

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Camden Station and B&O Warehouse Inventory Number: B-148
 Address: 301 West Camden Street City: Baltimore Zip Code: 21230
 County: Baltimore City USGS Topographic Map: Baltimore East
 Owner: Maryland Stadium Authority Is the property being evaluated a district? yes
 Tax Parcel Number: _____ Tax Map Number: 22 Tax Account ID Number: 22 07 0688A 001
 Project: MagLev Agency: MTA
 Site visit by MHT staff: no yes Name: _____ Date: _____
 Is the property is located within a historic district? yes no

If the property is within a district District Inventory Number: _____
 NR-listed district yes Eligible district yes Name of District: _____
 Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in: Draft National Register Nomination, April 1977; Vertical Files, Pratt Maryland Department; Vertical Files, CHAP; Baltimore: Industrial Gateway on the Chesapeake, 1985 by Latrobe et al.

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*
 From Baltimore: Industrial Gateway On the Chesapeake:

In early 1853 the B&O Railroad began service on a newly built private alignment into new terminal property at Camden Street to supplement its status as a major trunk line. A temporary passenger and freight terminal opened on the property that year, and work eventually began on a grandiose permanent building. Neirnsee & Neilson, architects of Calvert Station, designed the ostentatious Italianate-style Camden Station, which included a high central tower and two flanking wings topped by cupolas. The central section of the new terminal opened in 1857; the wings were completed in 1865. Afterward Camden Station served as the B&O's principal Baltimore terminal and remained so until the end of long-distance passenger service in 1971. Commuter service under B&O and the state-run MARC continued until 1986, at which time Camden was the oldest metropolitan rail terminal still in service. The station was extensively altered over the years, however, particularly in the period from 1892 to 1912. By the time of its retirement it had lost its west wing, its tower, cupolas, and one floor of its surviving east wing.

The enormous adjacent freight warehouse was designed by architect E. Francis Baldwin and built in stages between 1899 and 1904. As completed, the eight-story building was three blocks long and contained 430,000 square feet of storage space - the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G None

MHT Comments

Station and warehouse determined eligible by NPS

Andrew Lewis 3/7/78 ✓
 Reviewer, Office of Preservation Services

[Signature]
 Reviewer, NR Program

7/12/02
 Date
7/29/02
 Date

Camden Station and B&O Warehouse

Page 2

equivalent, said the railroad, of 1,000 carloads. In 1905 an eight-story office building was added on the north end, removing Camden Station's west wing in the process.

The Maryland Stadium Authority purchased the property as part of the baseball stadium project and decided to preserve and restore both buildings in the mid 1980s. Camden Station was brought back to a close approximation of its 1865 appearance, including central tower, west wing, and cupolas. In the process, the 1905 office building was demolished, but the warehouse itself was made a part of the stadium.

Camden Station is an outstanding 19th century industrial landmark representing the expansion of the Baltimore and Ohio's transportation empire. The design of J. R. Niernsee and J. A. Neilson, chief architects, was constructed between 1852 and 1865. It initially served as both a monumental station and the headquarters for the Baltimore and Ohio Railroad Company. The station when completed looked much as it does today, complete with a 185 foot central tower that originally made the depot the tallest building in Baltimore. Several alterations and additions to the station were removed during the recent restoration.

While heavily altered, the two remaining buildings that make up the Camden Station complex are eligible for the National Register under criterion A, as they are illustrative and indicative of Baltimore's importance as the epicenter of commercial railroading and industry in the nineteenth and twentieth centuries.

This DOE re-visits an earlier (1978) determination by the Secretary of the Interior (attached), stating the buildings are eligible under criterion C. A draft National Register Nomination, completed in 1977, was never completed/submitted due to a lack of owner non-concurrence.

Prepared by: Brian Michael Lione, EACA

Date Prepared: 6/4/2002

CHAP

410 396 5662

P.01

B-148

DETERMINATION OF ELIGIBILITY NOTIFICATION
NATIONAL REGISTER OF HISTORIC PLACES
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
HERITAGE CONSERVATION AND RECREATION SERVICE

request submitted by: Emil Elinsky DOT/FHWA
date request received: 2/1/78
name of property: Camden Station State: Maryland
location: Baltimore

Opinion of the State Historic Preservation Officer:

Eligible Not eligible No response

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Applicable criteria: c

Comments: Despite modifications, the Camden Street Station remains a fine example of Italianate brick industrial architecture. As an element of the surviving B&O Railroad complex, the building provides visual and functional continuity with the past.

Not eligible

Comments:

Documentation insufficient (see accompanying sheet explaining additional materials required)

Charles Atkinson

Secretary, Keeper of the National Register

Date: 3.7.78

Bit* Fax Note	7671	Date	6/4	# of pages	2
To	Brian	From	CHAP		
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	243-8383	Fax #			

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B-148

DETERMINATION OF ELIGIBILITY NOTIFICATION
NATIONAL REGISTER OF HISTORIC PLACES
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
HERITAGE CONSERVATION AND RECREATION SERVICE

Request submitted by: Emil Elineby DOT/STPA

Date request received: 2/1/78

Name of property: Camden Warehouse State: Maryland

Location: South side of Camden Street, east side of Eutaw Street, and north side of Lee Street, Baltimore

Opinion of the State Historic Preservation Officer:

- Eligible
- Not eligible
- No response

Comments:

The Secretary of the Interior has determined that this property is:

- Eligible Applicable criteria: c

Comments: The Camden Warehouse, among the largest in the United States, represents a building type which evolved from the popularity of railroad freight transportation during the late 18th and early 20th centuries.

- Not eligible

Comments:

- Documentation insufficient (see accompanying sheet explaining additional materials required)

Charles Whittington
Keeper of the National Register

Date: 3-7-78

B-148 Camden Station and B&O Warehouse - eligible



B-148

B-148



CAMDEN YARDS
1938

B-148

17'30"

