplied by the Tuscarora or because of access to the railroad. Indeed each of the industries mentioned is served directly by the railroad.

## The Baltimore and Ohio Railroad and Related Industries Historic District

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- 10 Tuscarora Creek, N. Maple and Exchange Place, Stone Bridge. Of indeterminate age, but certainly pre-Civil War, the stone arches and stonework of buttresses and piers may be seen under the present concrete street bridge. When the new bridge was built in the early 20th century it was simply set atop the old stone bridge which it overlapped on the upstream side. It was wider than the old bridge and had to put down its own supports so that the stone bridge is covered on that side. The stonework visible on the downstream side indicates good workmanship and age.
- 11 Tuscarora Creek, between Exchange Place and N. Maple St. Bridge and N. Queen St. The Fitz Foundry/Equality Mills Dam; Tuscarora Channelization and Stone Bridge under N. Queen St. In a pleasant green and wooded vale, water still spreads behind the dam and spills over it. Though considerably diminished from its mid-19th century size, the dam base remains. Just below the dam water is gathered into a channel that is stone walled on either side -- a sort of spillway over which industrial structures once stood. At N. Queen an earlier bridge/culvert under the street can be seen. The stone here is also quarried and fine, and is all at least pre-1885, since it appears on the Sanborn map of that date. It seems that all of the work is likely pre-Civil War, since it is associated with the operation of the Fitz Foundry which began here in 1851.
- 12 N. Queen St. at Tuscarora Creek. Fitz-Matthews Foundry, before 1851. Operated as a foundry since at least 1851 when it was acquired by Samuel Fitz, an article in the Aug. 31, 1892 World stated that the stone foundry building was there when Fitz purchased the property. It was described as stone, 140 feet long and 45 feet wide, containing two stories, each 12 feet high. The foundry utilized water power, using the same dam used by Equality Mills also operated by Fitz. The foundry remained with Fitz heirs until 1904 when it was sold to H. T. Cushwa. In 1913 T. E. and J. D. Matthews, who worked in the foundry, acquired half interest in the industry, acquiring the other half in 1921. They still operate the business. Their product can be seen at many places in the city where manhole, sewer and watermain covers, drains, coal chutes and other products of iron are labeled Matthews Foundry. Much other decorative and structural ironwork within the town is a product of the foundry as well. The building, of rubble stone with corner quoining, was extended upward in this century, so that there is now a wall of several brick courses atop the stone sides with brick parapets on each gable end. The arched opening at the ramped entrance has stone surround with skew back impost blocks for the segmental arch. The same arch and treatment appears at the basement level in the gable end. Other openings are flat headed with stone lintels. The skew back impost blocks incline this viewer to place a c. 1851 date on the structure. It is a fine piece of architecture and has tremendous historical value as a continuously operating business since at least 1851. It has been known

## The Baltimore and Ohio Railroad and Related Industries Historic District

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by a number of names , the best known ones being Fitz Foundry, Tuscarora Iron Works and Matthews Foundry.

- 13 Exchange Place and the B & O right of way. G. Campbell Janney Fertilizer and Plaster Mill/J. H. Miller and Sons, pre-1885. Consisting of a 2-story frame building at Exchange Place, with steep gable roof and wide overhang, and a series of structures downhill toward Tuscarora Creek, the complex has multiple coal hoppers serviced by a spur from the B & O line. All structures continue in use. They appear on the 1885 Sanborn, though the frame building would not seem from style to pre-date 1875. It and the hopper structures are almost unchanged from a drawing in the World, Aug. 31, 1892 which notes in an advertisement for the company:

J. WM. & C. A. MILLER, Successors of J. H. MILLER & SONS, ESTABLISHED 1886. Agricultural Implements, Fertilizers, Coal, Wood & c. & c. We carry the largest stock in the city. Buy all our goods in car load lots and can sell at lower prices than our competitors. All goods sold on their merits. WE GUARANTEE TO GIVE SATISFACTION. Wagons and Fine Buggies A SPECIALTY. Near the B & O Freight Depot, Martinsburg, W. Va.

