

Welcome

B&P Tunnel Replacement Program

Featuring the Frederick Douglass Tunnel, West Baltimore MARC Station, and additional infrastructure upgrades

Railroad Histories Initiative

Tuesday, May 12, 2026

Virtual Meeting

B&P Tunnel Replacement

FREDERICK DOUGLASS TUNNEL
WEST BALTIMORE MARC STATION



AMTRAK®

B&P Tunnel Background

The existing B&P tunnel connects West Baltimore MARC Station to Baltimore Penn Station and is over 150 years old

The B&P tunnel supports 15 million passengers per year (Amtrak + MARC Penn Line)

Top Issues:

- Aging structure
- Frequent train delays through the tunnel
- High maintenance (frequent outages)
- No redundancy & resiliency



Program Area Map



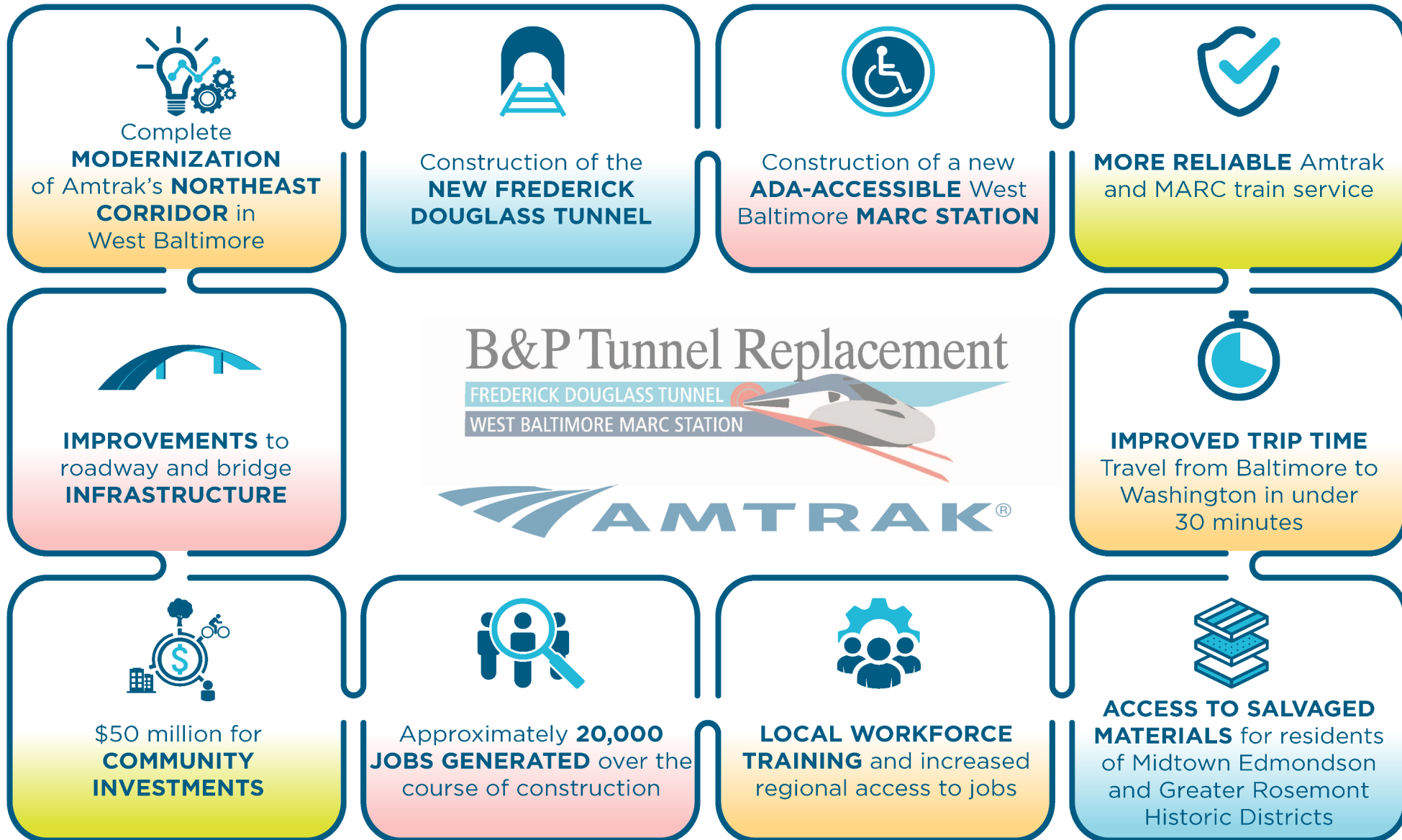
B&P Tunnel Replacement

FREDERICK DOUGLASS TUNNEL
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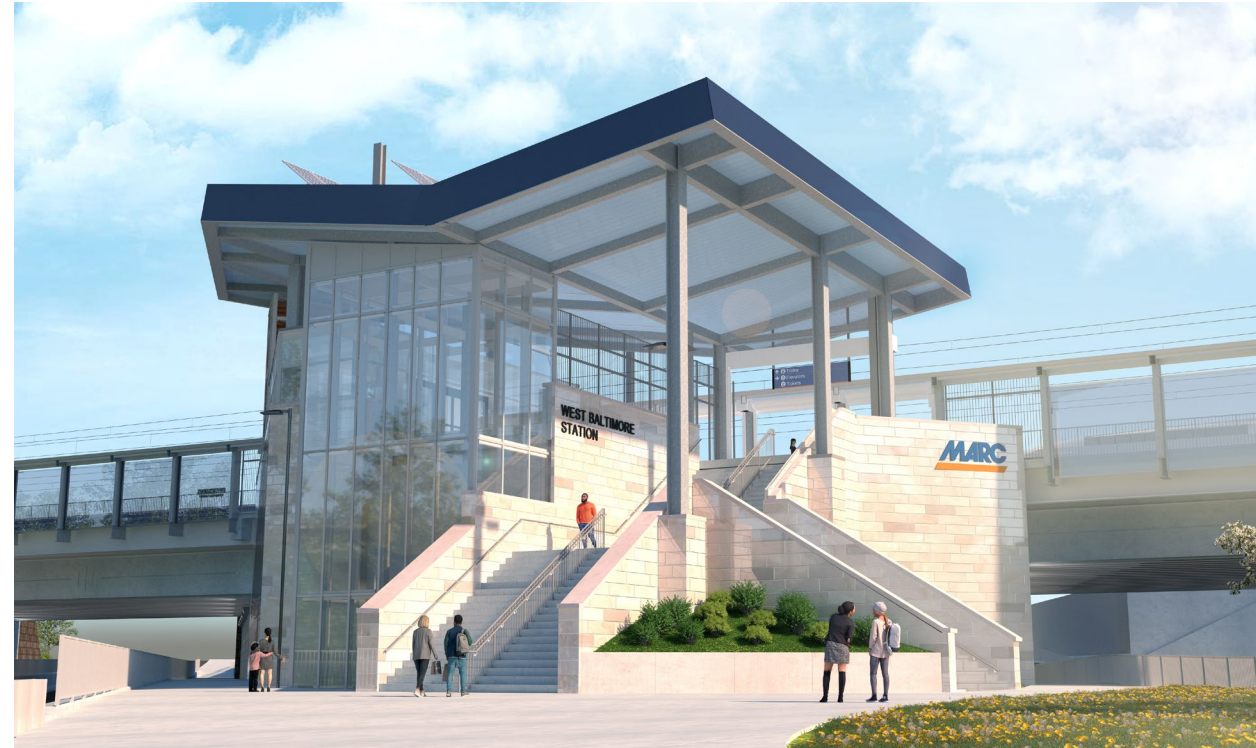
Program Benefits



New ADA-Accessible W Baltimore MARC Station



Northbound Side



Southbound Side

- Enclosed passenger waiting areas on both Northbound and Southbound sides of platform level
- Current design plans for both waiting areas have placeholders for wall coverings for historic displays
- **What railroad-related histories does the community want to be featured?**



Programmatic Agreement

Invitation to Collaborate – Programmatic Agreement

In 2017, the Federal Railroad Administration, the Maryland State Historic Preservation Officer, Amtrak and Preservation Maryland executed a Project Programmatic Agreement (PA) regarding the Baltimore & Potomac Tunnel Project, in consultation with consulting parties, laying out measures to mitigate adverse effects to historic properties caused by the project.

The mitigation stipulations include

- Preservation Grant Fund
- Context-Sensitive Design
- Historic Properties Construction Protection Plan
- Historic American Building Survey (HABS) and Historic American Engineering Record (HAER)
- **Interpretive Displays**
- Railroad Historic Boundary Clarifications
- Salvage Building Components
- **Electronic Information Platforms**
- Archaeological Investigations
- Unanticipated Discoveries Plan

