

HISTORIC AMERICAN BUILDINGS SURVEY

BALTIMORE & POTOMAC RAILROAD, EDMONDSON AVENUE STATION (Midtown Edmondson Historic District)

HABS No. MD-1438

Location: 2235 Edmondson Avenue, Baltimore, Maryland.

The Baltimore & Potomac Railroad, Edmondson Avenue Station is located at latitude: 39.294725, longitude: -76.652616. The coordinates represent the front eastern entry doorway of the station and were obtained in 2024 using Google Earth (WGS84). There is no restriction on their release to the public.

Significance: The former Baltimore & Potomac Railroad, Edmondson Avenue Station served as a rail station from 1917 until it was closed in 1984. The commuter station was designed in the Mission Revival style by Pennsylvania Railroad staff architect William Holmes Cookman and constructed by the Singer-Pentz Company. From ca. 1962 until 2021, 2235 Edmondson Avenue was also used as a commercial property, including by Harley's Restaurant in the 1960s and Pocopico Subs & Pizza from 1980 to 2021. Despite the loss of some exterior historic fabric and almost all of its interior historic integrity, the building remains a rare surviving example of a local passenger station located along the Baltimore & Potomac (B&P) Railroad / Philadelphia, Baltimore & Washington (PB&W) Railroad. 2235 Edmondson Avenue is significant as a contributing element of the National Register-eligible Midtown Edmondson Historic District, the Greater Rosemont Historic District, and the B&P Railroad / Philadelphia, Baltimore & Washington (PB&W) Railroad.

Description: 2235 Edmondson Avenue is an irregularly shaped Mission Revival-style building that measures approximately 70' x 56', including the original station building and a modern rear (south) addition. The building has a main first floor with a basement and sub-basement. The building's foundation, basement, and sub-basement walls are poured concrete. The north façade, west elevation, and south elevation are single story rising from street grade level. The east elevation exhibits an embanked design that exposes the first floor, basement, and sub-basement exterior walls as it descends below street-level grade within the railroad cut ending at track level. The primary north façade fronting Edmondson Avenue has original Flemish bond red brick, a non-symmetrical arrangement of six double-hung windows in two groups of three, two non-original wooden shed-type entrance vestibules and a variety of illuminated non-original sign boxes attached to both original window openings on the front wall and the roof, and atop the former baggage room. A 14'-6" section on the east end of the north façade projects 4'-0" from the main wall plane, has a stepped parapet and a large central infilled doorway that originally provided access to the

baggage room and elevator to track level.

The west elevation is comprised of the original brick gable wall at the north end and an irregularly shaped concrete block addition faced with stucco at the south end. The original section's brick pattern is Flemish bond with decorative inserts consisting of soldier courses, diagonal brick in both abstract shield and diamond shapes, stretch-bond brick, and contrasting off-white terra cotta at the top of the gable. This original wall section is gabled with a terra cotta coping and has one centrally located boarded-up masonry opening with an off-white stone sill. The one-story addition on the south end is covered with beige-painted concrete stucco. There is a recessed corner section at the south end with concrete stairs leading up to a concrete platform and entry door. The platform's porch-like roof is supported by a rectangular concrete post.

The south elevation of the original station is completely obscured by the addition. The south wall of the addition is covered with stucco and has two windows. An exterior concrete ramp descends west-to-east from the parking lot south of the building to a basement-level door on the east end of the building. As indicated by the 1950 Sanborn map, the addition was constructed prior to 1950.¹

The east elevation exposes the walls of the sub-basement, basement and first-story level rising from track level. The north end of the east elevation is part of the original baggage room and elevator tower wing of the station and has Flemish bond brick on the first-floor level with three boarded-up original window openings. The basement and sub-basement walls are poured-in-place concrete, with a door at the track level of the elevator. The original north end section of the east elevation is topped by a gable roof above the former baggage room and a flat roof over the three-story elevator shaft. The south end of the east elevation has original brick on the lower story and modern concrete block above.

The primary roof structure is a modified hip design with a large secondary gable extending from the western slope of the hip, and a small gable/flat roof combination on the eastern side. The surfaces of the hip roof and west gable retain their original terra cotta tiles except for the south side of the hip that is covered with replacement asphalt shingles. The gabled baggage elevator tower rising on the east side of the original portion of the building has a corrugated iron roof that covers a former skylight. The pre-1950 addition at the rear (south) of the original station has a flat membrane roof,

¹ Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland. Sanborn Map Company, Volume 2, 1914/1950, Image 53 of 123, Map 156, https://www.loc.gov/resource/g3844bm.g3844bm_g03573195002/?sp=53&r=-0.329,0.391,1.337,0.623,0.

as does the small gable/flat roof combination on the eastern side of the original station above the bricked-in baggage doorway. Original drawings show a chimney on the south wall of the station which is no longer extant (see Figures 3 & 4).

The interior of the building has been completely remodeled to accommodate commercial tenants. Two large exterior rooftop signs facing Edmondson Avenue that were present at the time of the survey indicated that the west side of the building was a store, and the east side housed a restaurant. A bathtub installed in one of three first-floor restrooms suggests that a portion of the interior may have been at some time utilized as residential space.

The interior does not retain many materials or architectural elements from the original train station. The few remaining interior elements include two large concrete archways in the basement corridor and two blocked staircases in the basement rising toward the first-floor level that appear to be original. One, constructed of concrete, is located in a small basement closet and rises in a northern direction. The other, also concrete, is located within a storage area in the northern portion of the basement and rises westward. The latter staircase is described in archival documents as originally providing access from the Edmondson Avenue sidewalk on the north side of the station to the basement level corridor that led southward to an exterior railway passenger waiting platform below the south side of the station. These stairs and the basement corridor provided a direct pedestrian link from the sidewalk to an exterior passenger platform that was demolished after the passenger service at the station ended in 1984.² This entrance staircase has been sealed over by a large rectangular sidewalk-level planter. There is a third steep-angled staircase with wood risers and steel stringers that provides access between the first-floor commercial kitchen and the southeast corner of the basement corridor. This appears to be a modern addition that was added after the two original staircases were closed off when the interior was renovated for commercial use.

At the time of the survey, the first-floor interior layout consisted of two entry vestibules, a north and south retail space adjoined by a large archway (west side), a restaurant space, a commercial kitchen (center), three restrooms (one with a residential bathtub), a hallway, and three storage rooms. The two rooms at the eastern end of the building were the original elevator shaft and the adjacent baggage storage in the northeast corner (See Figure 2). The existing basement-level plan consisted of one large rectangular main space (beneath the station) with three square centrally located masonry piers, a wide corridor running north-to-south (which would have been used by

² Joel McCord, "New Station, Schedule for Rail Users, *The Sun*, 28 April 1984, 12, <https://www.newspapers.com>, accessed 31 December 2024.

passengers to get from the exterior lower stair to the upper stair to street level parallel to Edmondson Avenue), one large and one small storage rooms, the two previously mentioned abandoned staircases, and an active wood staircase rising from the basement to the first-floor commercial kitchen. The basement corridor has a swing door in the south wall accessing an exterior ramp that rises westward to the existing parking lot located south of the station. The sub-basement (which housed the track level of the baggage elevator shaft) was not accessible from the interior of the building and was therefore not inspected.

Existing non-historic interior wall finishes include painted concrete block, stucco, ceramic tile, and painted gypsum board. Floor finishes are either concrete or ceramic tile. Ceilings are 2'-0" x 4'-0" lay-in tiles set within a steel suspension grid on the first-floor level. The basement ceiling consists of exposed steel and concrete first-floor support and deck structure. The building appeared in fair condition at the time of the survey.