4350

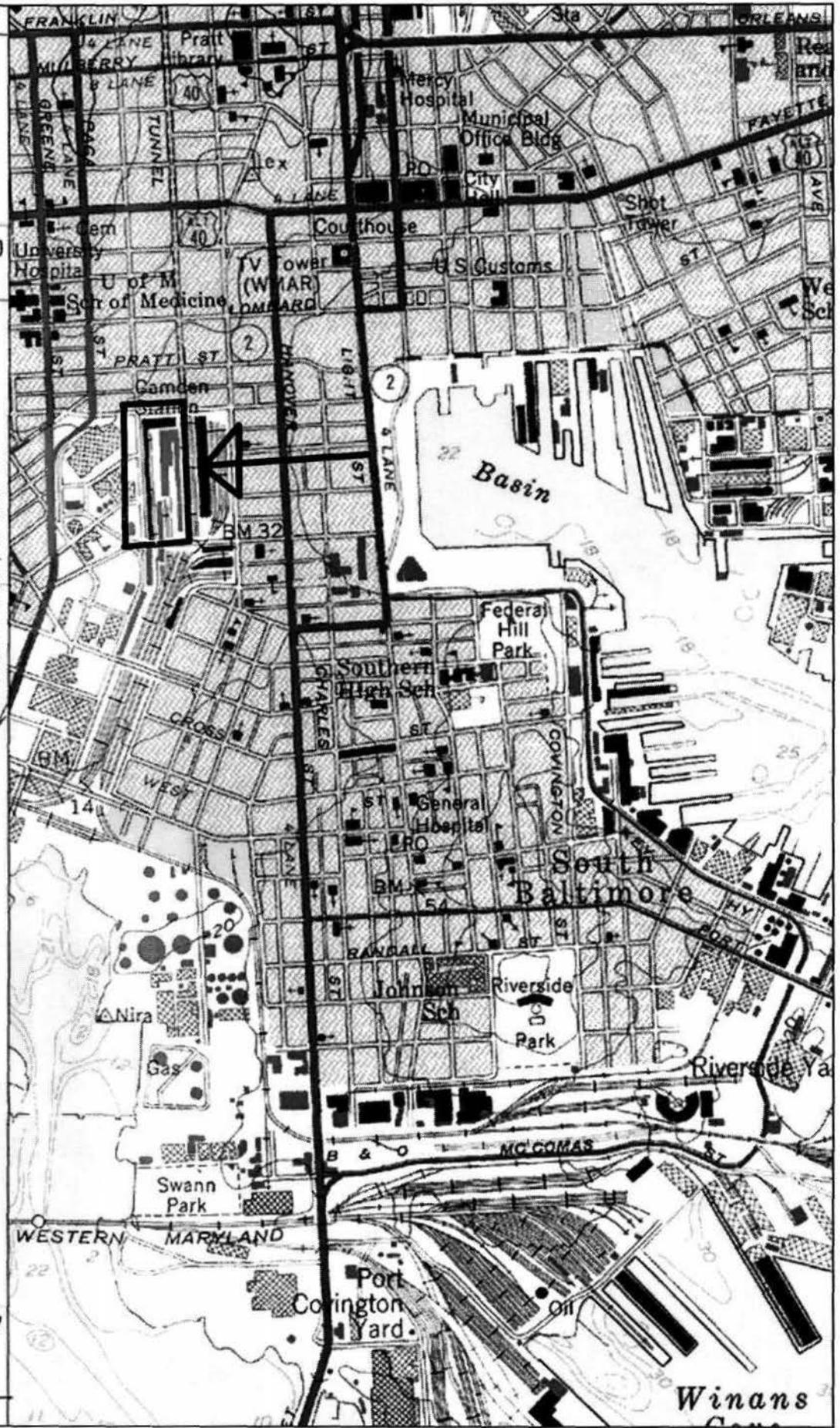
WASHINGTON, D. C. 31 MI.

434

4347

520 000

FEET



Name: BALTIMORE EAST
 Date: 6/4/2002
 Scale: 1 inch equals 1333 feet

Location: 039° 16' 39.6" N 076° 37' 02.7" W
 Caption: Camden Station and BO Warehouse, B-148, 301 W Pratt Street, Baltimore East Quad



B-148

CAMDEN STATION AND WAREHOUSE

BALTIMORE CITY

BRIAN MICHAEL LIONE

13 MAY 2002

VIEW SE SHOWING PRIMARY ELEVATION

1/3

ANNOC --- 05/25/02 005 TECHLRB



HOWARD ST.

ORRILLS
57

ONE WAY
EAST
FEB 19

B-148

CAMDEN STATION AND B+O WAREHOUSE

BALTIMORE CITY

BRIAN LIONE

13 MAY 2002

VIEW SW SHOWING PRIMARY ELEVATION

2/3

NNNB --- 05/25/02 003 TECHLRB



B-148

CAMDEN STATION AND B+O WAREHOUSE

BALTIMORE CITY

BRIAN LIONE

13 MAY 2002

VIEW SW SHOWING E ELEVATION OF

B+O WAREHOUSE

3/3

05/25/02 09:27 TECH 98 NNNB

Form No. 10-300 (Rev. 10-74)

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**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

The Camden Station

AND/OR COMMON

The Camden Station and B & O Baggage Depot

2 LOCATION

STREET & NUMBER

Vicinity of Camden Street, Eutaw Street,
Howard Street and Conway Street

NOT FOR PUBLICATION

CITY, TOWN

Baltimore

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

CODE

COUNTY

Baltimore City

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Baltimore and Ohio Railroad

STREET & NUMBER

1 Charles Center

CITY, TOWN

Baltimore

VICINITY OF

Maryland

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

STREET & NUMBER

Calvert and Lexington Streets

CITY, TOWN

Baltimore, Maryland

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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 Camden Street Station and Baggage Depot is located on the south side of the 300 block Camden Street, between Howard Street on the east and Eutaw Street on the west.

The Camden Station, although extensively renovated and remodeled both on the interior and exterior, remains a structurally sound building. The B & O Baggage Depot, southeast of the station, is an unaltered and well-preserved example of the late-Nineteenth Century commercial architecture. The surrounding property is utilized for tracks and passenger and baggage platforms.

The Camden Station, despite numerous changes since its construction in 1852, remains a good example of eclectic Victorian brick architecture, representing the grand Italianate style popular in Baltimore during the third quarter of the Nineteenth Century. Although the west tower and the third story of the east tower are gone, original symmetry of the main north facade (a dominating three story central section with identical two story dependencies and three story and towers) can still be recognized.

The rigid geometry is most apparent in the central block. The first story triple arched loggia of the recessed central bay is flanked by symmetrically placed awning case frame windows. Waterleaf molding outlining the arches and fluted cast iron columns with foliated capitals adorn the entrance way. Both windows have been stripped of their elaborate wooden sills and lintels.

The recessed arched windows set directly above the loggia defines the central bay of the second story. Simple bar tracery, round arched waterleaf molding and stone sills supported by two block modillions decorate these windows. Two symmetrically placed 4/4 double hung sash case framed windows mark the eastern and western bays. The end uprights of the windows have guilloche molding in inset panels. Heavily modillioned segmental pediments and stone sills supported by two block modillions also enrich the window.

The windows of the third story are smaller in proportion. A trio of recessed 4/4 double hung sash windows in the central bay, directly above those of the second story are defined by basket handle wooden arches with waterleaf molding and stone sills supported by two block modillions. Two recessed 4/4 double hung sash case framed windows of the flanking bays rest on a stone lintel supported by two block modillions and capped by a blank frieze and simple cornice. Crowning the entire central block is a heavily modillioned pediment.

Its deeply recessed brick tympanum is pierced by a central rondel.

See Continuation Sheet #1.

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INVENTORY -- NOMINATION FORM

Camden Street Station and
CONTINUATION SHEET Baggage Depot ITEM NUMBER 7 PAGE 1

Identical two story connectors unite the main section with its flanking dependencies. The first story is defined by three recessed awning windows with single transoms. Three recessed 4/4 double hung sash basket handle arched windows resting on stone sills articulates the second story. A simple bracketed cornice terminates each facade.

The two story, two bay east and west wings have been extensively altered. Five door secondary entrances define each first story bay of the east wing. The two second story 4/4 double hung sash east windows have stone sills supported by two block modillions and blank friezes with carved cornices. Although the fenestration of the second story of the west wing is identical to that of the east wing, the two openings of the first story have been bricked in. Both dependencies are crowned with pediment identical to that of the central block.

A narrow one bay, two story corridor joins the east wing with the east end tower. The first story is defined by a simple door with transom. A round arched 4/4 double hing sash window with waterleaf molding with a stone lintel supported by block modillions is set symetrically above the door.

The two story east tower is delineated by an awning case framed window centrally placed at each story. The first story window, absent of its carved pediment, rests on a stone sill. The second story window has a heavily modillioned segmental pediment and a stone sill supported by two uncut modillions. Crowning the tower is a heavily modillioned cornice beneath a slightly hipped roof.

An elevated one story corridor connecting the second story western wall of the western wing with the second floor a Warehouse located west of Camden Station. This corridor replaces what was once the west tower. Three wooden handle arched 4/4 double hung sash windows with stone sills supported by two block modillions articulate this facade. A heavily modillioned cornice completes the passageway.

