Baltimore and Ohio Railroad Records

by Alison Oswald, archivist

January 2010
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Collection Overview

Repository: Archives Center, National Museum of American History

Creators: Baltimore and Ohio Railroad Company,
Garrett, John W., (John Work), 1820-1884
Latrobe, Benj. H. (Benjamin Henry), 1807-1878

Title: Baltimore and Ohio Railroad Records

Dates: 1827-1987

Quantity: 20 cubic feet, 71 boxes, 46 oversize folders

Abstract: The collection consists of correspondence, invoices, drawings, photographs, and negatives and other printed literature documenting the Baltimore and Ohio Railroad from its inception in 1827 to its merger with the Chesapeake and Ohio Railroad in the 1960s.

Language: English

Administrative Information

Acquisition Information
This collection was donated to the National Museum of American History by the Baltimore and Ohio Railroad Public Relations Office in the 1960s.

Provenance Information
The Baltimore and Ohio Railroad Records were transferred to the Archives Center from the Division of Work and Industry, 2007. The John W. Garrett Collection (AC0171) was donated to the Division of Transportation, now the Division of Work & Industry by Lawrence W. Sagle in XXXX

Related Material
Baltimore and Ohio Railroad Records can also be found at the Maryland Historical Society (http://www.mdhs.org/) and the Baltimore and Ohio Museum (http://www.borail.org/).

Processing Information
Processed by Alison Oswald, archivist, January 2010.

Preferred Citation
Title and date of item, Baltimore and Ohio Railroad Records, dates, Archives Center, National Museum of American History, Smithsonian Institution, box number X, folder number XX, digital file number XXXXXXXX
Restrictions on Access

The collection is open for research use.

Physical Access: Researchers must handle unprotected photographs and glass plate negatives with gloves.

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Accruals

The John W. Garrett Collection (AC0171) of approximately .6 cubic feet was combined with the Baltimore and Ohio Railroad Records (AC1086).

Biographical Note

The Baltimore and Ohio Railroad (B&O) was the nation’s first extensive steam powered railroad. It was founded by Baltimore merchants in 1827 as a means of promoting trade and making Baltimore competitive with other east coast ports. The original intent of the founders was to provide direct and fast access to the Ohio River, and the markets that the river reached. The railroad, however, went beyond the Ohio River and its lines went as far west as St. Louis and Chicago. The B&O was also known for its use of an electric locomotive in the mid 1890s. It also had a completely air conditioned train, and it was a forerunner in the use of diesel-electric locomotives. Company activities paralleled those of other American railroads and over the course of its life included expansion, near bankruptcy, innovations, regulations, and finally buy out. In February 1963, the Chesapeake and Ohio (C&O) completed its purchase of the B&O. Today, B&O is part of the CSX Transportation (CSX) network.

John Work Garrett president of the Baltimore and Ohio Railroad 1858-1884, was born in Baltimore, Maryland July 31, 1820. He was the second son of Elizabeth Stouffer and Robert Garrett. He married Rachel Ann Harrison, the daughter of Thomas Harrison, a Baltimore merchant. They had one daughter, Mary and two sons Robert and Thomas Harrison Garrett.

After attending Lafayette College (Pennsylvania) for two years John W. Garrett left in 1836 to become associated with his father's commission business in Baltimore. The commission house which dealt in wholesale groceries, produce, forwarding and a commission business expanded to establish direct connections with Latin America, seek outlets in Europe and develop its own banking operations. In time its financial operations overshadowed the commission and shipping business.

When John W. Garrett began to invest heavily in Baltimore and Ohio Railroad stock, the road was in competition with the Chesapeake and Ohio Canal and the stock was not popular. Its value rose steadily over the years. Mr. Garrett was elected a director of the railroad in 1855. His report as chairman of a subcommittee on the need for additional funds to complete the line to the Ohio River led to his election to the presidency of the road on November 17, 1858, a position he held for 26 years. New policies with emphasis on economy, personal supervision and gradual expansion were inaugurated and consistently maintained, in spite of a general financial crisis, Mr. Garrett's first year in office showed a net gain in earnings.
Sympathetic to his southern friends during the Civil War, Mr. Garrett nevertheless supported the Union. He recognized the inevitability of Confederate defeat by superior northern resources. Confederate leaders blamed him for their inability to seize Washington and he received warm appreciation for his services to the Union cause from President Lincoln. The railroad stretched along the theater of war and twice crossed Confederate territory. It was, therefore, a main objective for southern attack. Branches were frequently damaged by Confederate raids, but the main line to Washington became important for the transport of troops and supplies. The Baltimore and Ohio carried out the first military rail transport in history and the transfer of 20,000 men from the Potomac to Chattanooga in 1863 was a major triumph for its president.

With the advent of peace Mr. Garrett turned to rebuilding and strengthening the railroad. He replaced equipment and track damaged by the war, then extended the system by securing direct routes to Pittsburgh and Chicago and arranging an independent line into New York. Wharves were built at Locust Point for ocean liners and a system of elevators erected. The B&O built its own sleeping and dining cars, established hotels in the mountains and created its own express company. By 1880, after battles over rates with other trunk lines, a costly rivalry with the Pennsylvania Railroad over the eastern route and charges of discrimination against local shippers Mr. Garrett was at the height of his success. He cooperated in establishing the B. and O Employees Relief Association for accident and life insurance, a hospital system, saving and building funds, and arrangements for improving sanitation in the workplace. He was on friendly terms with Johns Hopkins, a trustee of John Hopkins Hospital, and with George Peabody, founder of the Peabody Institute of which he was also a trustee. Garrett County, Maryland was named in his honor.

John W. Garrett died on September 26, 1884 within a year of his wife's death in a carriage accident. During his connection with the railroad the stock increased from $57 to $200; at the outbreak of the Civil War the railroad was operating 514 miles of rail, gross earnings were $4,000,097 and net per mile was $4246. By 1864 gross earnings were $10,138,876 and net per mile, $7113. By the end of his presidency mileage had increased to 1711 miles and net earnings were $4535 per mile.

References

1 National Cyclopedia of American Biography Vol. 18:3
2 National Cyclopedia of American Biography Vol. 18:3
3 National Cyclopedia of American Biography Vol. 18:3

Scope and Content Note

The collection consists of correspondence, engineering drawings, notes, photographs, transparencies, negatives, glass plate negatives, printed materials, and newspaper clippings documenting the Baltimore and Ohio railroad from its inception in 1827 to its merger with the Chesapeake and Ohio in the 1960s.

Series 1, Historical Background, 1827-1987, consists primarily of general histories and chronologies for the Baltimore and Ohio Railroad Company as well as specific Baltimore and Ohio buildings, tunnels, and piers. Also included is the Historic American Engineering Record Project documentation detailing a survey of the Baltimore and Ohio Railroad structures from 1970; documentation for the Baltimore and Ohio Railroad Museum and Historical Society; and newspaper clippings.

Series 2, Bridge Histories, 1867-1966, contains printed literature, photographs, notes and newspaper clippings about bridges both generally and those directly related to the Baltimore and Ohio railroad.

Series 3, President's Office, 1826-1880, consists primarily of correspondence created in the President's Office of the B&O Railroad. The documentation was originally tri-folded and arranged by serial and subject.
numbers. A stamp bearing the B&O Railroad Company, the serial number and the subject number can be found on each document. For example, materials bearing the subject 6499 all relate to a B&O Railroad property in Harpers Ferry, West Virginia. Also included is the correspondence of Benjamin Henry Latrobe, II (1806-1878) an American civil engineer, best known for his railway bridges and as assistant engineer for the Baltimore and Ohio Railroad, and John Work Garrett (1820–1884) president of the B&O railroad. The materials are arranged by the subject number.

**Series 4, Correspondence, 1826-1859**, contains primarily correspondence, but also some reports and longer communications from B&O railroad executives and railroad executives in England. Of note is the correspondence with Benjamin Latrobe. This series also contains maps, opinions, and the discussion of railroad routes. The series is arranged chronologically.

**Series 5, Business Records, 1894-1914, undated**, consists primarily of correspondence, receipts, orders, statements, sketches, and handwritten and typed script documents detailing a variety of topics (legal, construction and financial) associated with the B&O Railroad. The documents are arranged chronologically by year, and many were tri-folded.

**Series 6, Agreement, 1870**, contains one published agreement between the Cumberland and Pennsylvania Railroad Company and the Pittsburgh and Connellsville Railroad Company from May 27, 1870.

**Series 7, Drawings, 1858-1957, undated**, is divided into forty-eight subseries and contains drawings, plans, photostats, diagrams, maps, elevations, details for B&O buildings, bridges, water tanks, towers, relay stations, viaducts, fruit terminals, warehouses and machine shops and other related structures. Many of the drawings document proposed changes, and some address railroad right-of-way issues. Almost all of the drawings pertain to B&O activities in the state of Maryland. The drawings are on linen, ink on paper, ink on tracing paper, blue line (copies), and ozalid (positive image).

**Series 8, Photographs and Copy Prints, 1872-1980s (not inclusive)**, is divided into two subseries: Subseries 1, Photographs, 1872-1980s and Subseries 2, Copy prints, 1901-1931, undated. This series consists of black-and-white photographs and black-and-white copy prints and negatives (both transparencies and glass plate) documenting a wide range of activities associated with the B&O Railroad. Some activities include: the building of locomotives, general factory scenes, office scenes, raw materials, equipment, machinery, employees (both men and women) working in the factory and operating equipment, and railroad cars.

Some copy prints (Box 71) are unidentified and are of an unknown origin. Some of the prints have unique numbers that presumably correspond to negatives numbers assigned by the B&O Railroad Company. Other prints were clearly made from negatives by the Smithsonian Institution’s Office of Photographic Services and bear unique numbers such as 12 C 8.

**Series 9, Negatives, 1850-1983 (bulk 1920s-1930s)**, is divided into five subseries: Subseries 1, Glass plate negatives (numbered and unidentified), undated; Subseries 2, Glass plate negatives (numbered), 1850-1957 (bulk 1920s-1930s); Subseries 3, Negatives by number, undated; Subseries 4, Negatives by location, 1870; 1978-1983; Subseries 5, Negatives by subject, 1922-1930s, and undated.

The series includes negatives (both glass plate and transparencies) documenting a wide range of activities associated with the B&O Railroad. Many of the negatives, while associated with a number, are undated and have no identifying documentation. Many of the negatives arranged by location were created during the late 1970s by Smithsonian staff. **Series 10, Stations and Buildings, 1884-1982**, contains photographs, negatives, sketches, field notes, maps, postcards, articles, and newspaper clippings about specific Baltimore and Ohio Railroad train stations, buildings, and other structures affiliated with the railroad. Some of the materials appear to have been assembled for a book or for nominating certain structures to the National Register for Historic Places. Many of the negatives contained within this series were created by H.H. Harwood.
Arrangement

The records are arranged into ten series.

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Series 2, Bridge Histories, 1867-1966
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Series 4, Correspondence, 1826-1859
Series 5, Business Records, 1894-1914, and undated
Series 6, Agreement, 1870
Series 7, Drawings, 1858-1957, and undated
Subseries 1, Indices and Lists, 1924-1943, undated
Subseries 2, Bailey's Station, 1887; 1899; 1901
Subseries 3, Baltimore Belt Railroad, 1895, undated
Subseries 4, Bay View and Canton Bridges, 1884-1885
Subseries 5, Big Seneca Creek Viaduct, 1905
Subseries 6, Bollman Bridges, undated
Subseries 7, Boyds, Maryland Station, 1886; 1927
Subseries 8, Bridewell Station, undated
Subseries 9, Bridges (general), 1893-1917
Subseries 10, Brunswick, Maryland, 1890-1907
Subseries 11, Building Materials List, undated
Subseries 12, Building Signs, 1911-1912
Subseries 13, Camden Station, 1881-1942 (not inclusive)
Subseries 14, Camden Station (related), 1881-1915
Subseries 15, Centenary Bridge Models, 1927
Subseries 16, Central Office Building, undated
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Series 8, Photographs and Copy Prints, 1872-1980s (not inclusive)
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Series 9, Negatives, 1850-1983 (bulk 1920s-1930s)

Subseries 1, Glass plate negatives (unidentified), undated

Subseries 2, Glass plate negatives (numbered), 1850-1957 (bulk 1920s-1930s)

Subseries 3, Negatives by number, undated

Subseries 4, Negatives by location, 1870; 1978-1983

Subseries 5, Negatives by subject, 1922-1930s, undated

Series 10, Stations and Buildings, 1884-1982

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Names and Subject Terms

This collection is indexed in the online catalog of the Smithsonian Institution under the following terms:

Subjects:
- Bridges
- Construction
- Engineering--19th century
- Railroads
- Railway engineering--1860-1890
- Repairing--Railroads

Types of Materials:
- Correspondence--19th century
- Drawings--1860-1890
- Tracings

Names:
- History of Technology, Division of, NMAH, SI.
- Mechanical and Civil Engineering, Division of [former name], NMAH, SI.
## Container Listing

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Box 5, Folder 10-15  Platform at viaduct manufacturing company switch, Relay, 1896
Box 5, Folder 10-15  Repainting and regilding signs, Camden Station, 1896
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Lining partitions with wood at Riverside, 1896

Notice to pave footway in front of lot east side of Mill Street, 1896

Repairs to #105 south Calvert Street, cost of putting in water, 1896

Report on condition of telegraph office, Gaithersburg, 1896

Cost of running steam from powerhouse to upper end of express warehouse, 1896

Cost of extending platforms at Riverdale, 1896

Discussion of use of ready mixed paints, 1896

Estimate for putting water in houses on First Street and Delaware Avenue, Washington, 1896

Estimate for room for mailmen, Camden Station, 1896

List of stations having more than one waiting room, 1896

Price of slate, 1896

Request of switchmen to have Lee Street tower heated by steam, 1896

Storm doors for Washington, 1896

Estimate for moving yard masters office, Locust Point, 1896

Estimate for covering top of office at Berwyn with wire guard, 1896

Estimate for repairing house, #219 West Camden Street, 1896

Estimate for repairs of stables, Queens Farm, 1896

Estimated cost of improvements at Centre Station, 1896

Reduction in force on and after December 1, 1896, 1896

Repairs to hopper shop, Locust Point, 1896

Steam heating cars at Camden, 1896

Water supply for gas works, Baileys roundhouse, 1896

Subseries 5.13: Business Records, 1897

Box 5, Folder 16 Estimate for room for Express driver in stable, Mt. Clare, 1887
Subseries 5.14: Business Records, 1900

Box 5, Folder 16  Cost of Windship and Doves coal trestle, Washington, D.C., 1900
Box 5, Folder 16  Cost of repairs to retaining wall, Belt Line Cut, Camden Station, 1900
Box 5, Folder 16  Cost of freight house, Dickerson, 1900
Box 5, Folder 16  Cost of tower, Aberdeen, 1900
Box 5, Folder 16  Cost of signal tower, Philadelphia, 1900
Box 5, Folder 16  Cost of addition to U.south Express wagon shed, Mt. Clare, 1900
Box 5, Folder 16  Cost of track scale, Washington, D.C., 1900
Box 5, Folder 16  Cost of tool house, Newark, Delaware, 1900
Box 5, Folder 16  Cost of automobile drive-way, Washington, D.C., 1900
Box 5, Folder 16  Cost of waiting shed, Bridesville Station (Washington Branch), 1900
Box 5, Folder 16  Cost of stationary case, Kensington Station, 1900
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Box 5, Folder 16  Cost of freight house, Aiken (Philadelphia Division), 1900
Box 5, Folder 16  Cost of tool house, Washington, D.C., 1900
Box 5, Folder 16  Cost of tool house, Washington, D.C., 1900
Box 5, Folder 16  Cost of tool house, Gay Street, Baltimore, 1900
Box 5, Folder 16  Cost of freight house, Providence Mills, 1900
Box 5, Folder 16  Cost of tool house, Newark, Delaware, 1900
Box 5, Folder 16  Cost of J.M. Dove coal trestle, Washington, D.C., 1900
Box 5, Folder 16  Cost of tool house, Poplar Station, 1900
Box 5, Folder 16  Cost of extending freight house, Providence Mills, 1900
Box 5, Folder 16  Cost of tool house, Lingerly Station, (Philadelphia Division), 1900
Box 5, Folder 16  Cost of tool house, Jackson Station, (Philadelphia Division), 1900
Box 5, Folder 16  Cost of coal trestle, Windship and Company, Washington, D.C., 1900
Box 5, Folder 16  Cost of freight house, Holmes Station, (Philadelphia Division), 1900
Box 5, Folder 16  Cost of ash pits, Locust Point, 1900
Box 5, Folder 16  Removal of steel house, Mt. Clare, 1900
Box 5, Folder 16  Cost of waiting shed, East Newark, Delaware, 1900
Box 5, Folder 16  Cost of waiting shed, Newark, Delaware, 1900
Box 5, Folder 16  Cost of extending freight house, Hockessin Station, 1900
Box 5, Folder 16  Cost of track scales, Chester, 1900
Box 5, Folder 16  Cost of oil and coal house, Washington, D.C., 1900
Box 5, Folder 16  Cost of pillar crane, Chester, 1900
Box 5, Folder 16  Cost of water closet and screen, Muirkirk, 1900
Box 5, Folder 16  Cost of scale house, Chester, 1900
Box 5, Folder 16  Cost of gates and tower, Philadelphia, 1900