B&P Railroad History

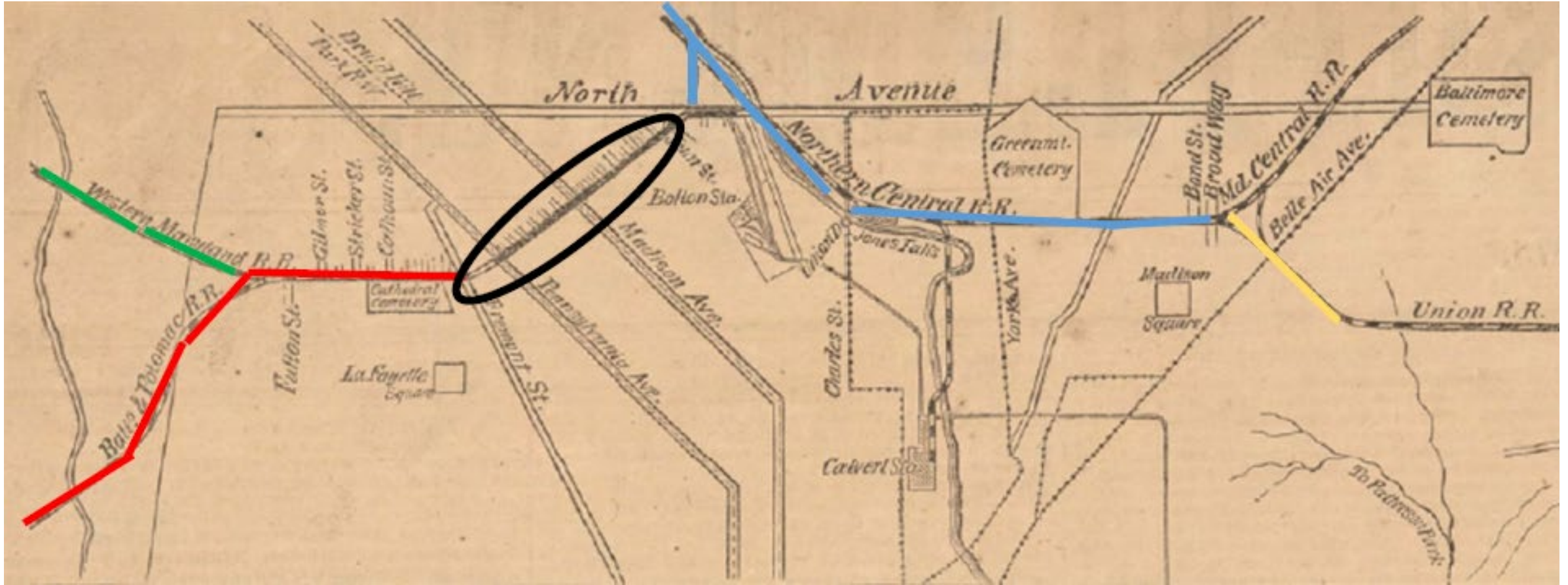
- When the B&P Tunnel and the Union Tunnel opened in Baltimore in the summer of 1873, this provided the first continuous rail link between Washington, DC and Philadelphia (and New York).
- Previously, passengers had to transfer stations and cross through Baltimore on horse-drawn cars or omnibuses.



Image from E. Sachse's Bird's Eye View of the City of Baltimore, 1869, showing horse-drawn railroad cars on Pratt Street, traveling between the B&O Railroad Station and the Philadelphia, Wilmington, and Baltimore Station on President Street

- The B&P Railroad is part of a story of corporate competition. Even though the nation's first railroad, the Baltimore & Ohio Railroad, was founded and headquartered in Baltimore, it was not the B&O that built the B&P.
- The B&P was funded by the Pennsylvania Railroad to compete with the B&O.

Connections



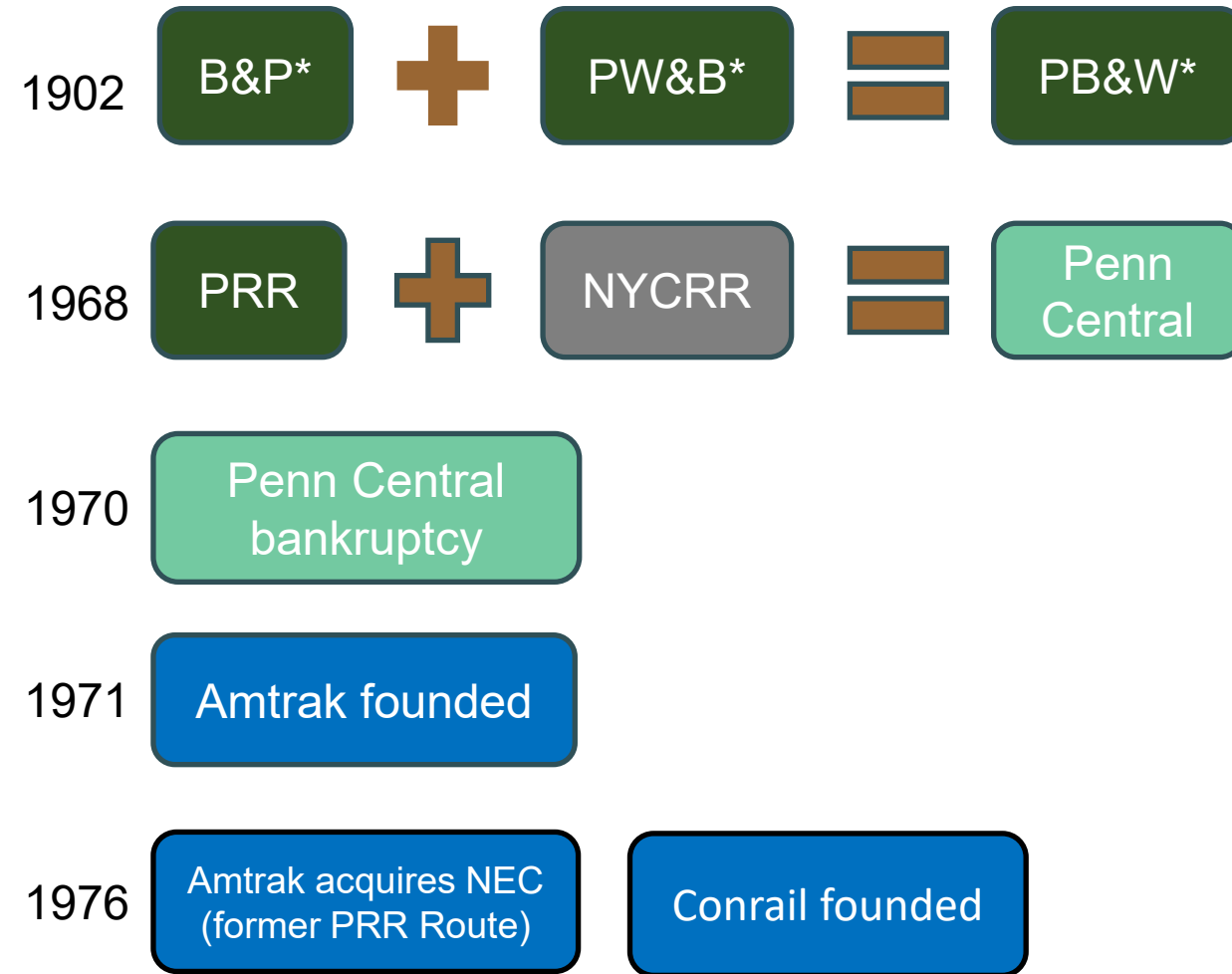
Baltimore – American Supplement, June 21, 1873



