THEME: 19th CENTURY ARCHITECTURE

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DESCRIPTION		<u> </u>		 		
CONDITION F] Excellent	🗌 Good	🗌 Fair	ck One) eriorated	🗌 Ruins	Unexposed
CONDITION		(Check On	1e)		(Che	eck One)
	🗌 Alter	ed :	XX Unaltered		Moved	🗱 Original Site

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 butresses, twentyseven 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 passageway 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 read 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.

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PERIOD (Check One or More as	Appropriate)		
Pre-Columbian	🔲 16th Century	🔲 18th Century	20th Century
15th Century	17th Century	🔀 19th Century	
SPECIFIC DATE(S) (If Applicat	le and Known)		
REAS OF SIGNIFICANCE (Ch	eck One or More as Appropri	ate)	
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Prehistoric	😰 Engineering	Religion/Phi-	Other (Specify)
🗌 Historic	Industry	losophy	
Agriculture	Invention	Science	
🖄 Architecture	Landscape	Sculpture	
Art	Architecture	Social/Human-	
Commerce	Literature	itarian	
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Conservation	Music	XX Transportation	

The 19th century can fairly be called the century of the railroad. The development of the railroad closely paralless 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 import tance 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 The bridge has withstood, with no ill effect, the change in transpor-Wever. tation 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.

B & Ø Hunger Sagle, No. 1,	BIBLIOGRAPHICAL R Annual Report, ford, Edward, S Lawrence Ws, " p. 8-17, Winte 1960].	1830, <u>B & (</u> tory of the Let Us Buil	e B & Id a P	0 	Railroa	ad, [Ne	w York		L. 4, [New		
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