



DIRECTIONS

FROM I-81 AT EXIT 16E

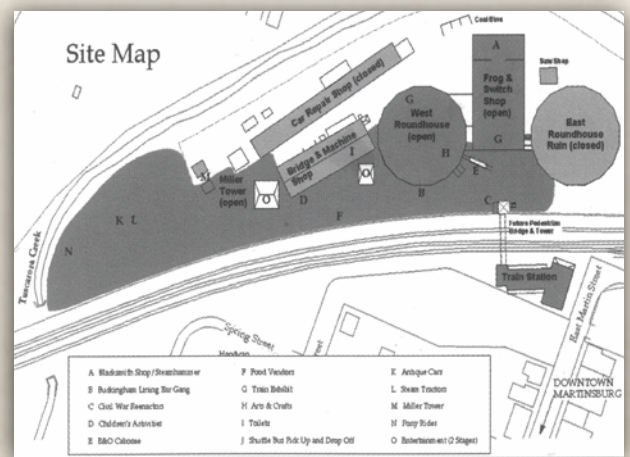
- Head south on Edwin Miller Blvd (Rt 9 East)
- Continue on North Queen Street
- Turn left onto East Race Street and follow to the Martinsburg Roundhouse Center parking lot to the right

FROM I-81 AT EXIT 13E

- Head east on West King Street
- Turn left onto Queen Street and follow for two blocks
- Turn right onto East Martin Street and follow to the Martinsburg Roundhouse Center parking lot on your left
- A pedestrian walkway from the train station to the roundhouse will be open for scheduled tours.



the MARTINSBURG ROUNDHOUSE CENTER



TOURS

The Martinsburg Roundhouse Center is open for tours by appointment.

\$5 per person

Group tours can be arranged at special rates.

CONTACT INFORMATION

PO Box 3084
MARTINSBURG, WV 25402

304-264-8801

WWW.MARTINSBURGROUNDDHOUSE.COM



*a national historic
landmark in downtown
martinsburg, west virginia*



ROUNDHOUSE CENTER HIGHLIGHTS

The fully enclosed 1866 roundhouse is supported by a sophisticated cast iron frame, designed in the mid-1850's by an immigrant engineer named Albert Fink. These frame components were cast in Baltimore, shipped and assembled here, somewhat like an erector set. The B&O used at least five cast-iron roundhouses of this design. This is the last one remaining.

Evidence suggests that the present roundhouse occupies the location of the 1854 Gothic roundhouse burned in the Civil War. The 50-foot diameter pit below the turntable may actually include the original 40-foot diameter pit walls. This building would allow mechanics to bring the engine inside and onto the turntable, turn it and back it into the bay. The shape of the building and the original venting cupola allowed the smoke and steam to rise and escape above.

The Frog & Switch Shop (to the South) was originally called the Car Shop and was used to manufacture railroad freight cars used mostly for coal. It was built in 1867 using massive wood and iron trusses of substantial dimensions. At the end of the 19th century, this function moved to Brunswick, Maryland. Martinsburg began manufacturing frog and switch points which are specialized parts of switches which guide the wheels of rolling stock from one track to another. Points are the long tapered rail sections and the frog is used to guide the wheels of the train through the center of part of the switch. It was called a frog because the earlier forms resembled the outline of a real frog.

Located in the rear of the Frog and Switch Shop is an area that was used for general blacksmith work. It was originally used for a variety of tasks, from making axles to sharpening tools.



MARTINSBURG'S RAILROAD HISTORY

Located on 13 acres along Tuscarora Creek, the Martinsburg Roundhouse Center has a rich history dating back to the 1800's. Below is a historical timeline of major events. For additional history, visit www.MartinsburgRoundhouse.com.

B&O BUILT AN ENGINE HOUSE (ROUNDHOUSE) AND SUPPORTING WORKSHOPS AS THE RAILROAD EXPANDED WESTWARD.

MARTINSBURG CHANGED HANDS OVER 50 TIMES DURING THE CIVIL WAR, A TESTAMENT TO THE IMPORTANCE OF THE RAIL CENTER.

RECONSTRUCTION OF THE BRIDGE & MACHINE SHOP, THE WEST ROUNDHOUSE, THE FROG & SWITCH SHOP AND THE BLACKSMITH SHOP.

FACILITY WAS USED CONTINUALLY UNTIL OPERATIONS WERE TRANSFERRED ELSEWHERE.

BERKELEY COUNTY ROUNDHOUSE AUTHORITY WAS CREATED WITH THE MISSION OF PRESERVING AND REHABILITATING THE MARTINSBURG ROUNDHOUSE CENTER FOR ADAPTIVE RE-USE AS AN HISTORIC ATTRACTION OF NATIONAL SIGNIFICANCE AND COMMUNITY EVENTS.

1848

THRU 1865

1866-1872

1877-1988 1999-2000

1842

ARRIVAL OF THE FIRST BALTIMORE AND OHIO STEAM ENGINE.

1861

TROOPS UNDER COL THOMAS "STONEWALL" JACKSON TRAPPED AND DESTROYED 42 LOCOMOTIVES, OVER 300 CARS, 36 MILES OF TRACK, 102 MILES OF TELEGRAPH WIRE, 17 BRIDGES, AND DAMAGED B&O ROUNDHOUSE AND SHOPS.

1877

SITE OF THE FIRST NATIONAL LABOR STRIKE, WHEN RAIL WORKERS PROTESTED PAY CUTS. THE WORK AND TRAFFIC STOPPAGE SPREAD ACROSS THE COUNTRY.

1990

VANDALS SET FIRE TO THE WOODEN PALETTES STORED IN THE EAST ROUNDHOUSE, NEARLY DESTROYING THE BUILDING.

2003

THE COMPLEX WAS DESIGNATED A NATIONAL HISTORIC LANDMARK.

TODAY

THE ROUNDHOUSE AUTHORITY CONTINUES TO WORK ON PRESERVATION AND REHABILITATION OF THE PROPERTY.