Of the original east facade, only the second story is visible. It is defined by three round arched windows with a simple bar tracery. A one story addition extends eastward from the east wall of the main building along the south wall of the tower. Windows are set symetrically in three panels. The projected central panel is marked by an awning case framed window. Flanking smaller windows are 1/1 double hung sash. A slightly projecting ornamented cornice terminated the facade.

The interior of the Camden Station has lost much of its original grandeur. Renova-tions occurred frequently throughout the second half of the Nineteenth Century. In 1912, the most extensive interior remodeling of the interior occurred when B & O officials spent \$100,000.00 for exterior and interior improvements. Oak paneling and marble wainscotting was added to the main waiting room, as well as carved oak benches and elaborate cast iron ceiling light fixtures. A second waiting room south of the general waiting room was enlarged. Oak benches, a ticket and information

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INVENTORY -- NOMINATION FORM

Camden Street Station and Baggage Depot

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

booth and a newstand enhance the room. A coffered metal roof covers the area. This interior of the station although sadly neglected, remains today as it was in 1912.

The B & O Baggage Depot is a modest one story common bond brick structure with English gambrel roof (i.e., a hipped roof with a small gable at the ridge ends). The rectangular building measures 40' x 64'. It is attached to the main body of the intervening space, forming a space ancillary to the station of 26' x 48'.

The northern and eastern facades, the two visible from the street, are each of three bays articulated by a simple brick pilasters which rise from a water table and terminate (without capitals) at a simple frieze marked by a few offset rows of brick coursing. The eaves flare slightly beyond the frieze. Openings are set symmetrically within the panels created by the pilasters. On the north facade they contain one 4/4 window each in the the two easternmost bays, and a small awning sash window in the western bay. The eastern wall bays contain sliding freight doors with ransoms.

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 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 type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANIT	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Camden Station is an outstanding Nineteenth Century industrial landmark representing the expansion of the Baltimore and Ohio's transportation empire. From its inception in 1852, when the Baltimore and Ohio board authorized the purchase of three city squares between Howard and Eutaw Street on the east and west and Camden and Lee Streets on the north and south, the station was planned as something monumental, something that would compete with the magnificent railroad depots of London, such as Euston's, King's Cross, and Paddington.

J. R. Niernsee and J. A. Neilson, chief architects of the Camden Station were commissioned to design not only an elaborate showcase station but also an extensive headquarters for the Baltimore and Ohio Railroad Company. Although unexpected railroad building costs elsewhere on the Baltimore and Ohio line delayed construction and forced the architects to simplify their plans, by 1865 the station was completed - a three story central portion flanked by a two story east and west wing and a pair of three story cupola topped towers at the far east and far west. The most impressive feature was the 185 foot central tower which made the depot the tallest building in Baltimore. Cracks appeared in the central tower in 1867 making it necessary to remove the top section of the spire replacing it with a shorter cupola.

Throughout the second half of the Nineteenth Century, the Camden Station was Baltimore's busiest depot as well as the company's main offices. The Baltimore and Ohio line, until 1873, was the only line serving Washington from the north.

In 1861, President-elect Abraham Lincoln, fearing the city's secessionist sympathizers, secretly boarded a train at Camden Station for Washington where he was to give his inaugural address. A few months later the station's telegraph brought the first news of the firing on Fort Sumter and the outbreak of the Civil War. Camden Station is most famous, however, for its part in the riots of April 19, 1861 when Maryland suffered its first casualties of the Civil War. The Sixth Massachusetts Regiment, attempting to transfer from the President Street Station in southeast Baltimore, where the rail lines from the north ended to Camden Station, along Pratt Street, was attacked by an angry mob of southern sympathizers.

Through the Civil War, John W. Garrett, President of Baltimore and Ohio successfully kept trains, which were constantly threatened by confederate attacks, running south to Washington.

In 1897, Baltimore and Ohio announced the building of the Howard Street Tunnel and the opening of the Baltimore Belt Company, which would provide a vital eight

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INVENTORY -- NOMINATION FORM

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Camden Street Station and Baggage Depot

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

mile link from Bayview Junction in northeast Baltimore to Camden Station. These additions coupled with the station's own increase in passenger and commercial traffic necessitated the expansion and rehabilitation of the main terminal. The general waiting room, formerly the center of the main building was moved to the east wing which was previously used as offices and an exit. Another waiting room was added behind the east tower.

Southeast of this addition, a new baggage room was built, a substantial structure, 40' x 64', the baggage room was to handle all passenger and commercial baggage, incoming and outgoing, both through and local. A twenty foot platform was constructed across the "cut" of the tunnel south of the baggage room. From this platform a stairway extended down to a lower platform. Two train sheds, one located in the "cut" and the other on grade with Camden Station were also built.

Camden Station remained an active railroad center for Baltimore well into the first quarter of the Twentieth Century. In 1912, when the city hosted the Democratic National Convention, Baltimore and Ohio officials allocated \$100,000.00 for extensive improvements to the station. The secondary waiting room was enlarged while oak paneling and marble wainscoting were added to the main waiting room. The most spectacular feature was the addition of an iron and glass canopy around the front and sides of the station.

With the expansion of air travel and interstate highways during the second quarter of the Twentieth Century, Camden Station, like most railroad terminals, lost its primacy in passenger and commercial transportation.

In 1952, the station underwent a major renovation. The removal of the central cupola and the third floor of the east tower (the west tower was demolished in 1898 for an enclosed causeway to connect the Camden Warehouses with the main terminal), and the scouring of twelve coats of paint from the exterior brick raped the building of its Victorian elegance. The "umbrella" train shed behind the station was also removed. The brick platform of the upper level was replaced by concrete.

Although it has survived its contemporaries and later rivals as functioning railroad stations (Mount Clare Station (1830) whose roundhouse is now a B & O Transportation Museum, the President Street Station (1850), which was just recently abandoned, and the Mount Royal Station (1896) which has been converted into the Maryland Institute of Art, the Camden Station today serves only commuter trains between Washington and Baltimore on route to New York. The baggage building was closed in 1971. The Camden Warehouse, managed until recently by the Maryland and West Virginia Warehouse Company, was closed to storage in 1974.

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Form No. 10-300a
(Rev. 7-74)

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The Camden Station Complex
Baltimore City

CONTINUATION SHEET Maryland ITEM NUMBER 9 PAGE 1

Annual Reports of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company. Thirty-seventh, Forty-first, Seventy-first, Eighty-fifth, Eighty-sixth, Eighty-eighth.

Bromley, W. S. "An Atlas of the City of Baltimore" 1896.

Enoch Pratt Free Library Central Branch, 400 Cathedral Street, Vertical Files.

Harwood, Herbert, Chessie System, Merchandist Traffic Department, 1 Charles Center.

Hungerford, Edward. The Story of the Baltimore and Ohio Railroad. 1827-1927, New York, 1828.

Railway Age "The B & O's New Camden Station" 15 October, 1897, p. 852 ff.

Railway Age "Camden Station" 27 January, 1899, p. 61 ff.

Sanburn, "Insurance Map of Baltimore" 1901, 1911, 1914.