Subseries 5.15: Business Records, 1901
Box 5, Folder 18  Cost of express office and warehouse, Wilmington, 1901
Box 5, Folder 18  Cost of paving and resetting curb at Battery House, 1901
Box 5, Folder 18  Cost of porte cochere, Chestnut Street Station, 1901
Box 5, Folder 18  Cost of approach pier #80, Philadelphia, 1901
Box 5, Folder 18  Cost of track scale, Mt. Clare Junction, 1901

Subseries 5.16: Business Records, 1914
Box 5, Folder 19  Drainage system at erecting shop, Mt. Clare, 1914

Subseries 5.17: Business Records, undated
Box 5, Folder 20  Differences in time in different cities, undated
Box 5, Folder 20  Estimate for partitioning rooms in Power House, Howard Street, undated
Box 5, Folder 20  Lake Shore and Michigan Southern Railway route, undated
Box 5, Folder 20  Painting bridges, undated
Box 5, Folder 20  Specifications for new station at Gaithersburg, undated
Box 5, Folder 20  Tearing down house on Howard Street, undated
Series 6: Agreements, 1870

Box 6, Folder 1  Cumberland and Pennsylvania Railroad Company and Pittsburgh and Connellsville Railroad Company, 1870
Series 7: Drawings, 1858-1957, undated

Subseries 7.1: Indices and Lists, 1924-1943, undated

Box 6, Folder 2-3  Bridge Upgrade drawings (2 folders), 1924-1943
Box 6, Folder 4  [List of drawings/file case?], undated
Box 6, Folder 5  Record book for tracings, undated
Box 6, Folder 6  List of tracings, undated
Box 6, Folder 7  Record of blueprints from drawer #1, undated
Box 6, Folder 8  Record of blueprints from drawer #2, undated

Subseries 7.2: Bailey’s Station, 1887; 1899; 1901

Oversize O/S Folder 1  Cross Section Machine Shop at Bailey’s, Mt. Clare, 4/20/1909
                      36” x 31”
                      linen
Oversize O/S Folder 1  Interlocking Tower at Bailey’s, plans, section, and elevations, 8/27/1887
                      28 ½” x 27”
                      ozalid
Oversize O/S Folder 1  Proposed Change to Doors of Paint Shop in Bailey’s Roundhouse, plan,
                      elevation, and section, 12/29/1899
                      19 1/4” x 22 ½”
                      blue print
Oversize O/S Folder 1  Proposed Change to Door of Paint Shop in Bailey’s Round House, plan and
                      section, 12/29/1899
                      51” x 25 1/4”
                      blue print

Subseries 7.3: Baltimore Belt Railroad, 1895, undated

Oversize O/S Folder 2  Records of Constructing the Baltimore Belt Railroad, Section Number 4, 1895
                      22” x 17”
                      ozalid
Oversize O/S Folder 2
Route Profiles, Sections 2 and 3, Hamburg Street to Bay View, undated
ozalid

Subseries 7.4: Bay View and Canton Bridges, 1884-1885

Oversize O/S Folder 3
Strain Sheet, Bay View, 10/23/1884
22 ¼" x 12"
photostat

Oversize O/S Folder 3
Rests for Bay View Bridge, 4/11/1885
36 ¼" x 22"
blue print

Oversize O/S Folder 3
Erection Diagram, 12/12/1884
36" x 27"
blue print

Oversize O/S Folder 3
Stringers, 11/28/1884
37" x 27 ½"
blue print

Oversize O/S Folder 3
Floor Beams Stringers and End Strut, plan, elevation, and section, 11/26/1884
26 3/4" x 35 ½"
blue print

Oversize O/S Folder 3
Top Chords and End Posts, plan, elevation, and section, 11/26/1884
27 1/4" x 35 1/4"
blue print

Oversize O/S Folder 3
Details of Shoe, undated
22 1/4" x 16 ½"
blue print

Oversize O/S Folder 3
End Shoe and Roller Nests, plan and elevation, 11/29/1884
37" x 27 ½"
blue print

Oversize O/S Folder 3
Order for Eye Bars, Clevis, (7 sheets), undated
15" x 12"
blue print

Oversize O/S Folder 3
Strain Sheet (2 copies), Canton Bridge, undated
29 1/4" x 12"
<table>
<thead>
<tr>
<th>Folder Number</th>
<th>Description</th>
<th>Date</th>
<th>Size</th>
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<tbody>
<tr>
<td>3</td>
<td>Top Chords and End Posts, plan, elevation, and section, 6/29/1885</td>
<td>36&quot; x 28&quot;</td>
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</tr>
<tr>
<td>3</td>
<td>Floor Beams, plan, elevation, and section, 6/24/1885</td>
<td>27 1/4&quot; x 28 3/4&quot;</td>
<td></td>
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<tr>
<td>3</td>
<td>Intermediate Posts, plan and elevation, 6/19/1885</td>
<td>35 3/4&quot; x 27&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Portal and Panel Construction, plan and elevation, undated</td>
<td>36 ½&quot; x 27 ½&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Intermediate Posts, plan and elevation, 6/20/1885</td>
<td>36&quot; x 27 ½&quot;</td>
<td></td>
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<tr>
<td>3</td>
<td>Stringers, plan and elevation, 6/26/1885</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Post, plan and elevation, undated</td>
<td>36&quot; x 27 1/4&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Top, Bottom and Portal Struts, plan and elevation, 6/27/1885</td>
<td>36&quot; x 27&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Erection Diagram, 6/29/1885</td>
<td>36&quot; x 27 1/4&quot;</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>End Shoes, Roller Beds and Bed Plates, plan and elevation, 7/1/1885</td>
<td>36 ½&quot; x 27 ½&quot;</td>
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</tbody>
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Subseries 7.5: Big Seneca Creek Viaduct, 1905
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
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<tbody>
<tr>
<td>4</td>
<td><strong>Metropolitan Branch, Situation Plan, Big Seneca Creek, near Waring Station, Germantown, Maryland, 5/6/1905</strong>&lt;br&gt;33&quot; x 24&quot;&lt;br&gt;ozalid</td>
</tr>
<tr>
<td>4</td>
<td><strong>Metropolitan Branch, Masonry Plan, Big Seneca Creek Viaduct, 7/27/1905</strong>&lt;br&gt;31&quot; x 48&quot;&lt;br&gt;ozalid (three drawing set)</td>
</tr>
<tr>
<td>5</td>
<td><strong>Photostats of book plates and drawings of Bollman’s Harper’s Ferry Bridge</strong></td>
</tr>
<tr>
<td>5</td>
<td><strong>Piedmont Bridge, elevation, undated</strong>&lt;br&gt;40 1/4&quot; x 19&quot;&lt;br&gt;laminated paper</td>
</tr>
<tr>
<td>6</td>
<td><strong>Station for Boyds, Metropolitan Branch, 9/24/1886</strong>&lt;br&gt;27&quot; x 36&quot;&lt;br&gt;ozalid</td>
</tr>
<tr>
<td>6</td>
<td><strong>Boys Station, Metro Branch, Passenger End Gable and Tower, elevation and sections, undated</strong>&lt;br&gt;32&quot; x 28&quot;&lt;br&gt;ozalid</td>
</tr>
<tr>
<td>6</td>
<td><strong>Baltimore Division West, Metro Branch, Germantown to Barnesville, second track, plan and elevation showing present station at Boyds, Maryland, 11/9/1927</strong>&lt;br&gt;19&quot; x 38&quot;&lt;br&gt;ozalid</td>
</tr>
<tr>
<td>7</td>
<td><strong>Waiting Shed for Bridewell Station, Sawed Brackets and Work, undated</strong>&lt;br&gt;38 1/4&quot; x 29 ½&quot;</td>
</tr>
</tbody>
</table>
Oversize O/S Folder 7
Waiting Shed for Bridewell Station, Section with Frames and Sill, Roof Brackets, undated
38" x 29"
linen

Oversize O/S Folder 7
Waiting Shed, Bridewell Station, plan, elevation, and section, undated
30" x 27"
linen

Subseries 7.9: Bridges (general), 1893-1917

Oversize O/ S Folder 8
General plan, coal trestle, revised, undated, 3/28/1900
linen

Oversize O/ S Folder 8
Standard Plan of Right Trestle, 10/14/1901
12" x 18"
blue print

Oversize O/ S Folder 8
Standard Plan of Right Trestles, 10/14/1901
12" x 14"

Oversize O/ S Folder 8
Struts between span and siding girder, Alluvion Street sewer, 1st division, 1/5/1901
12" x 18"
blue print

Oversize O/ S Folder 8
Proposed 4th track and siding crossing Alluvion Street sewer, first division, 11/14/1900
12" x 18"
blue print

Oversize O/ S Folder 8
Reinforcing Bridge #3#B, Alexandria Branch, 4/16/1904
12" x 18"
blue print

Oversize O/ S Folder 8
Bridge 3A Washington Branch, surfacing tracks, 11/16/1905
19" x 38"
linen

Oversize O/ S Folder 8
Railroad Bridge 10A, Relay, Maryland, 9/14/1906
31" x 39"
linen
Oversize O/ S Folder 8

Girders for crossing Transit Company, Metro Branch, 1/5/1893
24" x 37"
blue print

Lateral cross frames and erection diagram for crossing Transit Company, Tacoma Park, D.C. Metro Branch, 1/6/1898
blue print

Crossing of Bush Street Sewer 1st Division B&O Railroad, #377, 1/27/1994

Bridge Number 25 at Marriottsville, Main Line, plan and elevation, undated
16" x 28"
linen

Bridge Number 26 ½ main line, plan and elevation, undated
16" x 30"
linen

Channel Iron Struts, Bridge #3A Carey Street, Baltimore Division, 4/6/1910
10" x 33"
linen

Temporary Double Track Trestle, Wells Street A/C Keys Highway, Riverside, Baltimore, Maryland, 3/7/1917
22" x 27"
linen

Bridge 10A, Relay, Maryland, cast iron fence, 12/3/1900
35" x 45"
linen

General Plan of I Beam Bridges, 4 beams under each rail, 3/18/1901
12" x 18"
ozalid

Thomas Viaduct, bookplate, elevation and details, undated
17" x 22"

Photostat

Profile and General Elevation Bridge Number 34A Over Susquehanna River, 1/23/1907
35 ½" x 23 1/4"
blue print

Shadbelly Beam for Harpers Ferry Trestle work, plan and elevation, 12/27/1866
34 ½" x 18 1/4"

laminated paper

**Oversize O/ S Folder**

33 ½" x 16 1/4"

paper

**Oversize O/ S Folder**

17 3/4" x 1 1/4"

blue print

**Oversize O/ S Folder**

15 1/4" x 13 3/4"

**Oversize O/ S Folder**

28 1/4" x 15"

linen

**Oversize O/ S Folder**

20" x 10 ½"

blue print

**Oversize O/ S Folder**

35 ½" x 23 ½"

**Oversize O/ S Folder**

35 ½" x 22 3/4"

blue print

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**Subseries 7.10: Brunswick, Maryland, 1890-1907**

**Oversize O/S Folder**

35 1/4" x 23 3/4"

laminated blue print

**Oversize O/S Folder**

30" x 23 ½"

linen
Oversize O/S Folder 9

Roundhouse at Brunswick, Details of Door and Window, 9/9/1890
212 1/4" x 25 3/4"
linen

Roundhouse at Brunswick, General Plan, 9/5/1890
42 ½" x 25 ½"
linen

Roof Plan of Present and Proposed Addition to Roundhouse at Brunswick, 11/16/1902
34 1/4" x 25"
linen

Plan of Drop Pit for Roundhouse, 11/17/1890
36 ½" x 17"
linen

Roof Truss for Brunswick Roundhouse, 13 Stalls, plan and elevation, 8/7/1890
46 ½" x 26 3/4"
blue print

Roof Truss for Brunswick Roundhouse, 13 Stalls, plan, 8/18/1890
35" x 27"
laminated blue print

Roof Truss for Brunswick Roundhouse, 13 Stalls, plan and elevation, 8/7/1890
46 ½" x 26 3/4"
blue print

Roof Truss for Brunswick Details, 8/19/1890
42 ½" x 26 1/4"
laminated blue print

Roof Truss for Brunswick Roundhouse, 13 Stalls, plan, 8/18/1890
35" x 27"
laminated blue print

Ice House Details for Ice Platform Hoist and Platform, 11/16/1905
35 ½" x 24"
blue print

Ice House Motor Foundation, Details, Sections, 11/16/1905
blue print

Ice House Plan and Elevations, 6/23/1905
35 ½" x 23 ½"
blue print

Powerhouse, Elevation and Section, 3/16/1906
35 ½" x 23 1/4"
blue print

Powerhouse, Plan and Elevation, 3/14/1906
25 ½" x 23 ½"
<table>
<thead>
<tr>
<th>Oversize O/S Folder 9</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Brunswick Station, elevation and section, 7/10/1891</td>
<td>35 ⅓&quot; x 14 1/4&quot;</td>
<td>laminated blue print</td>
</tr>
<tr>
<td></td>
<td>Plan of Doors for Roundhouse at Brunswick, 9/30/1890</td>
<td>9&quot; x 14 1/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Sandhouse for Brunswick, plan and elevation, undated</td>
<td>35 ½&quot; x 23 3/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Proposed Arrangement of Eng and Dynamo Room at Brunswick, 8/12/1902</td>
<td>19 3/4&quot; x 13 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Elevator for moving Ice from Platform, circa 1905</td>
<td>13&quot; x 35 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Bridge Number 35, Main Line Relay to Brunswick Reinforcing Details, 2/26/1902</td>
<td>35 ½&quot; x 25&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Bridge Number 35, Main Line Relay to Brunswick Reinforcing, 2/26/1902</td>
<td>36&quot; x 25 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Bridge Number 35, Main Line Relay to Brunswick Reinforcing, 4/24/1902</td>
<td>36&quot; x 25 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Brunswick Station, plan and elevation, 6/1/1891</td>
<td>35 1/4&quot; x 25&quot;</td>
<td>laminated blue print</td>
</tr>
<tr>
<td></td>
<td>Roof Truss of Brunswick Round House, 13 Stalls, 8/19/1890</td>
<td>27&quot; x 46&quot;</td>
<td>laminated blue print</td>
</tr>
</tbody>
</table>
Subseries 7.11: Building materials list, undated

Oversize O/S Folder
10  Lists include those for Standard Combination 16' x 40' station, New Passenger Station, College [Park?], Maryland, Brunswick Station
size varies
linen

Subseries 7.12: Building Signs, 1911-1912

Oversize O/S Folder
11  Freight Shed, Chase’s Wharf, 5/23/1911
(Drawings average 11" x 9" and are on linen.)

