B-84
Calvert Station
501 North Calvert Street
Baltimore
Baltimore East Quad
1850

Calvert Station was an Italianate railroad terminal designed by the firm of Niernsee and Neilson for the Baltimore and Susquehanna Railroad. It was constructed between1848-1850, and when completed it was the largest railroad terminal in the United States. The train shed was also the largest of its kind, with a clear span of 99 feet supported by Howe trusses. The building was demolished c. 1950 for the construction of the Baltimore *Sun* building.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-84

1. Name of Property (indicate preferred name)

historic Calvert Station- DEMOLISHED

other

2. Location

street and number 501 North Calvert Street ___ not for publication

city, town Baltimore ___ vicinity

county

3. Owner of Property (give names and mailing addresses of all owners)

name N/A

street and number telephone

city, town state zip code

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
_____ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
__X__ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
__X__building(s)
_____structure
_____site
_____object

Ownership
_____public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
_____transportation
_____work in progress
_____unknown
__X__vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
		Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. B-84

Condition

___ excellent ___ deteriorated
___ good ___ ruins
___ fair X demolished

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Calvert Station was designed by the Baltimore firm of Niernsee & Neilson for the Baltimore & Susquehanna Railroad and was constructed between 1848 and 1850. The station was demolished after 100 years of service, to make way for the headquarters of the Baltimore *Sun*. The station contained a passenger terminal, a freight office, and the B & S headquarters. Calvert Station was sited toward the southwest corner of the lot, facing the intersection of North Calvert and East Franklin Streets and was executed with Italianate detailing. The 112-foot wide structure was built of brick, stuccoed, with a basement and details in stone. A two-story center block, flanked by three-story towers and single-story gateways comprised the front elevation. The main block had a projecting, three-bay central pavilion, featuring on the first floor a triple doorway with arched transoms, a three arched windows on the second, and a pediment at the roof level. Setbacks on either side of the pavilion contained one arched window on each floor. The roof of the center section was hipped, with chimneys at the ends of the ridge. The towers had arched windows on the first two stories, blind orioles at the level of the cornice of the main block and tall louvered vents above the roof of the main block. The towers were topped by pyramidal roofs with weather vanes. The gateways featured a single story wing with a single arched window, and an arched passage which terminated in piers. The stories of all sections were articulated by stone belt courses. The cornices were bold and featured brackets. The cornice of the central pavilion bore the words "Calvert Station". All roofs were of standing seam metal.

The original floorplan of the station reveals it to have been compact: the triple entrance opened into a center hall leading directly to the train platforms. Two doorways on the left of the hall led to a stairway and a lounge. Beyond the lounge was a ladies lounge, with a water closet in the first floor of the tower. A baggage office occupied the one story portion of the station. Two doors off the right of the hall led to a ticket office and a transportation office. The first floor of the tower contained a vault and the superintendant was housed in the one-story section.

Behind the passenger terminal/ headquarters was a long shed for arriving trains. The shed had a gable roof supported by stout, square, granite piers. The roof was constructed using Howe trusses of wood and iron. Five louvered ventilators pierced the roof at the ridge. The rear elevation was a portal with three archways to permit trains into the shed. The central section of the portal featured a bracketed parapet standing taller than the ridge. A bracketed cornice surmounted the whole.

8. Significance

Inventory No. B-84

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1850; 1948 **Architect/Builder** Niernsee & Neilson

Construction dates 1848-1850

Evaluation for:

_____ National Register _____Maryland Register ____X___not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

When the Calvert Station opened on June 3, 1850, it was the largest railroad terminal in the United States. Its construction was made possible by Baltimore city officials allowing the Baltimore and Susquehanna Railroad to bring steam traction deep into the city center at all times of day. Its design by Niernsee and Neilson was a pioneering use of the Italianate for a railroad structure, imitation of which lead to a close association of the style with railroad stations throughout the nation. The station's train shed used wood and iron Howe trusses placed upon a wooden plate providing a 99-foot clear span; the largest for a car house in the country at that time. The roof withstood the blizzard of 1899 and was still in excellent shape when dismantled. The demolition of the station took place between 1948 and 1950, to make way for the new headquarters for the Baltimore *Sun*.

