

B-1025

## United Railway & Electric Carroll Park Shops, (Carroll Park Shops of United Railways & Electric Company)

### **Architectural Survey File**

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site ([mht.maryland.gov](http://mht.maryland.gov)) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 03-10-2011***



William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

B-1025

Property/District Name: CARROLL PARK SHOPS / UNITED RAILWAY AND ELECTRIC CO. Survey Number: ~~BA-1025~~

Project: WASHINGTON BLVD BUS FACILITY Agency: UMTA / MTA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Justification for decision: (Use continuation sheet if necessary and attach map)

Washington Boulevard Bus Facility. This parcel was developed by the United Railway and Electric Company in 1903. The Maryland Inventory of Historic Properties contains specific information regarding this transportation complex. Enclosed you will find the Maryland Inventory form (~~BA-1025~~) which includes an architectural description of the property as well as a discussion of the historical significance of the complex. The Maryland Historical Trust believes that the Carroll Park Shops of the United Railway and Electric Company are eligible for the National Register of Historic Places under Criterion A for the following reasons: The Carroll Park shops represent a significant period in transportation history. *Maryland* As the predominant form of urban

transportation at the turn of the twentieth century, the streetcar provided inexpensive and reliable transportation to the urban masses. In 1899, the United Rail and Electric Company consolidated most of Baltimore's independent streetcar companies and provided uniform service and rates. The company constructed the Carroll Park Shops to service and manage its large fleet of streetcars. The building complex, designed by the notable Baltimore architectural firm of Baldwin and Pennington, reflected specific functional requirements to accommodate repair, maintenance, and management of the streetcars.

Documentation on the property/district is presented in: MD INVENTORY OF H.P. AND COMPLIANCE PROJECT FILE - UNDER PROJECT NAME NOTED ABOVE

Prepared by: LAUREN BOWLIN 3-18-91  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
L. Bowlin 3-22-91  
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C.- A.D.900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic )

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: BUILDINGS (8 CAR SHEDS)

Historic Environment: URBAN

Historic Function(s) and Use(s): STREETCAR REPAIR FACILITY - TRANSPORTATION

Known Design Source: BALDWIN + PENNINGTON

United Railway & Electric Carroll Park Shops  
B-1025  
Baltimore City, Maryland  
public, 1903

Statement of Significance

The large complex of the Carroll Park Shops was built in 1903 by the United Railway and Electric Company as a central place to service the company's streetcars. The United Railway and Electric Company, which had been formed in 1899 as a consolidation of Baltimore's many independent streetcar companies, ran the entire city's streetcar system. The shops included facilities for wood, electrical, machine and blacksmith repair and maintenance work.

# Maryland Historical Trust

## State Historic Sites Inventory Form

### 1. Name (indicate preferred name)

historic United Railway & Electric Carroll Park Shops

and/or common

### 2. Location

street & number 1515 Washington Blvd.  not for publication

city, town Baltimore  vicinity of congressional district

state Maryland county

### 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input 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	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

### 4. Owner of Property (give names and mailing addresses of all owners)

name Mass Transit Administration

street & number 109 E. Redwood Street telephone no.: 383-3286

city, town Baltimore state and zip code Maryland 21202

### 5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber RHB 2629

street & number Fayette and Calvert Streets folio 247

city, town Baltimore state Maryland

### 6. Representation in Existing Historical Surveys

none

date  federal  state  county  local

depository for survey records

city, town state

## 7. Description

Survey No. B-1025

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Though designed by the Baltimore firm of Baldwin and Pennington, architects of Mt. Royal Station, the Carroll Park Shops are as much the result of a study by United Railway and Electric of shops across the country in 1901. As a result of this investigation, the architects were charged with producing a design including "plenty of floor space, plenty of light, and plenty of air and ventilation". The solution was two groups of four adjacent buildings, each having a clear floor space of 96 feet.

Each of the eight car sheds is a brick masonry structure with a gabled roof and monitor. The monitor is fifty feet above the concrete floor and the roof is slate, supported on a modified Warren truss. The last truss diagonal is extended below the bottom chord and anchored in the wall below to a vertical post, creating essentially a steel frame. This frame is clad in an elegant brick veneer which creates the overall appearance of a horse barn rather than a functional industrial building. This is especially true at each gable end where the pediment is emphasized by a prominent eaves molding and contains a Palladian-type set of windows.