Oversize O/S Folder
11  Pier Number 4, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 5, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 8, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 9, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 10, Locust Point, 5/10/1911

Oversize O/S Folder
11  Piers Number 24 and 23, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 31 and 32, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 33, Locust Point, 5/10/1911

Oversize O/S Folder
11  Piers Number 34 and 35, Locust Point, 5/10/1911

Oversize O/S Folder
11  Pier Number 37, Locust Point, 5/10/1911

Oversize O/S Folder
11  Can Shed, Henderson’s Wharf, 5/23/1911

Oversize O/S Folder
11  Tobacco Warehouse, Fort Avenue, 5/12/1911

Oversize O/S Folder
11  Tobacco Warehouse, Fell Street Station, 5/23/1911
Oversize O/S Folder 11
Brick Warehouse, Chase's Station, 5/23/1911

Oversize O/S Folder 11
Tobacco Warehouse, Henderson's Wharf, 5/23/1911

Oversize O/S Folder 11
Proposed Sign, Pier Number 9, Locust Point, 7/16/1912
22" x 11 ½"

Subseries 7.13: Camden Station, 1881-1942 (not inclusive)

Oversize O/S Folder 12
Proposed Winter Vestibule in Local Freight Office, Camden Station, 10/28/1901
35 1/4" x 17"
linen

Oversize O/S Folder 12
Proposed Closing Sides of Stairway Leading to Beltline Station, 11/14/1901
20 ½" x 25 3/4"
linen

Oversize O/S Folder 12
Plan of First Floor, 1881
36 1/4" x 19"
ozalid and blue print

Oversize O/S Folder 12
Plan of Second Floor, 1881
36 1/4" x 24 3/4"
ozalid and blue print

Oversize O/S Folder 12
Plan of Third Floor, 1881
36 1/4" x 19 ½"
ozalid and blue print

Oversize O/S Folder 12
Camden Station Present North Elevation, 3/1951
36 ½" x 24 1/4"
blue print

Oversize O/S Folder 12
Camden Station Present South Elevation, 3/1951
36 3/4" x 24"
blue print

Oversize O/S Folder 12
Copper Cornice, Train Shed at Camden Station, 11/30/1910
27 3/4" x 20 3/4"
linen
<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Size</th>
<th>Format</th>
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</thead>
<tbody>
<tr>
<td>12</td>
<td>Camden Station Elevations (Remodeled), undated</td>
<td>26&quot; x 18&quot;</td>
<td>ozalid</td>
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<td>12</td>
<td>Proposed Alterations at Camden Station, plan, 12/1896</td>
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<td>First Floor Plan Number 2, undated</td>
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<td>First Floor Plan Number 1, undated</td>
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<td>12</td>
<td>Plan, undated</td>
<td>26 3/4&quot; x 18&quot;</td>
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<td>Camden Warehouse Offices, Plans for Each Floor, 7/24/1919</td>
<td>36&quot; x 24&quot;</td>
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<td>12</td>
<td>Camden Warehouse, Section A Floor Plans, 7/24/1919</td>
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<td>Camden Warehouse, Section B Floor Plans, 7/24/1919</td>
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<td>12</td>
<td>Camden Warehouse, Section C Floor Plans, 7/24/1919</td>
<td>36&quot; x 24&quot;</td>
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<tr>
<td>12</td>
<td>Camden Warehouse, Section D Floor Plans, 7/24/1919</td>
<td>36&quot; x 24&quot;</td>
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<td>12</td>
<td>Camden Warehouse, Section E Floor Plans, 7/24/1919</td>
<td>36&quot; x 24&quot;</td>
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<tr>
<td>Subseries 7.14: Camden Station (related), 1881-1915</td>
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<tr>
<td><strong>Oversize O/S Folder 13</strong></td>
<td>103'-6&quot; Signal Bridge, Camden Station, details, 9/28/1899</td>
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<td>35 3/4&quot; x 23 3/4&quot;</td>
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<td><strong>Oversize O/S Folder 13</strong></td>
<td>103'-6&quot; Signal Bridge, Camden Station, elevation, 10/4/1897</td>
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<td>35 ½&quot; x 23 3/4&quot;</td>
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<td>blue print</td>
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<tr>
<td><strong>Oversize O/S Folder 13</strong></td>
<td>Interlocking Cabin, Camden Station, 7/8/1887</td>
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<td></td>
<td>35&quot; x 15 ½&quot;</td>
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<td><strong>Oversize O/S Folder 13</strong></td>
<td>Interlocking Cabin, Camden Station, 7/8/1887</td>
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<td>35&quot; x 26 1/4&quot;</td>
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<td><strong>Oversize O/S Folder 13</strong></td>
<td>Untitled elevation showing location of rails and sleepers in station, undated</td>
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<td>48&quot; x 29&quot;</td>
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<tr>
<td><strong>Oversize O/S Folder 13</strong></td>
<td>Untitled showing plan and elevation of boiler house, undated</td>
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<td></td>
<td>17&quot; x 38&quot;</td>
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<tr>
<td><strong>Oversize O/S Folder 13</strong></td>
<td>Untitled showing elevation of elevators at Camden Station, undated</td>
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<tr>
<td></td>
<td>43&quot; x 33&quot;</td>
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<tr>
<td><strong>Oversize O/S Folder 13</strong></td>
<td>Elevator D, Camden Station, plan, elevation, and section, undated</td>
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<tr>
<td></td>
<td>44&quot; x 35&quot;</td>
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</table>
Oversize O/S Folder 13

Elevator D, Camden Station, elevation, undated
43 1/4" x 21 1/2"
paper

Oversize O/S Folder 13

Elevator D, Camden Station, plan and elevation, undated
47 3/4" x 30 1/2"
paper

Oversize O/S Folder 13

Elevator D, Camden Station, elevation, undated
37 1/2 x 23 1/2"
linen

Oversize O/S Folder 13

Sketch for Shed, plan, elevation, section, and details, undated
36 1/2" x 29 1/2"
paper

Oversize O/S Folder 13

Oat Elevator, plan, elevation, and section, undated
44 3/4" x 37"
linen

Oversize O/S Folder 13

Elevator D, Camden Station, elevation, undated
38 1/4" x 24 1/4"
paper

Oversize O/S Folder 13

House for Watchman at Camden Station, plan, elevation, and section, and detail, 8/1881
35" x 18"
linen

Oversize O/S Folder 13

Elevator D, Camden Station, plan, elevation, and section, undated
44" x 35"
paper

Oversize O/S Folder 13

Untitled, plan, undated
23 1/2" x 37 1/2"
laminated paper

Oversize O/S Folder 13

Untitled, elevators, plan and elevation, undated
25 1/4" x 29"
laminated paper

Oversize O/S Folder 13

Untitled, elevator, plan and elevation, undated
23" x 36"
laminated paper
Oversize O/S Folder
13
Brackets for Elevator D, Camden Station, undated
23 ½" x 38"
laminated paper

Oversize O/S Folder
13
Second Story Frames Elevator D, Camden Station, 1883, details
27 1/4" x 23"
laminated paper

Oversize O/S Folder
13
Office for the Blue Line Transfer, 7/23/1900
15" X 13"
blue print

Oversize O/S Folder
13
Proposed Building for Yard Master and Trainmen, , plan and elevation,
6/4/1906
26 ½" x 16 ½"
linen

Oversize O/S Folder
13
Proposed Milk Platform and Shed, , plan, elevation, and section, 10/29/1905
33 1/4" x 14 ½"
linen

Oversize O/S Folder
13
Belt Line Powerhouse, , plan, 9/19/1915
46 ½" x 18"
linen

Oversize O/S Folder
13
Iron Front for Dynamo Room, elevation, undated
26" x 28"
blue print

Oversize O/S Folder
13
Hand Barrow, , plan and elevation, 3/14/1904
29" x 15 ½"
linen

Subseries 7.15: Centenary Bridge Models, 1927

Oversize O/S Folder
14
Miscellaneous blueprints used to construct bridge models for Fair of the Iron Horse, 1927

Subseries 7.16: Central Office Building, undated
<table>
<thead>
<tr>
<th>Folder Number</th>
<th>Description</th>
<th>Dimensions</th>
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<tbody>
<tr>
<td>15</td>
<td>Central Office Building, Basement Floor Plan Showing Plumbing, undated</td>
<td>32 1/4” x 33 3/4” blue print</td>
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<tr>
<td>15</td>
<td>Central Office Building, Sixth Floor Plan Showing Heating, Plumbing, and Gas Pipes, undated</td>
<td>33” x 34”</td>
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<tr>
<td>15</td>
<td>Central Office Building, Plan for Heating, undated</td>
<td>31 3/4” x 33 3/4” blue print</td>
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<tr>
<td>16</td>
<td>Baltimore Division, Philadelphia, Pennsylvania Passenger Station 24th and Chestnut Streets, First Floor Plan, 12/10/1925</td>
<td>36” x 24 1/4” blue print</td>
</tr>
<tr>
<td>16</td>
<td>Baltimore Division, Philadelphia, Pennsylvania Passenger Station 24th and Chestnut Streets, Second Floor Plan, 12/10/1925</td>
<td>36” x 24 1/4” blue print</td>
</tr>
<tr>
<td>16</td>
<td>Baltimore Division, Philadelphia, Pennsylvania Passenger Station 24th and Chestnut Streets, Sections and Details, undated</td>
<td>36” x 24 1/4” blue print</td>
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<tr>
<td>16</td>
<td>Baltimore Division, Philadelphia, Pennsylvania Passenger Station 24th and Chestnut Streets, Mezzanine Floor Section and Details, 12/10/1925</td>
<td>36” x 24 1/4” blue print</td>
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<tr>
<td>16</td>
<td>Baltimore Division, Philadelphia, Pennsylvania, Passenger Station 24th and Chestnut Streets, Chestnut Street Elevation, 8/15/1944</td>
<td>36” x 24 1/4” blue print</td>
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<tr>
<td>16</td>
<td>Proposed Transformer Room, plan, elevations, and section, 5/8/1936</td>
<td>25” x 18 3/4”</td>
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<td>16</td>
<td>Proposed Partition Across Ladies Waiting Room, elevations and sections, undated</td>
<td>27 1/4” x 13”</td>
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<tr>
<td>Oversize O/S Folder</td>
<td>Description</td>
<td>Date</td>
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<tr>
<td>16</td>
<td>Proposed Passenger Station 24th and Chestnut Sts., plan, 1929</td>
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<tr>
<td>16</td>
<td>Proposed Remodeling of Waiting Room, elevations and sections, 5/8/1943</td>
<td>36 ½&quot; x 24 ½&quot;</td>
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<tr>
<td>16</td>
<td>Remodeled Shelter for Passenger Station, plan, elevation, section, and details, 4/25/1944</td>
<td>36 ½&quot; x 24 ½&quot;</td>
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<td>16</td>
<td>Proposed Remodeling of Waiting Room, plans, 5/8/1943</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>Proposed Improvements, General Plan, elevation, section, and plan, 1/22/1945</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>Proposed Remodeling of Stair Towers, plans and sections, 5/9/1952</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>Proposed Remodeling of Waiting Room, plans and sections, 12/2/1942</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>General Freight Agent's Offices Proposed Entrance, plan, elevations, and sections, 1/21/1944</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>New General Freight Agents' Offices, plan, section and details, 7/21/1942</td>
<td>36 3/4&quot; x 25&quot;</td>
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<td>16</td>
<td>Street Level Floor, Proposed Remodeling of Main and Office Entrance, plan and elevation, 3/21/1944</td>
<td>37&quot; x 25&quot;</td>
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<td>16</td>
<td>Proposed Remodeling of Waiting Room, elevations, section and details, 5/8/1943</td>
<td>37&quot; x 25&quot;</td>
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Subseries 7.18: Coaling facilities, water tanks, turntables, and miscellaneous structures, 1888-1912

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<tr>
<th>Oversize O/S Folder 17</th>
<th>Description</th>
<th>Measurements</th>
<th>Material</th>
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<tr>
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<td>Tank House at Washington Junction, plan and elevation, undated</td>
<td>21&quot; x 23 1/2&quot;</td>
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<td></td>
<td>Proposed Change in Tank House at Washington Junction, plan and elevation, undated</td>
<td>20 3/4&quot; x 23 1/4&quot;</td>
<td>linen</td>
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<tr>
<td></td>
<td>Frost Proof Water Tank, Philadelphia Division, elevation and plans, 3/27/1888</td>
<td>30 1/2&quot; x 35 3/4&quot;</td>
<td>laminated blue print</td>
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<tr>
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<td>Frost Proof Tank, section, undated</td>
<td>15 3/4&quot; x 21 1/2&quot;</td>
<td>laminated linen</td>
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<tr>
<td></td>
<td>Frost Proof Tank, section, undated</td>
<td>15 1/2&quot; x 25 1/4&quot;</td>
<td>laminated blueprint</td>
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<tr>
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<td>Frost Proof Tank 21' Dia. 12' Stave, plans and elevation, undated</td>
<td>19 1/4&quot; x 22&quot;</td>
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<td>Plan of Timbers Under Bottom of Tank, undated</td>
<td>18&quot; x 16 1/2&quot;</td>
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<td>Gallows Frame for 16' x 24' Water Tank, elevation and section, 1/9/1913</td>
<td>19&quot; x 13 1/2&quot;</td>
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<td>Roof Plan for 14' Diam. Water Tank, undated</td>
<td>29 5/8&quot; x 31 3/4&quot;</td>
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<td>Bill of Material for Water Tank Support, undated</td>
<td>12 1/4&quot; x 9 1/2&quot;</td>
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Oversize O/S Folder 17

Statement of Water Tanks on Baltimore Division, undated
25 ½" x 15 1/4"

Oversize O/S Folder 17

General Drawings for Support for 24'-0" Water Tank, 8/1/1900
35 1/4" x 23 3/4"

Oversize O/S Folder 17

Wooden Support for 14' Diam Water Tank for Patapsco Avenue, elevation and plan, undated
34" x 35 ½"

Oversize O/S Folder 17

Pocket for Transferring Coal Located Between Present Pockets at Holloway, Ohio, elevation and section, 9/15/1903
31 1/4" x 16"

Oversize O/S Folder 17

Plan Showing general Arrangement of measuring Pockets for Coaling Station, 1/12/1903
18 1/4" x 11 1/4"

Oversize O/S Folder 17

Standard Plan of Coal Trestles, 2/12/1902
18 1/4" x 11 ½"

Oversize O/S Folder 17

Coal Trestle of Carr Lowery Glass Company at Westport, elevation and section, undated
36 ½" x 11"

Oversize O/S Folder 17

Denton Counter-Balance Hoist, Curtis Bay, elevation, 5/24/1900
23 ½" x 34 ½"

Oversize O/S Folder 17

Proposed Coal Yards at North Avenue and Oak Street, Baltimore, profile and section, 8/8/1900
35 ½" x 23 ½"

Oversize O/S Folder 17

Coal Trestle Owned by G.west Radcliffe, Ellicott City, plan, elevation, and section, 2/18/1902
12" x 18 ½"

Oversize O/S Folder 17

Rebuilding Coal Trestle at Mt. Clare Russia, plan, elevation, and section, 10/29/1901
13 1/4" x 8 ½"
Oversize O/S Folder 17
Blue print
Plan of Coaling Station, Brunswick, Maryland, elevation and section, 11/18/1902
35 1/4" x 25 ½"

Oversize O/S Folder 17
Blue print
Coal Trestle at Trinidad, elevation and section, undated
34 ½" x 19"

Oversize O/S Folder 17
Linen
Coal Trestle at Bay View, elevation and section, 7/24/1916
42 1/4" x 15 3/4"

Oversize O/S Folder 17
Linen
Greenleaf Turntable End Wheels, elevation and section, 4/15/1910
35 1/4" x 21 1/4"

Oversize O/S Folder 17
Linen
78'-3" Turntable, Riverside, section, 11/29/1898
36" x 23"

Oversize O/S Folder 17
Linen
78'-3" Turntable, details, 11/18/1898
36" x 22 3/4"

Oversize O/S Folder 17
Linen
78'-3" Turntable, Riverside, sections, 11/30/1898
35 1/4" x 23 ½"

Oversize O/S Folder 17
Linen
Pedestal for Turntable at Frederick City, 1872, elevation and plan
13 ½" x 19 1/4"

Oversize O/S Folder 17
Linen
50' Cast Iron Turntable at Weavertown, undated
12" x 10 3/4"

Oversize O/S Folder 17
Blue print
Turntable at Frederick city, 1872, section
13 ½" x 18 ½"

Oversize O/S Folder 17
Double Deck Stock Chute for Gaithersburg, Metro. Branch, elevation and section
36 ½" x 21 1/4"
<table>
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<th>Description</th>
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<th>Details</th>
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<td>Coal Chute, Riverside, Detail of Pockets, undated</td>
<td>35&quot; x 26&quot;</td>
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<td></td>
<td>Proposed Rebuilding of Coal Chute at Riverside, plan and section, undated</td>
<td>36 1/4&quot; x 24&quot;</td>
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<td></td>
<td>78'-3&quot; Turntable at Riverside, 10/28/1903</td>
<td>35 1/2&quot; x 23 3/4&quot;</td>
<td>blue print</td>
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<tr>
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<td>Greenleaf’s Patent Wrought Iron Railroad Turntable, Plan of Masonry,</td>
<td>22&quot; x 16 1/4&quot;</td>
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<td>8/17/1883</td>
<td>23&quot; x 18&quot;</td>
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<td>Greenleaf Patent Wrought Iron Railroad Turntable, plan, elevation, and</td>
<td>23 1/2&quot; x 19&quot;</td>
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<td>Covered Pit, section, 8/17/1883</td>
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<td>C.A. Greenleaf’s Turntable, Detail of Center, undated</td>
<td>37&quot; x 22 3/4&quot;</td>
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<td>Untitled, Greenleaf Turntable Details, undated</td>
<td>38&quot; x 22 1/2&quot;</td>
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<td>Turntable Rail guard, plan, elevation, and section, undated</td>
<td>58 1/4&quot; x 32&quot;</td>
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<td>Turntable End Carriage, Details, 11/22/1910</td>
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<td>Standard 70' Turntable, plan, elevation, and section, 4/17/1900</td>
<td>35 3/4&quot; x 23 3/4&quot;</td>
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blue print