The architectural firm of Niernsee and Neilson was established in 1848. Architect John R. Niernsee emigrated from his native Austria in 1836 and immediately began work as an engineer for railroads, eventually working for B.H. Latrobe Jr as a draftsman at the B & O Railroad in Baltimore. In 1839, Niernsee met James C. Neilson while working for the B & O in Cumberland. Neilson, though born in Baltimore, was raised principally in England, but returned to Maryland to study engineering at St. Mary's College. The firm of Niernsee and Neilson began after two years of independent practice by Niernsee, during which he built two houses for Latrobe. Niernsee required assistance in handling his flourishing practice, and Neilson proved to be an excellent choice, bringing experience in both engineering and construction management. The partnerships handled numerous commissions in Baltimore, including prominent homes, churches and hotels and lasted until 1856, when Niernsee moverd to South Carolina. The pair re-partnered between 1865 and 1874.

9. Major Bibliographical References

Inventory No. B-84

Chalfant, Randolph W. and Charles Belfoure, *Niernsee and Neilson, Architects of Baltimore: Tow Careers on the Edge of the Future*, Baltimore: Baltimore Architecture Foundation, 2006.

10. Geographical Data

Acreage of surveyed property	2.97 acres		
Acreage of historical setting	2.97 acres		
Quadrangle name	Baltimore East	Quadrangle scale:	

Verbal boundary description and justification

11. Form Prepared by

name/title	Thomas A. Reinhart, Administrator of Architectural Research		
organization	Maryland Historical Trust	date	February 22, 2011
street & number	100 Community Place	telephone	410-514-7645
city or town	Crownsville	state	MD

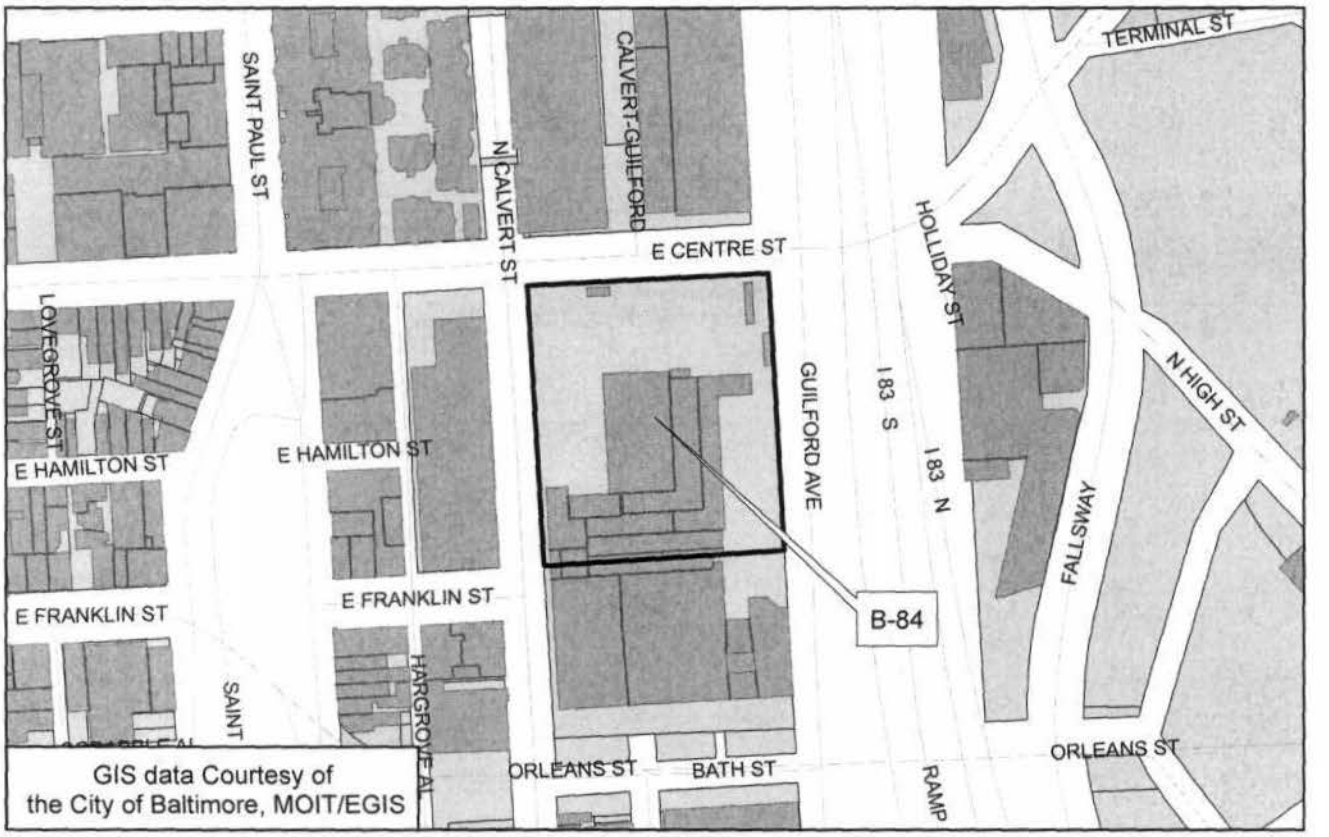
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