The car shop was originally designed for the complete overhaul of electric streetcars and contained woodworking, metalworking, electrical and paint shops. It was only prevented from building its own cars by its lack of a foundry. The northeastern set of buildings contained the shop offices in the shed bordering Washington Boulevard. The other three sheds contained the paint and varnish shops and a car barn for inside storage. Small jobs such as cleaning and cosmetic repairs were probably done here as well as total reconditioning.

West and south of the paint shops is the remaining four shed complex which housed the carpentry shop, the electrical shop and the machine shop. The carpentry shop was capable of performing all the work of a millwork shop. It was completely equipped with "lathes, moulders, sanders, spindle shapers, mortising machines and saws of a dozen varieties". In the electrical shop trucks were removed from the cars to have their motors rewound or otherwise repaired. If the wheels needed repair they were taken to the machine shop which occupied the last shed to the southwest.

Almost as important as the shops themselves was the organization of the whole site to facilitate the orderly flow of work. The complex was located near the main line of the Baltimore and Ohio Railroad and had its own spur to ship cars and materials with ease. Within the yard numerous spurs led to the sheds, each of which had five or six tracks. Between the two complexes was a

# 8. Significance

Survey No. B-1025

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1903 **Builder/Architect** Baldwin and Pennington

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The large complex of the Carroll Park Shops was built in 1903 by the United Railway and Electric Company as a central place to service the company's streetcars. The United Railway and Electric Company, which had been formed in 1899 as a consolidation of Baltimore's many independent streetcar companies, ran the entire city's streetcar system. The shops included facilities for wood, electrical, machine and blacksmith repair and maintenance work.

The United Railway & Electric Company (UR&E) was formed in 1899 as a consolidation of a number of independent Baltimore streetcar companies. While the separate companies had been in operation, the Baltimore street railway system had had many problems. Fare rates were not uniform, and many lines were in direct competition, having similar routes. The UR & E established a single fare rate within the city and a system of free transfers. Duplicate streetcar lines were eliminated and service on each line improved. By combining a number of companies, the UR & E also had more capital to expend on new equipment, repairs, and expansion.

Maintenance of the entire city's streetcar system was an enormous job. Brakes and motors had to be inspected on a regular basis, and routine repair work performed on the streetcars. In 1903, the UR & E built a huge set of shops on Washington Blvd., across from Carrol Park, to be used for maintenance and repair. There was a paint shop, mill shop, machine and blacksmith shop, and an electric shop. Ten miles of parallel track ran outside the shops to facilitate the handling of the streetcars. There was also a large car storage area.

As buses became more popular, streetcar use declined. In 1935, the UR & E went bankrupt, and was taken over by the

## 9. Major Bibliographical References

Survey No. B-1025

vertical files, Enoch Pratt Public Library  
interview with George Nixon, Baltimore Streetcar Museum

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A          
Zone Easting Northing

B          
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

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 Leslie Barr, Dennis Zembala

organization Baltimore Museum of Industry date June 1983

street &amp; number 1415 Key Highway telephone 727-4808

city or town Baltimore state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

United Railways and Electric Carrol11Park Shops  
B-1025  
Baltimore City, Maryland  
7.1

transfer table which moved back and forth shuttling cars from track to track, expediting the flow of work. Some tracks had pits to allow mechanics to work comfortably underneath. Most of the machines were individually powered by electric motors, thereby eliminating the cumbersome shaft and pulley transmission and further increasing efficiency. Individual machines could be located where needed instead of near the central power shaft. In spite of their elegant barn-like appearance, the shops were models of up-to-date engineering efficiency. When the bus replaced streetcars in the sixties, the transfer table and tracks were removed, but the shops themselves were easily adapted to bus repair because of the flexibility which was built into them in 1903.

United Railway & Electric Carroll Park Shops  
B-1025  
Baltimore City, Maryland  
8.1

Baltimore Transit Company, who operated both buses and streetcars. They continued to use the Carroll Park Shops, adding bus repair work to the activities there.