From Pennsylvania Railroad (PRR) to Amtrak

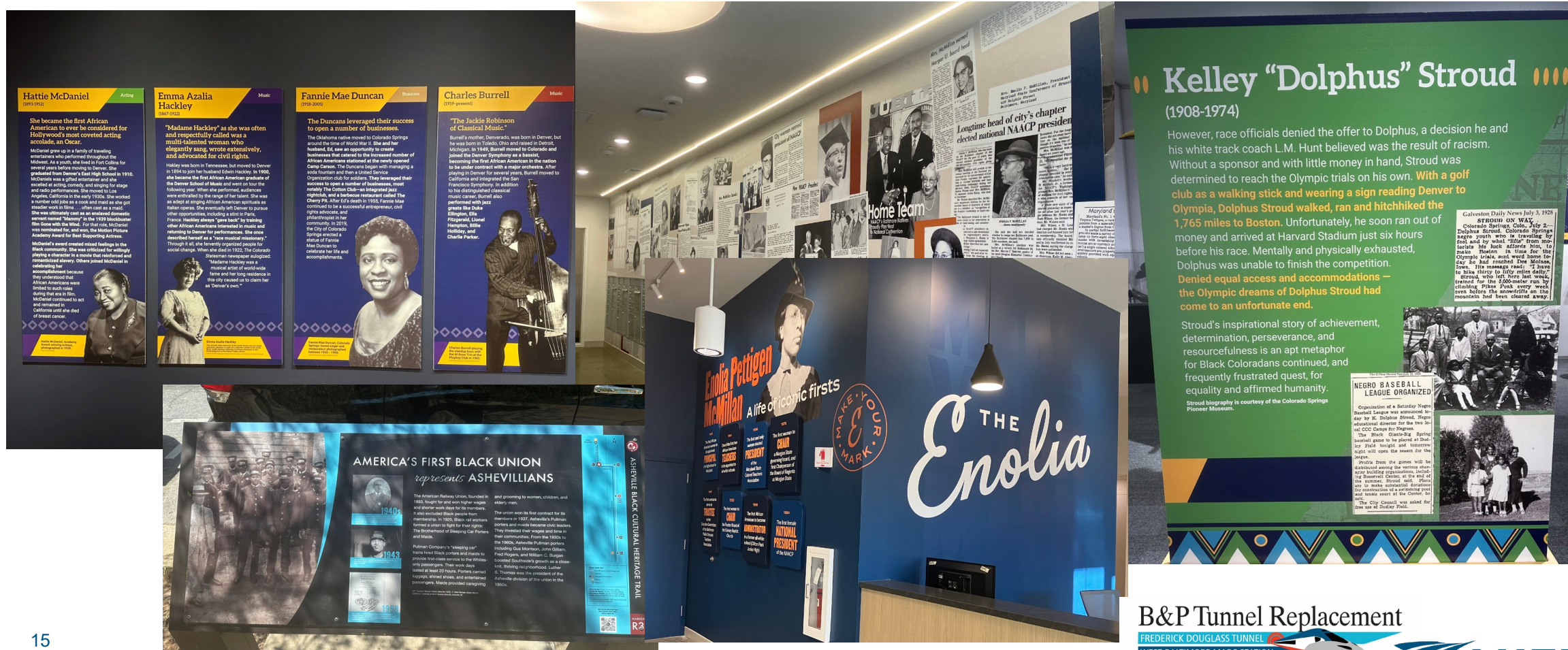


B&P = Baltimore & Potomac Railroad*
PW&B = Philadelphia, Wilmington & Baltimore Railroad*
PB&W = Philadelphia, Baltimore & Washington Railroad*
PRR = Pennsylvania Railroad
NYCRR = New York Central Railroad
NEC = Northeast Corridor
PRR Subsidiaries



Goals of Historic Interpretive Displays

- Preserve the storied history to help current and future generations understand how far we've come
- To help community members feel connected to this station and the railroad



Potential Historic Themes

Stories of Railroad Employees

- We are interested in learning more about, telling the stories of, and collecting photographs of individuals who had long careers working for the railroad, especially the Pennsylvania Railroad, Amtrak, or MARC.
- Preliminary newspaper archive research has identified a few individuals, but we would like to know more!