The 1885 Sanborn labels the frame building Hardware and Agricultural Implements Warehouse with the fertilizer and plaster mill in the structures to the rear of the hoppers. Evidently the Miller business, founded in 1886, merely continued the structures in the same use as Janney who had them prior to that date.

- 14 Exchange Place at Tuscarora Creek. Middlesex Hosiery Mills/Martinsburg Paper Box Company, late 19th century. An extremely long and low 1-story brick building over a stone foundation, the structure has a gently sloping gable roof with full length monitor at the ridge and parapeted gable ends with tile coping. The building appears in its present form on the 1902 Sanborn map.
- 15 N. Hannis St., north of Exchange Place, J. W. Bishop Coal and Wood Yard, Wholesale Grocer, Flour and Feed Mill, late 19th century. A complex of some six buildings -- several are joined and the entire group is interrelated -- of various materials, including brick frame and shingle, the Bishop collection is certainly one of the most picturesque of the Martinsburg industrial complexes. Buildings are sited at several angles and have varying roof lines. Ventilator towers, grain towers and chimneys appear. Especially fine is the use of shingle on the grain elevator complex.

NOV 1 1979

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The Baltimore and Ohio Railroad and Related Industries Historic District

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6

- 16 Tuscarora Creek and B & O right of way, Hannis Distilling Company/National Fruit Products Company, 1867-1900. (approached by private way just east of point where Williamsport Avenue joins N. Queen St.) A number of buildings here have architectural value individually and as part of the complex which is historically important. At the end of the entrance drive is a small brick building of the late 19th century with fine wooden trim that was an employee center and bathhouse. To its left are a series of warehouses, to its left rear a group of distillery buildings. The central bonded warehouse -- on the B & O tracks adjacent to the Tuscarora -- is particularly handsome. It has three parts. Two of the three are Civil War era brick structures over quarried and finished stone first levels. They are built at right angles to each other. Both are gabled roofed, the southernmost of them 2-story plus attic, the center one 3-story plus attic. The 2-story structure seems originally to have been a single story stone, gable roofed building, later raised in brick to 2-story. The the north and adjoining is a late 19th century 3-level building with stone first level, flat roof and two levels of paneled brick. The complex is most impressive and, since it continues in use, evocative of the 19th century, though the human bustle that made the industrial revolution work in distilleries such as this is missing.
- 17 Tuscarora Creek, adjacent to the B & O right of way, at Hannis Distillery. Baltimore and Ohio Stonework. The creek runs beneath the B & O right of way at two points -- it runs into the Hannis Distillery area from the north where it is joined by Dry Run, then flows out of the area to the south -- through fine culverting. The tracks of the B & O along Tuscarora after it makes its southern exit exhibit particularly fine stonework, probably original to the B & O track here, and certainly no later than the Civil War era.

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 checked="" 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 checked="" 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 type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

**SPECIFIC DATES**

**BUILDER/ARCHITECT**

**STATEMENT OF SIGNIFICANCE**

The B. & O. Complex is of national significance because of its outstanding round-houses and complex of early buildings. It has great historical importance for the change it brought to Berkeley County. A further importance is the part it played in the Civil War and the Eastern Panhandle becoming part of the State of West Virginia.

The Baltimore and Ohio Railway was the first public railway in this country, following closely on the heels of the Liverpool and Manchester Railway in England. This pioneering company was in the forefront of railway technology for nearly three decades after its founding in 1827. Major contributions included the development of the all iron railway bridge by Bollman and Fink and major improvements in rolling stock design by Winan et al. In every aspect of railway construction and operation, the Baltimore and Ohio were instrumental in the development of the characteristic American railroads which increasingly differed from British practice.

The Main Stem, as it was and is called, reached Harper's Ferry on December 1, 1834, but it was not until early 1842 that the railway reached Martinsburg. The railway was not only of material significance but it had a profound influence on the essentially agrarian plantation life in the county. It marked the beginning of industrialization in Martinsburg, which reached a golden age at the end of the century. The Baltimore and Ohio was also of great economic and military significance in the Civil War. As a result Martinsburg and the entire county changed hands several times during the conflict. The occupation of the Baltimore and Ohio by Federal forces towards the end of the war was a notable factor in the county joining the newly formed state of West Virginia.