In 1964, the streetcar system in Baltimore closed down and was replaced entirely by buses. The Carroll Park Shops remained open to service these buses, although some of their operations relating to the electric streetcars had become obsolete.

1. SITE I.D. NO

B-1025

## HAER INVENTORY

Historic American Engineering Record  
Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

transportation

3. PRIORITY

4. DANGER OF DEMOLITION?  
(SPECIFY THREAT) YES  NO  UNKNOWN

5. DATE

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Mass Transit Administration

8. NAME(S) OF STRUCTURE

United Railway &amp; Electric Carrol Park Shops

9. OWNER'S ADDRESS

109 E. Redwood St.

10. STATE COUNTY

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG. DIST.

STATE COUNTY

M D

COUNTY NAME

CITY/VICINITY

CONG. DIST.

11. SITE ADDRESS (STREET &amp; NO.)

1515 Washington Blvd.

12. EXISTING SURVEYS

 NR  NHL  HABS  HAER-I  HAER  NPS  CL6  
 CONF  STATE  COUNTY  LOCAL  OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT  EXTERIOR INTACT  ENVIRONS INTACT

14. UTM ZONE EASTING NORTHING SIGN

18 3587204349425

SCALE  1:24  1:625 OTHER

QUAD NAME Balto. West

15. CONDITION 70  EXCELLENT 71  GOOD 72  FAIR 73  DETERIORATED 74  RUINS 75  UNEXPOSED 76  ALTERED 82  DESTROYED 85  DEMOLISHED

16. INVENTORIED BY

Leslie Barr

AFFILIATION

Balto. Museum of Industry

DATE

6/83

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

see attached

(CONT OVER)

18. ORIGINAL USE

transportation

PRESENT USE

transportation

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Vertical files, MD Room, Enoch Pratt Central Library  
Interview with George Nixon, Director, Baltimore Streetcar Museum

(CONT OVER)