Oversize O/S Folder 17

Standard Turntable Center, details, 8/26/1899
35 ½" x 23 ½"

blue print

Oversize O/S Folder 17

Turntable at Brunswick, Reinforcing, plan, elevation, and section, 11/27/1901
36" x 23 3/4"

blue print

Oversize O/S Folder 17

Type "B" Turntable Center with Modifications, plan and sections, 10/31/1912
35 ½" x 23 ½"

blue print

Oversize O/S Folder 17

Type "B" Turntable Center with Live Ring, plan and sections, 10/31/1912
35 ½" x 23 ½"

blue print

Oversize O/S Folder 17

Type "B" Turntable with Live Ring, plan and section, 10/31/1912
35 ½" x

Oversize O/S Folder 17

80' Heavy Turntable, plan, 12/15/1905
33 1/4" x 36 3/4"

linen

Subseries 7.19: Cumberland Station, 1910-1955

Oversize O/S Folder 18

Cumberland, Maryland, Passenger Station, layout of water lines, 1/31/1912
18" x 25"

ozalid

Oversize O/S Folder 18

Cumberland, Maryland, Queen City Hotel alterations, subway between platforms, layout plan and details, 4/6/1912
18" x 30"

ozalid

Oversize O/S Folder 18

Cumberland, Maryland, Baggage and Express Bldg. and Alterations to Queen City Hotel, elevation and sections, 9/22/1910
25" x 37"

ozalid

Oversize O/S Folder 18

Cumberland, Maryland, Baggage and Express Building, and Alterations to Queen City Hotel, sections and details, 9/30/1910
25" x 37"
Cumberland, Maryland, Baggage and Express Building, plans, 10/26/1911
25" x 37"

Queen City Hotel, alterations and additions, 11/2/1911
25" x 37"

Queen City Hotel, plan showing additional story over center wing, 10/7/1911
25" x 37"

Queen City Hotel, alterations to second floor, #11154, 11/24/1916
26" x 37"

Queen City Hotel, basement plan, 12/8/1916
26" x 37"

Queen City Hotel, first floor plan, 11/24/1916
26" x 37"

Queen City Hotel, second floor plan, 12/19/1916
27" x 37"

Queen City Hotel, third floor plan, 12/20/1916
26" x 37"

Queen City Hotel, fourth floor plan, 12/21/1916
27" x 38"

Queen City Hotel, part of plan of basement, undated
14" x 30"

Queen City Hotel, first floor plan, undated
26" x 25"
Oversize O/S Folder 18

Queen City Hotel, proposed relocation of restaurant facilities, 7/15/1943
24" x 36"

ozalid

Queen City Hotel, alterations to Ballroom, plan, sections, and details, 2/23/1945
24" x 36"

ozalid

Queen City Hotel, plumbing and fire protection systems, basement plan, 7/11/1945
24" x 36"

ozalid

Queen City Hotel, plumbing and fire protection systems first floor plan, 7/11/1945
24" x 36"

ozalid

Queen City Hotel, plumbing and fire protection systems, second floor plan, 7/11/1945
24" x 36"

ozalid

Queen City Hotel, plumbing and fire protection system, third floor plan, 7/11/1945
24" x 36"

ozalid

Queen City Hotel, plumbing and fire protection systems, fourth floor plan, 7/11/1945
24" x 36"

ozalid

The Baltimore and Ohio Railroad Company Shops, layout of shops and yards, rolling mill, Cumberland, 3/9/1929
34" x 71"

blue print

Incomplete plans of fabricating shop, rolling mill, storehouse, bolt and forge shop, machine shop, undated
15" x 23"

photostat

Cumberland Division, Cumberland, Maryland, bolt and forge shop, proposed enclosure, 5/18/1934
18" x 24"
ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, rolling mill, fabricating, bolt and forge shops, new roof sections and roof plan, 12/20/1934
18" x 24"

ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, ventilation of forge shop, plans and sections, 10/3/1946
18" x 24"

ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, rolling mill roof truss, undated
22" x 24"

ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, rolling mill roof trusses, undated
18" x 32"

ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, store house and fabricating shop, new roof, sections, plan and layout, 6/1955
24" x 36"

ozalid

Oversize O/S Folder 18
Cumberland Division, Cumberland, Maryland, store house and fabricating shop, new roof, sections plan and layout, 6/1955
24" x 36"

ozalid

Subseries 7.20: Curtis Bay Branch, 1900-1911

Oversize O/S Folder 19
Sand Dryer, Cutis Bay Coal Pier, elevations, 12/13/1912
23 3/4" x 19 ½"

linen

Oversize O/S Folder 19
Pockets for Coal Handling Plant, plan, elevation, and section, 1/22/1900
39 ½" x 29 ½"

blue print

Oversize O/S Folder 19
Steel Girders for Tracks Over Pockets, Coal Handling Plant, 12/23/1899
39 1/4" x 29 ½"

blue print
<table>
<thead>
<tr>
<th>Oversize O/S Folder 19</th>
<th>Bridge # 1, details, 4/17/1900</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17 3/4&quot; x 11 1/4&quot;</td>
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<tr>
<td></td>
<td>blue print</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Oversize O/S Folder 19</th>
<th>Bridge # 1, details, 4/14/1900</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17 3/4&quot; x 11 1/4&quot;</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder 19</th>
<th>Bridge # 2, details, 8/25/1900</th>
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<tbody>
<tr>
<td></td>
<td>17 3/4&quot; x 11 1/4&quot;</td>
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<td></td>
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</table>

<table>
<thead>
<tr>
<th>Oversize O/S Folder 19</th>
<th>New Coal Pockets in Coal Pier, General Plans, plan, section, and elevation, 3/10/1911</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>35 ½&quot; x 24&quot;</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder 19</th>
<th>Details for 2 and 4 Ton Measuring Pocket for Coaling Stations, 1/5/1903</th>
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<tbody>
<tr>
<td></td>
<td>35 ½&quot; x 24&quot;</td>
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Subseries 7.21: Frederick Station, 1908-1915

<table>
<thead>
<tr>
<th>Oversize O/S Folder 20</th>
<th>Baltimore Division, first floor plan of Station and Residence, Frederick, Maryland, 11/20/1908</th>
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<tbody>
<tr>
<td></td>
<td>15&quot; x 23&quot;</td>
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<td></td>
<td>photostat (+small copy)</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder 20</th>
<th>Main line system, Baltimore Division Frederick Branch, Proposed Improvements in Passenger Facilities at Frederick, Maryland, 12/23/1915</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>8&quot; x 11&quot;</td>
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</table>

<table>
<thead>
<tr>
<th>Oversize O/S Folder 20</th>
<th>Baltimore Division, Frederick Maryland, Counter for freight house, plan, sections and elevation, 2/26/1912</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18&quot; x 24&quot;</td>
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<tr>
<td></td>
<td>ozalid</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Oversize O/S Folder 20</th>
<th>Baltimore Division, Frederick, Maryland, Freight House, general plans and elevations, 5/2/1911</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
24" x 37"

ozalid

Oversize O/S Folder
20 Baltimore Division, Frederick, Maryland, Freight House sections and details, 5/2/1911
24" x 36"

ozalid

Subseries 7.22: Hyattsville Station, 1913

Oversize O/S Folder
21 Proposed changes in passenger station at Hyattsville, Maryland, plan, elevation and section, 3/26/1913
22" x 34"

linen (and ozalid)

Oversize O/S Folder
21 Details, proposed changes in passenger station at Hyattsville, Maryland, (doors, and windows), 3/26/1913
34" x 15"

linen

Oversize O/S Folder
21 Proposed changes in passenger station at Hyattsville, Maryland, plan and elevation, 3/26/1913
23" x 36"

linen

Oversize O/S Folder
21 Hyattsville Station, plan, undated
18" x 25"

laminated linen

Oversize O/S Folder
21 Hyattsville Station, plan and elevations
25" x 38"

laminated linen
eastF. Baldwin, Arch.

Oversize O/S Folder
21 Hyattsville Station, plan, elevation, and sections
27" x 38"

laminated linen
eastF. Baldwin, Arch.
Subseries 7.23: Keedysville Station, undated

Oversize O/S Folder

Keedysville Station Details, undated
39 ½" x 31"

laminated paper

Keedysville Station, Cupola and Weathervane, undated
34 ½" x 39 ½"

laminated linen

Keedysville Station, Details, Door Sills and Jambs, undated
46 3/4" x 34 1/4"

laminated paper

Keedysville Station, plan, elevation, and section, undated
32" x 23"

linen

Laurel Station, undated
7.24

Oversize O/ S Folder

Roof Brackets and Braces, sections, undated
48 3/4" x 40"

paper

Laurel Station, plan, elevation, and section, undated
36" x 27 3/4"

linen

Laurel Station, gables and cornice, elevations and details, undated
38 ½" x 31"

linen

Laurel Station, plan, elevation, and section, undated
35" x 26 3/4"

linen

Laurel Station, gables and cornice, elevations and details, undated
40" x 31"

paper

Laurel Station, 3/4 Scale and Full-size Details of Doors and Windows, undated
40" x 28 1/4"
### Subseries 7.25: Ledger, undated

<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Index showing location of drawings while on file at B&amp;O offices, undated</th>
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<tbody>
<tr>
<td>24</td>
<td>23 ½&quot; x 18 ½&quot;</td>
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### Subseries 7.26: Lieperville Station, 1889

<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Details of Ticket Office, 3/1889</th>
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<tbody>
<tr>
<td>25</td>
<td>37 ½&quot; x 30 ½&quot;</td>
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<tr>
<td></td>
<td>blue print</td>
</tr>
<tr>
<td>Oversize O/S Folder</td>
<td>Lieperville Station sundry Details, 3/1889</td>
</tr>
<tr>
<td>25</td>
<td>35 1/4&quot; x 26 3/4&quot;</td>
</tr>
<tr>
<td></td>
<td>blue print</td>
</tr>
<tr>
<td>Oversize O/S Folder</td>
<td>Lieperville Station Details of Brackets and Cornice, undated</td>
</tr>
<tr>
<td>25</td>
<td>35 ½&quot; x 31&quot;</td>
</tr>
<tr>
<td></td>
<td>blue print</td>
</tr>
<tr>
<td>Oversize O/S Folder</td>
<td>Lieperville Station, ½ Ticket Window Grille, 3/1889</td>
</tr>
<tr>
<td>25</td>
<td>36 ½&quot; x 21 ½&quot;</td>
</tr>
<tr>
<td></td>
<td>blue print</td>
</tr>
<tr>
<td>Oversize O/S Folder</td>
<td>Lieperville Station, Philadelphia Division, plan, elevations, and section, 3/1889</td>
</tr>
<tr>
<td>25</td>
<td>laminated blue print</td>
</tr>
<tr>
<td>Oversize O/S Folder</td>
<td>Lieperville Station, Details of Doors and Windows, 3/1889</td>
</tr>
<tr>
<td>25</td>
<td>29 ½&quot; x 37 ½&quot;</td>
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### Subseries 7.27: Locust Point, 1881-1957

<table>
<thead>
<tr>
<th>Oversize O/S Folder 26</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hopper Tier, plan and elevation, undated</td>
<td>37 1/4&quot; x 23 3/4&quot;</td>
<td>laminated linen</td>
</tr>
<tr>
<td></td>
<td>Improvement to Locust Point, plan, elevation, and section, undated</td>
<td>37 1/4&quot; x 21&quot;</td>
<td>laminated paper</td>
</tr>
<tr>
<td></td>
<td>Proposed Addition to Present Office, Ringrose Shop, plan and elevation, undated</td>
<td>26&quot; x 21 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Proposed Addition to Present Office, Ringrose Shop, plan and elevation, undated</td>
<td>26&quot; x 17 1/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Proposed Addition to Present Office, Ringrose Shop, section, undated</td>
<td>29&quot; x 17 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Present Office, Ringrose Shop, undated</td>
<td>26&quot; x 17 1/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Agent’s Office, elevation, undated</td>
<td>36&quot; x 23&quot;</td>
<td>paper</td>
</tr>
<tr>
<td></td>
<td>Agent’s Office, elevation, undated</td>
<td>35 3/4&quot; x 23&quot;</td>
<td>paper</td>
</tr>
<tr>
<td></td>
<td>New Ice House, sections, 1/23/1902</td>
<td>51 ½&quot; x 28 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Sketch Cross Section Power House Elevator “C”, 1/3/1910</td>
<td>33&quot; x 19 3/4&quot;</td>
<td></td>
</tr>
<tr>
<td>Folder Description</td>
<td>Details</td>
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</tr>
<tr>
<td>--------------------</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Agent's office, plan, undated</td>
<td>linen, 43 3/4&quot; x 23&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pier for Coffee Warehouse, Locust Point, elevation, undated</td>
<td>paper, 36 ½&quot; x 29&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way and Track Map, Locust Point, 1918</td>
<td>laminated linen, 22&quot; x 9 ½&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Track Record Plan, Locust Point Marine Terminal, 3/14/1952</td>
<td>ozalid, 86&quot; x 23 1/4&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Map, Locust Point, 2/1900</td>
<td>laminated blue print, 41 ½&quot; x 31 ½&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plan of Warehouse Number 31, 32 and 35, Locust Point, undated</td>
<td>ozalid, 51 ½&quot; x 15 1/4&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex &quot;B&quot; Piers 31 and 32, Locust Point, section, 1/21/1887</td>
<td>ozalid, 36&quot; x 28&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex &quot;B&quot; Piers 31 and 32, Locust Point, plan, elevations, and section, 1/21/1887</td>
<td>ozalid, 49 1/4&quot; x 28&quot;</td>
<td></td>
<td></td>
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<tr>
<td>Design for Hopper Car Shop, Locust Point, plan and elevations, undated</td>
<td>laminated linen, 32 ½&quot; x 34&quot;</td>
<td></td>
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</tr>
<tr>
<td>Locust Point BandO Fruit Terminal Layout, 2/7/1957</td>
<td>blue print, 36&quot; x 24 1/4&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locust Point BandO Fruit Terminal General Plans, 2/7/1957</td>
<td>36&quot; x 24 1/4&quot;</td>
<td></td>
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</tbody>
</table>
Subseries 7.28: Maps, 1862; 1918

Oversize O/ S Folder 27
Initial Survey - Parkersburg, Bridge, 1862
34 1/4" x 16 1/4"

laminated linen

Oversize O/ S Folder 27
Right of Way and Track Map, Cumberland Division, 6/30/1918
55 3/4" x 24 1/2"
ozalid

Oversize O/ S Folder 27
Right of Way and Track Map, Winchester and Potomac Railroad, Baltimore Division, 6/30/1918
55 3/4" x 24 1/2"
ozalid

Oversize O/ S Folder 27
Right of Way and Track Map, Cumberland Division, 6/30/1918
55 3/4" x 24 1/2"
ozalid

Subseries 7.29: Martinsburg, West Virginia, 1913-1927
<table>
<thead>
<tr>
<th>Oversize O/S Folder 28</th>
<th>Martinsburg, Cumberland Division, Plan of West Roundhouse, 1/24/1913</th>
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<td>12&quot; x 24&quot;</td>
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<td>Oversize O/S Folder 28</td>
<td>Photostat</td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Proposed Alterations to east Engine House, present cross section, 10/18/1926</td>
</tr>
<tr>
<td></td>
<td>24&quot; x 36&quot;</td>
</tr>
<tr>
<td></td>
<td>ozalid</td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Proposed Alteration to East Engine House, plan, sections and details, 10/25/1927</td>
</tr>
<tr>
<td></td>
<td>24&quot; x 36&quot;</td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Fire Wall in Round House, plans and sections, 11/30/1918</td>
</tr>
<tr>
<td></td>
<td>24&quot; x 36&quot;</td>
</tr>
<tr>
<td></td>
<td>ozalid</td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Proposed Alterations to east Engine House, present plan of house, 10/18/1926</td>
</tr>
<tr>
<td></td>
<td>24&quot; x 36&quot;</td>
</tr>
<tr>
<td></td>
<td>ozalid</td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Martinsburg, West Virginia, Alterations to east Eng. House, Present Plan of House, 10/18/1926</td>
</tr>
<tr>
<td></td>
<td>36&quot; x 25&quot;</td>
</tr>
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<td></td>
<td>blue print</td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Martinsburg, West Virginia, Proposed Alterations to east Eng House, Present Cross Section, 10/18/1926</td>
</tr>
<tr>
<td></td>
<td>36&quot; x 24 1/4&quot;</td>
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</table>