See: Baltimore and Ohio Railroad:
Camden Station Office Building (Demolished - December 1989)
between South Eutaw and I-395
Baltimore City, MD
HAER NO. MD-7-A

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet #1

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .35 +

UTM REFERENCES

A	1,2	316,012,40	4314,913,50	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The nominated property is located on the south side of the 300 block West Camden Street. The station itself occupies approximately 14,500 sq. ft. of land, while the baggage depot sits on approximately 2400 sq. ft. of land.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Bridget Deale

April 1977

ORGANIZATION

Interstate Division for Baltimore City/Maryland Historical Trust

STREET & NUMBER

2225 N. Charles Street/21 State Circle

396-6133/269-2212

CITY OR TOWN

Baltimore/Annapolis

STATE

Maryland

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

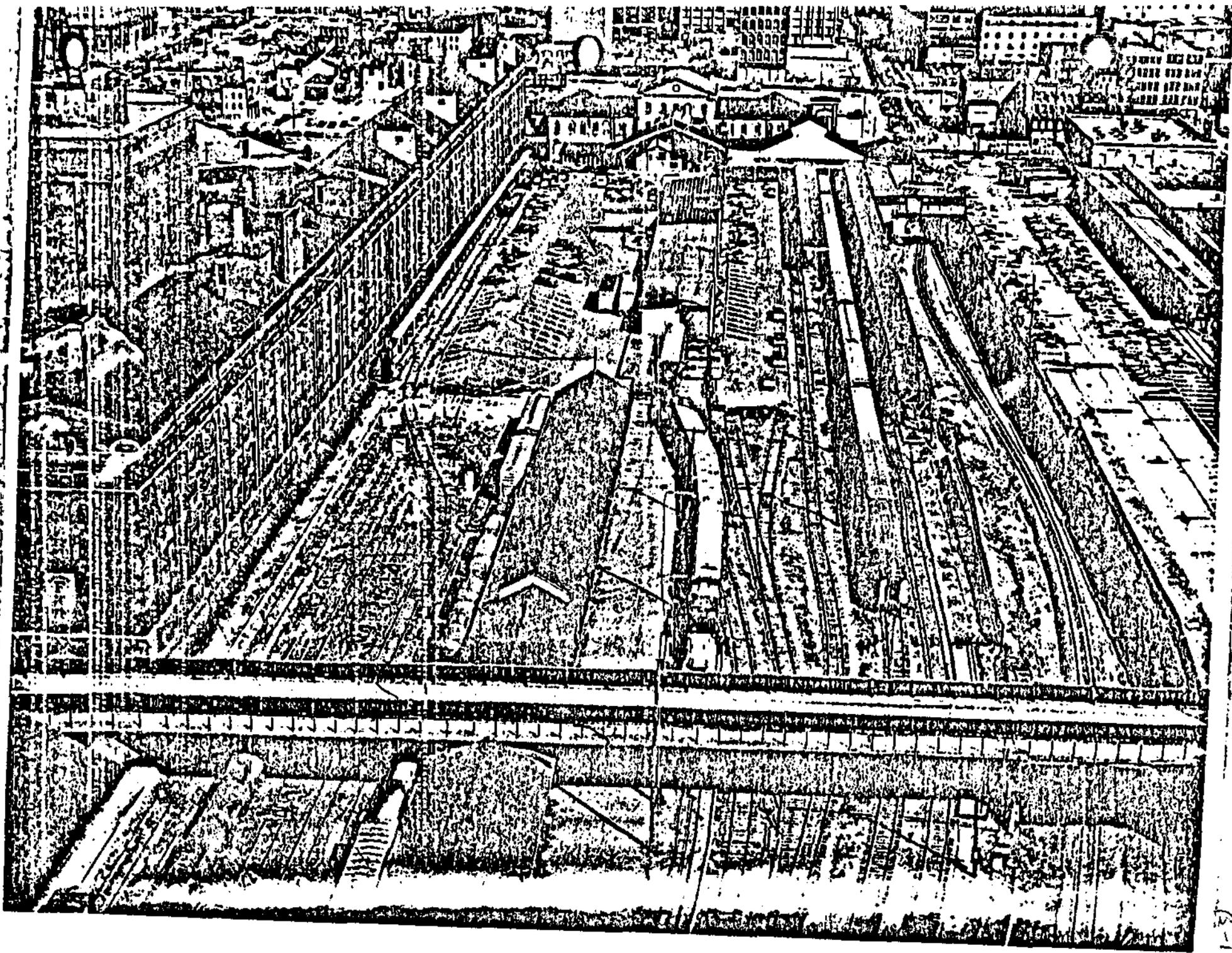
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

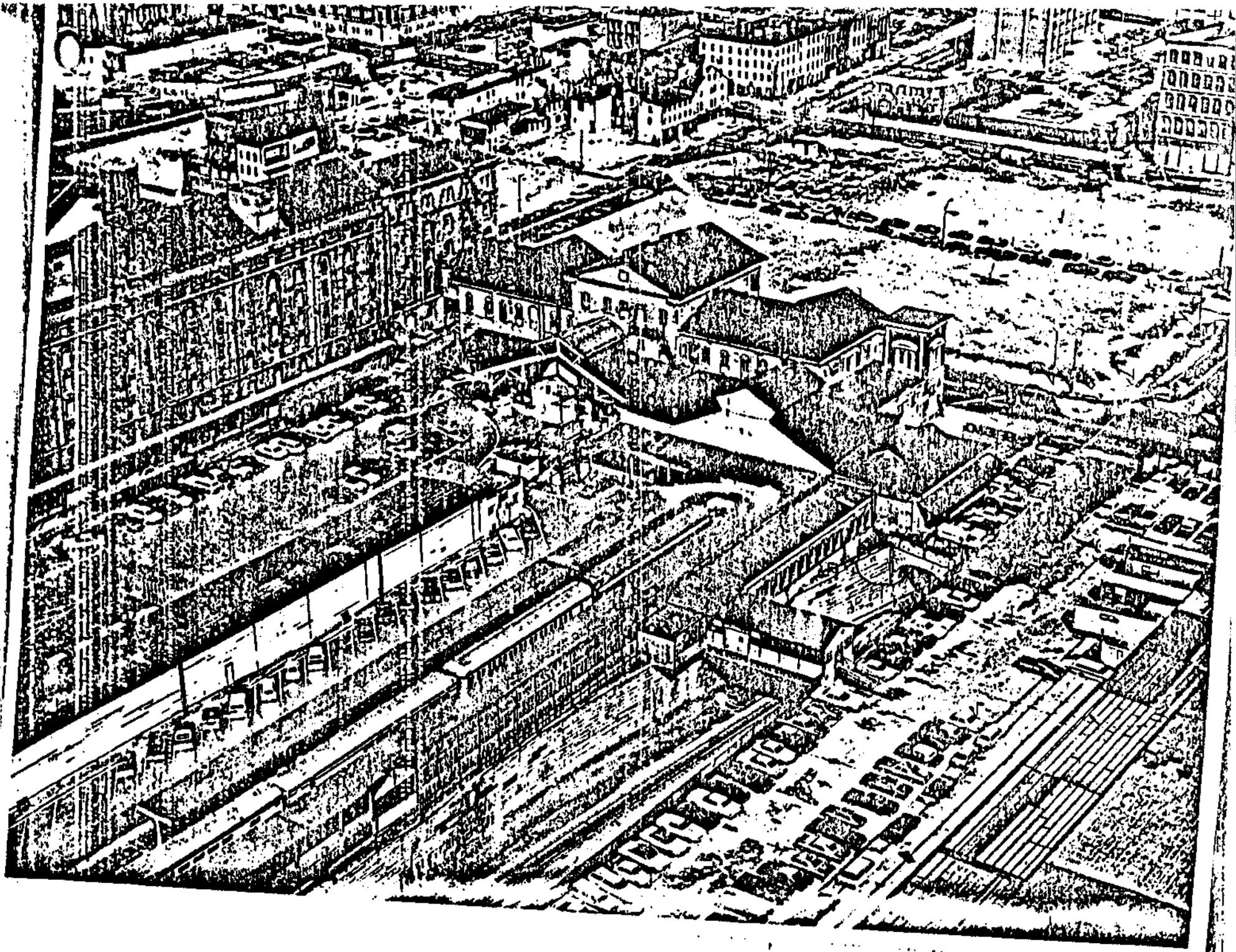
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST

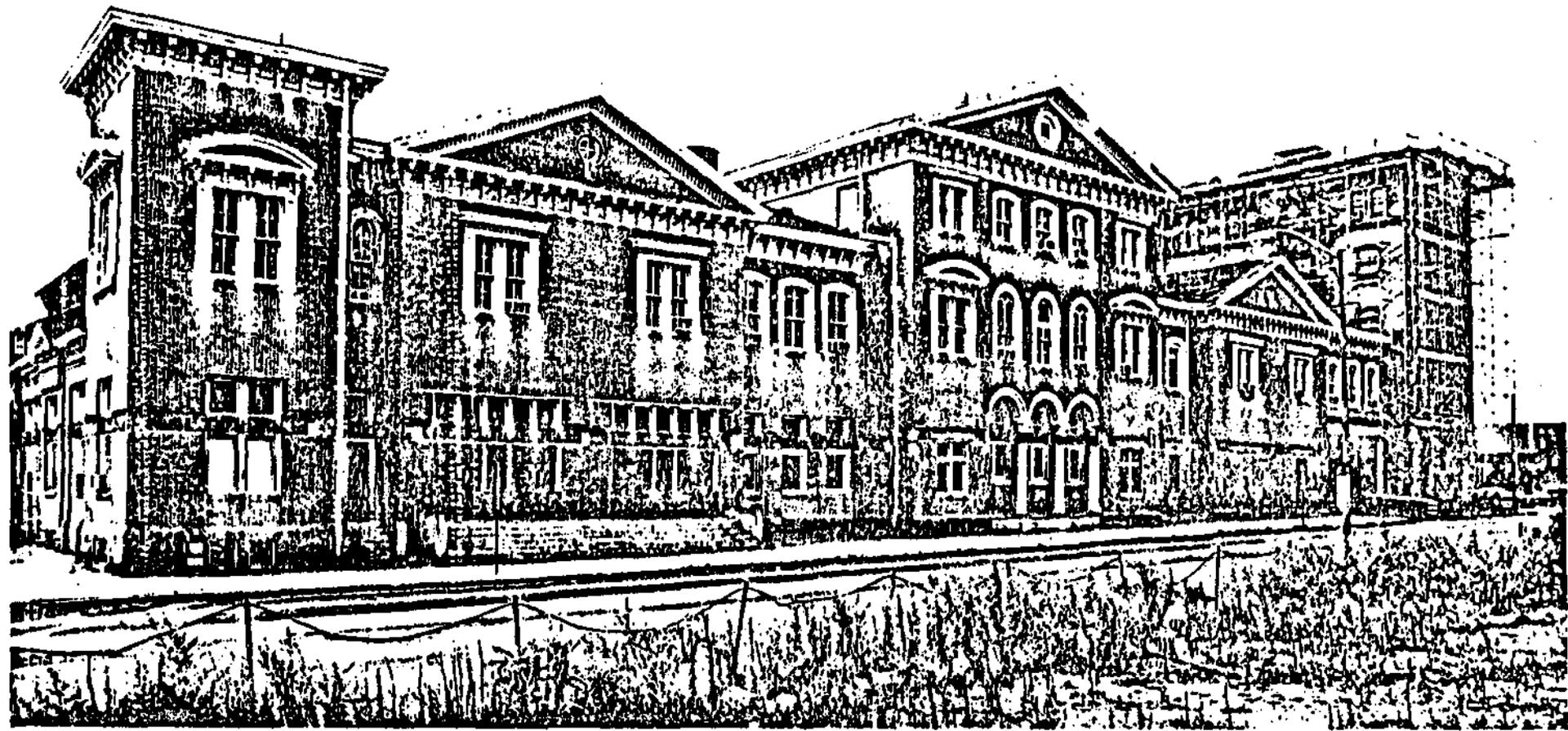
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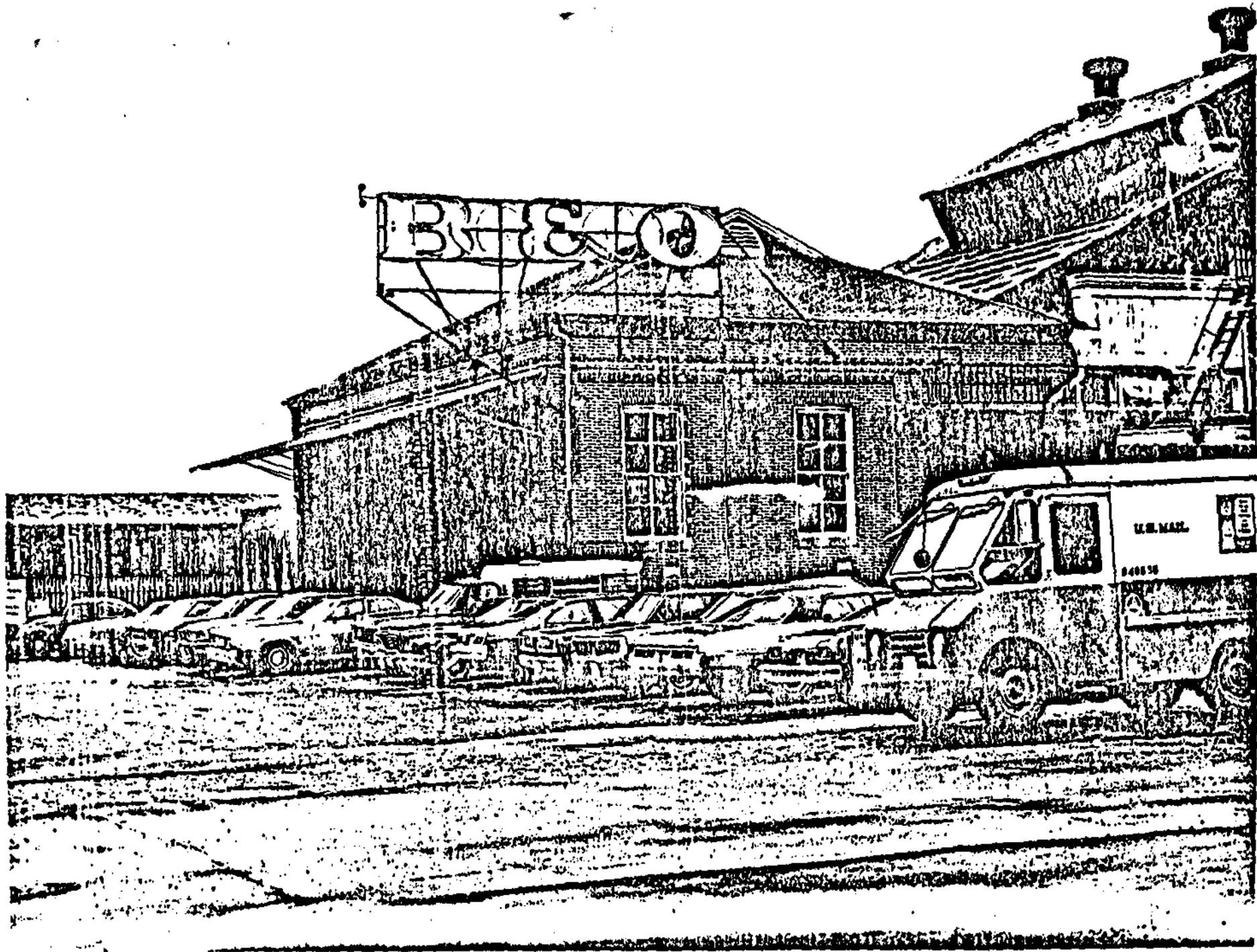
KEEPER OF THE NATIONAL REGISTER