History: During the nineteenth century, railroad development in Baltimore was for the purpose of both providing rail transportation to and from the city as well as through the city. In the 1860s, the Pennsylvania Railroad (PRR) sought to compete with the Baltimore and Ohio's through traffic by gaining control of the Northern Central Railway and its line from Harrisburg and Baltimore as well as the B&P and the Union Railroads and their north-south routes that would facilitate a through route between New York and Washington, D.C.³

Although the Edmondson Avenue Station was built on a rail line originally established by the B&P Railroad in the 1860s, by the time that the station was built, the PRR had merged the line with the Philadelphia, Wilmington, and Baltimore Railroad in 1902 to form the Philadelphia, Baltimore and Washington Railroad (PB&W) Company, which was owned almost entirely by the PRR.⁴ On January 1, 1918, the PRR officially leased the PB&W under an agreement dated September 26, 1917.⁵

Multiple factors led to the PRR's decision to construct a passenger station on Edmondson Avenue, including public pressure for the PRR to address

³ Philip A. Hayden, Maryland Historical Trust Determination of Eligibility Form, "Baltimore & Potomac RR, Edmondson Avenue Station, B-5112-3" Crownsville, MD: Maryland Historical Trust, 11 September 2015, 3.

⁴ "Ratify Railroad Merger," *The Sun*, 22 August 1902, 8, <https://www.newspapers.com/>, accessed 21 Nov. 2021.

⁵ Christopher T. Baer, *A General Chronology of the Successors of the Pennsylvania Railroad Company and Their Historical Context*, 1971, April 2015 Edition, http://www.prrths.com/newprr_files/Hagley/PRR1971.pdf, accessed 31 December 2024.

rail traffic congestion and to improve its facilities, the challenges associated with the geometry of the confluence of the B&P and the Northern Central rail lines, and the early twentieth century development of Edmondson Avenue as a major commercial strip following the city's 1888 annexation of West Baltimore and the turn-of-the-century initiation of streetcar service along Edmondson Avenue.⁶

The Northern Central's alignment with the B&P line immediately north of the B&P Tunnel did not lend itself to trains being able to switch lines. As a result, trains traveling between Harrisburg and Washington, D.C., had to stop at Baltimore's Union Station in order to have a locomotive attached to the opposite end of the train. This action resulted in delays and additional congestion at the station.⁷ The PRR and later the United States Railroad Administration (USRA) explored options to ease the congestion. The PRR explored constructing a wye immediately north of the B&P Tunnel so that trains could switch between the two lines without switching engines at Union Station. The USRA later considered constructing a short connector line so that Northern Central trains would bypass Union Station and be serviced by the Edmondson Avenue Station, but neither of these ideas was ever implemented.⁸

By the early twentieth century, the condition of rail facilities in Baltimore faced criticism. Traffic through the two-track B&P Tunnel exceeded the tunnel's capacity; the city's passenger station was considered inadequate; and soot emanated from the open cuts in the tunnel, upsetting residents nearby. In February 1908, *The [Baltimore] Sun* criticized the PRR for its "mean and shabby buildings" in Baltimore, stating that the company "has long maintained a freight yard in the best residence section of the city, inflicting by the thick clouds of smoke enormous injury upon household property. It has also disfigured one of the principal streets of the city with a repulsive little depot, built cater-cornered to the street, and which is the main station of a great railroad in the sixth city of the Union!" To address the complaints about the condition of the passenger stations, the PRR built the current Penn

⁶ Charles S. Roberts and David W. Messer, *Triumph VI, Philadelphia, Columbia, Harrisburg to Baltimore and Washington DC, 1827-2003* (Baltimore: Barnard, Roberts and Company, Inc., 2003), 287-288; Eli Pousson, "Midtown Edmondson Historic District," National Register of Historic Places Nomination Form (draft), Washington, DC: U.S. Department of the Interior, National Park Service, 2015, 8-1.

⁷ Frank A. Wrabel, "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station – Baltimore," *The Keystone*, Vol. 28, No. 1 (Spring 1995): 20.

⁸ Wrabel, "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station – Baltimore," 47-48; Charles S. Roberts and David W. Messer, *Triumph VI, Philadelphia, Columbia, Harrisburg to Baltimore and Washington DC, 1827-2003* (Baltimore: Barnard, Roberts and Company, Inc., 2003), 288.

Station (originally called Union Station) in 1909 to replace the 1873 Northern Central station.⁹

To address the public concerns, the PRR explored a variety of solutions, including diverting traffic by constructing either a belt line, several “relief lines,” or a “distributing yard.” In addition, they considered improvements to the line that would handle the traffic more efficiently, such as widening the B&P Tunnel, and making improvements to the alignment “at the south end of the B&P Tunnel,” e.g., eliminating grade crossings, changing the track from Fulton Junction to Frederick Road, and replacing the bridges carrying the B&P over West Franklin Street and Gwynns Falls.¹⁰

In early 1914, the PRR initiated an evaluation of the passenger stations along the B&P. On March 3, PRR Chief Engineer A. C. Shand wrote to PRR President Samuel Rea concerning five stations on the Maryland Division in Baltimore, at Pennsylvania Avenue, Lafayette Avenue, Gwynns Run, Frederick Road, and Loudon Park, stating:

I do not think any of these stations are justified except the two first named, but Mr. Prince advises me that the ordinance for the original construction of the B. & P. R.R. calls for the construction of one general station for passengers and freight, and one or more way stations between Pennsylvania Avenue and the Baltimore & Fredrick Turnpike [located south of Gwynns Falls].

I am afraid you might have difficulty in getting Pennsylvania Ave. vacated. My thought was the platforms for that station could be built at the extreme north end of the four tracks, so that local trains stopping at the platform would not interfere with a through train to or from Union Station.

I think the whole situation should be studied by the operating people to determine the most convenient location for one or two stations south of Union Station and an effort made to abandon the other local stops. As I have said to you a number of times, I believe we can get

⁹ “Early Start Promised: Pennsylvania Railroad Officials Assure Improvements,” *The Sun*, 24 February 1906, 14, <https://www.newspapers.com/>, accessed 8 Nov. 2024; “How ‘Pennsy’ Stands: Full Test of President McCrea’s Letter on Union Station,” *The Sun*, 12 February 1908, 7, <https://www.newspapers.com/>, accessed 8 Nov. 2024.

¹⁰ Pennsylvania Railroad Chief Engineer to PRR General Manager S.C. Long, 13 September 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library; “Early Start Promised: Pennsylvania Railroad Officials Assure Improvements,” *The Sun*, 24 February 1906, 14, <https://www.newspapers.com/>, accessed 8 Nov. 2024.

almost anything in Baltimore, if we agree to electrify; but, if not, we will get nothing.¹¹

One of the perceived advantages of having a station at Edmondson Avenue was to minimize the amount of traffic going through the B&P Tunnel. As described in *The Sun* during the station's construction, "By its use passengers from the South over the Pennsylvania can avoid the trip through the tunnels to reach Union Station."¹² This opportunity was made possible due to the streetcar service that ran east-west along Edmondson Avenue. At the time of the station opening, I. Oppenheimer, the chairman of the transportation committee of the Garrison Boulevard Improvement Association and the Forest Park Improvement Association, wrote to the PRR in reaction to their announcement that only local trains would stop at Edmondson Avenue. Mr. Oppenheimer gave his opinion that:

... many express trains should stop there, as well as the few locals [because] this suburban district is one of the fastest growing sections in the city.¹³

Design Development and Construction

In a January 10, 1915 memorandum, PRR Chief Engineer A. C. Shand requested that Pennsylvania Railroad (PRR) staff architect William Holmes Cookman of Philadelphia prepare detailed plans for the station.¹⁴ Cookman graduated from the University of Pennsylvania in 1887 and worked as a draftsman, artist, and salesman and artist in his early career. From 1894 to 1930, he worked as an architect, including starting with the PRR in 1901.¹⁵

In 1915, Cookman prepared and submitted a site plan and preliminary drawings (dated July 31 and August 11, 1915) to PRR Superintendent A. J. Whitney (see Figures 1 & 2). The original design was for a one-story brick building, 70' x 33' overall in plan, with a Spanish tile hip roof and a covered

¹¹ Pennsylvania Railroad Chief Engineer A.C. Shand to Pennsylvania Railroad President Rea, 3 March 1914, Pennsylvania State Archives, Penn Central Railroad Collection, Presidential Correspondence of Samuel Rea, 12-1849, Carton 19, MG-286.47.