The first major work on the Main Stem in the county was the crossing of Opequon Creek on a stone and timber viaduct of 150 feet span, forty feet above the creek. This was later replaced by a patented Bollman suspension truss, the first patented all iron railway bridge. As locomotive loads increased this truss bridge was in turn replaced by the current bridge, a deep plate girder deck bridge.

At Martinsburg the line crossed the Tuscarora on a unique viaduct of ten 44' spans, composed of iron and timber. The spans were supported on two abutments and 18 stone Doric columns. Not surprisingly it was called the Colonnade or Pillar bridge.

In 1849, the Baltimore and Ohio established its railroad shops in Martinsburg and erected here two most noteworthy roundhouses and workshop buildings. In June 1861 orders were issued to the local Confederate forces to destroy all property that might prove useful to the enemy. The Colonnade Bridge was blown up, the Opequon bridge





# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input 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

(See Downtown Martinsburg Historic District nomination for general significance)

The Baltimore and Ohio Railroad and Related Industries Historic District is essentially a north-south linear district along Tuscarora Creek and the tracks of the B & O railroad. This is a district of nationally important railway oriented structures and uses. A major station/hotel, c. 1848, survives at E. Martin and N. Water. Nearby two 1866 roundhouses and a bevy of shops and repair buildings stand, along with a freight depot.

The stone track abutments and bridges in the area from Burke to north of Queen Street are also 19th century, c. 1872. The tracks cross Queen Street on an early 20th century iron bridge. The 19th century freight station of the B & O is here, along with an extremely heavy industrial concentration.

The mid-19th century Fitz-Tuscarora Iron Works -Matthews Foundry building in stone and brick is on the creek below the freight station. Culverting and chanelizing for the stream survive from the pre-Civil War era as do parts of two stone bridges over Tuscarora Creek.

Just above the foundry the c. 1890 buildings of the wholesale house of J. Wm. and C. A. Miller stand before the Bishop's Mill Complex, also late 19th century as is the Hannisville Distilling Company and present White House Apple Sauce complex across the B & O tracks near their junction with the tracks of the Cumberland Valley Railroad.

The influence of these railroads on the city, county and state is in part measurable in the three-dimensional building remains viewable today. The size, quality of workmanship and sheer number of structures testify to transportation and manufacturing that was once the lifeblood of the city, that is still tremendously important.

I suspect that nationwide, there are not many transportation/industrial complexes that could match this one.

The area is a bridge between the East Martinsburg Historic District and the Downtown Martinsburg Historic District to the west and south. Within the area two barriers, one natural--Tuscarora Creek--and one built--The B & O tracks--separate the city into eastern and western sections, quite different in character from either section which adjoins this area. Essentially the difference is between largely residential to the east, and governmental, commercial and residential to the west, with transportation and industry within this district. Together the three districts make up an important historical and architectural entity, though their characters, and development history are sufficiently different to justify their marking as three different districts.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 47 A.

QUADRANGLE NAME Martinsburg

QUADRANGLE SCALE \_\_\_\_\_

UTM REFERENCES

A 

1	8	2	4	5	2	5	0	4	3	7	2	5	3	0
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B 

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ZONE EASTING NORTHING

ZONE EASTING NORTHING

C 

1	8	2	4	5	1	9	0	4	3	7	1	4	5	0
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D 

1	8	2	4	4	9	3	0	4	3	7	1	9	8	0
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E 

1	8	2	4	4	9	1	0	4	3	7	2	4	9	0
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F 

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G 

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VERBAL BOUNDARY DESCRIPTION

See continuation sheet.

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

ORGANIZATION

DATE

STREET & NUMBER

TELEPHONE

CITY OR TOWN

STATE

## 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

NOV 01 1979

DATE ENTERED

The Baltimore and Ohio Railroad Complex

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

demolished, thirty five locomotives destroyed and the shops and roundhouses razed.