William Greenwood



Mollie Stewart



Riley Davis

Railroad Workers During World War II

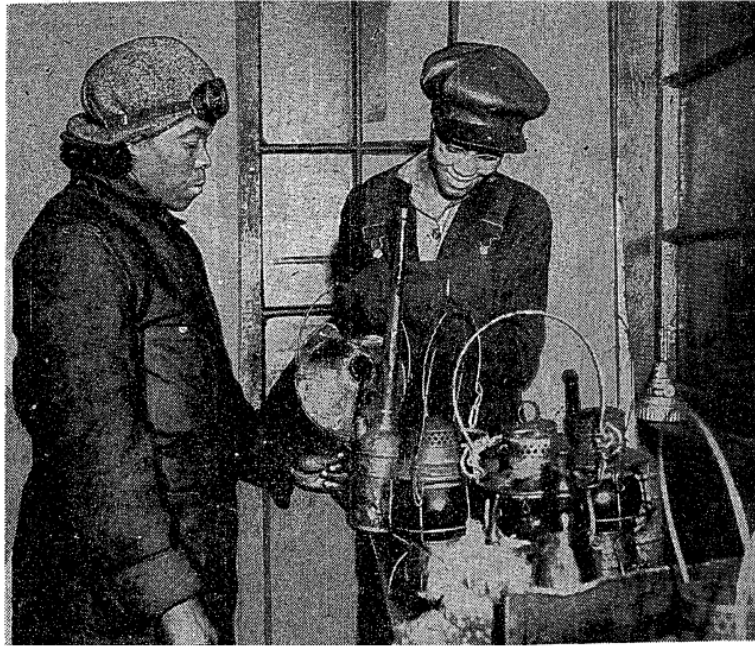
These Baltimore Women Help Keep Transportation Moving on Pennsylvania Railroad

Afro-American (1893-); Jan 9, 1943; ProQuest Historical Newspapers: Black Newspaper Collection
pg. 20

These Baltimore Women Help Keep Transportation Moving on Pennsylvania Railroad



Lillian Nelson
1029 N. Wolfe St
Tool Gatherer



Mrs. Annie Young
1914 E Eager St
Miss Susie B Arthur
1121 E Lexington St,
Oilers



Miss Mary Richardson

Mrs. Lillian Nelson of 1029 N. about
Wolfe Street, a tool gatherer, is 1914
shown in No. 1 as she rides on Susie
of a locomotive. She is ingtor
interns and lubricating left to
mal, smoky aura hovers lubric

B&P Tunnel Replacement

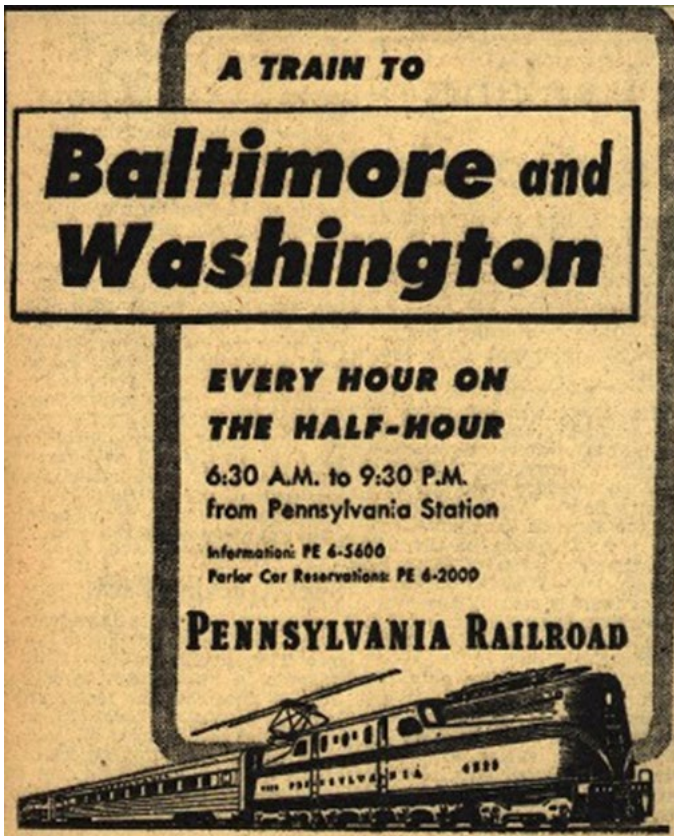
FREDERICK DOUGLASS TUNNEL
WEST BALTIMORE MARC STATION

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Railroad Commuters

We are also interested in stories about commuting by rail!

- PRR
- Penn Central
- Conrail
- Amtrak (Chesapeake Route)
- AMDOT
- MARC



- Georgian Adams commuted daily from Baltimore to Washington for 34 years from 1929 to 1963 on the Pennsylvania Railroad
- In 1963, 300 Baltimoreans made the daily rail commute to Washington, DC

The Washington Post, Times Herald (1959-1973); Dec 28, 1963



The Washington Post
Georgian Adams holds up the "gold" railroad spike awarded to her yesterday by the Pennsylvania Railroad.