20. URBAN AREA 50,000 POP. OR MORE?

 YES  NO

21. NPS REGION

22. PUBLIC ACCESSIBILITY

 YES, LIMITED  NO YES, UNLIMITED  UNKNOWN

23. EDITOR INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

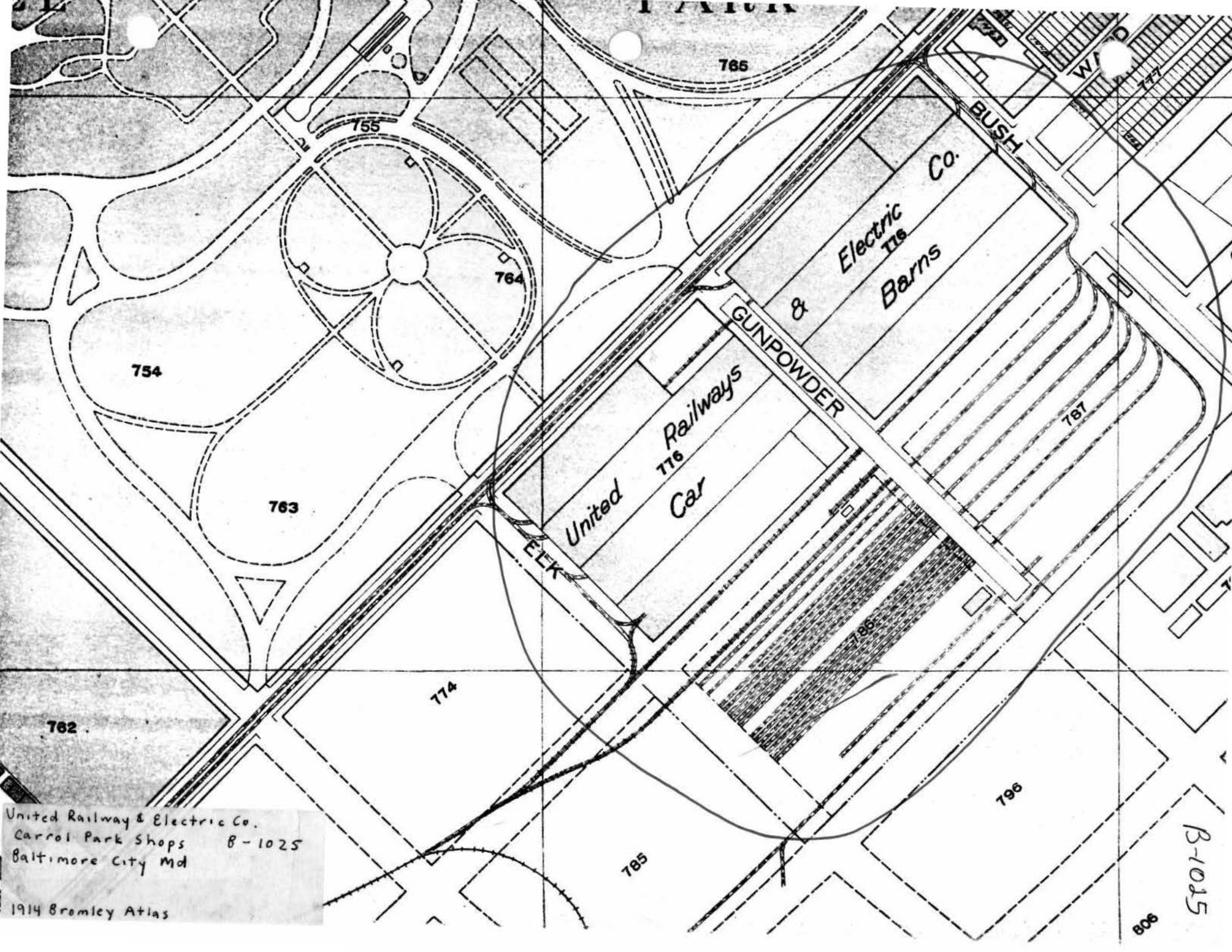
 YES  NO

NAME

DISTRICT I.D. NO

B-1025  
United Railway & Electric  
Carrol Park Shop  
Baltimore City, MD

See vertical file for map.



United Railway & Electric Co.  
Carrol Park Shops 8-1025  
Baltimore City Md  
1914 Bromley Atlas

B-1025

806

B-1025



55 MI. TO MD. 7  
HAVRE DE GRACE 37'

17'30"

28 MI. TO U.S. 40

4349

13 MI. TO U.S. 40

4348

4347

4346 000m N.

39°15'

76°37'30"

(CURTIS BAY)  
3662 11 NE

UNITED RAILWAY &  
ELECTRIC CO. CARROLL PARK SHOPS  
BALTIMORE CITY, MD.