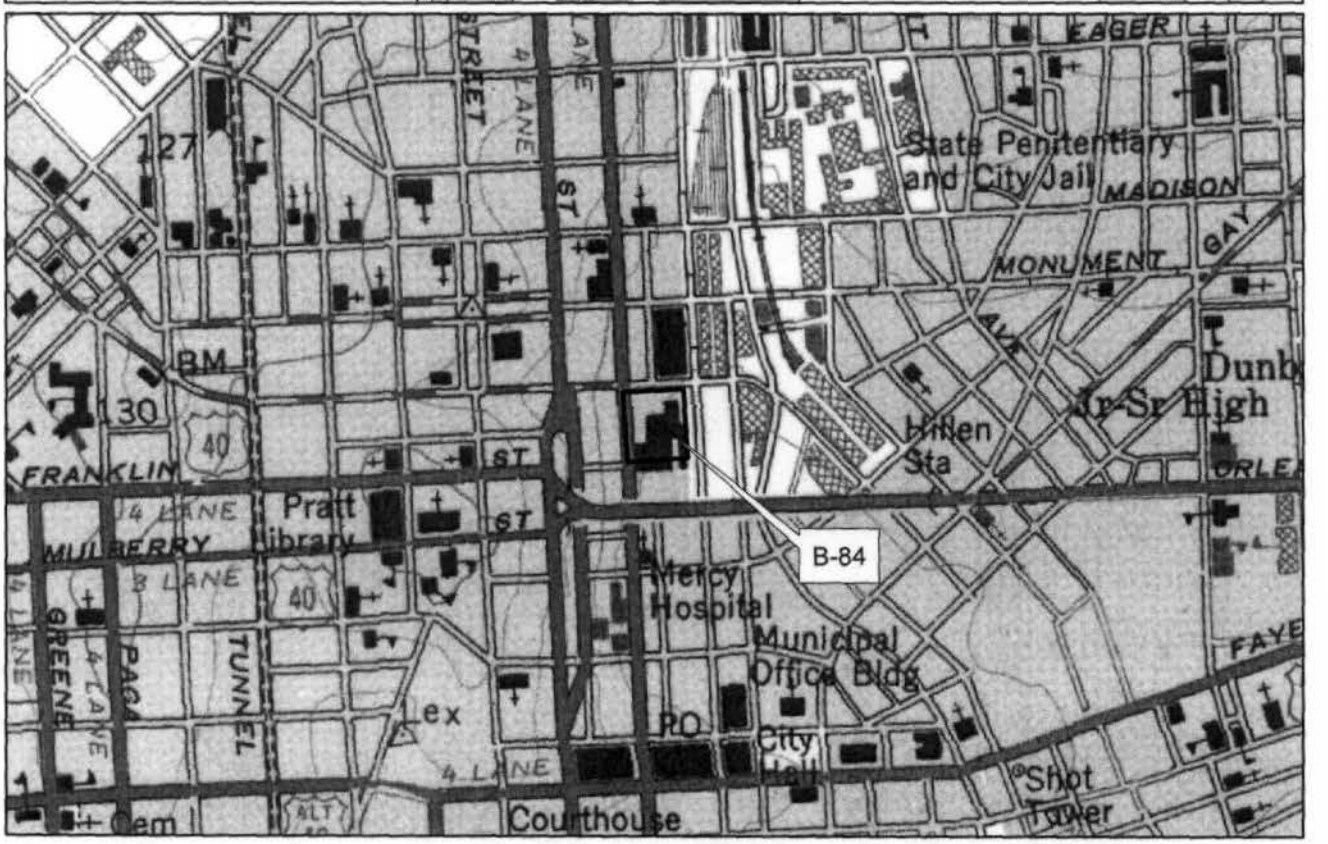
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