¹² "Working on New Station, *The Sun*, 5 September 1916, <https://www.newspapers.com/>, accessed 6 June 2019.

¹³ "Wants 'Expresses' to Stop," *The Sun*, 28 April 1917, 3, <https://www.newspapers.com/>, accessed 4 June 2019.

¹⁴ PRR Chief Engineer A.C. Shand to PRR Architect William Holmes Cookman, 10 January 1915, and PRR General Manager S. E. Long to Chief Engineer A. C. Shand, 2 September 1915, B-1537/9, Chief Engineer, 913.2 Baltimore – Edmondson Avenue Station, 1915-1922, Acc. 1810, Hagley Museum & Library, Wilmington, DE 19807 (hereafter cited as Edmondson Avenue Station, 1915-1922, Hagley Museum & Library).

¹⁵ "Cookman, William Holmes (d. 1950)," *Philadelphia Architects and Buildings*, The Athenaeum of Philadelphia, 2025, https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/23034?&Printable=1, accessed 5 February 2025.

walk (referred to in some correspondence as a “porch”) on the west and south sides. The intended walk or porch was to be accessed from Edmondson Avenue, wrap around the southwest corner of the station, and lead to two flights of exterior stairs to a southbound track platform shelter. The site plan proposed a 100'-long shelter with a 400'-long platform to the west on both sides of the tracks that was accessible to stairs from the Franklin Street bridge. The interior of the station as shown on the original blueprints included Men’s and Women’s Waiting Rooms, a Ticket Office, a Baggage Room, and a Baggage Elevator. The original plans also proposed a separate baggage elevator structure with an exterior staircase leading down from south of the Edmondson Avenue Bridge to a northbound platform shelter.

From November 1915 through March 1916, the PRR struggled with issues related to real estate acquisition for the station. On November 10, 1915, the Chief Engineer wrote to General Manager S. C. Long to report that the property acquisition cost was very high, “and that they [were] now preparing the necessary papers preparatory to instituting condemnation proceedings to acquire possession of the property.”¹⁶ Internal PRR correspondence from January - March 1916 reflects the PRR’s efforts to acquire a small piece of property. In a February 3, 1916 memorandum to Chief Engineer A. C. Shand, Real Estate Agent Thomas Hulme asked if the station could be constructed without that small piece of additional property.¹⁷ On March 22, the Chief Engineer responded that “we can get along without the small piece of property indicated on the attached blue print...for use in connection with the proposed station at Edmondson Avenue...although it will be necessary to build a short stretch of inexpensive retaining wall to take care of the slope.”¹⁸

On April 4, 1916, the Chief Engineer wrote to Superintendent A. J. Whitney, addressing some of the changes that had been made to the original design:

... have done away with the porch supported on brackets, providing a separate entrance to platforms by means of a stairway from street and a passageway under station. We have also omitted the baggage elevator on side opposite station, as there does not seem to be space enough between the tracks to install the same; the idea being to use a

¹⁶ Pennsylvania Railroad Chief Engineer to PRR General Manager S.C. Long, 10 Nov. 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

¹⁷ PRR Real Estate Agent Thomas Hulme to Chief Engineer A. C. Shand, 3 February 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

¹⁸ PRR Chief Engineer to PRR Real Estate Agent Thomas W. Hulme, 22 March 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

baggage crossing at grade for the comparatively small amount of baggage which will be handled at this point.¹⁹

Revised architectural drawings that reflect these changes were prepared. By comparing these undated drawings with historic photos and information from the inspection of the building as it exists today, it can be reasonably concluded that the station was constructed based upon the design delineated in the revised drawings (see Figures 3 & 4). The changes described in the April 1916 memo are reflected in the photo of the station under construction published in *The Sun* on January 12, 1917 (see Figure 5).²⁰ Some of the changes are still evident upon contemporary examination of the property; however, the stairways from the street and passenger platforms are no longer extant.

The Superintendent responded to the PRR Chief Engineer's recommendation to remove the baggage elevator on the northbound side, expressing his concern about an at-grade crossing of the tracks for moving baggage:

I note what you say about baggage lift on the north-bound side, and if we cannot have it, I presume we will have to do the trucking across the tracks at grade. I hope, however, that you architects will be able to devise some way to work in a lift on that side as this is a very busy piece of railroad and trucking is not attractive.²¹

In the summer of 1916, as the PRR was preparing to solicit bids from contractors, they needed to address an issue as to the location of the tracks, which were potentially changing due to the PRR's replacement of the Franklin Street Bridge located immediately south of Edmondson Avenue. On July 1, the Assistant Chief Engineer wrote to General Superintendent Gamble Latrobe to ask if he "intend[s] to make any shift [in the track alignment] before the Edmondson Avenue station is built. He proceeded to explain that:

... the location of the new station is not affected by the present arrangement of tracks, but the platforms are, and it would be necessary to build temporary platforms if you expect to continue on the present centre line at this point. The station plans are all ready,

¹⁹ PRR Chief Engineer to PRR Superintendent A.J. Whitney, 4 April 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²⁰ "For Travelers on the Pennsylvania, New Edmondson Avenue Station," *The Sun*, 12 January 1917, 5, <https://www.newspapers.com/>, accessed 4 June 2019.

²¹ PRR Superintendent A.J. Whitney to PRR Chief Engineer, 5 April 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

and we can ask for bids within a week, but would like to have a final decision as to the platforms.²²

On July 3, General Superintendent Latrobe responded:

This bridge is being built on the line of the present tracks... The bridge which is being erected was ordered and received a long time before it was known that any future change of line was contemplated...

... no preparation was made for the masonry for future tracks for the reason that additional right of way would have to be purchased to permit the construction of the additional masonry. It is not intended to make any shift of the tracks before the Edmondson Avenue Station is built for the reason that questions involved have not been settled with the City.²³

Assistant Chief Engineer H. C. Booz added a handwritten note in the margin of the General Superintendent's letter: "Mr. Shand – this means temporary platforms. H.C. Booz."²⁴

PRR correspondence from the summer of 1916 reflects various decisions on specifications that were made in reference to the new station, including:

- (i) Seating within the station was identified as being "settees #600 as made by the A.H. Andrews Co" without shoes.²⁵
- (ii) "[F]or the safety of the Company's trains and works," watchmen were to be placed at the station "both day and night."²⁶
- (iii) A sample of "Crystal Way" Tennessee Marble was approved for use in the station's interior.²⁷

²² PRR Assistant Chief Engineer to PRR General Superintendent Gamble Latrobe, 1 July 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²³ PRR General Superintendent Gamble Latrobe, to PRR Assistant Chief H. C. Booz, 3 July 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²⁴ PRR General Superintendent Gamble Latrobe, to PRR Assistant Chief H. C. Booz, 3 July 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²⁵ Milton C. Davis, Contractor and Builder to PRR Chief Engineer A. C. Shand, 8 August 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²⁶ Milton C. Davis, Contractor and Builder to PRR Chief Engineer A. C. Shand, 8 August 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

²⁷ Tennessee Marble Corporation Trustee to PRR Chief Engineer A. C. Shand, 16 August 1916; PRR Chief Engineer to Singer-Pentz Company; PRR Chief Engineer to Tennessee Marble Corporation, 23 August 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library (both documents).