The Colonnade Bridge was not rebuilt but rather a large embankment was constructed with an underpass for Burke St. The latest underpass structure is a combined steel girder and concrete slab bridge built in 1911.

In 1866 the two roundhouses were rebuilt as well as the machine shop and a frog and switch shop. The west roundhouse is the best surviving example of the circular engine house type built by the Baltimore and Ohio in several places, in essentially original condition.

Covered by a bell-shaped roof with a steep pitch designed to trap locomotive smoke, which was then removed by a large ventilating cupola that originally crowned the top. The roof is supported by inclined prefabricated cast-iron columns and horizontal trussed struts.

This is a unique and remarkable structure of material significance.

One identical to the west roundhouse, the east roundhouse was altered in 1927 when the bell shaped roof was replaced and structural timbers replaced much of the iron framing.

The building now serving as the station was built in about 1849 and was sold to the Baltimore and Ohio in 1866 to serve as the station, replacing the original station which was destroyed in the Civil War.

Flanking the central group of buildings are two freight stations, one located near Burke Street and the other near Exchange Place. Near the Burke Street Freight Station exists a small frame building which is said to have served as a telegraph office.

The entire group of buildings is of outstanding historical and architectural importance.

Westward from Martinsburg the Main Stem crosses the Valley on a route 26 miles long. On leaving the Valley by a rather tortuous route, several miles north of North Mountain, the Main Stem leaves the county on a stone arch of 80' clear span, 54' above Back Creek.

NOV 1 1979

The Baltimore and Ohio Railroad and Related Industries Historic District

8

2

Within the Baltimore and Ohio and Related Industries Historic District, there is virtually no built feature which does not have some historical or architectural importance. Though in the heavily industrial northern section of the district not all structures are mentioned, the mentioned structures are part of complexes which provide settings and evidences of growth and use patterns which are important.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED	NOV 1 1979
DATE ENTERED	

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

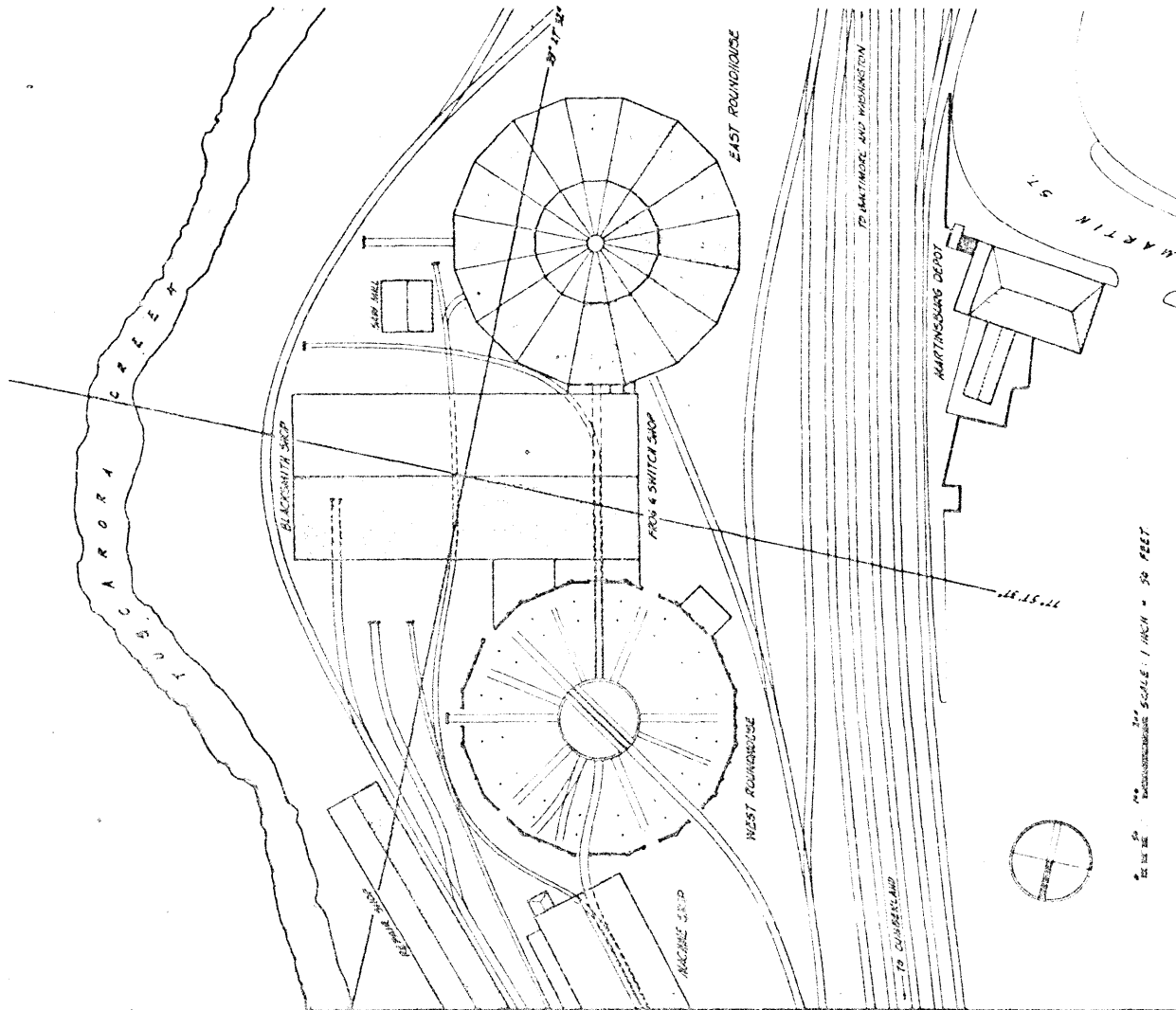
The Baltimore and Ohio Railroad and Related Industries Historic District