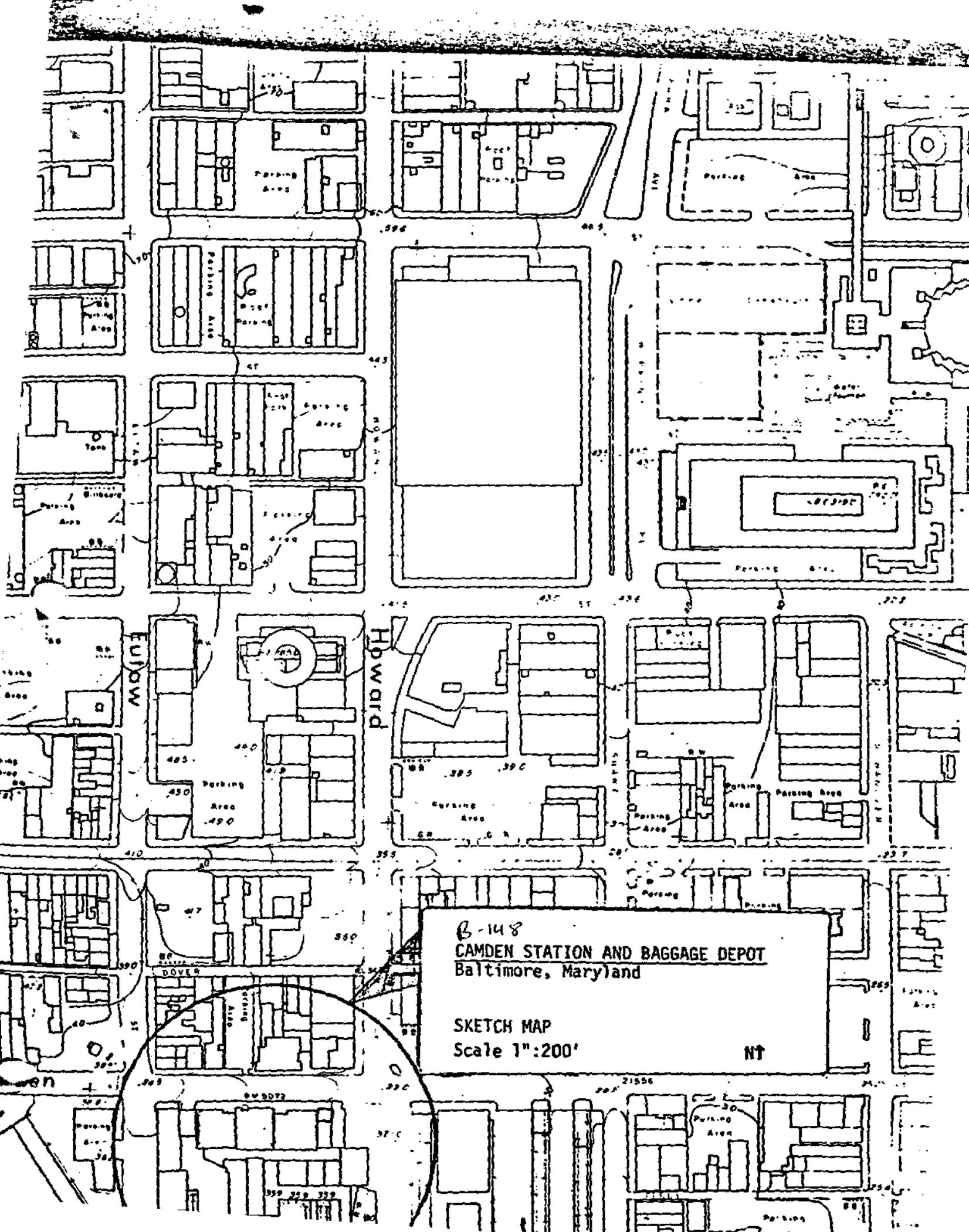




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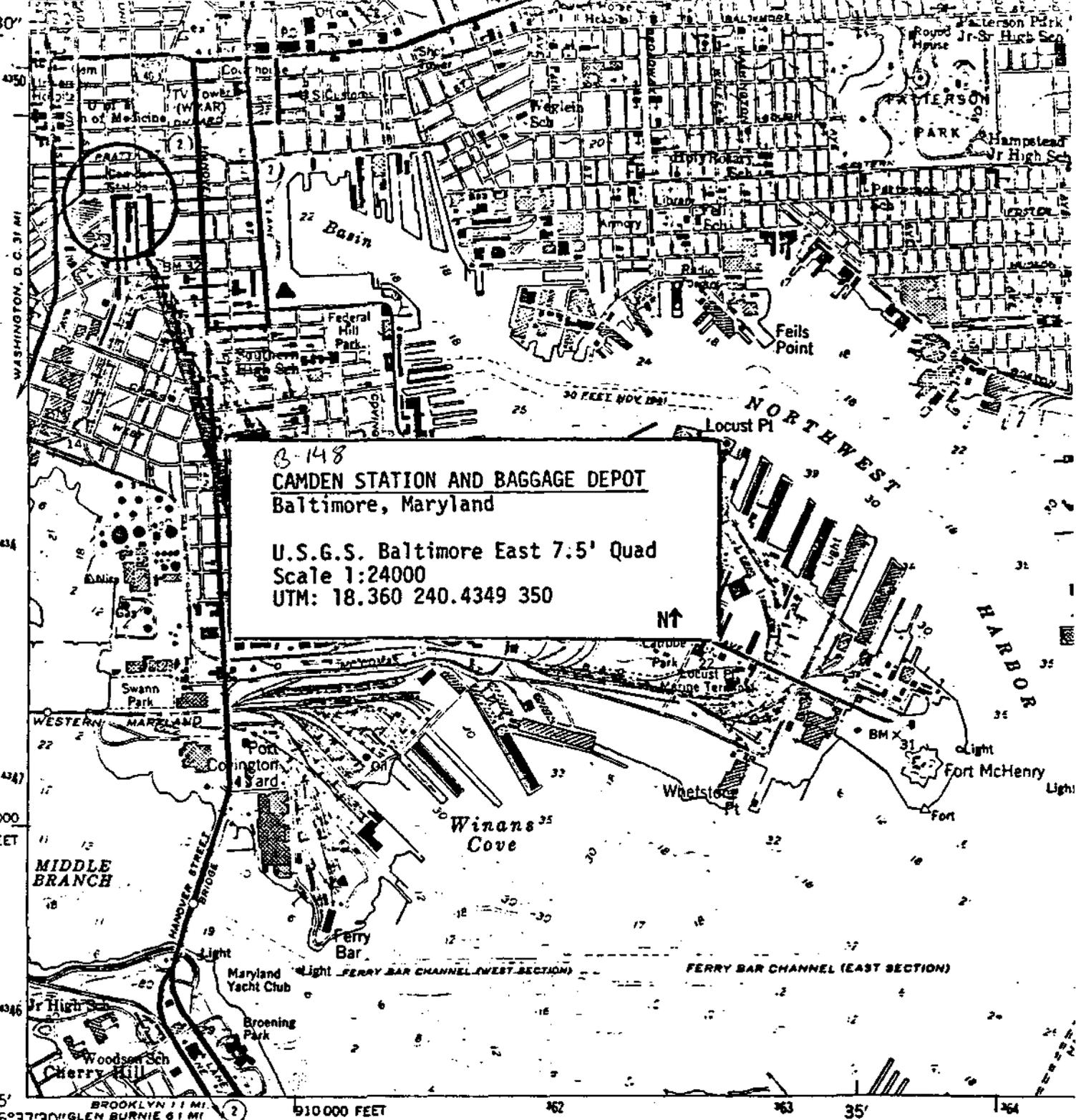