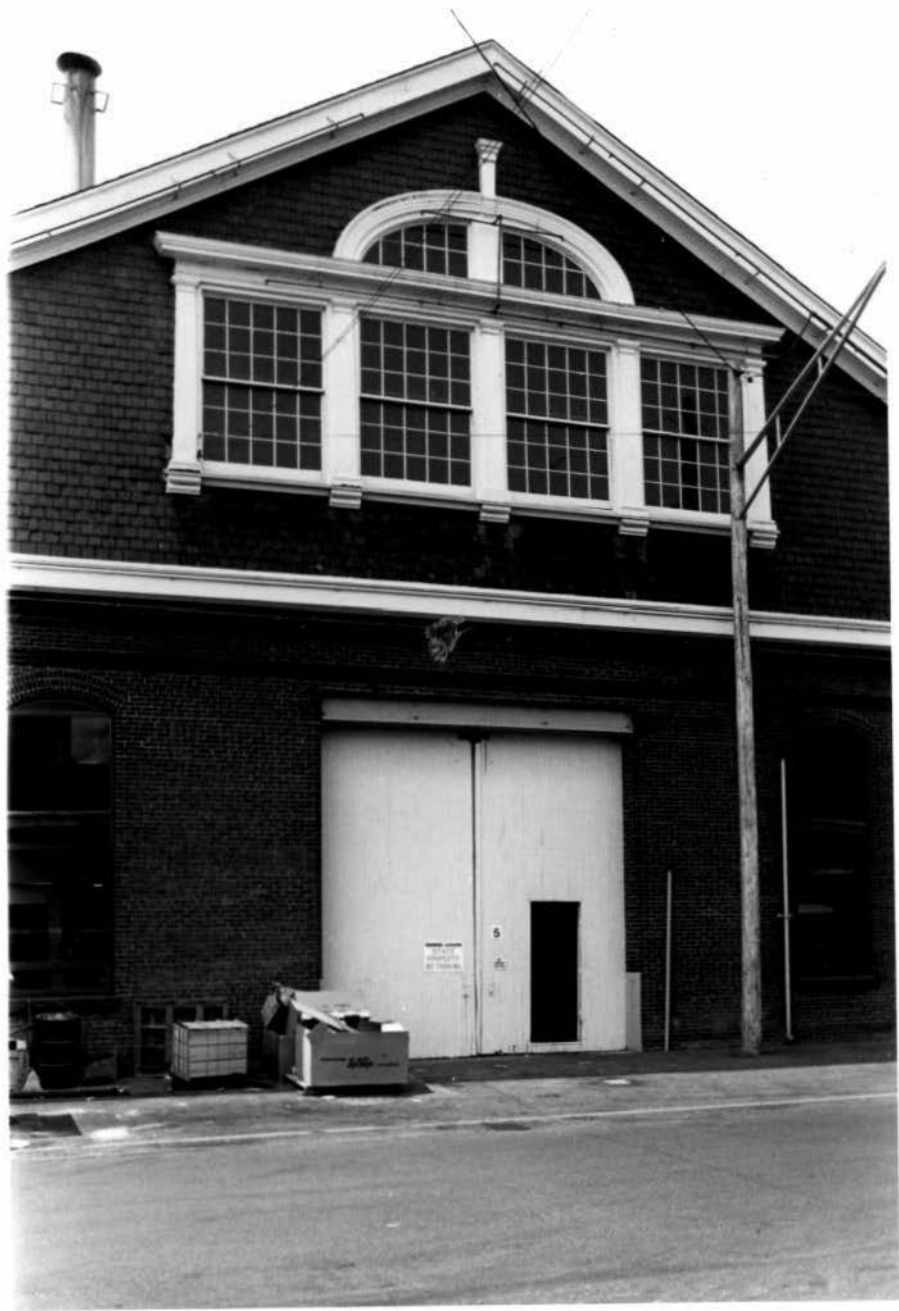
U.S.G.S. 7.5 BALTO. WEST  
183 58720 43 49425

B-1025 VASHINGTON, D. C. 29 MI

ROAD CLASSIFICATION

- Heavy duty ——— Light duty
- Medium duty - - - Unimproved dirt
- ( ) Interstate Route ( ) U. S. Route ( ) State Route

BALTIMORE WEST, MD.



United Railway + Electric  
Carrol Park Shops  
B-1025  
Balto. City, Md.  
Peter Liebold 7/83

looking SW at East  
end of old machine  
shop



Railway + Electric  
ool Park Shops

5  
City Md  
icbhold 7/83

N.W. through

B-1025



United Railway + Electric  
Carroll Park Shops  
B-1025  
Balto. City, Md.

Peter Liebhold 7/83

West side of shops at  
alley through center of site  
looking SW from Washington  
Blvd.



United Railway + Electric

Carrol Park Shops

8-1025

Balto. City, Md

Peter Liebhold 7/83

east side of shops

looking west from

Bush Street



United Railway & Electric  
Carroll Park Shops  
B-1025

Balto. City, Md

Peter Liebhold 7/83

West side of site  
looking SE from Washington  
Blvd.



United Railway & Electric  
Carrol Park Shops

8-1025

Balto. City Md

Peter Liebhold 7/83

West side of shops

☛ looking east from  
Washington Blvd.



United Railway & Electric  
Carrol Park Shops

B-1025

Balto. City, Md

Peter Liebhold 7/83

North side of shops

looking S. W. from Bush  
and Washington Blvd.