**Subseries 7.30: Miscellaneous Buildings, 1875-1956**

<table>
<thead>
<tr>
<th>Oversize O/ S Folder 28</th>
<th>Baltimore Division, Belt Line Power House Proposed Remodeling for Electric Shop, stores, 1/15/1916</th>
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<td>26&quot; x 48&quot;</td>
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<tr>
<td>Oversize O/ S Folder 28</td>
<td>Baltimore Division, Electric Power Plant, alteration plans, 1/10/1912</td>
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<td></td>
<td>24&quot; x 36&quot;</td>
</tr>
<tr>
<td></td>
<td>ozalid</td>
</tr>
<tr>
<td>Oversize O/ S Folder 28</td>
<td>Details of Proposed Round House, B. right and P. Ry., undated</td>
</tr>
<tr>
<td></td>
<td>35 3/4&quot; x 21&quot;</td>
</tr>
</tbody>
</table>
Oversize O/ S Folder 28

Sand House for Keyser Station, plans and elevations, 8/2/1875
33 ½" x 24 1/4"
blue print

35 ½" x 24 1/4"
blue print

New York Terminal Division, New York, New York, Freight House Sections, 4/2/1956
35 ½" x 24 1/4"
blue print

New York Terminal Division, New York, New York, Freight House Sections, 4/2/1956
35 ½" x 24 1/4"
blue print

Two Story Frame Office Building, 5/20/1916
28" x 26 1/4", [16' x 24' x 18'-6"
linen

Freight House at Frederick, Maryland, plan, elevation, and section, 2/25/1902
36 1/4" x 20 ½"
linen

Proposed Change to Freight House at Frederick, Maryland, plan, elevation, and section, 2/25/1902
36 1/4" x 20 ½"

Untitled elevation and plan, undated
17" x 14 3/4"
paper

Machine and Blacksmith Shop, Bay View, plan and elevation, 36 ½" x 26 3/4" 10/30/1886
laminated blue print

Waiting Shed at Oak Crest, plan, elevation, and section, 1/24/1899
22" x 17 ½"
linen

U.south Express Office at Wilmington, plan, elevation, and section, undated
35 ½" x 24"
<table>
<thead>
<tr>
<th>Size</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Trackmen’s Tool House, Branchville, plan, elevation, and section, undated 36 1/2&quot; x 18 3/4&quot;</td>
</tr>
<tr>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Proposed New Freight House at Colgate, elevation and section, 8/17/1909 41&quot; x 18 3/4&quot;</td>
</tr>
<tr>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Rearranging Platform at Alberton, elevation, 3/14/1908 26 3/4&quot; x 12 1/2&quot;</td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Barn on Queenstown Farm, Metro, Branch, plan, elevation, and section, 2/15/1902 18 1/2&quot; x 14&quot;</td>
</tr>
<tr>
<td>paper</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Standard Watch Box, plan, elevation, section, undated 36 3/4&quot; x 26 1/2&quot;</td>
</tr>
<tr>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Ice House, Washington Junction, plan, elevation, and section, undated 35&quot; x 25 1/2&quot;</td>
</tr>
<tr>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 28</td>
<td>Battery House, plan, elevation, and section, 11/23/1900 35 1/2&quot; x 23 1/2&quot;</td>
</tr>
<tr>
<td>blue print</td>
<td></td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Freight House for Relay Station, undated 32&quot; x 21 1/2&quot;</td>
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<tr>
<td>linen</td>
<td></td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Freight House for Hanover Station, undated 29 1/2&quot; x 18&quot;</td>
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<tr>
<td>paper</td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Unidentified Building, elevation, details, and general view, undated 37 1/2&quot; x 26&quot;</td>
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<td>linen</td>
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<tr>
<td>Oversize O/S Folder 28</td>
<td>Plan of Office at New Elevator, undated 22&quot; x 19 1/4&quot;</td>
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<tr>
<td>Folder Number</td>
<td>Description</td>
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<tr>
<td>---------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>28</td>
<td>Covered Pier at Chase’s Wharf, plan, elevation, and section, undated</td>
</tr>
<tr>
<td>28</td>
<td>Sketch of Shed for Fertilizers, plan, elevation, and section, undated</td>
</tr>
<tr>
<td>28</td>
<td>Sleeping Car Sheds, elevation and section, undated</td>
</tr>
<tr>
<td>28</td>
<td>Sleeping Car Sheds, elevation, undated</td>
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<tr>
<td>30</td>
<td>Miscellaneous Large Photos</td>
</tr>
<tr>
<td>31</td>
<td>Motor Car Torpedo Remover, elevation and details, undated</td>
</tr>
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<td>31</td>
<td>Air Tank and Dry Sand Hopper for Sand House, plan and elevation,</td>
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<td>31</td>
<td>Improved Automatic R.rightStand Pipe, elevation and section, 8/20/1896</td>
</tr>
<tr>
<td>31</td>
<td>Stone Derrick, elevation, 7/6/1903</td>
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<tr>
<td>Item</td>
<td>Description</td>
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<td>31</td>
<td>Crabs for Bridge Carpenters, plan, elevations, and details</td>
</tr>
<tr>
<td>31</td>
<td>Detail of Passenger Elevator, undated</td>
</tr>
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<td>31</td>
<td>Bumping Post, elevations, sections</td>
</tr>
<tr>
<td>31</td>
<td>Car Stop, plan and elevations, undated</td>
</tr>
<tr>
<td>31</td>
<td>Bolts and Washers Required for One Hoist, undated</td>
</tr>
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<td>31</td>
<td>Standard Surface Cattle Guard, plan and elevation</td>
</tr>
<tr>
<td>31</td>
<td>Standard Single Stop Block, plans and elevation, undated</td>
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<td>31</td>
<td>Cast Iron Stack Locomotive Round House</td>
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<td>31</td>
<td>Weather Vane, elevation, undated</td>
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<td>31</td>
<td>Bill of Materials, undated</td>
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<tr>
<td>31</td>
<td>New Machine Shop, Detail of Door Frame and Stairway, undated</td>
</tr>
</tbody>
</table>
laminated blue print

Oversize O/S Folder 31
Rovolving (book) Case, plan, elevation, and section, undated
33 1/4" x 17 1/4"
linen

Oversize O/S Folder 31
Signal for Union R.right Crossing Canton, undated
paper, (poor condition)

Oversize O/S Folder 31
80' Heavy Turntable for 177 ½ Ton Engine and Tender, , plan, elevation, and section, 2/24/1904
laminated ozalid

Oversize O/S Folder 31
Knee Casting for Coal Trestles, plan and elevation, undated
23 3/4" x 17 3/4"
blue print

Oversize O/S Folder 31
Baker-Whiteley Coal Pier Number 2, 1890, plan and elevation
44 1/4" x 25 3/4"
blue print

Oversize O/S Folder 31
Iron Work for Stone Derrick, undated
36" x 24 1/4"

Oversize O/S Folder 31
Steel Dock Spout and Connections, Coal Handling Plant, plan, elevation, and section, 1/8/1900
47" x 31 ½"

Oversize O/S Folder 31
Untitled, iron knees, plan, elevation, and section, undated
37 1/4" x 18 3/4"
linen

Subseries 7.33: Mt. Clare (general), 1894-1915

Oversize O/S Folder 32
Erecting and Machine Shop Girders, , details, 1/8/1901
17 3/4" x 11 ½"
blue print

Oversize O/S Folder 32
Detail of Roof and Monitor, New Machine Shop, Mt. Clare, Baltimore, Maryland, 3/5/1901
27" x 47"
laminated blue print

Oversize O/S Folder 32
Erecting and Machine Shops H Beams and Column, 2/6/1901
17 3/4" x 11 ½"
<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Date</th>
<th>Dimensions</th>
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<tr>
<td>32</td>
<td>Erecting and Machine Shops, Details of Cast Iron Columns, undated</td>
<td></td>
<td>17 3/4&quot; x 11 1/2&quot;</td>
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<tr>
<td>32</td>
<td>Riveting Pattern, Girders, undated</td>
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<td>35 1/4&quot; x 23 1/4&quot;</td>
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<tr>
<td>32</td>
<td>Belfry for East End of New Machine Shop, elevation and section, 12/13/1901</td>
<td>12/13/1901</td>
<td>35 1/2&quot; x 23 1/2&quot;</td>
</tr>
<tr>
<td>32</td>
<td>Monitor Number 3 Machine Shop, plan, elevation, and section, 11/1/1912</td>
<td>11/1/1912</td>
<td>28 3/4&quot; x 19&quot;</td>
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<tr>
<td>32</td>
<td>Elevation and Section of Machine and Erecting Shop, 12/29/1900</td>
<td>12/29/1900</td>
<td>35&quot; x 24 3/4&quot;</td>
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<tr>
<td>32</td>
<td>Method of Supporting End of I Beam New Machine Shop, 4/3/1902</td>
<td>4/3/1902</td>
<td>10&quot; x 9&quot;</td>
</tr>
<tr>
<td>32</td>
<td>Doors for New Machine Shop, elevation and section, undated</td>
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<td>28 1/2&quot; x 20 3/4&quot;</td>
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<tr>
<td>32</td>
<td>Roof Casting and Lintels for New Machine Shop, undated</td>
<td></td>
<td>37&quot; x 12 1/2&quot;</td>
</tr>
<tr>
<td>32</td>
<td>Truss Rafter of Number 3 Machine Shop, section, 7/10/1915</td>
<td>7/10/1915</td>
<td>22 1/4&quot; x 19 3/4&quot;</td>
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<tr>
<td>32</td>
<td>Method of Supporting Heel of Trusses on Columns C, 4/17/1901</td>
<td>4/17/1901</td>
<td>15 3/4&quot; x 11 1/2&quot;</td>
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<tr>
<td>32</td>
<td>Tender Shop, plan, elevation, and section, 10/16/1894</td>
<td>10/16/1894</td>
<td>37&quot; x 25 1/4&quot;</td>
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<tr>
<td>32</td>
<td>Tender Shop, elevation, and section, 7/17/1901</td>
<td>7/17/1901</td>
<td>36 1/2&quot; x 24 1/4&quot;</td>
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<tr>
<td>Oversize O/S Folder</td>
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<td>Dimensions</td>
<td>Material</td>
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<tr>
<td>32</td>
<td>Elevation and Plan of Tender Shop, 2/26/1901</td>
<td>23 3/4&quot; x 17 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Plan and Elevation of Building and Foundation for Annealing Furnace Boiler</td>
<td>35 3/4&quot; x 24&quot;</td>
<td>laminated blue print</td>
</tr>
<tr>
<td></td>
<td>Shop, 3/9/1904</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Plan and Elevation of Building and Foundation for Annealing Furnace Boiler</td>
<td>35 3/4&quot; x 24&quot;</td>
<td>laminated blue print</td>
</tr>
<tr>
<td></td>
<td>Shop, 3/9/1904</td>
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<tr>
<td></td>
<td>Windows and Lintels Bolt threading Shop, elevation and Section, 10/12/1905</td>
<td>33 1/4&quot; x 37&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>Plan of Machine Shops, 5/16/1901</td>
<td>55&quot; x 35 1/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Cross Section of New Machine Shop showing Location of Walking Jib Crane,</td>
<td>23 3/4&quot; x 18&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>5/11/1901</td>
<td></td>
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<tr>
<td></td>
<td>Girder Extending Machine Shop, 9/19/1901</td>
<td>35 1/4&quot; x 23 1/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
<td>Proposed Shed Extension to Warehouse, U.south Express Company, plan</td>
<td>37 ½&quot; x 29 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>and section, 10/8/1910</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Proposed Shed Extension to Warehouse, U.south Express Company, plan</td>
<td>38&quot; x 29 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td></td>
<td>and elevation, 10/1/1910</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>House for Express Wagons, plan, elevation, and section, 4/1881</td>
<td>36&quot; x 26&quot;</td>
<td>paper</td>
</tr>
<tr>
<td></td>
<td>Seat for Settee, 11/22/1907</td>
<td>40 ½&quot; x 25&quot;</td>
<td>linen</td>
</tr>
</tbody>
</table>
Proposed Monitors on Roof on Blacksmith Shop, plan and section, undated
31 1/2" x 19 1/4"
linen

Proposed Change to Monitor and Skylight of Machine Shop Riverside, elevation and section, 1/9/1902
37" x 19"
linen

Reinforcing to 2nd Floor and Roof Trusses for Saw Mill at Mt. Clare, 2/17/1905
35 1/4" x 23 1/2"
blue print

Plan of Erecting and Machinery Shops at Mt. Clare, 1/6/1900
54 1/2" x 35 1/2"
blue print

Cross Section of Extension to Erecting Shop, undated
13 1/4" x 9 3/4"
paper

Erecting and Machine Shops, Mt. Clare, elevation, plan and section, 1/11/1901
42" x 23 1/2"
laminated blue print

Location of Drain Pipe, Truck Shop, Mt. Clare, 5/20/1904
33 1/4" x 22 1/2"
laminated blue print

Ash Hoist, Boiler Plant, Mt. Clare, elevation and section, 8/21/1901
47" x 35"
blue print

Roof Extension of erecting Shop, section, 5/16/1901
33" x 15 1/2"
paper

Method of Securing Rafters to Columns of Erecting Shop, undated
13 3/4" x 8 1/2"

Sash for Extension of Erecting Shop, elevation and section, undated
21 1/2" x 18 1/2"

Detail of Sash for West End of Erecting Shop, elevation and section, undated
25 1/2" x 22 1/2"

Columns for Proposed Extension of Erecting Shop at Mt. Clare, plan and elevation, 2/23/1901
Oversize O/S Folder 32 Proposed Extension of Erecting Shop, 2/15/1901
36" x 23 3/4"
laminated blue print

Oversize O/S Folder 32 Boiler House Sections, 2/10/1900
34 ½" x 23 ½"
blue print

Oversize O/S Folder 32 Boiler House Details, undated
36" x 23 ½"
blue print

Oversize O/S Folder 32 Boiler House Plan and Elevation, 3/2/1900
35 3/4" x 23 3/4"

Oversize O/S Folder 32 Map of Mt. Clare, 3/19/1901
36" x 24"

Oversize O/S Folder 32 Mt. Clare Shops, 1841, traced from an original drawings, copied 1972
30 ½" x 18"
linen

Oversize O/S Folder 32 Annex to Car Shop, Corner Tower, Details of Cornice, undated
40" x 32 3/4"
paper

Oversize O/S Folder 32 Annex Building of New Car Shop, Details of Rafter Ends, undated
40" x 25 ½"
paper

Oversize O/S Folder 32 Passenger Car Shop, Sketch of Finial, undated
35 ½" x 26 1/4"
paper

Oversize O/S Folder 32 Section of Slate Roof, Car Shed, undated
9 ½" x 14 3/4"
paper

Oversize O/S Folder 32 Gate for Mt. Clare Yard, elevation and details, undated
36 ½" x 23"
paper and linen

Oversize O/S Folder 32 Waiting Shed B&O Railroad, Office of AsStreet Supt., B&B Mt. Clare, plan and
elevation, 1/24/1899
Subseries 7.34: Mt. Clare New Blue Line Stable, 1899; 1905

<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Dimensions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>Proposed Blue Line Stable Addition, Mt. Clare, elevations, section, and plan, 4/21/1905</td>
<td>36&quot; x 23 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td></td>
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<tr>
<td>33</td>
<td>Wagon Shed for U.south Express Company In Stable Yard, Mt. Clare, plan, elevations, and sections, 11/19/1899</td>
<td>39 ½&quot; x 27 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>33</td>
<td>Map of Mt. Clare, 3/19/1901</td>
<td>36&quot; x 24&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>33</td>
<td>Specifications for Work and Material for Addition to Blue Line Stable(4 sheets), undated</td>
<td>11 ½&quot; x 18&quot;</td>
<td>linen</td>
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<tr>
<td>33</td>
<td>Addition to Present U.south Express and Blue Line Stables, Mt. Clare, elevation, undated</td>
<td>55&quot; x 13&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>33</td>
<td>Proposed Frame Shed for U.south Express Wagons, Stable Yard, Mt. Clare, section and plan, undated</td>
<td>11 ½&quot; x 14&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>33</td>
<td>Proposed Addition to Frame Shed for U.south Express and Blue Line, undated</td>
<td>34 ½&quot; x 9&quot;</td>
<td>blue print</td>
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<tr>
<td>33</td>
<td>Addition to Present U.south Express and Blue Line Stables, section, undated</td>
<td>33 3/4&quot; x 26 3/4&quot;</td>
<td>linen</td>
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<tr>
<td>33</td>
<td>Addition to Present U.south Express and Blue Line Stables, section, undated</td>
<td>36&quot; x 18 ½&quot;</td>
<td></td>
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</tbody>
</table>
Lincoln