B-148
CAMDEN STATION AND BAGGAGE DEPOT
Baltimore, Maryland

SKETCH MAP
Scale 1"=200'

NT

17°30'



B-148
CAMDEN STATION AND BAGGAGE DEPOT
 Baltimore, Maryland
 U.S.G.S. Baltimore East 7.5' Quad
 Scale 1:24000
 UTM: 18.360 240.4349 350

520 000 FEET

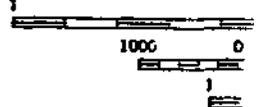
39°15'

76°37'30" BROOKLYN 11 MI GLEN BURNIE 61 MI 910 000 FEET 762 763 35' 764

Mapped by the Army Map Service
 Edited and published by the Geological Survey
 Control by USGS, USC&GS, USCE, and City of Baltimore
 Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1943. Field checked 1944
 Culture revised by the Geological Survey 1953
 Hydrography compiled from USC&GS Chart 545 (1951)
 Polyconic projection. 1927 North American datum
 10,000-foot grid based on Maryland coordinate system
 1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
 Red tint indicates areas in which only landmark buildings are shown
 Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1966 and 1974. This information not field checked
 Purple tint indicates extension of urban areas

(RELAY)
5682 11 NW

8 1/2°
 151 MILS
 0°59'
 18 MILS



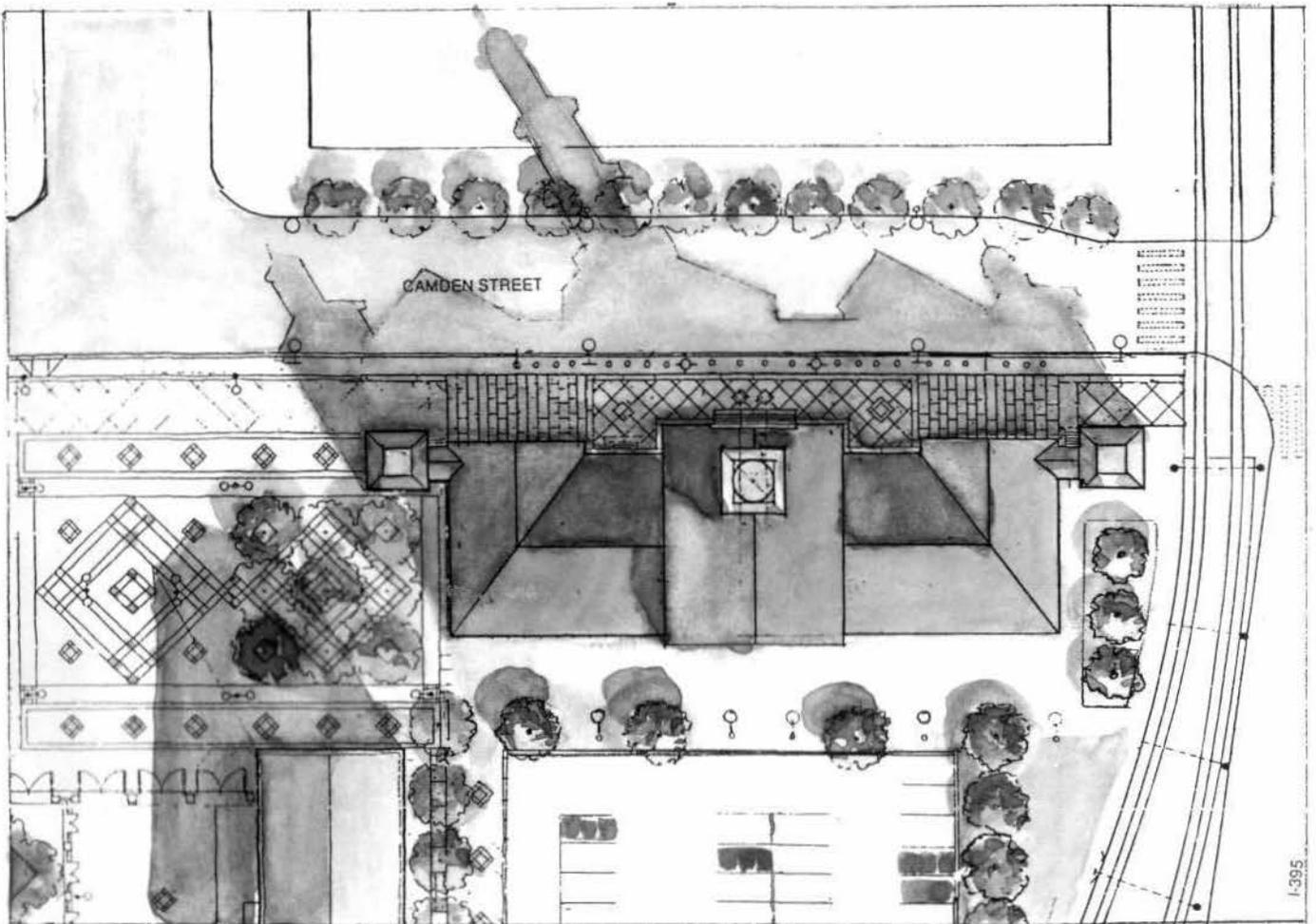
UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