B-1025

United Railway & Electric

Carroll Park Shops

Baltimore City

Peter Liebhold 7/1983

Detail, Southwest corner of  
Shops, looking northeast

1 Railway + Electric  
1 Park Shops

25

more City Md

Liebhold 7/83

1 S.W. corner of  
looking NE.



United Railway & Electric  
Carroll Park Shops  
B-1025  
Balto. City, Md.  
Peter Liebhold 7/83

roof truss looking NE  
in old carpentry shop



United Railway & Electric  
Carrol Park Shops  
B-1025  
Balto. City, Md  
Peter Liebhold 7/83

roof truss looking NE  
in old paint shop

B-1025

~~B-3604~~

1900

Carroll Park Shops of United  
Railways & Electric Company  
Baltimore, Maryland  
public (restricted)

The Carroll Park Shops consist of two immense single story steel frame, masonry, and wood blocks, each 400' long and 96' wide. Along its longitudinal axis each is divided equally into three sheds defined by their own moderately pitched gable roofs, ca. fifty feet high, and common masonry fire walls. Roofs are supported by structural systems consisting of modified Fink trusses. Astride the ridge line of each shed rise three monitors with hip roofs and continuous industrial sash glazing along the sides. The Carroll Park Shops were the centralized fabricating, maintenance, and storage plant for the recently consolidated street railway system of Baltimore.

MARYLAND HISTORICAL TRUST

B-1025

~~B-3604~~

MAGI # 0436044619

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Carroll Park Shops of United Railways & Electric Company

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

1501-1801 Washington Boulevard

CITY, TOWN

Baltimore

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

3rd

STATE

Maryland

COUNTY

Baltimore City

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input 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	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME Maryland State Department of Transportation  
Mass Transit Administration

Telephone #:

STREET & NUMBER

CITY, TOWN

Baltimore

\_\_\_ VICINITY OF

Maryland

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC. Baltimore City Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Baltimore

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

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

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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

The Carroll Park Shops, occupying ca. eight blocks, are located south of Washington Boulevard and west of Bush Street in Baltimore City, Maryland. They consist of two immense single story steel frame, masonry, and wood blocks, each 400' long and 96' wide, which parallel Washington Boulevard and formally mirror each other across a 700' open space. Along their longitudinal axis each is divided equally into three sheds defined by their own moderately pitched gable roofs, ca. fifty feet high, and common masonry fire walls. Roofs are supported by structural systems consisting of modified Fink trusses. Astride the ridge line of each shed rise three monitors with hip roofs and continuous industrial sash glazing along the sides. Piercing the roof at regular intervals on either side of the monitors are numerous skylights. Each gable end is distinguished by a modified Serlian window with pressed metal surrounds and four 15/15 double hung sash windows, the center pair surmounted by an elliptical fan light and prominent keystone. (Some of these openings have since been covered with sheets of metal.) Corners and shed divisions are marked by brick pilasters, while a continuous elaborate corbeled brick cornice encircles each building. Prominent brick buttresses divide side walls into twenty-three bays. An exception occurs on the north shed of the west building which is seven bays shorter than the others. Each bay contains a pair of elongated round arch reveals, stone sills, and 12/12 double hung sash windows, most of which have been replaced with glass block. Piercing the end walls of each shed are six similar windows and an overhead door. Additional doors have since replaced some of the windows. The most extensive alteration has been made to the north shed of the east building. Recent additions project from both the middle of the north facade and the west end. Furthermore, the Serlian windows and monitors are missing.

Originally the open space between buildings contained a transfer table, a steel and wood plane fitted with numerous tracks which were extensions of those which entered the bays of each building. The table moved laterally on four widely spaced rails such that a car could be run from any track in any shed to any other track.

Walls are sheathed in brick; the gable ends, dormers, and roof in shingles (originally slate).

CONTINUE ON SEPARATE SHEET IF NECESSARY



B-1025

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

See continuation sheet.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_  
 Quadrangle Name: Baltimore West, MD  
 Quadrangle Scale: 1:24 000  
 UTM References:  
 18.358600.4348600

**VERBAL BOUNDARY DESCRIPTION**

See Baltimore City plat, ward 21, section 5, block 773, sheet 1.

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

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE		
Richard D. Meyer/Historic Sites Surveyor		
ORGANIZATION		DATE
Maryland Historical Trust		1980
STREET & NUMBER		TELEPHONE
21 State Circle		(301) 269-2438
CITY OR TOWN		STATE
Annapolis		Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
 The Shaw House, 21 State Circle  
 Annapolis, Maryland 21401  
 (301) 267-1438

B-1025

~~B-3604~~

Carroll Park Shops

p. 1 of 1

9.

Baltimore American, 14 Aug. 1900, p. 12.