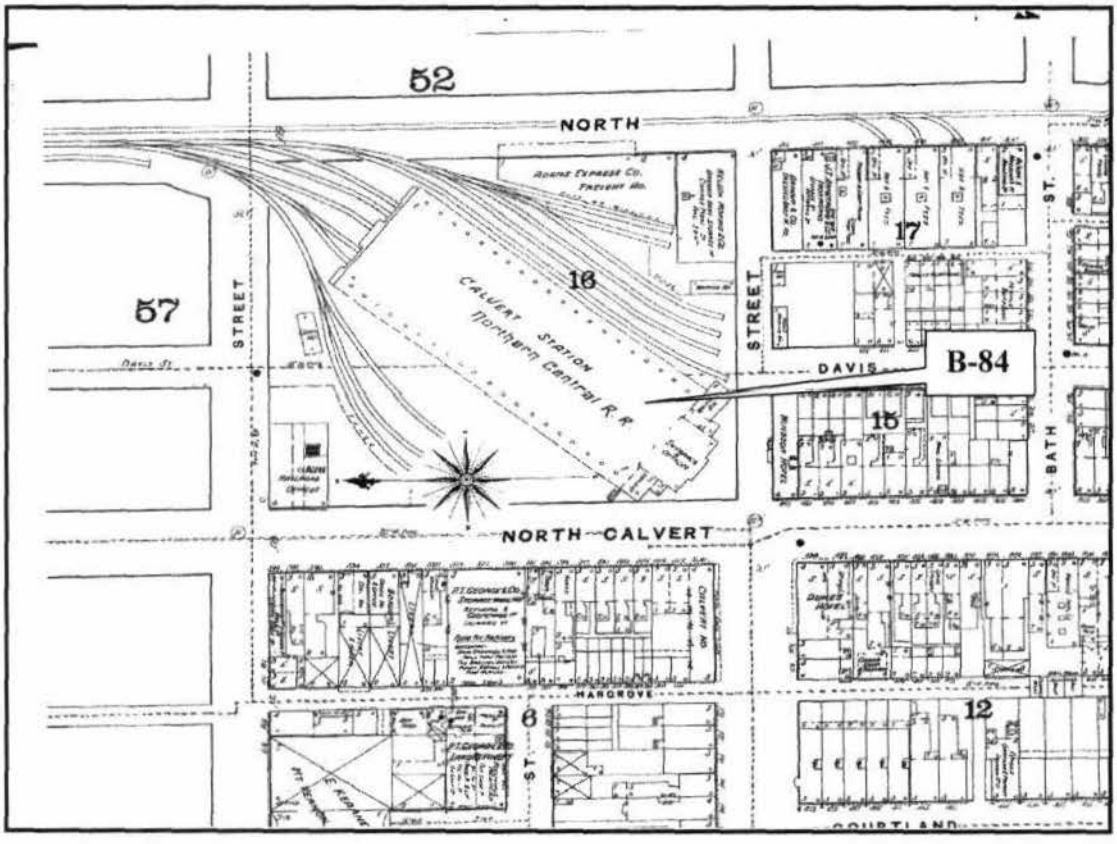
B-84
Calvert Station
501 N. Calvert Street
Block 0554 Lot 001
Baltimore City
Baltimore East Quad