West Baltimore Train Stations Over Time

In search of photographs of:

- Fulton Station
- Calverton Station
- Lafayette Avenue Station
- Frederick Road Station

Pennsylvania Ave Station, tunnel approach



Pennsylvania Ave Station, built 1873



Edmondson Ave Station, opened 1917



West Baltimore MARC Station

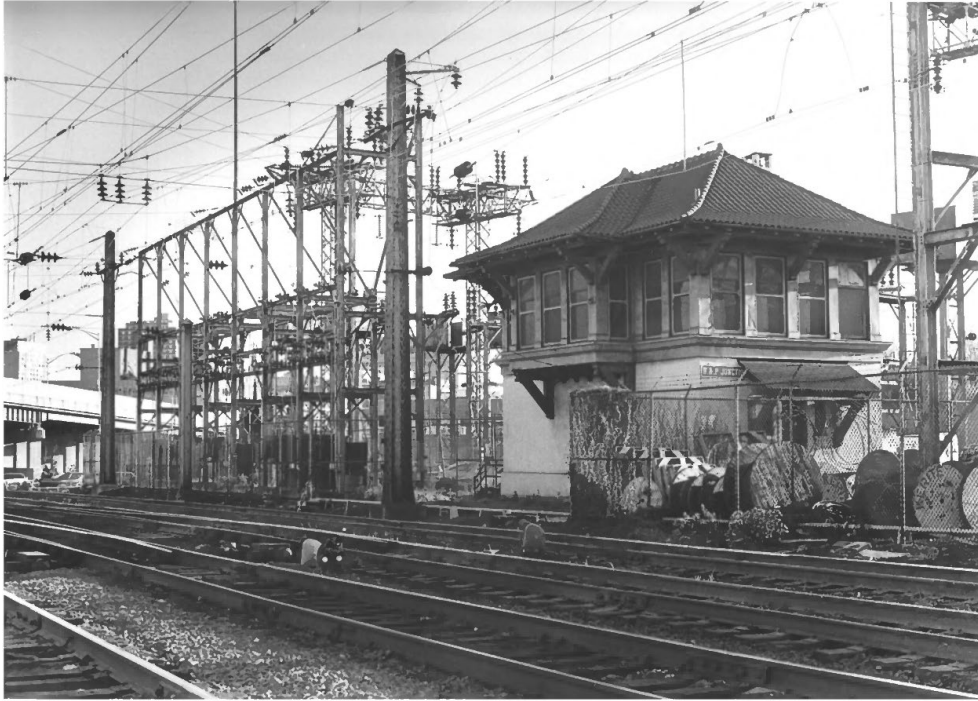
Looking for:

- Photos of grand opening ceremonies
- Stories of commuting



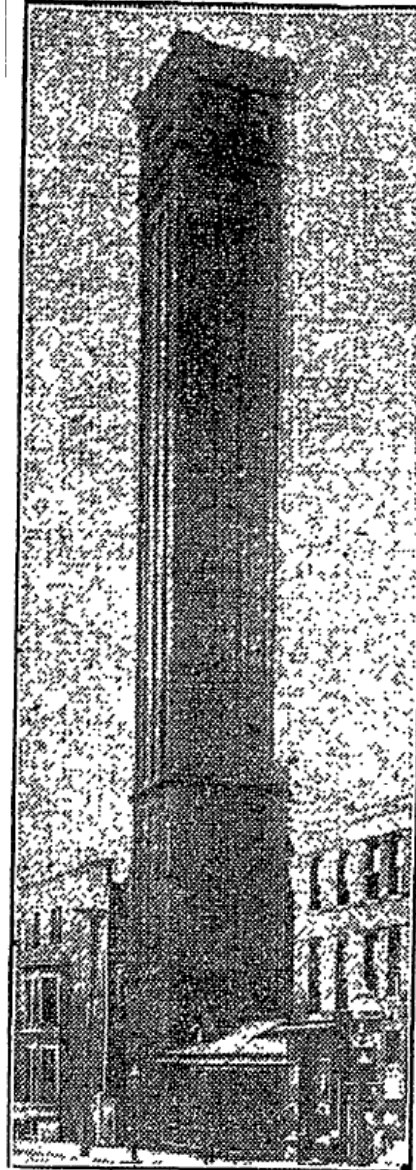
Opened April 30, 1984
Replaced Edmondson Ave Stop, included parking