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

Beginning at the west side of Adams Street near Dry Run, thence south along the west side of Adams Street 650 feet to a point 60 feet south of an alley or Parks Street east of Adams St., thence west 500 feet, thence south 150 feet, thence west with the north side of Chaffer Street or Williamsport Avenue to the B & O, thence south along the east side of the RR to the east side of the subway, thence south by a nearly straight line to near Eulalia Street, thence south along the east side of Tuscarora Creek to Burke Street, thence west along the south side of it to Water Street, thence north crossing Burke Street, thence west along its north side to the northwest corner with White Avenue, thence north along its west side to the B & O passenger depot, thence west to the southwest corner of lot 84, thence north to the northeast corner of lot 75. thence north along the west side of the RR to Commerce Street, thence west along its north side 150 feet thence north to the Tuscarora, thence west along its south side 350 feet, thence around Parks Mill south 80 ft, west 140 ft, north 80 ft., thence northwest along the south and west side of Tuscarora, including the race and building site opposite the mouth of Dry Run, and including the CVRR bridge, thence northeast, parallel to and 80 feet west of the CVRR and including the B & O bridge, 550 feet, thence east to the beginning.

The Baltimore and Ohio Railroad and Related Industries Historic District

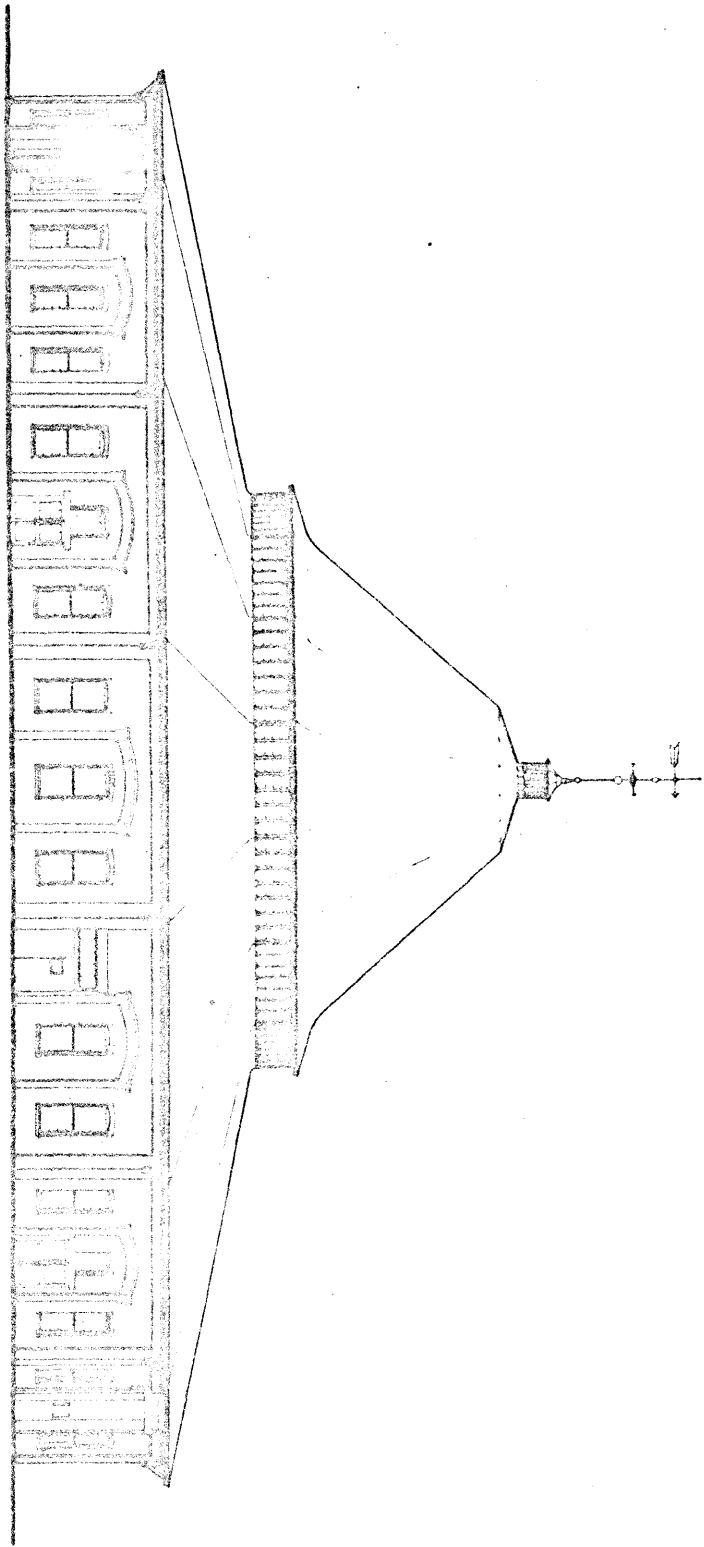


SCALE - 1 INCH = 50 FEET

DRAWN BY: GIBSON, DATE: 1/1970  
 B & O RAILROAD SURVEY  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 BUREAU OF LAND MANAGEMENT  
 MARTINSBURG  
 WEST VIRGINIA  
 RECORD NO. W VA 1  
 HISTORIC AMERICAN  
 ENGINEERING RECORD  
 SHEET 1 OF 5

600 RR MARTINSBURG WEST ROUNDHOUSE  
END OF RACE AT MARTIN STREETS  
BERKELEY COUNTY

NOV 1 1979



ELEVATION  
 SCALE: 1/2" INCH = 1 FOOT

OF THE B. & O. RAILROAD ASSOCIATE, 1979  
 B & O RAILROAD SURVEY  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 BUREAU OF LAND MANAGEMENT  
 WEST VIRGINIA  
 MARTINSBURG  
 B & O RR MARTINSBURG WEST ROUNDHOUSE  
 END OF RACE AND MARTIN STREETS  
 BERKELEY COUNTY  
 WEST VIRGINIA  
 RECORD NO. W VA 1  
 HISTORIC AMERICAN ENGINEERING RECORD  
 SHEET 2 OF 5 SHEETS