Demolished

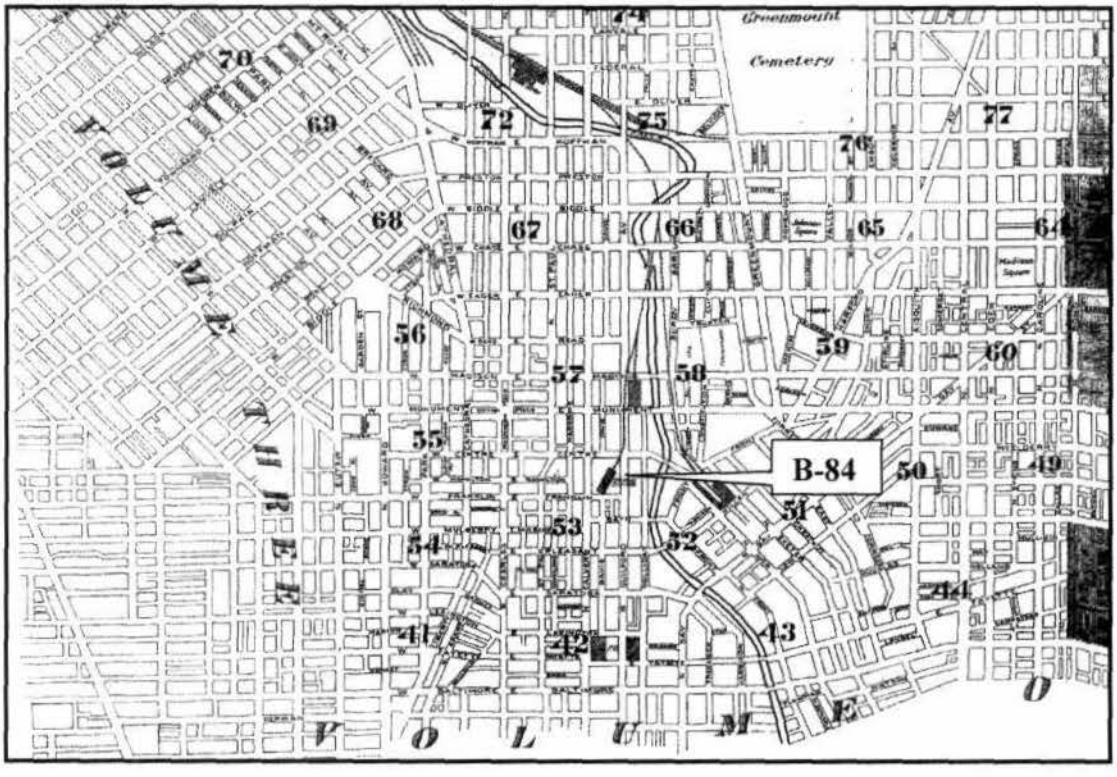




B-84
Calvert Station
501 North Calvert Street
Baltimore City 1890 Sanborn Map, Vol. 2, Sheet 52 **Demolished**