- (iv) The decision was made to use short leaf yellow pine instead of hemlock, which PRR Chief Engineer A. C. Shand had recommended be used for ceiling joists, “underflooring and sheathing.” Contractor James S. Lewis of the Singer-Pentz Company recommended that Virginia pine be used instead, explaining that “...hemlock is not generally handled in this market. [Virginia pine] is the material that is used in this territory entirely for sheathing and under-flooring.”²⁸

PRR internal correspondence from this timeframe also revealed a sense of urgency in regard to completing the station. On July 19, 1916, the Wilmington General Superintendent wrote to Chief Engineer A. C. Shand to encourage that construction of the Edmondson Avenue station be expedited because he was eager for “the abandonment of the Pennsylvania Avenue as well as Edmondson Avenue.”²⁹

On August 18, 1916, the *Railway Age Gazette* reported that the PRR had obtained bids to construct a “passenger station near Edmondson avenue” and that they had awarded the contract on August 16th to the Singer-Pentz Company.³⁰ On September 1, the *Railway Age Gazette* reported on the design of the station, describing it as 30' by 70' with “tapestry brick with green Spanish tile roof and composition floor.”³¹

On September 6, 1916, PRR Chief Engineer wrote to General Superintendent Gamble Latrobe to request his guidance on the capacity of the baggage elevator that was needed inside the Edmondson Avenue Station. The Chief Engineer explained that he felt a capacity of 6,000 pounds would be sufficient; however, he explained that PRR General Superintendent J. T. Wallis in Altoona, Pennsylvania, felt that an elevator with the capacity of 8,000 pounds was needed. The Chief Engineer was concerned that the additional capacity would “add considerably to the cost of the elevator.”³²

²⁸ Singer-Pentz Company representative James S. Lewis to PRR Chief Engineer A. C. Shand, 24 August 1916; PRR Chief Engineer to Singer-Pentz Company, 25 August 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library. (both documents).

²⁹ PRR General Superintendent Gamble Latrobe to PRR Chief Engineer A. C. Shand, 19 July 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

³⁰ “Railway Structures,” *Railway Age Gazette* 61, no. 7 (18 August 1916): 309; “Railway Structures,” *Railway Age Gazette* 16, no. 9 (September 1, 1916): 391, <https://babel.hathitrust.org/cgi/pt?id=mdp.39015010881699&view=1up&seq=431>, accessed 8 Nov. 2024; PRR Assistant Chief Engineer H. C. Booz to PRR Assistant Engineer J. W. Craig, 15 June 1917; PRR Assistant Engineer J. W. Craig to Assistant Chief Engineer H. C. Booz, 16 June 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library (both documents).

³¹ “Railway Structures,” 1 September 1916.

³² PRR Chief Engineer to General Superintendent Gamble Latrobe, 6 September 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

On October 5, 1916, it was reported in *The Sun* that a hearing had been held the previous day “by the Public Service Commission on the petition of the Pennsylvania Railroad company asking approval of the plans for the station it is erecting at Edmondson Avenue and also for permission to abandon the Lafayette and Gwynn’s Run stations after the completion of the new station.” It was also reported that the Edmondson Avenue station would “provide much superior service.” In terms of the timing, the article indicated that: “The contract for the Edmondson avenue station had been let and the work was well under way before the petition was filed with the commission.”³³

In late December, an article appeared in *The Sun* that stated: “The Public Service Commission yesterday approved the application of the Philadelphia, Baltimore and Washington Railroad Company for authority to erect a station at the intersection of its lines and Edmondson avenue, to be known as the Edmondson Avenue Station.”³⁴

In early 1917, the PRR and its contractor, Singer-Pentz Company, began work on retaining walls for the station. On January 4, Singer-Pentz submitted to PRR Engineer J. W. Craig its proposal for:

Extra excavation at Edmondson ave. Station... for excavating for the two retaining walls, the removal of the earth between the station and tracks. It is also understood that as much of the earth as is required will be placed around the station proper, to give the grades located at the building. The remaining earth will be hauled from the site.

We are also pleased to quote you a price... for the concrete in the two retaining walls. This price does not include any rubbing down of the walls of [sic] the removing of form marks. We however, will point up any honeycombs that might occur.

The sheet piling on the bank side is to be used for the forms.³⁵

The following day, Assistant Engineer J. W. Craig wrote to Assistant Chief Engineer H. C. Booz to submit Singer-Pentz’s proposal with his review comment that “While these prices apparently seem a little high, they are the best I can get from this company; and the job is too small to ask for bids.”³⁶

³³ “Would Abandon Old Stations: Pennsy Asks Public Service Commission’s Approval of Plans,” 5 October 1916, *The Sun*, 14, <https://www.newspapers.com/>, accessed 4 June 2019; Hayden, “Baltimore & Potomac RR, Edmondson Avenue Station, B-5112-3,” 3.

³⁴ “For Edmondson Ave. Station,” *The Sun*, 23 December 1916, 8, <https://www.newspapers.com/>, accessed 20 December 2024.

³⁵ Singer-Pentz Company representative James S. Lewis to PRR Engineer J. W. Craig, 4 January 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

³⁶ Pennsylvania Railroad Assistant Engineer J. W. Craig to Assistant Chief Engineer H. C. Booz, 5 January 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

On January 20, 1917, PRR Vice-President (and future PRR President) William Wallace Atterbury approved Singer-Pentz Company's proposal.³⁷ That same day, the Chief Engineer wrote to the construction company, informing them that their proposal for the excavation was accepted. The Chief Engineer also added that "excavation is to cover the foundation excavation for the two retaining walls, removal of earth between the station and tracks, price for same to include all sheet piling and pumping. Any earth required for grading around the station to be so placed, and remaining earth to be hauled from the site."³⁸

On March 16, 1917, the PRR General Manager authorized placing the station in service:

You are authorized, as recommended, to establish a passenger station, to be known as "EDMONDSON", at a point on the Baltimore Division of the P.B.&W.R.R. 97.9 miles from Broad Street Station, Philadelphia, and 2.7 miles south of Union Station, Baltimore and simultaneously abandon the passenger stations at Lafayette and Gwynns Run, now located on the same Division, effective May 1, 1917, provided you give the usual advance notice of such changes to the Traffic Department.³⁹

A solution to the on-grade track crossing situation resulting from the elimination of the northbound-side baggage elevator and pedestrian stairs was proposed by the railroad on April 28, 1917, just three days before the opening date of the Edmondson Station, in the form of a proposed separate pedestrian bridge, which would have safely crossed over the tracks, but this bridge was never constructed. The less-than-ideal result was that baggage and passengers alike had to cross the tracks at grade level with the aid of a crossing guard throughout the station's period of service.

In November 1917, the Chief Engineer wrote to the General Elevator Company to inform them that the baggage elevator inside the station was complete and in service.⁴⁰

³⁷ PRR Vice-President William Wallace Atterbury to Chief Engineer A. C. Shand, 20 January 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

³⁸ Pennsylvania Railroad Chief Engineer A. C. Shand to Singer-Pentz Company, 20 January 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

³⁹ PRR General Superintendent Gamble Latrobe to Chief Engineer A. C. Shand, 13 October 1917, citing 16 March 1917 letter of PRR General Manager, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴⁰ Pennsylvania Railroad Chief Engineer to General Elevator Company, 2 November 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

Construction Cost

In August 1915, the PRR had prepared an estimate sheet for the “Cost of New Work, Rebuilding, Removing, Shifting, Etc., Stations and Office Buildings.” This estimate included a “new one and one-half story brick station with stairways, elevators, shelters and platforms” at Edmondson Avenue, as well as the cost of replacing “retired property in-kind, stations and office buildings related to the Lafayette Avenue Station.”⁴¹ By early September, PRR General Manager S. C. Long wrote to the Chief Engineer to update the estimate for the new station from \$14,000 to \$18,500 (including \$4,500 for property) and to ask that the funds be provided “in connection with the reconstruction of the tunnels.”⁴² On September 4, the Chief Engineer wrote a handwritten note on the bottom of the Chief Engineer’s letter, stating:

I do not see what the construction of a station at Edmondson Ave has to do with proposed reconstruction of the tunnels. We did not include any station in our tunnel estimate, copy of which is attached.⁴³

On September 13, 1915, the Chief Engineer responded that he would include the estimate of \$27,650 in the overall estimates for the proposed improvements between Fulton Junction and Loudon Park.⁴⁴ On October 6, the General Manager wrote to the Chief Engineer that he was recommending to the Vice-President in Charge of Operation a budget of \$27,632 for the construction of the Edmondson Avenue Station.⁴⁵ On November 12, 1915, President Samuel Rea wrote that \$23,000 was needed for the “cost of property required in connection with renewal of bridge over Franklin Street, Baltimore, and land at Edmondson Street, Baltimore for proposed new station.”⁴⁶

On September 5, 1916, *The Sun* reported that construction of the station had begun and that the building was expected to be completed in early 1917 at an