"Big Task Well Under Way," The United Railways Forum, vol. 1, no. 1,  
1 Jan. 1917, pp. 3-4, 7.

"Shops' Roofs Cover Eight Acres," The United Railways Forum, vol. 1, no. 9,  
Sept. 1917, cover, pp. 3-6.

Street Railway Journal, vol. 21, 1903, pp. 508-14.

777

777

7

795

WALTON ST

CAMPBELL ST

BRADY ST

BUSH ST

ST

BLVD

WASHINGTON

771

795

7

FOR BALANCE  
OF TITLE SHEET NO. 2

SEE SHEET NO. 2

SHEET NO. 2  
SHEET NO. 1

CITY OF WASHINGTON  
DEPARTMENT OF PUBLIC WORKS

PROPERTY LOCATION  
WARD 21 SECTION 3  
BLOCK 773 ETC

**NOTICE**

THIS IS A REAL PROPERTY PLAT AS PROVIDED  
FOR UNDER ARTICLE 76101 OF THE CITY CHARTER  
IT IS COMPILED FROM TITLE AND OTHER  
SOURCES AND IS NOT AN AUTHENTIC SURVEY

TRACED BY DON R. GRIFFIN  
LETTERED BY D. R. G.  
PREPARED BY



5.5 MI. TO MD. 7  
HAVRE DE GRACE 37 MI.

17°30"

2.8 MI. TO U.S. 40

4349

**WEST BALTIMORE WEST QUADRANGLE**

4348

4347

4346 000m N.

39°15'

76°37'30"

WASHINGTON, D. C. 29 MI

GLEN BURNIE 6.2 MI

ROAD CLASSIFICATION

Heavy duty

(CURTIS 566)

1 MILE  
SCALE

FEET

40'

357000m E.

Lansdowne

West Baltimore

Dorchester Heights

Lakeland

English Consul

Cherry Hill

Radio Towers (WFBR)

Smith Cove

PATAPSCO R.

MIDDLE BR.

Westport

Mount Winans

Gwynns

Falls

Gasoline

Gwynns Falls Park

Golf Course

CARROLL

Morren Park

Our Lady of Victory Ch.

Wilhelm Park

Carroll

Mt Olivet Cemetery

Gwynns Falls Park

Bob Secours Hospital

Hospital

Harlem Park

Lutheran Hospital

St. Peter's Cemetery



B-1025

~~B-3604~~

Carroll Park Base (MTA)

M/DOT

X Hnedak/Meyer

November 1980



B-1025

~~B-3604~~

Carroll Park Base, MTA

M/DOT

Hnedak/Meyer

November 1980

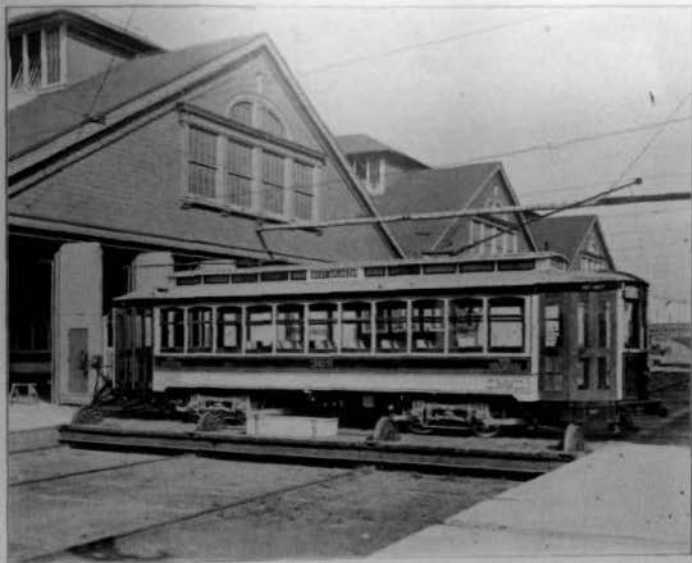
# The UNITED RAILWAYS FORUM

PUBLISHED MONTHLY FOR EMPLOYEES OF THE UNITED RAILWAYS & ELECTRIC CO.