Infrastructure Improvements

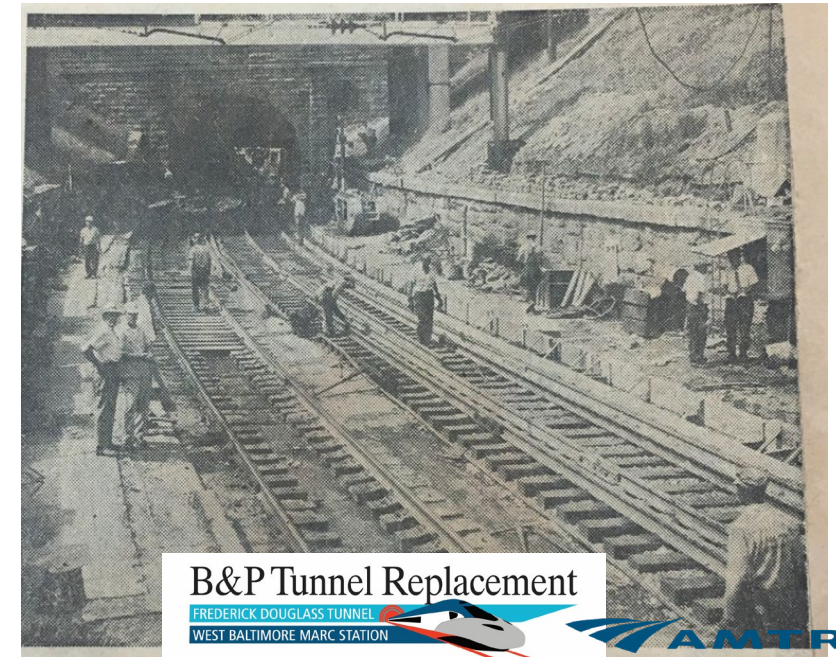


- Ventilation
- Electrification
- New bridges
- Tunnel modifications

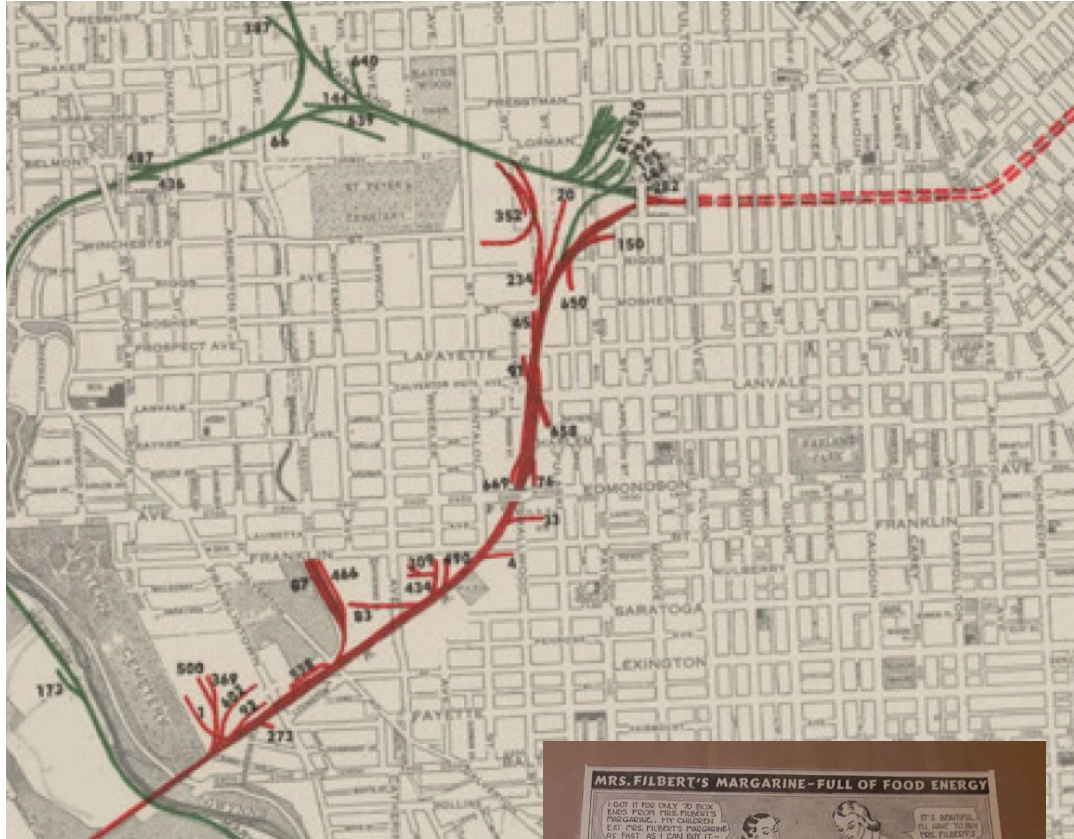
Tell us about your construction jobs related to the railroad



WILSON STREET TOWER



Industrial Connections



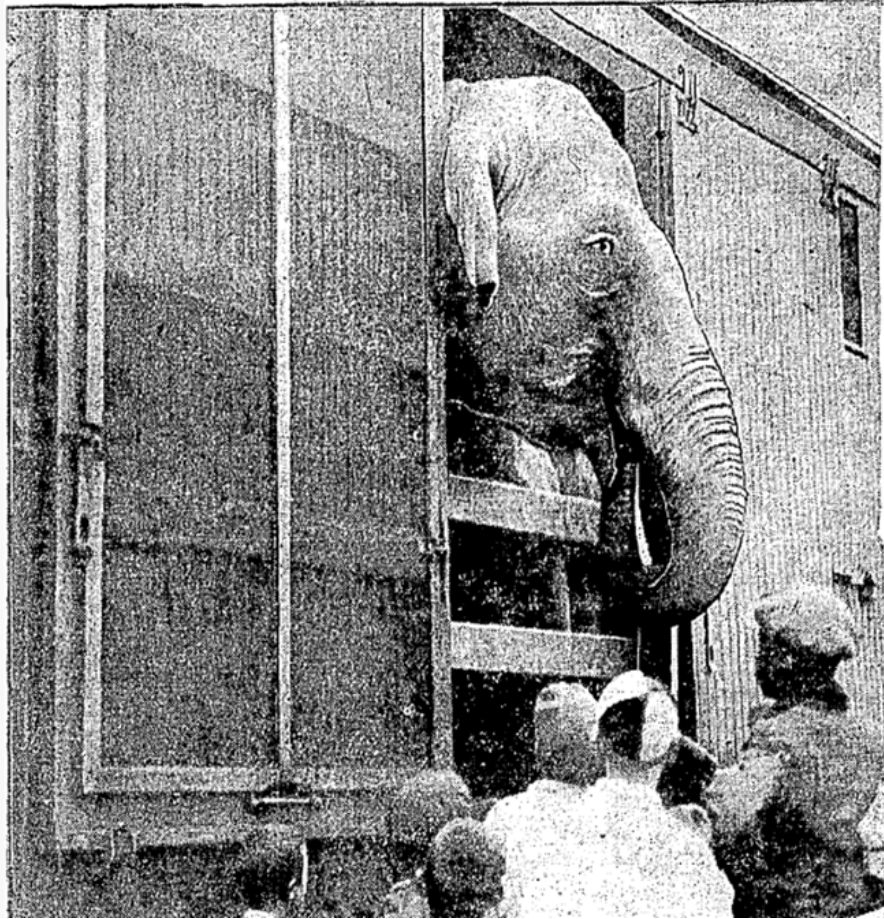
Many industrial facilities were built along the B&P railroad in Baltimore, with sidings built to extend rail access to these sites.