⁴¹ “Pennsylvania Railroad Company Estimate Sheet,” 16 August 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴² PRR General Manager S. E. Long to Chief Engineer A. C. Shand, 2 September 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴³ PRR Chief Engineer A. C. Shand to PRR General Manager S. E. Long, 4 September 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴⁴ Pennsylvania Railroad Chief Engineer A. C. Shand to PRR General Manager S. C. Long, 13 September 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴⁵ Pennsylvania Railroad General Manager S. C. Long to Pennsylvania Railroad Chief Engineer A. C. Shand, 6 Oct. 1915, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁴⁶ PRR President Samuel Rea to Secretary Lewis Neilson, P.B.&W.R.R. Company, 12 November 1915, Pennsylvania State Archives, Penn Central Railroad Collection, Presidential Correspondence of Samuel Rea, 12-1843, Carton 28, MS-286.47.

estimated cost of \$18,000.⁴⁷ An October 5th article in *The Sun* reported that the new station would cost \$17,000.⁴⁸

On December 5, 1916, the PRR Chief Engineer wrote to PRR General Manager S. C. Long to inform him of the need for an additional \$13,140 for the new station. The Engineer provided the following explanation:

Your original estimate for the station was apparently made on a building partly supported on brackets attached to a retaining wall, and amounted to \$8,800. After the plans were placed in our hands, we found it necessary to change the type of construction, and place foundations under the entire building, making it more stable and slightly, and also enlarged the ticket office in accordance with the requirements of General Superintendent Latrobe.

The lowest bid received for the station building was \$17,602, which, with the foundations, makes the total cost of the station about \$20,275, an increase of \$11,475. In this item alone; the balance being required by retaining wall excavation and masonry, cement sidewalk and engineering. The additional expense, of course, is fully warranted, but in order that the construction may proceed and not be held up for funds, will you please request the additional amount?⁴⁹

In a December 5, 1916 internal memorandum, H. C. Booz asked architect William Holmes Cookman if Singer-Pentz Company's proposal included the installation of the heating plant. Cookman added a handwritten note on the bottom of the memorandum, responding that the "Heating plant is included in the general contract."⁵⁰

On December 7, 1916, an application for authorization for funding was submitted by Vice President William Wallace Atterbury to President Samuel Rea. A supplemental appropriation of \$13,140 was requested for the Edmondson Avenue Station in order to replace the stations at Pennsylvania Avenue, Lafayette Avenue, and Gwynn's Run.⁵¹

On February 3, 1917, a letter from PRR General Manager S. C. Long to PRR Chief Engineer A. C. Shand discussed a meeting that was held on January 31,

⁴⁷ "Working On New Station," *The Sun*, 5 Sept. 1916, 14, <https://www.newspapers.com/>, accessed 6 June 2019.

⁴⁸ "Would Abandon Old Stations," *The Sun*, 5 Oct. 1916, 14, <https://www.newspapers.com/>, accessed 4 June 2019.

⁴⁹ PRR Chief Engineer to PRR General Manager S. C. Long, 5 December 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁵⁰ PRR H. C. Booz to William Holmes Cookman, 5 December 1916, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁵¹ Pennsylvania Railroad General Manager S.C. Long to Pennsylvania Railroad Chief Engineer A. C. Shand, 22 January 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

1917 of the Philadelphia, Baltimore and Washington Railroad Company Board that authorized “an additional appropriation of \$13,140 chargeable to Road and Equipment... for new passenger station at Edmondson Ave., ... replacing stations at Pennsylvania Ave., Lafayette and Gwynn’s Run.”⁵²

In an October 19, 1917 memoranda to General Superintendent Gamble Latrobe, the Chief Engineer indicated that the Pennsylvania Avenue Station was not abandoned, and a credit was to be given back in the amount of \$14,078.⁵³

Edmondson Avenue Station Placed into Service

The Edmondson Avenue Station opened on May 1, 1917. Prior to its opening, internal correspondence within the PRR indicated some confusion as to whether or not the opening of the Edmondson Avenue Station would mean the abandonment of the existing Pennsylvania Avenue Station. On October 13, 1917, PRR’s Wilmington, Delaware General Superintendent Gamble Latrobe wrote to Chief Engineer A. C. Shand to confirm that in conjunction with the opening of the new station, the stations at Lafayette and Gwynns Run were to be abandoned, “effective May 1, 1917,” but not the Pennsylvania Avenue Station. In his letter, he quotes the Public Service Commission’s approval:

In the matter of the application of Philadelphia, Baltimore and Washington Railroad Company for an order permitting and approving the establishment of a station and the construction of a suitable building for the accommodation of passengers at the intersection of said railroad with Edmondson Avenue, in the City of Baltimore, to be known as Edmondson Avenue Station, and for the abandonment of two existing stations, known as Gwynns Run Station and Lafayette Station, as Passenger Stations.⁵⁴

During its six decades of service, only local commuter trains stopped at Edmondson Avenue. In the midst of the decline of the railroad industry, the Pennsylvania Railroad merged with the New York Central Railroad in 1968 and renamed it the Penn Central. After Amtrak was established on May 1, 1971, it entered into an agreement with the Penn Central to operate passenger service on the former B&P/PB&W line. The Maryland segment became part of Amtrak’s Northeast Corridor with hourly service stopping at Washington,

⁵² Pennsylvania Railroad General Manager S. E Long to Pennsylvania Railroad Chief Engineer A. C. Shand, 3 February 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁵³ Pennsylvania Railroad Chief Engineer to General Superintendent Gamble Latrobe, 19 October 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

⁵⁴ Pennsylvania Railroad General Superintendent Gamble Latrobe to Chief Engineer A. C. Shand, 13 October 1917, Edmondson Avenue Station, 1915-1922, Hagley Museum & Library.

Capital Beltway, and Baltimore en route to New York. After continued financial difficulty, however, Consolidated Rail (Conrail) took over the bankrupt Penn Central by April 1, 1976. At the same time, the Maryland State Railroad Administration entered into an agreement with Conrail to subsidize local passenger train service. On April 30, 1978, Amtrak announced the inauguration of the Chesapeake line with local service between Philadelphia and Washington.⁵⁵

Edmondson Avenue officially appeared as a stop on Amtrak's Chesapeake line timetable on July 29, 1979, and the station was in use until the Chesapeake line's last run on October 29, 1983. Meanwhile, the state of Maryland established Maryland Rail Commuter (MARC) train service, and constructed a new West Baltimore Station which replaced the Edmondson Avenue Station on April 30, 1984. Located between Franklin and Mulberry streets, West Baltimore continues to be an active station on the MARC Penn Line.⁵⁶

In the later part of its time as a station, ownership of 2235 Edmondson Avenue transferred several times, and the property served dual purposes. Baltimore City telephone directories for the mid-twentieth century include the following listings for 2235 Edmondson Avenue: Wolford Motors Company in 1956 and 1960 (when this company was also utilizing next door 2237 Edmondson Avenue), and Harley's Restaurant, Inc., in 1965 and 1970.⁵⁷

In 1962, the Philadelphia, Baltimore and Washington Railroad Company sold the property to the Champlain Corporation. The corporation and/or its Directors and Trustees owned the property until 1975. Harley P. Brinsfield, Sr., who was affiliated with Champlain Corporation, founded Harley's Restaurant, Inc., in the late 1940s with the first restaurant located at the Lexington Market. By 1965, a Harley's restaurant was located within the Edmondson Avenue Station. On January 1, 1972, *The Sun* ran an article on how "crime and rowdyism" were affecting multiple locations of Harley's 20

⁵⁵ Christopher T. Baer, *A General Chronology of the Successors of the Pennsylvania Railroad Company and Their Historical Context*, 1971, April 2015 Edition, http://www.prrths.com/newprf_files/Hagley/PRR1971.pdf, accessed 31 December 2024; "History of MARC Train," Maryland Transit Administration, https://web.archive.org/web/20100117174532/http://mtamaryland.com/about/transitprofiles/MARC_History.cfm; Baer, 1978, http://www.prrths.com/newprf_files/Hagley/PRR1978.pdf, accessed 31 December 2024.