Oversize O/S Folder  
33  
Bill of Material for New Stable, Mt. Clare, undated  
24 ½" x 17 ½"

linen

Oversize O/S Folder  
33  
Perspective View of Floor and Stalls, undated  
35 3/4" x 18 ½"

linen

Oversize O/S Folder  
33  
Wagon Shed for U.south Express Company in Stable Yard, Mt. Clare, undated  
41 ½" x 23 1/4"

linen

Oversize O/S Folder  
33  
Wagon Shed for U.south Express Company In Stable Yard, Mt. Clare, Details of Queen Post, undated  
38" x 35"

linen

Oversize O/S Folder  
33  
Wagon Shed for U.south Express Company In Stable Yard, Mt. Clare, Details of Door and Door Hanger, undated  
38 ½" x 35 ½"

linen

Subseries 7.35: Mt. Clare New Car Shops, undated

Oversize O/S Folder  
34  
New Car Shops for B&O Railroad Company, Mt., Clare, Iron Work, undated  
29" x 38"

ozalid

Oversize O/S Folder  
34  
New Car Shops, elevations showing windows and doors, plans of same, undated  
26" x 38"

ozalid

Oversize O/S Folder  
34  
New Car Shops, details of iron work, undated  
33" x 38"

ozalid

Oversize O/S Folder  
34  
New Car Shops, one quarter plan, undated  
35" x 37"

ozalid
<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Details of frames for wagon shed, Mt. Clare, undated</th>
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</thead>
<tbody>
<tr>
<td>34</td>
<td>38&quot; x 48&quot;</td>
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<td>heavy paper</td>
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<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop for B&amp;O Railroad Company, Mt. Clare, details doors and windows, full size, undated</th>
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</thead>
<tbody>
<tr>
<td>34</td>
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<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop for B&amp;O Railroad Company, Mt. Clare, details of roof windows and cornice, undated</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>31&quot; x 40&quot;</td>
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<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, Mt. Clare, details of windows in dome, new car shop, undated</th>
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<tbody>
<tr>
<td>34</td>
<td>21&quot; x 36&quot;</td>
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<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, full size cornice, undated</th>
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<td>30&quot; x 40&quot;</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, details of roof windows, undated</th>
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<tbody>
<tr>
<td>34</td>
<td>31&quot; x 40&quot;</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, details of iron work, undated</th>
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<tr>
<td>34</td>
<td>29&quot; x 38&quot;</td>
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<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, changes made in forming posts, undated</th>
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<td>29&quot; x 22&quot;</td>
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<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, ironwork, undated</th>
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<tbody>
<tr>
<td>34</td>
<td>29&quot; x 38&quot;</td>
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<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, elevations of windows and doors, plans of same, undated</th>
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<tbody>
<tr>
<td>34</td>
<td>29&quot; x 38&quot;</td>
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<tr>
<th>Oversize O/S Folder</th>
<th>New Car Shop, details of ironwork, undated</th>
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<tbody>
<tr>
<td>34</td>
<td>33&quot; x 38&quot;</td>
</tr>
<tr>
<td></td>
<td>linen</td>
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</tbody>
</table>
Oversize O/S Folder 34
New Car Shops for B&O Railroad, Mt. Clare, Details of Ironwork, undated
22" x 14 1/4"
photostat

Oversize O/S Folder 34
New Car Shops for B&O Railroad, Mt. Clare, One Quarter Plan, undated
36 3/4" x 34 1/4"
linen

Oversize O/S Folder 34
New Car Shop, plan of cupola windows, undated
28" x 43"

Oversize O/S Folder 34
New Car Shops for B&O R.rightMt. Clare, partial plan, undated
18" x 16"
photostat

Subseries 7.36: Mt. Royal Station, undated

Oversize O/S Folder 35
Mt. Royal Station, Front elevation, 4/21/1921
36 1/4" x 24 1/4"
blue print

Oversize O/S Folder 35
Mt. Royal Station, 1st

Oversize O/S Folder 35
Mt. Royal Station, Floor Plan, 4/21/1921
36 ½" x 24 1/4"
blue print

Oversize O/S Folder 35
Mt. Royal Station, 2nd Floor Plan, 4/21/1921
36 ½" x 24"
blue print

Oversize O/S Folder 35
Mt. Royal Station, Foundation and 3rd Floor Plans, 4/21/1921
36" x 24"
blue print

Subseries 7.37: Newton Falls and Fairpoint, Ohio, 1909

Oversize O/S Folder 36
Fairpoint, Ohio, Wheeling Division, Combination Passenger Station and Interlock, general plans, 5/7/1909
24" x 36"
Newton Falls, Ohio and Fairpoint, Ohio, Pump House, elevation and plan, undated
24" x 36"

Subseries 7.38: Patapsco River Bridge, 1883

Trestle plan for Patapsco River Bridge on Temporary Line Mariottsville, plan and elevation, 10/30/1902
31 1/4" x 13"
blue print

Patapsco Draw Bridge, elevation, undated
57 3/4" x 29 3/4"
paper

Trestling across Patapsco River, for single or double tracks, undated
16" x 27"
laminated linen

Details of Patapsco Draw Bridge, 1/1883
21" x 46"
linen

Patapsco Trestle, elevation and plan, 27" x 42", laminated linen
Details of Patapsco Draw Bridge, 1/1883
45 ½" x 20 1/4"
laminated paper

Details of Patapsco Draw Bridge, 1/1883
49" x 18"
laminated paper

Patapsco Draw Bridge, elevation, 1/1883
58" x 29 3/4"
linen

Subseries 7.39: Plans for house no. 1846 (N. Gay Street, Baltimore, Maryland), undated
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
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<tbody>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Third Floor Plan, undated</td>
<td>28 3/4&quot; x 16 1/23&quot;</td>
<td>linen</td>
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<tr>
<td>Oversize O/S Folder 38</td>
<td>Second Floor Plan, undated</td>
<td>28 1/4&quot; x 16 1/2&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>First Floor Plan, undated</td>
<td>28 1/2&quot; x 16&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Plan of Basement, undated</td>
<td>28 3/4&quot; x 16 1/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Door and Window Frames, undated</td>
<td>29 1/2&quot; x 18 1/2&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Plan of Inside Drainage, undated</td>
<td>34 3/4&quot; x 29 1/2&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Water Closets, undated</td>
<td>34&quot; x 28 3/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Water Closets, undated</td>
<td>34 1/2&quot; x 28 1/2&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>Oversize O/S Folder 38</td>
<td>Plan for Drainage, undated</td>
<td>10 3/4&quot; x 11 3/4&quot;</td>
<td>linen</td>
</tr>
</tbody>
</table>

**Subseries 7.40: Point of Rocks Station, 1951**

<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
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<th>Material</th>
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</thead>
<tbody>
<tr>
<td>Oversize O/S Folder 39</td>
<td>Point of Rocks, Maryland, Passenger Station, proposed remodeling for Record Storage, plans and sections, 1/22/1951</td>
<td>24&quot; x 36&quot;</td>
<td>ozalid</td>
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### Subseries 7.41: Scales, 1903

<table>
<thead>
<tr>
<th>Folder Type</th>
<th>Title</th>
<th>Date/Details</th>
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<tr>
<td>Oversize O/S Folder 40</td>
<td>42' and 60' Track Scales Numerical List of Parts as Furnished by the Fairbanks Company, 12/2/1903</td>
<td>23 3/4&quot; x 17 3/4&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>42' 100-ton Track Scales Foundation Plans, 2/27/1903</td>
<td></td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>42' and 60' Track Scales Platform Bearing or Top Chair, 11/16/1903</td>
<td>17 3/4&quot; x 11 3/4&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>22' 100-Ton Track Scales, Details of Splice for Sills and Bill of Lumber, 3/3/1903</td>
<td>15&quot; x 12&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>42' 100-Ton Track Scale Dead Rail Posts and Rods, 3/3/1903</td>
<td>18&quot; x 121&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>The Standard Hay, Coal, and Stock Scale, plan, elevation, and section, undated</td>
<td>17 ½&quot; x 17 1/4&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>Trussed Lever Depot Scale, , plan, elevation, and section, 7/18/1910</td>
<td>23 3/4&quot; x 17 ½&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>Number 1 Depot Scale, plan, elevation, and section, circa 1900</td>
<td>15&quot; x 18&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>60' 100-Ton Track Scales Foundation Plans, 2/26/1903</td>
<td>36&quot; x 23 ½&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>60' Track Scale 100-Ton Capacity, Fairbanks 6 Section Pattern Steel Girders, 2/25/1903</td>
<td>35 ½&quot; x 23 ½&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 40</td>
<td>60' Track Scale 100-Ton Capacity Details of Steel Girders Cross Struts and Connections, 2/27/1903</td>
<td>35 ½&quot; x 23 3/4&quot;</td>
<td></td>
<td></td>
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</tbody>
</table>
Subseries 7.42: Signal towers, 1900-1908

Oversize O/S Folder 41

C.A. Tower Camden Cut Belt Line, plan, elevation, and section, 6/22/1901
22" x 16"

paper

Oversize O/S Folder 41

Standard Signal Tower, 15' x 28'-8", elevations, 5/21/1901
17 3/4" x 11 1/4"

blue print

Oversize O/S Folder 41

Standard Signal tower, 15' x 28'-8", sections, undated
17 3/4" x 11 1/4"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 15' x 28'-8", plans, undated
17 3/4" x 11 1/4"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 12" x 18'-8", elevations, undated
18" x 11 ½"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 12' x 18'-8", plans, undated
18" x 11 ½"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 12' x 18'-8", sections, undated
18" x 11 ½"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 12' x 15'-9", 11/24/1900
18" x 11 ½"

blue print

Oversize O/S Folder 41

Standard Signal Tower, 12' x 15'-9", plan and sections, 11/24/1900
18" x 11 ½"
blue print

Oversize O/S Folder 41

Standard Signal Tower 12' x 12', elevations, 12/5/1900
18" x 11 ½"
blue print

Oversize O/S Folder 41

Standard Signal Tower, 12' x 12', plan and section, 12/5/1900
18" x 11 ½"
blue print

Oversize O/S Folder 41

Standard Signal Tower, plan, elevation, and section, undated
28 ½" x 28 1/4"
linen

Oversize O/S Folder 41

C.A. Tower, Camden Cut, Belt Line, plan, elevation, and section, 7/2/1901
30" x 21"
paper

Oversize O/S Folder 41

Foundation and Framing for Signal Tower at East End of Susquehanna Bridge, plan and elevation, 5/12/1901
22" x 21 ½"
blue print

Oversize O/S Folder 41

Standard Plan, 15' x 30' Signal Tower, plan and elevation, 1/24/1902
14" x 8 ½"
blue print

Oversize O/S Folder 41

Details of Window Frames, undated
18 3/4" x 21"
blue print

Oversize O/S Folder 41

Details of Door Frames, undated
19" x 20 3/4"
blue print

Oversize O/S Folder 41

Belt Course, undated
19" x 20 3/4"
blue print

Oversize O/S Folder 41

Details of Window Frames, undated
18 3/4" x 20 ½"
blue print

Oversize O/S Folder 41

Plan of Roof, undated
19" x 20 3/4"
blue print
<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>Front Section, undated</td>
<td>18 3/4&quot; x 20 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Side Elevation, undated</td>
<td>19&quot; x 21&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Front Elevation, undated</td>
<td>19&quot; x 21&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Rear Elevation, undated</td>
<td>19&quot; x 21&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Details Newel Post-Rail Bracket, undated</td>
<td>19&quot; x 21&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Foundation and Framing for Standard Signal Company’s 12 and 16 Lever Machines, 8/31/1901</td>
<td>23 1/4&quot; x 20 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Foundation and Framing for Standard Signal Company’s 20 and 24 Lever Machines, plan and elevation, undated</td>
<td>23&quot; x 21&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Riverside, Signal Tower General Plans and Details, 5/1/1908</td>
<td>36&quot; x 23 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>41</td>
<td>Roof Signal Tower at Washington Junction, Maryland, 8/2/1905</td>
<td>12 ½&quot; x 11 1/4&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>41</td>
<td>Details for New Signal Tower, undated</td>
<td>20 3/4&quot; x 7 ½&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>41</td>
<td>Details for New Signal Tower, Washington Junction, Maryland, undated</td>
<td>25 ½&quot; x 15 3/4&quot;</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Ridge Roll and Finial for Standard Signal Tower, 15' x 30', 6/25/1902</td>
<td>34 3/4&quot; x 18&quot;</td>
<td></td>
</tr>
</tbody>
</table>
Oversize O/S Folder 41

Roof Bracket Details, undated
9 ½” x 11 ¼”
linen
blue print

Details of Door Frames and Belt Course for New Signal Tower at Washington Junction, Maryland, 6/26/1902
29 1/4” x 33 3/4”
linen

Details of Frames and Sash for Four Standard Signal Towers, 6/26/1902
41 ½” x 34 3/4”
linen

Bills of Material Miscellaneous Signal Towers

Standard Signal Tower, 12’ x 12’, Details Drawing, 3/18/1903
35 3/4” x 23 3/4”
blue print

Brick Tower, Metro. Junction, Washington, D.C., plan, elevation, and section, 7/24/1900
26 3/4” x 17 ½”
linen

Stairway and Details, Brick Tower, Metro. Junction, Washington, D.C., 7/24/1900
37” x 23”
linen

Details for Roof and Window Frames, Brick Tower, Metro. Junction, Washington, D.C., 7/24/1900
41 3/4” x 21 1/4”
linen

Details for Window and Door Frames, Brick Tower, Metro. Junction, 7/24/1900
38” x 34 3/4”
linen

Signal Tower Special 58th Street, Philadelphia, elevation, undated
18 3/4” x 20 3/4”
linen

Signal Tower Special 58th Street, Philadelphia, plan, undated
18 3/4” x 20 3/4”
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
<th>Date</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>Details for Frames, Standard Signal Tower, 3/13/1905</td>
<td>42 ½&quot; x 35 1/4&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Details of Door Frames and Belt Course for Four Standard signal Towers, 2/23/1901</td>
<td>29 1/4&quot; x 33 1/4&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Detail of Frames and Sash for Four Standard Signal Towers, 2/25/1901</td>
<td>35 ½&quot; x 34&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Tower for Operating Safety Gates, 3/22/1907</td>
<td>31&quot; x 35 3/4&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Details for Standard Signal Tower 12&quot; x 12', Mt. Clare Junction, 3/18/1905</td>
<td>26 ½&quot; x 23 3/4&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Standard Finial for Standard Signal Tower, Mt. Clare Junction, 3/18/1905</td>
<td>32 ½&quot; x 16 ½&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>C.A. Tower Camden Cut Belt Line, Details, 7/2/1901</td>
<td>19 ½&quot; x 37 1/4&quot;</td>
<td>paper</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>C.A. Tower Camden Cut Belt Line, , details, 7/2/1901</td>
<td>48&quot; x 36 ½&quot;</td>
<td>blue print</td>
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</table>

Subseries 7.43: Stations (general), 1866-1907

<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>42</td>
<td>Standard Register Desk, , plan, elevation, and section, 8/24/1915</td>
<td>18 3/4&quot; x 19 ¼&quot;</td>
<td>linen</td>
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<tr>
<td>42</td>
<td>Pittsburgh Division, Foxburg, PA, Proposed Passenger Station, plan, elevations and section, 7/25/1916</td>
<td>24&quot; x 36&quot;</td>
<td></td>
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</tbody>
</table>
Oversize O/S Folder  42
Pump House, Reels Mills, plan and elevation, undated
29 3/4" x 19 ½"
linen

Oversize O/S Folder  42
Pump House, Reels Mills, section, undated
29 3/4" x 19 ½"
linen

Oversize O/S Folder  42
Pump House, Reels Mills, Details of Door and Window Frames, undated
32 1/4" x 21 ½"
linen

Oversize O/S Folder  42
Pump House Reels Mills, Details, undated
29 3/4" x 21"
linen

