

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

(Type all entries - complete applicable sections)

STATE: Maryland	
COUNTY: Baltimore City	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Carrollton Viaduct

AND/OR HISTORIC:
Carrollton Viaduct

2. LOCATION

STREET AND NUMBER:
Gwynn's Falls near Carroll Park

CITY OR TOWN:
Baltimore City

STATE: Maryland	CODE	COUNTY: Baltimore City	CODE
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<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 checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
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 checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments	_____

4. OWNER OF PROPERTY

OWNER'S NAME:
Baltimore and Ohio Railroad Company

STREET AND NUMBER:

CITY OR TOWN:
Baltimore City

STATE:
Maryland

CODE

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Land Records Office of The Superior Court of Baltimore

STREET AND NUMBER:
Room 610, Baltimore City Court House

CITY OR TOWN:
Baltimore City

STATE:
Maryland

CODE

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Engineering Record

DATE OF SURVEY: **1970** Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Library of Congress

STREET AND NUMBER:

CITY OR TOWN:
Washington

STATE:
District of Columbia

CODE

SEE INSTRUCTIONS

STATE:

COUNTY:

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input 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 Carrollton Viaduct crosses Gwynn's Falls near Baltimore, Maryland. The structure is built of finely dressed ashlar masonry. Two hundred ninety seven feet long, the viaduct spans the stream with a full centered arch eighty feet in diameter and measuring sixty-two feet from the crown of the intrados to the bed of the stream. On either side of the arch are masonry walled approaches. The east approach has four shallow buttresses, twenty-seven feet on center, on either side of the viaduct. The west approach has five shallow buttresses twenty-seven feet on center on either side of the viaduct. Between the second and third west buttresses is an arched passage-way sixteen feet wide through the viaduct to provide for a wagon road. The width of the viaduct is twenty-six feet six inches and the road bed carries a double track and two three-foot wooden walkways. Between the buttresses and in the spandrels of either side of the arch are shallow recessed stone panels which give the bridge a restrained severity reminiscent of the designs of Sir John Soane of Claude Nicholas Ledoux.

SEE INSTRUCTIONS

9. 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)

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 checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi-
losophy | <input type="checkbox"/> Other (Specify)
_____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape
Architecture | <input type="checkbox"/> Social/Human-
itarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input 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 19th century can fairly be called the century of the railroad. The development of the railroad closely parallels the economic, social and cultural development of the country as a whole during this period. The railroad industry created an architecture of its own as traditional building forms were adapted to fit its particular needs. A position of great importance in this development is held by the Carrollton Viaduct which crosses Gwynn's Falls near Carroll Park in Baltimore, Maryland. Constructed between May, 1828 and November, 1829, the Carrollton Viaduct is the first masonry railroad bridge constructed in the United States. It is constructed of dressed granite ashlar and spans the stream with a full center arch, eighty feet in diameter. Designed by James Lloyd and constructed by Caspar Wever, the viaduct has a severity of design and lack of ornament quite appropriate to its industrial use. This severity has also given it a timeless quality so that it does not appear surprising that it is still in daily use. The Carrollton Viaduct is important because it is the first of its kind. It is a bench mark in American industrial architecture.

History

In May, 1828, Charles Carroll, last living Signer of the Declaration of Independence, laid the cornerstone of the stone viaduct that was to carry the tracks of the fledgling Baltimore and Ohio Railroad over the water-course of Gwynn's Falls. The viaduct was completed in November, 1829, and named the Carrollton Viaduct. It was designed by James Lloyd and built by Caspar Wever. The bridge has withstood, with no ill effect, the change in transportation technology from light horse drawn carriages on wooden tracks today's heavy diesel engines pulling fully loaded box cars on steel tracks. Andrew Jackson, the first United States President to ride on a train, travelled on the B & O from Ellicott's Mills to Baltimore on June 6, 1833. The voyage of thirteen miles took his train over the Carrollton Viaduct. Still very much in use, the viaduct has been in continuous service for 142 years.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

B & O Annual Report, 1830, B & O Annual Report, 1831.
 Hungerford, Edward, Story of the B & O Railroad, [New York 1928].
 Sagle, Lawrence Ws, "Let Us Build a Railroad", Valleys of History, Vol. 4,
 No. 1, p. 8-17, Winter 1968. Condit, Carl W., American Building Art, [New
 York, 1960].

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		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		39°	16'	31"
NE	° ' "	° ' "		76°	39'	19"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
W. Brown Morton III, Architect

ORGANIZATION: **Office of Archeology and Historic Preservation** DATE: **August 5, 1971**
National Park Service, Historic Sites Survey

STREET AND NUMBER:
801-19th Street, N.W.

CITY OR TOWN: **Washington** STATE: **District of Columbia** CODE:

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

<p>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:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name _____</p> <p>Title _____</p> <p>Date _____</p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____ <i>Chief, Office of Archeology and Historic Preservation</i></p> <p>Date _____</p> <p>ATTEST:</p> <p>_____ <i>Keeper of The National Register</i></p> <p>Date _____</p>
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