DEPTH CU SHORE

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Camden Station - 73-148

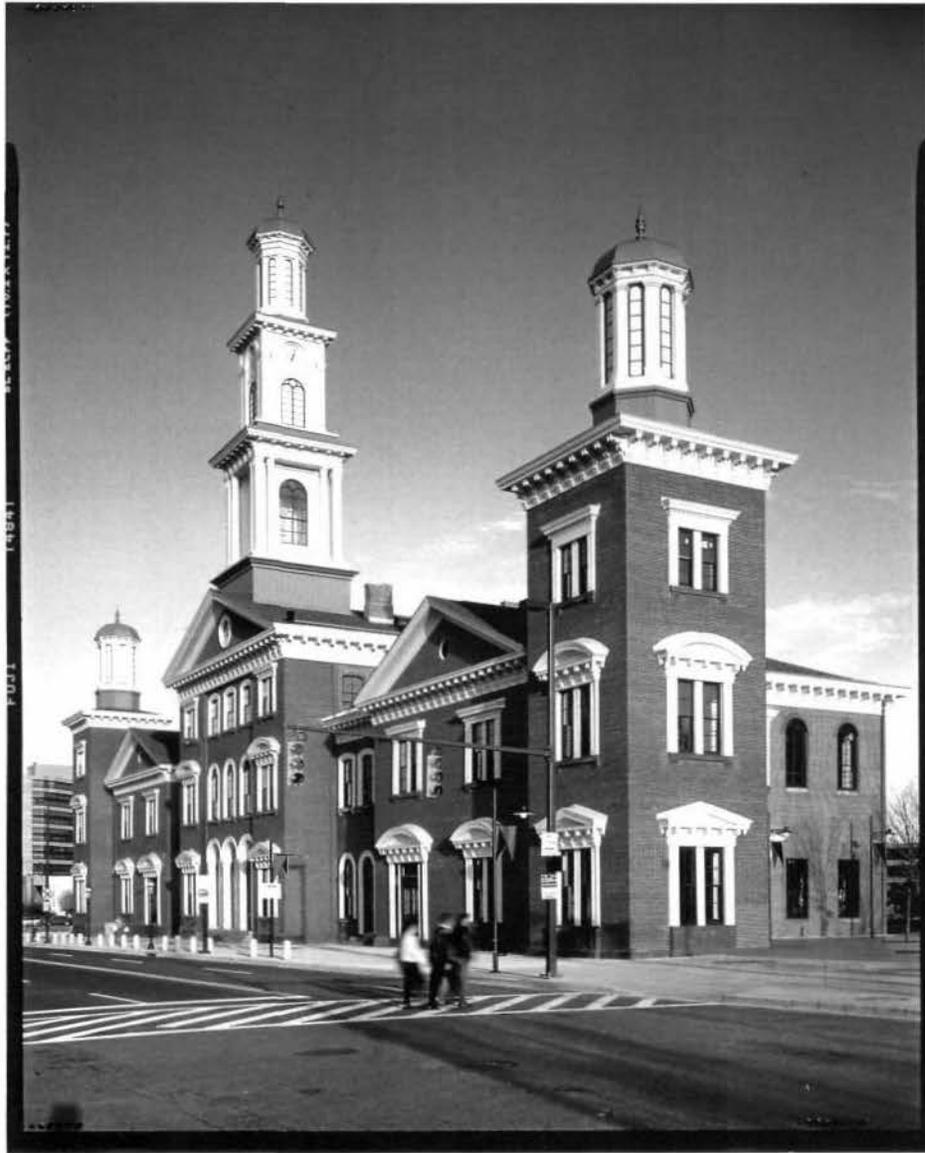


CAMDEN STATION EXTERIOR RENOVATION

NORTH ELEVATION

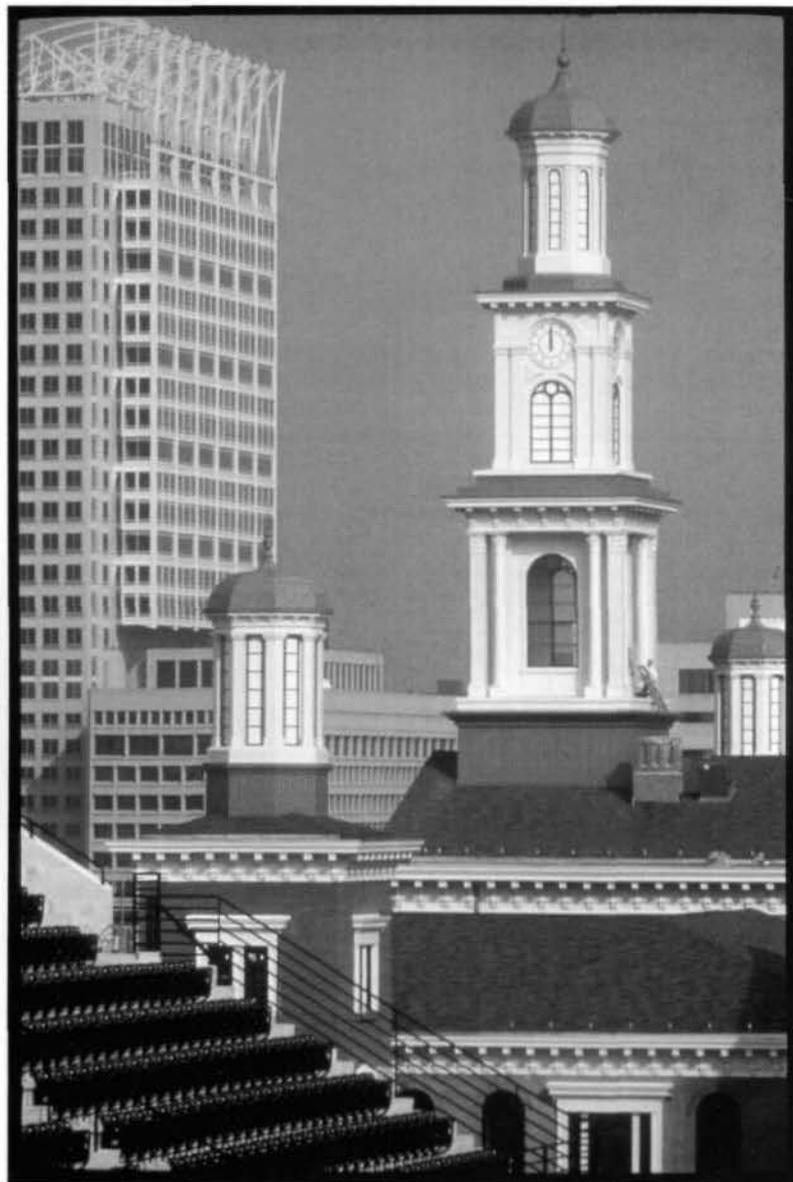
Cho, Wilks & Benn Architects, Inc.

B-148 Camden Station



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Camden Station B-148

ERICK KVALSVIK

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Camden Station TB-148

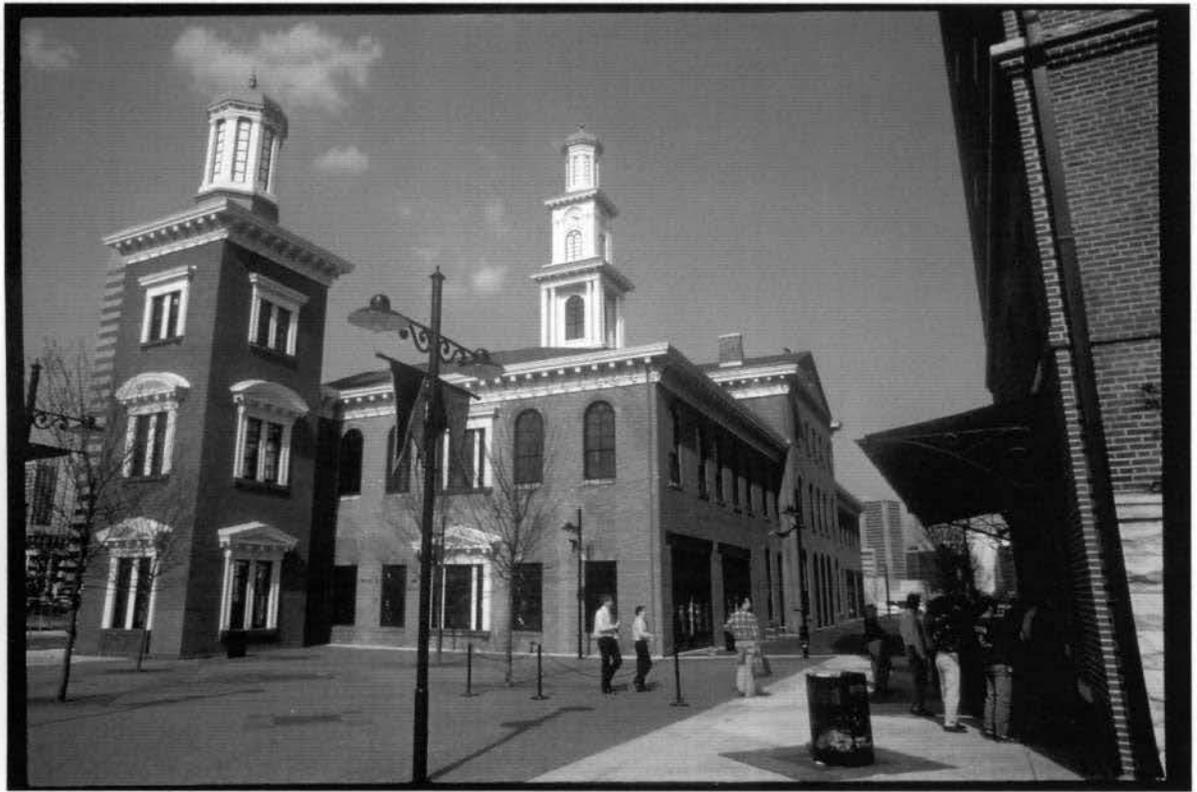
George Aousdck

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Camden Station TB-148

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Camden Station - 13-148

George Houspen



Cornden Station

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