Oversize O/S Folder  42
Standard Watch Box, section, undated
60 3/4" x 25 1/4"
linen

Oversize O/S Folder  42
Details for Hanging Chimney in Standard Combination Station, 5/25/1905
25 ½" x 17 ½"
linen

Oversize O/S Folder  42
Combination Station, General Details, 9/1/1905
35 1/4" x 23 ½"
ozalid

Oversize O/S Folder  42
Untitled, details of Door Frame and Window Frame and Sash, undated
41 ½" x 26"
linen

Oversize O/S Folder  42
Ridge Roll and Finial for Standard Combination Station, elevation and section, 5/24/1905
50 1/4" x 23 1/4"
linen

Oversize O/S Folder  42
Combination Station, General Details, 5/9/1906
56 3/4" x 36"
linen

Oversize O/S Folder  42
Combination Station 20' x 60', plan and elevations, undated
41" x 26 1/4"
<table>
<thead>
<tr>
<th>Folder Number</th>
<th>Description</th>
<th>Date</th>
<th>Size</th>
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<tbody>
<tr>
<td>42</td>
<td>Combination Station 20' x 60', section and detail, undated</td>
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<td>41 1/4&quot; x 26 1/4&quot;</td>
<td>linen</td>
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<tr>
<td>42</td>
<td>Combination Station 20' x 60', Bill of Material, undated</td>
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<td>35 3/4&quot; x 24 1/4&quot;</td>
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<tr>
<td>42</td>
<td>Combination Station, Details, 5/29/1906</td>
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<td>35 3/4&quot; x 23 1/2&quot;</td>
<td>blue print</td>
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<tr>
<td>42</td>
<td>Combination Station, General Details, 10/10/1901</td>
<td></td>
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<td>blue print</td>
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<tr>
<td>42</td>
<td>Combination Station, General Plans, 9/9/1905</td>
<td></td>
<td>35 1/4&quot; x 23 1/4&quot;</td>
<td>ozalid</td>
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<tr>
<td>42</td>
<td>Combination Station, General Details, 9/2/1904</td>
<td></td>
<td>35 1/4&quot; x 23 1/2&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>42</td>
<td>Standard Plan, Combination Station Class C - 20' x 60', 10/30/1901</td>
<td></td>
<td>14&quot; x 8 1/4&quot;</td>
<td>blue print</td>
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<tr>
<td>42</td>
<td>Standard Plan combination Station Class B, 18' x 50', 10/30/1901</td>
<td></td>
<td>13 1/2&quot; x 8 1/4&quot;</td>
<td>blue print</td>
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<tr>
<td>42</td>
<td>Details of Standard Freight House, 10/23/1904</td>
<td></td>
<td>35 1/2&quot; x 23 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>42</td>
<td>Standard Plan Combination Station Class A, 16' x 40', 16' x 40', undated</td>
<td></td>
<td>13 1/2&quot; x 8 1/4&quot;</td>
<td>ozalid</td>
</tr>
<tr>
<td>42</td>
<td>Combination Station 16' x 40' Showing Additional Window in Waiting Room, 1/5/1906</td>
<td></td>
<td>19 1/2&quot; x 21</td>
<td>linen</td>
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<tr>
<td>Oversize O/S Folder</td>
<td>Description</td>
<td>Date</td>
<td>Size</td>
<td>Material</td>
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<tr>
<td>42</td>
<td>Relay Station, weather board plan section, undated</td>
<td></td>
<td>34&quot; x 20&quot;</td>
<td>laminated paper</td>
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<tr>
<td>42</td>
<td>Ilchester Station, details of gables, elevations and sections, undated</td>
<td></td>
<td>29&quot; x 40&quot;</td>
<td>laminated paper</td>
</tr>
<tr>
<td>42</td>
<td>Ilchester Station, raised platform elevation and section, undated</td>
<td></td>
<td>18 3/4&quot; x 25&quot;</td>
<td>laminated paper</td>
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<tr>
<td>42</td>
<td>Design for Passenger House Way Stations, 1/19/1866</td>
<td></td>
<td>27 1/4&quot; x 17&quot;</td>
<td>laminated paper</td>
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<tr>
<td>42</td>
<td>Ilchester Station, Details of Doors and Windows, undated</td>
<td></td>
<td>37 1/4&quot; x 26 1/4&quot;</td>
<td>laminated linen</td>
</tr>
<tr>
<td>42</td>
<td>Station for Madisonville, Railroad, elevations and section, undated</td>
<td></td>
<td>22&quot; x 27&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>42</td>
<td>Station for Madisonville, Railroad., plan and elevation, 5/14/1887</td>
<td></td>
<td>21&quot; x 27&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>42</td>
<td>Proposed changes Jessup Station, , plan, 12/19/1904</td>
<td></td>
<td>13&quot; x 15&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>42</td>
<td>Proposed Enlargement of Office at Forest Glen Station, , plans and sections, 10/23/1901</td>
<td></td>
<td>11&quot; x 11&quot;</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Proposed partition to run across Ladies Waiting Room also archway to be filled with doors in Chestnut Street Station, Philadelphia, 8/30/1898</td>
<td></td>
<td>13&quot; x 28&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>42</td>
<td>Remodeling Brooklyn Station, Curtis Bay Branch, , plans and elevations, 7/17/1907</td>
<td></td>
<td>21&quot; x 27&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>File Code</td>
<td>Title</td>
<td>Date</td>
<td>Measurements</td>
<td>Material</td>
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</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Station for Brooklyn, Curtis Bay Branch B&amp;O Railroad, plans and elevation, #182, undated</td>
<td>22&quot; x 38&quot;</td>
<td>laminated linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Proposed addition to B&amp;O Railroad station Hagerstown, Maryland, 1/1882</td>
<td>23&quot; x 37&quot;</td>
<td>laminated linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Proposed changes to Jessup Station, Washington Branch, plan and elevation, 1/3/1905</td>
<td>28&quot; x 41&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Details of Doors and Frames for proposed changes to passenger station at Jessup, Washington Branch, 1/3/1905</td>
<td>27&quot; x 42&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Addition to covered walkway for passengers to automobile stand, Washington, D.C., 3/21/1900</td>
<td>26&quot; x 37&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Bill of materials and specifications for proposed changes to Jessup Station, undated</td>
<td></td>
<td>blue print, ink and pencil on paper</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>General Specification for materials typical frame freight houses and platforms also for Buck Lodge, Beltsville and Doubs, Maryland</td>
<td></td>
<td>ink and pencil, blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Combination Station for Cranberry West Virginia, Buck lodge and Doubs, Maryland, plan and elevations, 1/6/1905</td>
<td>9&quot; x 13&quot;</td>
<td>ozalid</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Passenger Station, Charlestown, West Virginia, plan, elevation, and section, undated</td>
<td>26 ½&quot; x 20 1/4&quot;</td>
<td>linen</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Chase Station, plan and elevation, undated</td>
<td>46 1/4&quot; x 20 ½&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Combination Station, 18' x 50', plan, elevation, and section, undated</td>
<td>35 3/4&quot; x 23 3/4&quot;</td>
<td>blue print</td>
<td></td>
</tr>
<tr>
<td>Oversize O/S Folder 42</td>
<td>Combination Station, 18' x 50', Details</td>
<td>35 ½&quot; x 23 3/4&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Oversize O/S Folder 42

**Combination Station, Details of Sash and Frames, undated**

18" x 28 1/4"

blue print

Oversize O/S Folder 42

**Hagerstown Station, Bracket and Cornice Details, undated**

35 ¼" x 29 ½"

laminated paper

Oversize O/S Folder 42

**Hagerstown Station Windows and Doors, Details, undated**

36" x 29 1/4"

laminated paper

Subseries 7.44: Sykesville Station, undated

Oversize O/S Folder 43

**Details of Brackets and Rafters, undated**

40" x 31 1/4"

linen

Oversize O/S Folder 43

**Details of Roof Brackets, undated**

41" x 31 1/4"

linen

Oversize O/S Folder 43

**Details of Doors and Windows, undated**

41 3/4" x 30 3/4"

linen

Oversize O/S Folder 43

**Details of Cornice, undated**

40 1/4" x 31 1/4"

linen

Oversize O/S Folder 43

**Details of Porch, undated**

40 1/4" x 31 1/4"

linen

Oversize O/S Folder 43

**Details of Gables and Brackets, elevation, undated**

41" x 32"

linen

Subseries 7.45: Untitled, undated
Oversize O/S Folder 44
Plan and elevation of door frame, undated
17 1/4" x 17 3/4"
linen

Oversize O/S Folder 44
Details of door frame and sash frames, undated
36" x 28 1/4"
linen

Oversize O/S Folder 44
Ice platform, section and elevation, undated
26 1/4" x 13"
blue print

Oversize O/S Folder 44
Details of Roof Rafters, undated
37 1/4" x 28 ½"
paper

Oversize O/S Folder 44
Details of Roof Rafters, undated
37" x 28 ½"
linen

Subseries 7.46: Warnings, 1894-1911

Oversize O/S Folder 45
Standard Bridge Warning, elevation and detail, 7/30/1894
12 3/4" x 14 3/4"
linen

Oversize O/S Folder 45
Standard Bridge Warning, elevation and detail, 6/21/1899
18 ½" x 12 ½"
linen

Oversize O/S Folder 45
Standard Bridge Warning Four Tracks, , plan and elevation, 11/11/1911
44 ½" x 23"
linen

Oversize O/S Folder 45
Bridge Warning, Details, 9/15/1911
31" x 20 3/4"
linen

Oversize O/S Folder 45
Details Iron Work for Bridge Warning Barree Street, Belt Line, 2/9/1911
41" x 28 1/4"
linen
<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>Bridge Warning, Barree Street, elevation, 1/6/1911</td>
<td>34&quot; x 37&quot;</td>
<td>linen</td>
</tr>
<tr>
<td>45</td>
<td>Iron Pipe Bridge and Tunnel Warning, elevation, 6/12/1895</td>
<td>11&quot; x 15 ½&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>45</td>
<td>Standard Bridge Warning, elevation and detail, undated</td>
<td>31 1/4&quot; x 19&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>45</td>
<td>Sketch of Timbers and Socket Casting for Wrought Pipe Bridge and Tunnel Guard, undated</td>
<td>20 ½&quot; x 10 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>45</td>
<td>Standard Bridge Warning, elevation and detail, 6/21/1899</td>
<td>19&quot; x 12 1/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>45</td>
<td>Bridge Warning, elevation and detail, undated</td>
<td>17 ½&quot; x 11 1/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>45</td>
<td>Bridge Warning, undated</td>
<td>23 3/4&quot; x 17 3/4&quot;</td>
<td>blue print</td>
</tr>
</tbody>
</table>

**Subseries 7.47: Woodstock Station, undated**

<table>
<thead>
<tr>
<th>Oversize O/S Folder</th>
<th>Description</th>
<th>Dimensions</th>
<th>Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>Design for a Station at Woodstock, Maryland, plan, elevation, and sections, undated</td>
<td>33&quot; x 21 3/4&quot;</td>
<td>blue print</td>
</tr>
<tr>
<td>46</td>
<td>Woodstock Station Details of Gables, undated</td>
<td>39 3/4&quot; x 28 ½&quot;</td>
<td>laminated paper</td>
</tr>
<tr>
<td>46</td>
<td>Woodstock Station Details of Cornice and Brackets, undated</td>
<td>39 3/4&quot; x 30&quot;</td>
<td></td>
</tr>
</tbody>
</table>
Oversize O/S Folder 46
Woodstock Station Details of Doors and Windows, undated
35 ½" x 26"
laminated blue print

Subseries 7.48: Miscellaneous (rolled), 1858-1930 (not inclusive)

Box Coffin 6  Brooklyn Station, Curtis Bay Branch, Details of Inside Finish, undated
51 ½" x 34 ½"
laminated linen

Box Coffin 6  Brooklyn Station, Curtis Bay Branch, Cornice and Window Details, 1886, elevation and section
63 ½" x 34 1/4"
laminated linen

Box Coffin 6  Elevator D Camden Station, plan, elevation, and section, undated
56" x 34"
laminated paper

Box Coffin 6  New Boiler House, Mt. Clare, Details, undated
76" x 36 ½"
laminated blue print

Box Coffin 6  Central Boiler Plant at Mt. Clare, , plan, elevation, and section, 1/12/1900
59" x 36"
laminated blue print

Box Coffin 6  Car Repair Shed, plan, elevation, and section, 9/30/1918
50 ½" x 30 ½"
laminated blue print

Box Coffin 6  Car Repair Shed, plan, elevation, and section, 9/30/1918
50 ½" x 30 ½"
laminated blue print

Box Coffin 6  Miscellaneous ozalids and blueprints pertaining to a museum at Mt. Clare site

Box Coffin 6  Map, B&O Railroad and its Branches, 1858
52 ½" x 25 ½"
laminated paper
Box Coffin 6  Map and Profile of B&O Railroad From Cumberland to Wheeling, B.H. Latrobe, undated  
64 1/4" x 34"
  laminated paper

Box Coffin 6  Map and Profile of B&O Railroad From Cumberland to Wheeling, undated  
64" x 34 3/4"
  laminated paper

Box Coffin 6  Blue Line Stable, elevation, undated  
60 1/4" x 22 3/4"
  laminated paper

Box Coffin 6  Elevator D, Camden Station, plan and elevation, undated  
71" x 20 1/2"
  laminated linen

Box Coffin 6  Miscellaneous blueprints used to construct centenary models, , 1927

Box Coffin 6  Masonry Plan Bridge Number 40, Harpers Ferry, , plan, elevation, and section,  
8/25/1930  
57 1/4" x 27 1/4"
  blue print

Box Coffin 6  Stress Sheet, Bridge Number 40, Harpers Ferry, 5/29/1930  
56" x 24 1/4"
Series 8: Photographs and Copy Prints, 1872-1980s (not inclusive)

Subseries 8.1: Photographs, 1872-1980s

Box 6, Folder 9  Baltimore and Ohio Scenery albums, [1928?]
Box 6, Folder 10  Bridge Number 74 Monongahela River, Pittsburgh, Pennsylvania (reconstruction), 1913-1915
Box 6, Folder 11  Bridge Number 74 Monongahela River, Pittsburgh, Pennsylvania (reconstruction), 1913-1915
Box 7, Folder 1  Photographic Views of the Baltimore and Ohio Railroad and its Branches, 1872
Box 7, Folder 2  Pittsburgh, Pennsylvania North side Freight House, 1915-1916
Box 7, Folder 3  Bridge Number O 85-A, 1931
Box 7, Folder 4  Shop signage, undated
Box 7, Folder 5  Exterior shots, undated
Box 7, Folder 6  Bridge Number 100, Wheeling Division, Belaire, Ohio, 1922
Box 7, Folder 7  Bridge Number 202, Pittsburgh Division (Laughlin Junction), 1922
Box 7, Folder 8  Views of Bridges and Buildings, Pittsburgh Division from Pittsburgh to Wheeling, Vol. 1, 1891
Box 7, Folder 9  Views of Bridges and Buildings, Pittsburgh Division from Pittsburgh to Wheeling, Vol. 2, 1891
Box 7, Folder 10  Bridge, Lawrenceburg, Indiana, 1921
Box 7, Folder 11  Philadelphia, Pennsylvania (station), undated
Box 7, Folder 12  Bridge, Lawrenceburg, Indiana, 1921
Box 7, Folder 13  Allegheny River Bridge (Pittsburgh, Pennsylvania), 1916
Box 7, Folder 14  Engineering route for bridges (miscellaneous), undated
Box 7, Folder 15  Unidentified, undated
Box 8, Folder 1  Metal truss bridges, 1980s
Box 70, Folder 8  Zanesville, Ohio (bridge), undated

