

Baltimore and Ohio Railroad: Mount Clare  
Passenger Car Shop  
Southwest corner of Pratt & Poppleton Streets  
Baltimore  
Maryland

HAER No. MD-6

HAER  
MD,  
4-BALT,  
127-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

ADDENDUM  
FOLLOWS...

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

HISTORIC AMERICAN ENGINEERING RECORD

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BALTIMORE AND OHIO RAILROAD: MOUNT CLARE PASSENGER CAR SHOP

HAER No. MD-6

Location: Southwest corner of Pratt and Poppleton Streets  
Baltimore, Maryland

UTM: 18.359160.4349510  
Quad: Baltimore West

Date of Construction: 1883-84

Architect/Engineer: E. Francis Baldwin

Builder: Baltimore and Ohio Railroad Company

Original Use: Erected to build and repair passenger cars

Present Use: Museum

Original Owner: Baltimore and Ohio Railroad

Present Owner: Chesapeake and Ohio Railroad

Significance: A unique structure, the Mount Clare Passenger Car Shop is undoubtedly the largest circular (actually 22-sided polygonal) industrial building in the world. It is commonly misidentified as a "roundhouse." Erected to build and repair passenger cars, so serving to ca. 1953, it was converted to the B&O Museum's principal building, housing a collection of full-size locomotives, cars, and other large exhibits.

The sloping lower roof is supported by radial trusses carried at their outer ends by the brick exterior walls and at their inner by 22 wrought-iron columns that also support the lantern and cupola, and surround the 60-foot turntable. Diameter: 235 feet; height to top of cupola: 123 feet.

The exterior walls are built of hard brick and the roof is of slate. The building had room for 22 stalls and is lit by a clear story 100 feet in diameter. The roof rises sharply from the outside walls to the base of the story is is brick.

In 1974-75, the entire complex was renovated by the Chessie System, including a new slate roof for the car shop.

Transmitted by: Jean Yearby, HAER, 1984

Addendum to:

**BALTIMORE AND OHIO RAILROAD:**  
**MOUNT CLARE PASSENGER CAR SHOP**  
South Side of Pratt Street,  
Between Carey and Poppleton Streets  
Baltimore  
Maryland

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**PHOTOGRAPHS**

**WRITTEN HISTORICAL AND DESCRIPTIVE DATA**

Historic American Engineering Record  
National Park Service  
Department of the Interior  
Washington, DC 20013-7127

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Data page 1 was previously transmitted to the Library of Congress. This is data page 2.

INVENTORY OF PHOTOGRAMMETRIC IMAGES

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- 2 5" x 7" glass plate negatives (one stereopair) produced by Perry E. Borchers of the Ohio State University in 1970.

One survey control contact print from each plate; survey control information for each pair.

LC-HAER-GS05-1-401L \* FROM SOUTH--LEVEL

LC-HAER-GS05-1-401R FROM SOUTH--LEVEL

Left and right overlap: 90%

PROJECT INFORMATION STATEMENT

Photogrammetric images were incorporated into the HABS/HAER collections in the summers of 1985 and 1986. Inventories of the images were compiled and filed as data pages for each structure recorded. Since the glass photogrammetric plates are not reproducible except with special permission, a reference print and film copy negative were made from one plate of each stereopair and from the most informative plates in sequential sets. The reference prints and copy negatives were then incorporated into the formal HABS/HAER photograph collections.

**BALTIMORE AND OHIO RAILROAD:  
MOUNT PASSENGER CAR SHOP  
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Data (Page 3)**

The Photogrammetric Images Project was a cooperative endeavor between the HABS/HAER Division of the National Park Service and the Prints and Photographs Division of the Library of Congress. The reference prints and film copy negatives of the original plates were made by the Library of Congress Photoduplication Service with funds provided by the Library of Congress Flat Film Preservation Fund. Additional reproductions were made by HABS/HAER. The project was supervised by HABS/HAER Architect John A. Burns, AIA, and completed by HABS Historians Jeanne C. Lawrence (University of London) in 1985 and Caroline R. Alderson (Columbia University) in 1986.

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