VOL. 1

BALTIMORE, SEPTEMBER, 1917

No. 9



*"It is always the intricate table that attracts attention. Almost unnoticeable the big machine is going back and forth in the spaces between the two great groups of structures, shifting 22-ton trolley cars from track to track, expeditiously and without show of exertion. It is what you see on top of this invisible platform with a dash and turn of accuracy of adjustment of machinery and the experience and skill of its operators."*

~~B-3604~~

Carroll Park Base, MTA

Photo taken from "United Railways

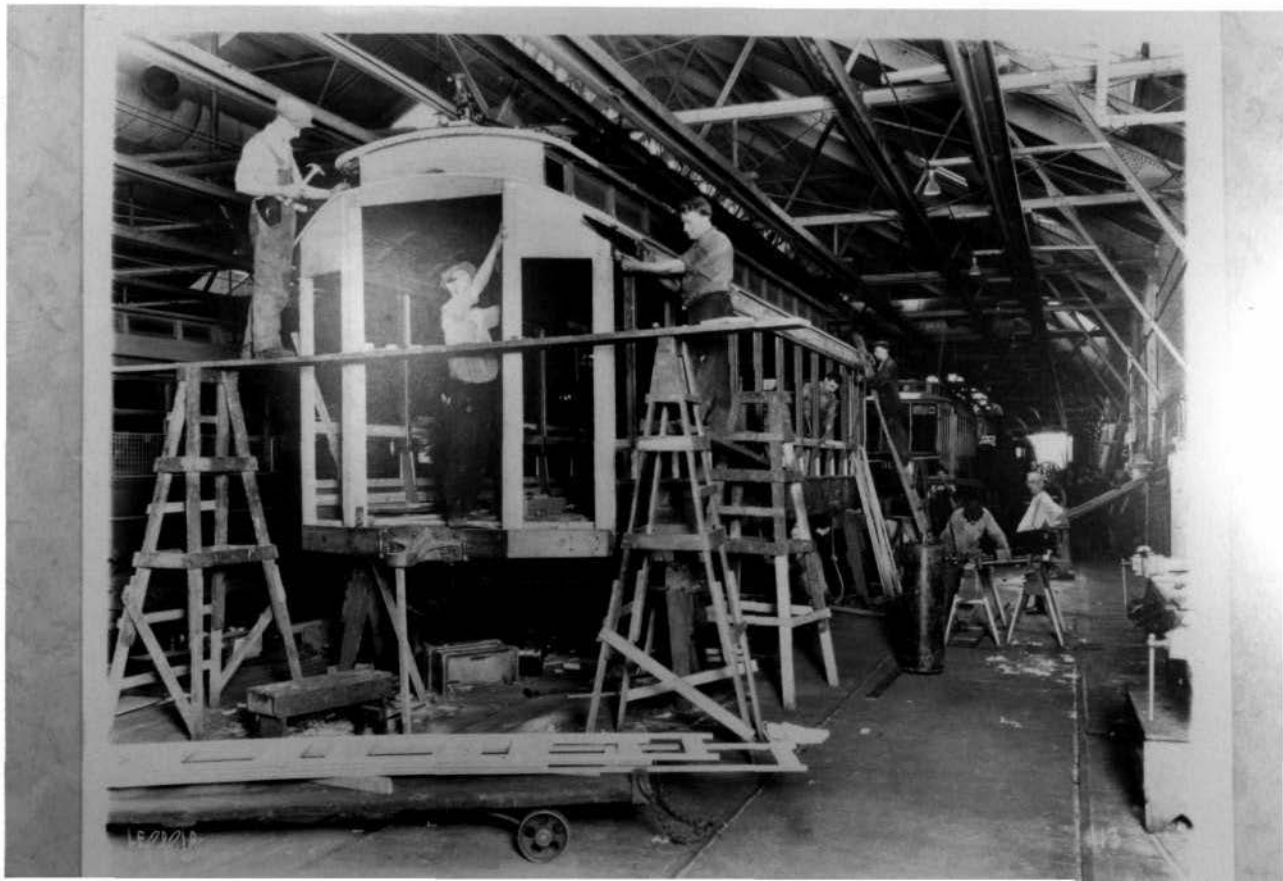
Forum" 1917

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Carroll Park Base (MTA)  
Photograph taken from  
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