⁵⁶ Baer, 1980-89, http://www.prrths.com/newprf_files/Hagley/PRR1980.pdf, accessed 31 December 2024; "Edmondson Avenue," <http://www.trainweb.org/usarail/edmondson.htm>, accessed 12 February 2025; Joel McCord, "New Station, Schedule for Rail Users, *The Sun*, 28 April 1984, 12, <https://www.newspapers.com>, accessed 31 December 2024.

⁵⁷ The Chesapeake and Potomac Telephone Company of Baltimore City, Annual telephone directories (on file at Enoch Pratt Free Library, Baltimore, Maryland).

restaurants, described as “Baltimore’s ‘original’ carry-out submarine sandwich king.” A photograph of 2235 Edmondson Avenue was included in the article as well as the statement that three Harley’s restaurants had closed and “a popular West Baltimore branch, at 2235 Edmondson avenue, is on the verge of quitting. Even the private guards have refused to police the Edmondson avenue shop any longer” (see Figure 6).⁵⁸

On December 31, 1971, Maryland Delegate Frank M. Conaway, an African American, held a press conference to showcase concern about the closings. Addressing the potential closing of the Harley’s at 2235 Edmondson Avenue, Delegate Conaway expressed concern that if restaurants close, “the black areas will lose another important service, perhaps 50 to 100 blacks will be jobless and a company that has done an excellent job in the field of developing black management will just throw in the sponge and forget the Fourth district in West Baltimore.” Two representatives of the Harley’s restaurant company, including Mrs. Geneva P. Thomas, the African American manager of the Edmondson Avenue restaurant, attended. Mrs. Thomas described an armed robbery that had taken place on December 18 at the restaurant, resulting in employees resigning and private guards refusing to continue working at the restaurant.⁵⁹

On March 21, 1979, the Edmondson Avenue Station was temporarily out of service due to an accident that destroyed “the single wooden stairway” down to track level.⁶⁰

By August 1980, the Pocopico Subs & Pizza restaurant had opened in the building and operated until 2021.⁶¹ On August 1, 1990, a fire in the building caused an estimated \$100,000 in damage. The fire was started in a storeroom by an overheated adding machine at approximately 3:10a.m.⁶² At the time of the survey, 2235 Edmondson Avenue housed two businesses: Pocopico Subs & Pizza restaurant and a grocery & beauty supply store, whose signage was still attached to the vacant building.

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Sources: Baer, Christopher T. *A General Chronology of the Successors of the Pennsylvania Railroad Company and Their Historical Context*, 1971, April 2015 Edition.

⁵⁸ Stephen J. Lynton, “Crime, rowdiness forcing Harley’s to retrench,” *The Sun*, 1 January 1972, B8, B14, <https://www.newspapers.com>, accessed 27 December 2024.

⁵⁹ Ibid.

⁶⁰ Baer, 1979, http://www.prrths.com/newpr_files/Hagley/PRR1979.pdf, accessed 31 December 2024.

⁶¹ “Help Wanted” Classified Advertisement, *The Sun*, 17 August 1980, 132, <https://www.newspapers.com>, accessed 16 February 2025.

⁶² “West Baltimore, Restaurant Fire Blamed on Adding Machine,” *The Baltimore Sun*, 2 August 1990, 22, <https://www.newspapers.com>, accessed 26 December 2024.

http://www.prrths.com/newpr_r_files/Hagley/PRR1971.pdf, accessed 31 December 2024.

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Pennsylvania State Archives, Penn Central Railroad Collection, Presidential Correspondence of Samuel Rea. MG-286.

Historians: Nancy L. Zerbe; Steven Patrick, ARCH², Inc., 2025

Project

Information: Documentation of the Edmondson Avenue Station located at 2235 Edmondson Avenue was undertaken in 2021-2025 as mitigation in accordance with the Section 106 Programmatic Agreement for the Baltimore & Potomac (B&P) Tunnel Replacement Program. 2235 Edmondson Avenue will be demolished to make way for realignment of the Northeast Corridor associated with a new 1.9-mile-long tunnel north of the existing tunnel alignment. The documentation project was sponsored by the United States Department of Transportation Federal Railroad Administration (FRA) and the National Railroad Passenger Corporation (Amtrak), in coordination with the Maryland Historical Trust. Renee Bieretz prepared large-format photography. Christopher H. Marston, HAER Architect, advised the project.

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Supplemental Materials:

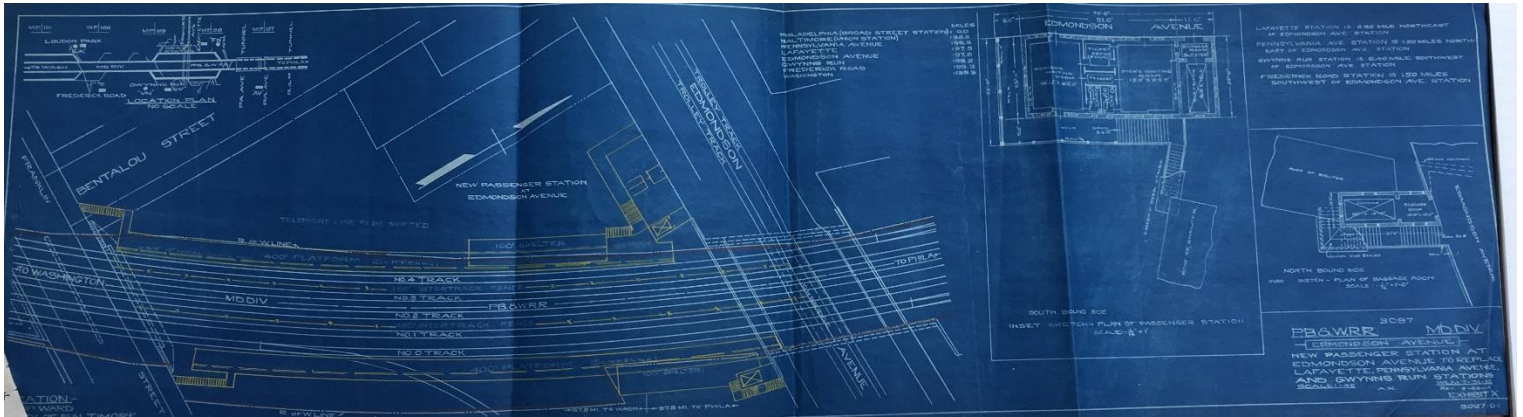


Figure 1. July 31, 1915 preliminary design blueprint of the site plan by PRR Architect William Holmes Cookman for construction of the Edmondson Avenue Station. B-1537/9, Chief Engineer, 913.2 Baltimore – Edmondson Avenue Station, 1915-1922, Acc. 1810, Hagley Museum & Library, Wilmington, DE 19807.