Subseries 8.2: Copy Prints, 1901-1931, and undated
<table>
<thead>
<tr>
<th>Folder</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>#251 (copy print), undated</td>
</tr>
<tr>
<td>17</td>
<td>#217-#278 (copy print), undated</td>
</tr>
<tr>
<td>18</td>
<td>#1241-#1242 (copy print), undated</td>
</tr>
<tr>
<td>19</td>
<td>#2652 (copy print), undated</td>
</tr>
<tr>
<td>20</td>
<td>#2666-#2667; #2670, (copy print), undated</td>
</tr>
<tr>
<td>21</td>
<td>#2773-#2775 (copy print), undated</td>
</tr>
<tr>
<td>22</td>
<td>#4054 (copy print), undated</td>
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<tr>
<td>23</td>
<td>#5035 (copy print), undated</td>
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<tr>
<td>24</td>
<td>#5088 (copy print), undated</td>
</tr>
<tr>
<td>25</td>
<td>#5401 (copy print), undated</td>
</tr>
<tr>
<td>26</td>
<td>#5496 (copy print), undated</td>
</tr>
<tr>
<td>27</td>
<td>#6182 (copy print), 1918</td>
</tr>
<tr>
<td>28</td>
<td>#6201 (copy print), 1901</td>
</tr>
<tr>
<td>29</td>
<td>#7761 (copy print), undated</td>
</tr>
<tr>
<td>30</td>
<td>#92-#1153 (copy print), undated</td>
</tr>
<tr>
<td>31</td>
<td>#92-6431 (copy print), undated</td>
</tr>
<tr>
<td>32</td>
<td>#2001-4529 to #2001-4551 (copy print), undated</td>
</tr>
<tr>
<td>2</td>
<td>#68 to #167 (copy prints), 1913-1914</td>
</tr>
<tr>
<td>3</td>
<td>#168 to #252 (copy prints), 1913-1916</td>
</tr>
<tr>
<td>4</td>
<td>#254 to #1483 (copy prints), 1914</td>
</tr>
<tr>
<td>5</td>
<td>#1485 to #2565 (copy prints), 1920</td>
</tr>
<tr>
<td>6</td>
<td>#2793 to #3695 (copy prints), 1921</td>
</tr>
<tr>
<td>7</td>
<td>#3695 to #4231 (copy prints), 1921</td>
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<tr>
<td>8</td>
<td>#4244 to #9184 (copy prints), 1922-1931</td>
</tr>
<tr>
<td>9</td>
<td>#467 to #972 (copy prints), 1914</td>
</tr>
<tr>
<td>10</td>
<td>#974 to #1117 (copy prints), 1914</td>
</tr>
<tr>
<td>11</td>
<td>#1119 to #1296 (copy prints), 1914</td>
</tr>
<tr>
<td>12</td>
<td>#1306 to #4627 (copy prints), 1914-1930</td>
</tr>
<tr>
<td>13</td>
<td>Akron, Ohio (proposed union station), undated</td>
</tr>
<tr>
<td>Box 8, Folder 14</td>
<td>Construction, 1913-1931</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Box 8, Folder 15</td>
<td>Curtis Bay Coal Pier (#1900-#1944), undated</td>
</tr>
<tr>
<td>Box 8, Folder 16</td>
<td>Curtis Bay Coal Pier (#1945-#1992), undated</td>
</tr>
<tr>
<td>Box 8, Folder 17</td>
<td>Curtis Bay Coal Pier (no negative numbers), undated</td>
</tr>
<tr>
<td>Box 8, Folder 18</td>
<td>Baltimore and Ohio office views, undated</td>
</tr>
<tr>
<td>Box 8, Folder 19</td>
<td>People (copy prints), undated</td>
</tr>
<tr>
<td>Box 71</td>
<td>Unidentified copy prints, 1930s-1940s</td>
</tr>
</tbody>
</table>
Series 9: Negatives, 1850-1983 (bulk 1920s-1930s), undated

Subseries 9.1: Glass plate negatives (numbered), undated

Box 46  79.301.3001 to 79.301.3005
Box 47  79.301.3006 to 79.301.3010
Box 48  79.301.3011 to 79.301.3015
Box 49  79.301.3016 to 79.301.3020
Box 50  79.301.3021 to 79.301.3023
Box 51  79.301.3026 to 79.301.3029
Box 52  79.301.3030 to 79.301.3031
Box 53  79.301.3032 to 79.301.3036
Box 54  79.301.3037 to 79.301.3041
Box 55  79.301.3042 to 79.301.3046
Box 56  79.301.3047 to 79.301.3051
Box 57  79.301.3052 to 79.301.3056
Box 58  79.301.3058 to 79.301.3062
Box 59  79.301.3063 to 79.301.3067
Box 60  79.301.3068 to 79.301.3072
Box 61  79.301.3073 to 79.301.3077
Box 62  79.301.3078 to 79.301.3082
Box 63  79.301.3083 to 79.301.3087
Box 64  79.301.3088 to 79.301.3092
Box 65  79.301.3093 to 79.301.3097
Box 66  79.301.3098 to 79.301.3102

Subseries 9.2: Glass plate (numbered), 1850-1983 (bulk 1920s-1930s)

Box 67, Folder 1  #202, Frog grinding, [Washington, D.C.?], undated
Box 67, Folder 1  #251, Rolling Mill, Homestead, Pennsylvania, undated
Box 67, Folder 2  #277, Shop, undated
Box 67, Folder 3  #278, Shop, undated
Box 67, Folder 4  #354-164, pattern Shop, undated
Box 67, Folder 4  #1241, Fabrication Shop, undated
Box 67, Folder 5  #1242, Shop, undated
Box 67, Folder 5  #2652, Lathe, undated
Box 68, Folder 1  #2666, Wood planning, undated
Box 68, Folder 1  #2667, Woodcut off saw, undated
Box 68, Folder 2  #2670, Lathe, undated
Box 68, Folder 2  #2723, Unidentified, undated
Box 68, Folder 3  #2724, Punch, undated
Box 68, Folder 3  #2775, Lathe, undated
Box 68, Folder 4  #5035, Mt. Clare machine Shop Workers, undated
Box 68, Folder 4  #5088, Boring Mill, undated
Box 68, Folder 5  #5401, Machine Shop, Cincinnati, Ohio, undated
Box 68, Folder 5  #5401, Machine Shop, slotters and rivers, undated
Box 69, Folder 1  #5401, Planers, Ivorydale, Ohio, undated
Box 69, Folder 1  #5496, Shaper, undated
Box 69, Folder 2  #6182, Mt. Clare Machine Shop Automatics, 1918
Box 69, Folder 3  #6201, Trip Hammer, 1919
Box 69, Folder 3  #7761, Wood Boring, 1919
Box 69, Folder 4  Casting planer, undated
Box 69, Folder 4  Woodworking band saw, undated
Box 69, Folder 5  Unidentified, undated
Box 12, Folder 1  Monongahela Bridge, 12/13/1913
Box 12, Folder 2  Monongahela Bridge, 1/31/1914
Box 12, Folder 3  Monongahela Bridge, 2/21/1914
Box 12, Folder 4  Monongahela Bridge, 2/14/1914
Box 12, Folder 5  Monongahela Bridge, 2/7/1914
Box 12, Folder 6  Monongahela Bridge, 1/31/1914
Box 12, Folder 7  pouring pier, 3/21/1914
Box 12, Folder 8  approach piers 4:20 p.m., 3/21/1914
Box 12, Folder 9  approach piers 4:20 p.m., 3/21/1914
Box 12, Folder 10  approach piers 4:20 p.m., 3/21/1914
Box 12, Folder 11  Piers, 5/23/1914
Box 12, Folder 12  5:50 p.m., 5/16/1914
Box 12, Folder 13  piers 4:35 p.m., 5/16/1914
Box 12, Folder 14  approach piers, 5/17/1914
Box 12, Folder 15  approach piers, 5/9/1914
Box 12, Folder 16  Approach piers, 10/11/1913
Box 12, Folder 17  5:30 p.m., 2/14/1914
Box 12, Folder 18  5:20 p.m., 2/14/1914
Box 12, Folder 19  6/13/1914
Box 12, Folder 20  approach spans, 6/20/1914
Box 12, Folder 21  Approach, 6/27/1914
Box 12, Folder 22  6/20/1914
Box 12, Folder 23  7/11/1914
Box 12, Folder 24  6/27/1914
Box 12, Folder 25  1914
Box 12, Folder 26  unidentified steel arch bridge, undated
Box 12, Folder 27  Cross sect. Sand Patch tunnel (drawing), undated
Box 12, Folder 28  Sand patch tunnel portal, undated
Box 12, Folder 29  Sand patch tunnel portal, close up, undated
Box 12, Folder 30  Deck truss over B&O near Iron City Brewery, 7/29/1915
Box 12, Folder 31  construction scene, oa, undated
Box 12, Folder 32  construction in B&O yard, 2:45 p.m., 10/16/1918
Box 12, Folder 33  2 span, thru girder, 12/13/1913
Box 12, Folder 34  3 span deck girder, undated
Box 12, Folder 35  
Covered bridge, 1/20/1914

Box 12, Folder 36  
Thru girder bridge over B&O, Butler, Pennsylvania Pittsburgh & B St Railway Crossing with B&O, undated 3/9/1914

Box 12, Folder 37  

Box 12, Folder 38  
Small stone arch B&O, undated

Box 12, Folder 39  
El construction, 12 p.m., 4/4/1916

Box 12, Folder 40  
El construction, underneath, 11/26/1913

Box 12, Folder 41  
El construction, 10/16/1918

Box 12, Folder 42  
El construction, underneath, 8/8/1915

Box 12, Folder 43  
El construction, underneath, 7/29/1915

Box 12, Folder 44  
2 span deck girder bridge, 3/4 view

Box 12, Folder 45  
2 span deck girder bridge, close up, undated

Box 12, Folder 46  
Draw span (swing), trestle approach, 9/4/1913

Box 12, Folder 47  
2 span deck girder, Mahoning Valley Railroad (B&O), Newton Falls, Ohio, 1/20/1914

Box 12, Folder 48  
construction concrete arch, 1/20/1914

Box 12, Folder 49  
Thru truss span, steel, 1/20/1914

Box 12, Folder 50  
Dam, thru truss, undated

Box 13, Folder 51  
Rolling lift bridge, Cleveland, Ohio, construction, undated

Box 13, Folder 52  
construction concrete arch., South Brooklyn, undated

Box 13, Folder 53  
2 span deck girder, 1/20/1914

Box 13, Folder 54  
3 span thru girder, 3/4 view, undated

Box 13, Folder 55  
unidentified construction, steam shovel, , 2 p.m., 9/24/1915

Box 13, Folder 56  
Trolley line under deck girder, undated

Box 13, Folder 57  
Deck, thru trusses in chasm, undated

Box 13, Folder 58  
4 different bridges, undated

Box 13, Folder 59  
4 different bridges, undated

Box 13, Folder 60  
Trolley line under through girder, undated

Box 13, Folder 61  
3 span thru girder, truss, undated
Box 13, Folder 62  construction Town St., Bridge, Columbus, Ohio, undated
Box 13, Folder 63  2 span thru girder, undated
Box 13, Folder 64  Comb. thru truss/girder, undated
Box 13, Folder 65  Construction Town Street bridge Columbus, Ohio, undated
Box 13, Folder 66  Construction building, 3:40 p.m., 9/18/1918
Box 13, Folder 67  Miscellaneous construction scene, 3:12 p.m., 9/18/1918
Box 13, Folder 68  Monday bridge, undated
Box 13, Folder 69  Construction, 2:15 p.m., 9/18/1918
Box 13, Folder 70  Monday bridge, 12/27/1913
Box 13, Folder 71  Station on overpass, undated
Box 13, Folder 72  Monday bridge, 12/28/1913
Box 13, Folder 73  Monday bridge, 1/4/1914
Box 13, Folder 74  Monday bridge, 1/10/1914
Box 13, Folder 75  Monday bridge, 1/17/1914
Box 13, Folder 76  Monday bridge, 1/24/1914
Box 13, Folder 77  Monday bridge, 12/20/1913
Box 13, Folder 78  Pouring Concrete, 1918
Box 13, Folder 79  Monday bridge, 2/28/1914
Box 13, Folder 80  Construction, 1918
Box 13, Folder 81  Construction, 1918
Box 13, Folder 82  Bldg. construction, 1918
Box 13, Folder 84  construction scene, 5 p.m., 9/11/1918
Box 13, Folder 85  Foundation close up, 2:30 PM, 12/13/1913
Box 13, Folder 86  Pouring concrete, 5:40 p.m., 9/11/1918
Box 13, Folder 87  construction, 9/4/1918
Box 13, Folder 88  construction, 5:20 p.m., 9/11/1918
Box 13, Folder 89  Monday bridge, 1/10/1914
Box 13, Folder 90  Monday bridge, 4:15 PM, 1/4/1914
Box 13, Folder 91  construction, 1918
Box 13, Folder 92  Monday bridge, 4:30 p.m., 1/4/1914
Box 13, Folder 93  Monday bridge, 4 p.m., 1/4/1914
Box 13, Folder 94  8 span deck/truss bridge, undated
Box 13, Folder 95  Swing bridge over river lock, 9/4/1913
Box 13, Folder 96  Swing bridge over river lock, 9/4/1913
Box 13, Folder 97  Mo. bridge, 4/11/1914
Box 13, Folder 98  Monday bridge, 5:40 p.m., 4/4/1914
Box 13, Folder 99  Masonry arch culvert, undated
Box 13, Folder 100  2 span masonry arch bridge, undated
Box 14, Folder 101  Deck girder bridge single span, undated
Box 14, Folder 102  Monday bridge, 6:00 p.m., 4/4/1914
Box 14, Folder 103  Monday bridge, 6:20 p.m., 4/4/1914
Box 14, Folder 104  Monday bridge, 12:30 p.m., 12/7/1913
Box 14, Folder 105  Monday bridge, 12:35 p.m., 12/7/1913
Box 14, Folder 106  Monday bridge, undated
Box 14, Folder 107  Monday bridge, undated
Box 14, Folder 108  Monday bridge, 12:25 p.m., 5/2/1914
Box 14, Folder 109  Monday bridge, 12:20 p.m., 5/2/1914
Box 14, Folder 110  Monday bridge, 4:45 p.m., 4/18/1914
Box 14, Folder 111  Monday bridge, 4:30 p.m., 4/18/1914
Box 14, Folder 112  Elevated girder bridge showing old bridge on false work (see 135), 4/20/1916
Box 14, Folder 113  H'way thru truss, Railroad thru girder, undated
Box 14, Folder 114  Monday bridge, 11/2/1913
Box 14, Folder 115  Large concrete arch construction; old metal viaduct, undated
Box 14, Folder 116  Deck truss, close-up showing abutment construction, undated
Box 14, Folder 117  Deck truss, close-up showing abutment construction, undated
Box 14, Folder 118  Monday bridge, 1/31/1914
Box 14, Folder 119  Monday bridge, 12/20/1913
Box 14, Folder 120  Monday bridge, 7/18/1914
Box 14, Folder 121  Monday bridge Pier, close-up, 4/26/1914
Box 14, Folder 122  Thru girder over Railroad, undated
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B&O Washington Depot, 6/1905

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<td>20#ton Huletts (ore handlers), Toledo, Ohio, circa 1950</td>
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<td>20#ton Huletts (ore handlers), Toledo, Ohio, circa 1950</td>
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<td>2059 1072</td>
<td>20#ton Huletts (ore handlers), Toledo, Ohio, circa 1950</td>
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<td>2068 15</td>
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<td>2070 15</td>
<td>Bollman trusses, removal of Railroad of Virginia, (Shenandoah Division) Bridge Number 117, 1923</td>
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Box 36, Folder 3314 9003
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Box 36, Folder 3315 6826
Bridge 729 at Maplewood, West Virginia, undated

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Box 37, Folder 3317 8162
Point of Rocks Improvement, 2/17/1927

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Box 37, Folder 3323 8162
Bridge over Miami River near Hamilton, 11/30/1927

Box 37, Folder 3324 8162
Bridge over Miami River near Hamilton, 11/30/1927

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Bridge over Miami River near Hamilton, 11/30/1927

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Pond Creek Bridge Number 1138, West Virginia, 4/10/1928

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Bridge over Miami River near Hamilton, 11/30/1927

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Pond Creek Bridge Number 1138, West Virginia, 4/10/1928

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Pond Creek Bridge Number 1138, West Virginia, 4/10/1928

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Pond Creek Bridge Number 1138, West Virginia, 4/10/1928

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Bridge at Guysville, Ohio, Number 167/41 (1#8; #5/#6+6), undated

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Bridge at Guysville, Ohio, Number 167/41 (1#8; #5/#6+6), undated

Box 37, Folder 3343

Bridge at Guysville, Ohio, Number 167/41 (1#8; #5/#6+6), undated

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Box 37, Folder 3346

Bridge at Guysville, Ohio, Number 167/41 (1#8; #5/#6+6), undated

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Bridge at Guysville, Ohio (9#16; #511, 14#16), 8/26/1920

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Bridge at Guysville, Ohio (9#16; #511, 14#16), 8/26/1920

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Box 37, Folder 3350

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| Box 37, Folder 3377 | Bridge Number 19/95 (1&quot;9), 7/21/1920 |</p>
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<td>Box 37, Folder 3561</td>
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<td>Looking south toward pier &quot;D&quot; caisson. Number 26, 9/19/1919</td>
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