

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Baltimore and Ohio Railroad: Mount Royal Station and Trainshed

AND/OR COMMON

Mount Royal Station

2 LOCATION

STREET & NUMBER 1400 Cathedral Street

___ NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN Baltimore

___ VICINITY OF

STATE

Maryland

CODE
24

COUNTY

Baltimore City

CODE

510

3 CLASSIFICATION

CATEGORY

- ___ DISTRICT
- ___ BUILDING(S)
- STRUCTURE
- ___ SITE
- ___ OBJECT

OWNERSHIP

- ___ PUBLIC
- PRIVATE
- ___ BOTH
- PUBLIC ACQUISITION**
- ___ IN PROCESS
- ___ BEING CONSIDERED

STATUS

- OCCUPIED
- ___ UNOCCUPIED
- ___ WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- ___ YES: UNRESTRICTED
- ___ NO

PRESENT USE

- ___ AGRICULTURE
- ___ COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- ___ GOVERNMENT
- ___ INDUSTRIAL
- ___ MILITARY
- MUSEUM
- ___ PARK
- ___ PRIVATE RESIDENCE
- ___ RELIGIOUS
- ___ SCIENTIFIC
- TRANSPORTATION
- ___ OTHER:

4 OWNER OF PROPERTY

NAME

The Maryland Institute

STREET & NUMBER

1300 Mount Royal Avenue

CITY, TOWN

Baltimore

___ VICINITY OF

STATE

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Land Record Office of Baltimore City

STREET & NUMBER

Room 610, Baltimore City Courthouse

CITY, TOWN

Baltimore

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Buildings Survey/Historic American Engineering Record

DATE

1958; 1970

FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington

STATE

D. C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The station building consists of a central block seven bays wide and two and a half stories high, flanked on either side by a three-bay wing of three stories. It is of Italian Renaissance design, constructed of granite, trimmed in limestone, and reminiscent of the facade of the Vendramini Palace in Venice. A clock tower, 143 feet high, projects from the center bay and is fronted by a small porte-cochere marking the main entrance. The site is unusual in its location in a depression between two tunnels, yet does not appear sunken or insignificant because of the dominant clock tower. The clock's illuminated faces house a 8-day pendulum clock manufactured by E. Howard of Boston. The main architectural feature in the interior of the building is a two-story waiting room which occupied the entire front of the central block. Upper floors contained the railroad's offices.

In 1966, when the structure was remodelled as an art school, the interior floor space was increased by constructing a second floor in the vaulted waiting room, leaving the center as a lobby and preserving the massive columns, stamped metal ceilings, mosaic marble floors and most of the decorative ironwork. The character of the exterior remains virtually unchanged, although the rear waiting platform and the baggage room have been enclosed to make space for a sculpture studio containing a foundry for casting bronze and a kiln.

The trainshed at the rear of the station virtually fills the area between the two tunnels and provided a sheltered access to the trains. It is a steel frame, gable roof structure that originally covered an area of 71 x 420 feet. The shed has been somewhat shortened at the southern end by the removal of several bays. The roof is supported on a series of trusses with arched lower chords connected longitudinally by I-beams. A central monitor supported by smaller, similar trusses runs the length of the ridge. All connections are of the modern riveted type. The wooden sheathing on timber purlins is covered with asphalt roll roofing. An elaborate wrought iron screen fronts the trainshed on the north side.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input checked="" type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input checked="" type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input checked="" type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	1894-96	BUILDER/ARCHITECT	remodelled 1965. Baldwin & Pennington, architects
----------------	---------	-------------------	---

STATEMENT OF SIGNIFICANCE

When it opened in 1896, the Mount Royal Station and Trainshed was one of the best examples of the harmonious blending of engineering and aesthetic values in an urban environment. Sited at the north end of the Howard Street Tunnel, entirely within the open cut between it and the Mount Royal Tunnel, it was both unobtrusive and convenient. The shelter provided by this below-grade site, combined with the trainshed, made the Mount Royal Depot a hospitable embarkation point in foul weather. The city of Baltimore used the depot as its official welcoming point to greet distinguished visitors, including several Presidents, British Prime Minister Ramsay MacDonald, Cardinal Gibbons, and Queen Marie of Romania. The trainshed which was partly responsible for the generally commodious environment was one of the last gable roof trainsheds built in America. Like the station, it was of a smaller less monumental scale than the large balloon sheds which were becoming fashionable at the time. It was a monument, however, in providing a sense of intimacy in an otherwise overwhelming urban environment.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 6

PAGE 2

Maryland Register of Historic Sites and Landmarks

1970

State X

Maryland Historical Trust
2525 Riva Road
Annapolis, Maryland 21401

code 24

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

- Howland, Richard H. and Spencer, Eleanor P. The Architecture of Baltimore. Baltimore:
The Johns Hopkins Press, 1953.
- Hungerford, Edward. The Story of the Baltimore and Ohio Railroad, 1827-1927. New York:
G. P. Putnam, 1928.
- Meeks, Carroll L. V. The Railroad Station - An Architectural History. New Haven,
Conn.: Yale University Press, 1956.
- Noland, Cornelia. "From Tracks to Torsos." The Washingtonian. October, 1966.
- "Station Saved For Art's Sake." The Architectural Forum, September, 1966.
- Condit, Carl. American Building Art: 19th Century. New York: Oxford Univ. Press, 1960.