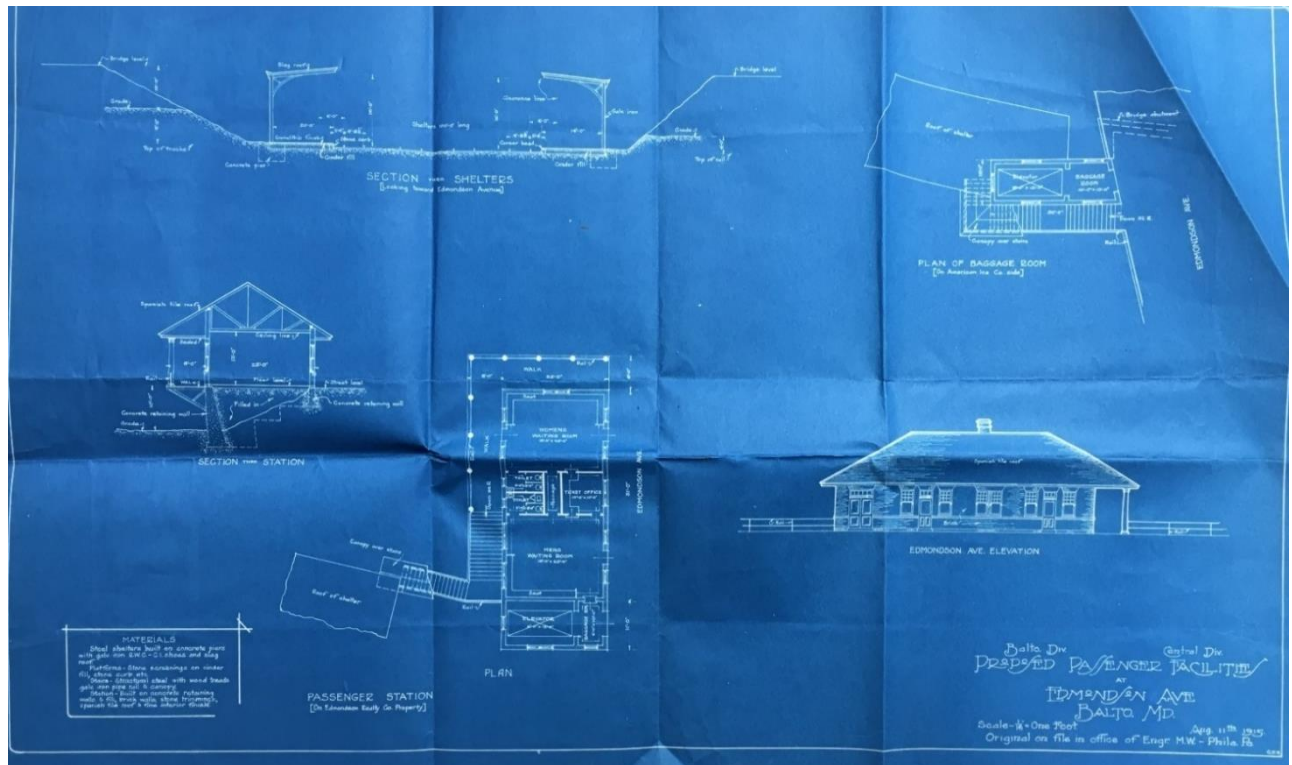


Figure 2. August 11, 1915 preliminary design blueprint by PRR Architect William Holmes Cookman for construction of the Edmondson Avenue Station. B-1537/9, Chief Engineer, 913.2 Baltimore – Edmondson Avenue Station, 1915-1922, Acc. 1810, Hagley Museum & Library, Wilmington, DE 19807.

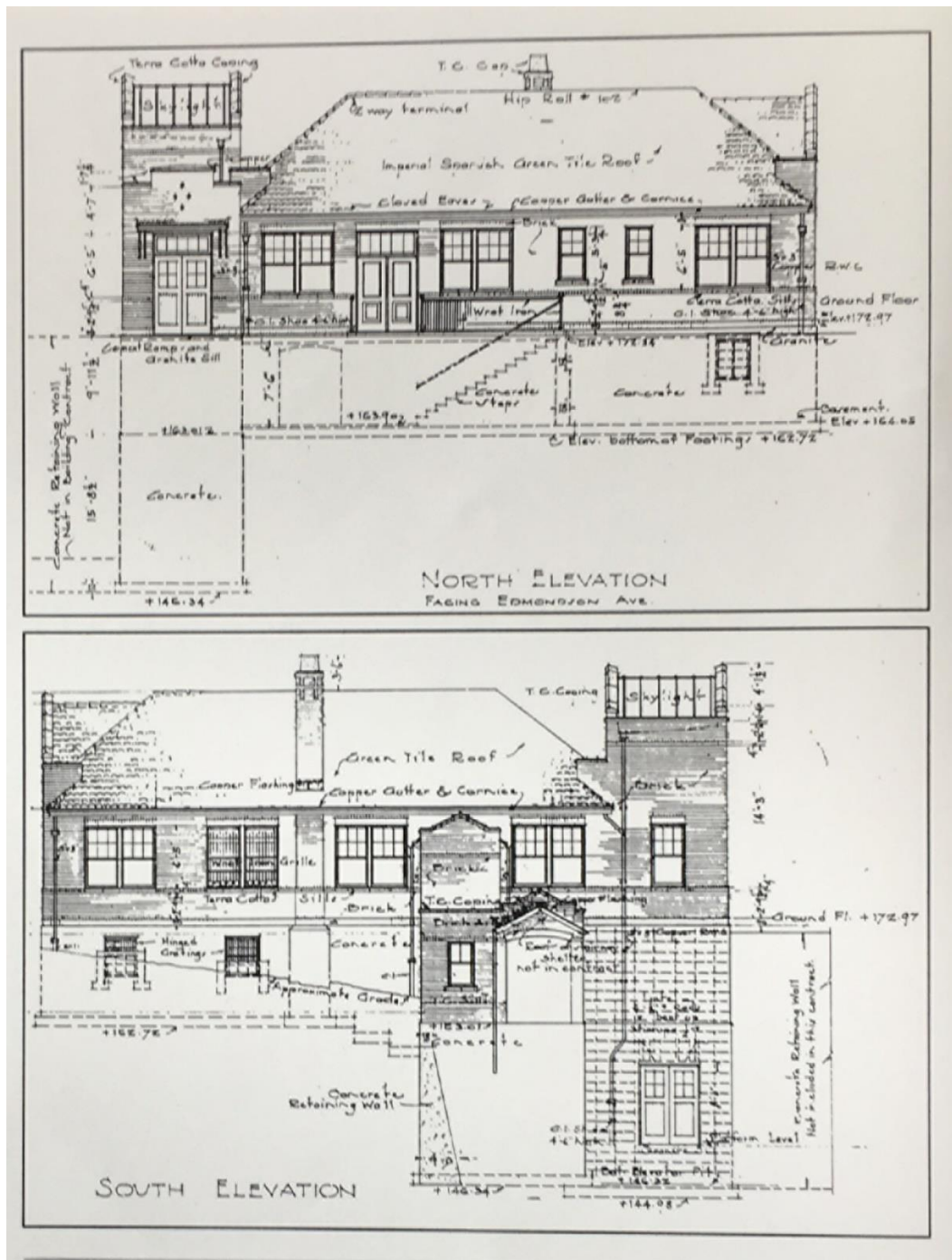


Figure 3. Revised elevation drawings by PRR Architect William Holmes Cookman for construction of the Edmondson Avenue Station. Note the staircase beneath the sidewalk in front of the north elevation leading to the north/south passageway under the station, the central chimney in the south elevation, and the elevator shaft in the east wing. Frank A. Wrabel, "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station – Baltimore," *The Keystone*, 34.