Do you have stories about working at any of these businesses, or others along the line?

- Ward Baking Company
- Acme Warehouse
- Atlas Storage Warehouse
- The American Brake Shoe and Foundry Company
- Maryland Lumber Company
- The Fox Packing Company
- A & P Grocery Warehouse
- J.H. Filbert, Inc



Recreation and Travel



Do you have memories of the circus arriving by train in West Baltimore, or photographs of the circus grounds near Edmondson Avenue?

Do you have memories of traveling from Baltimore by rail for business or leisure?



National Events – Robert F Kennedy's Funeral Train



What else should we be asking about?

What do you want to share with us?

Baltimore, Maryland, on June 8, 1968 (North Avenue Bridge)

[Paul Fusco / Library of Congress, LOOK Magazine Collection, LC-L901A-68-3791 no. 94](#)

Next Steps

- Tell us what is important to include in the exhibit
- Encourage others to participate
- Suggest relevant individuals and organizations

A follow up meeting will be scheduled later this year based on what we hear today, and over the next few months from additional research and individual appointments.

Contact 443-423-1115 or email
bptunnel@amtrak.com

*Remember contributors will need to sign a Consent and Release Form.

 **AMTRAK** CONSENT AND RELEASE

Name of person: _____

Address of person: _____

Type of Materials (please check all that apply):

Photographs ☐ Illustrations ☐

Written Materials ☐ Oral Interview ☐

Other (describe): _____

Detailed Description of Materials (attach additional pages if necessary)

BY SIGNING BELOW, THE RECEIPT AND ADEQUACY OF WHICH ARE ACKNOWLEDGED, I AGREE TO THE FOLLOWING TERMS:

- Right to Use and Display. I am the owner of the photographs, historic documents, or other images ("documents") described above. I hereby grant my specific permission to the National Railroad Passenger Corporation ("Amtrak"), a corporation organized under 49 U.S.C. § 24101 et seq. and the laws of the District of Columbia, with its principal office located at 1 Massachusetts Avenue, N.W., Washington, DC 20001, and its employees, agents, and assigns to use my documents in an historic interpretive exhibit to be installed within the new West Baltimore MARC Station.
- Release and Discharge. I hereby agree to indemnify, waive, discharge, release and hold harmless Amtrak and its employees, agents, and assigns from any and all claims, actions, damages, losses, liability, costs, expenses and/or demands arising out of or in conjunction with the use of my documents, including future rights and claims to my documents and any interest therein.
- Waiver. I waive the right to inspect and examine the use of my documents and related text in the historic interpretive exhibits, as long as any statement attributed to me is part of an oral interview that was conducted by Amtrak, its employees, agents, or assigns and that I reviewed and approved the transcript of the oral interview as accurately reflecting my statements.
- Alteration and Blurring. I hereby release and discharge Amtrak and its employees, agents, and assigns from ~~any and all~~ liability by virtue of, but not limited to, distortion, blurring, alteration, optical illusion, digital scanning and manipulation, and use in composite form, whether the same is intentional, or otherwise. I understand that Amtrak may use any process or procedure resulting in the completion of the finished product for display.
- Miscellaneous. I have read this agreement, fully understand its terms, understand that I have given up rights by signing it and have signed it freely and without any inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and

Form Photo/Interview Consent and Release

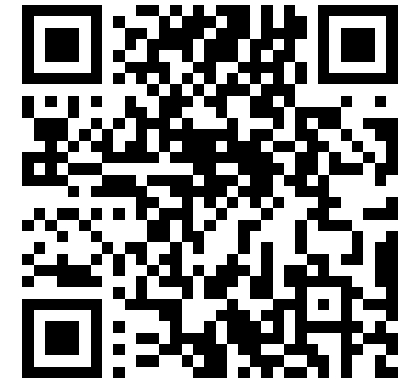
What's Next

Do you know others that might have stories to tell or pictures to share?

Tell them about this initiative and invite them to:

- Sign up to stay in touch
- Tell a friend about the initiative
- Gather photographs or images
- Share their stories

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Q&A