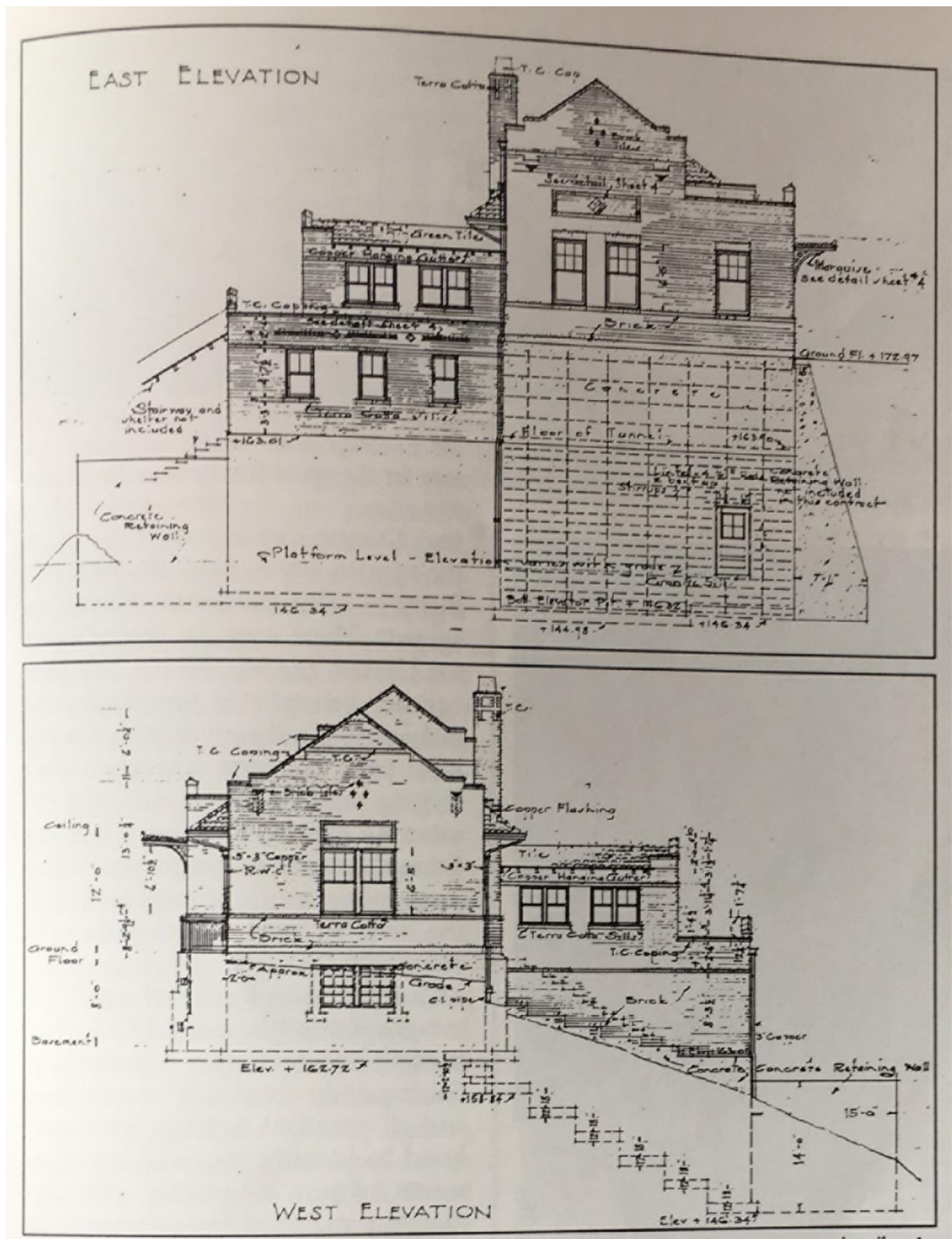


Figure 4. Revised elevation drawings by PRR Architect William Holmes Cookman for construction of the Edmondson Avenue Station. Note the original rear extension and the covered staircase suggested in the East Elevation, which descended to track level. Baggage carts accessed the elevator and were wheeled along the platform, crossing the tracks at grade for northbound trains. Wrabel, "Terminals, Tunnels and Turmoil: The History of Pennsylvania Station – Baltimore," *The Keystone*, 35.



Figure 5. Photograph of the rear of the station during construction, looking northwest from the PRR tracks. "For Travelers on the Pennsylvania, New Edmondson Avenue Station," *The Sun*, 12 January 1917, <https://www.newspapers.com>, accessed 4 June 2019.



**Crime and rowdyism are taking their toll
at Harley's, whose sandwich shop at Ed-**

**Sunpapers photo—Weyman Swagger
mondson avenue and Bentalou street is
among those under a threat of closing.**

Figure 6. 1972 photograph of the station after it had been converted into a Harley's restaurant.
"Crime, rowdiness forcing Harley's to retrench," *The Sun*, 1 January 1972,
<https://www.newspapers.com>, accessed 30 December 2024.

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Baltimore
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Renee Bieretz, photographer, September 2021 (views 1-7); May 2024 (views 8-9)

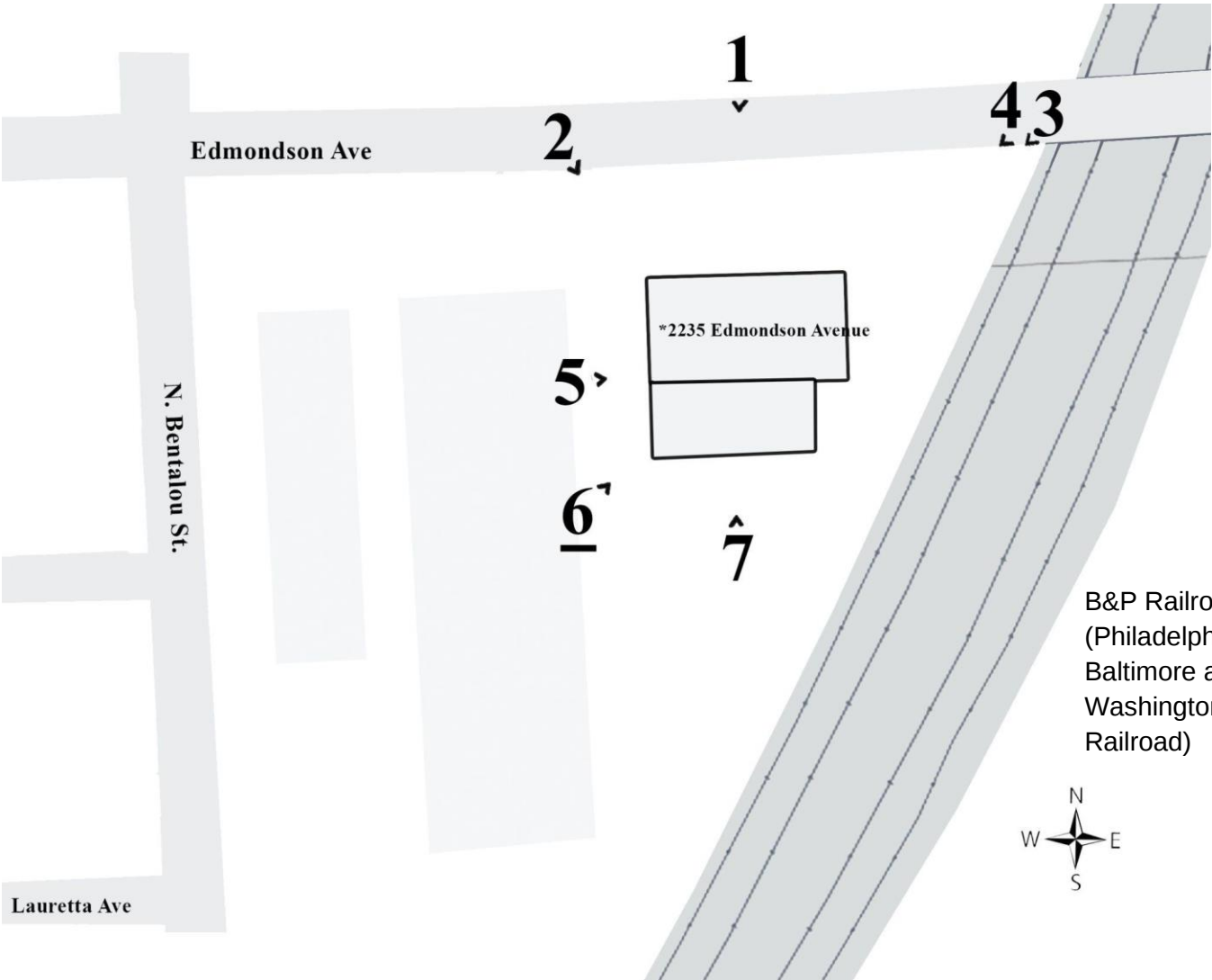
MD-1438-1	Main façade of former Edmondson Avenue Station, view looking south.
MD-1438-2	Perspective view of station from Edmondson Avenue, looking southeast.
MD-1438-3	East wall of station showing baggage room and baggage elevator wing, view looking southwest from Edmondson Avenue Bridge.
MD-1438-4	Detail of baggage wing with concrete railing of Edmondson Avenue Bridge in foreground, view looking southwest.
MD-1438-5	West gable end of station with addition at right, looking east.
MD-1438-6	Perspective view of rear addition, looking northeast.
MD-1438-7	South elevation of rear addition, view looking north.
MD-1438-8	Interior view of former Women's Waiting Room, showing concrete arch structure in original south wall of station, looking southeast.
MD-1438-9	Interior view of abandoned concrete staircase in basement, looking north.

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