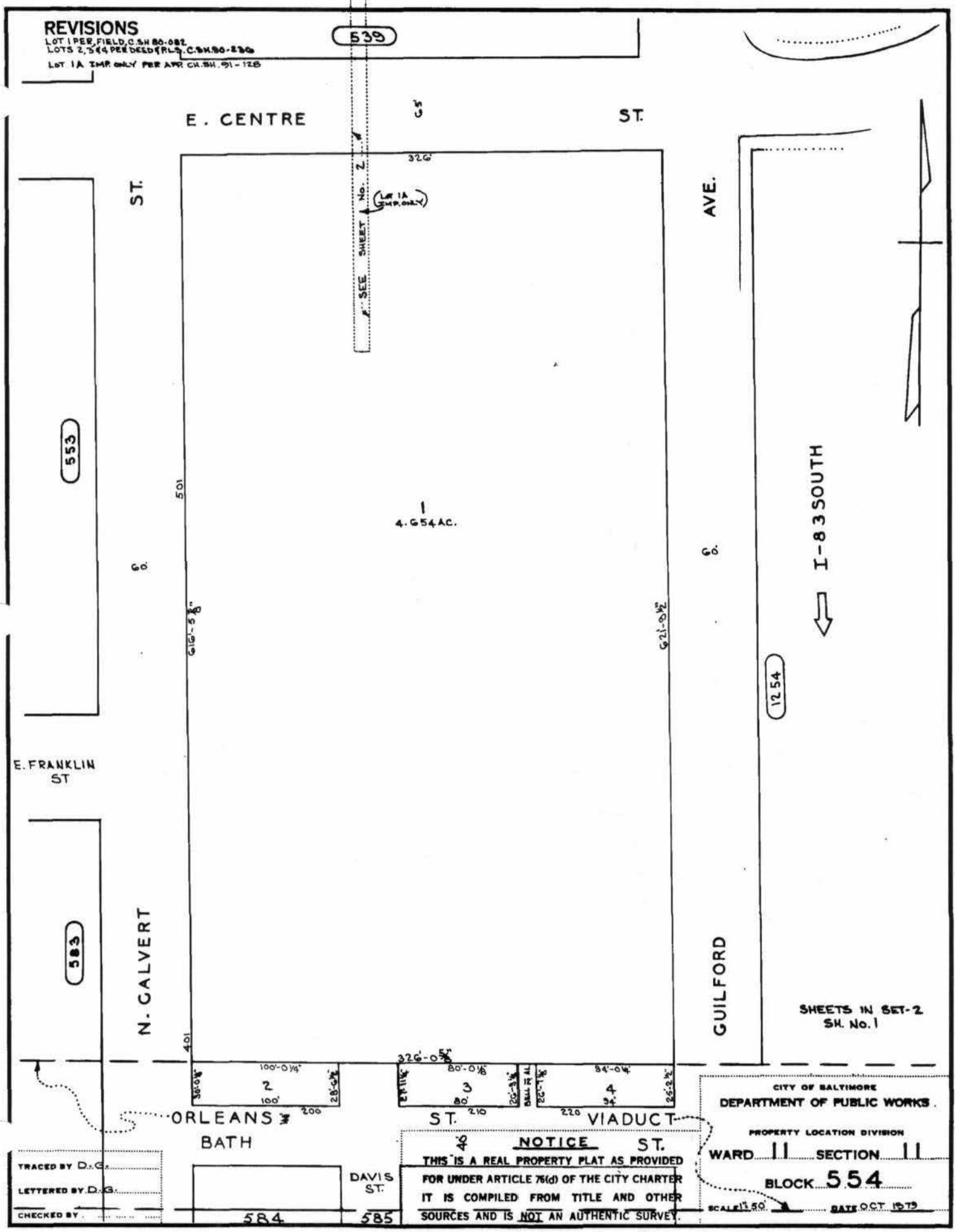


Baltimore City 1890 Sanborn Map, Vol. 2, Sheet 0a



B-84

REVISIONS
LOT 1 PER FIELD C.S.H 80-082
LOTS 2, 3 & 4 PER DEED & R.L.S. C.S.H. 80-230
LOT 1A IMP. ONLY PER APP. CH.SH. 91-125

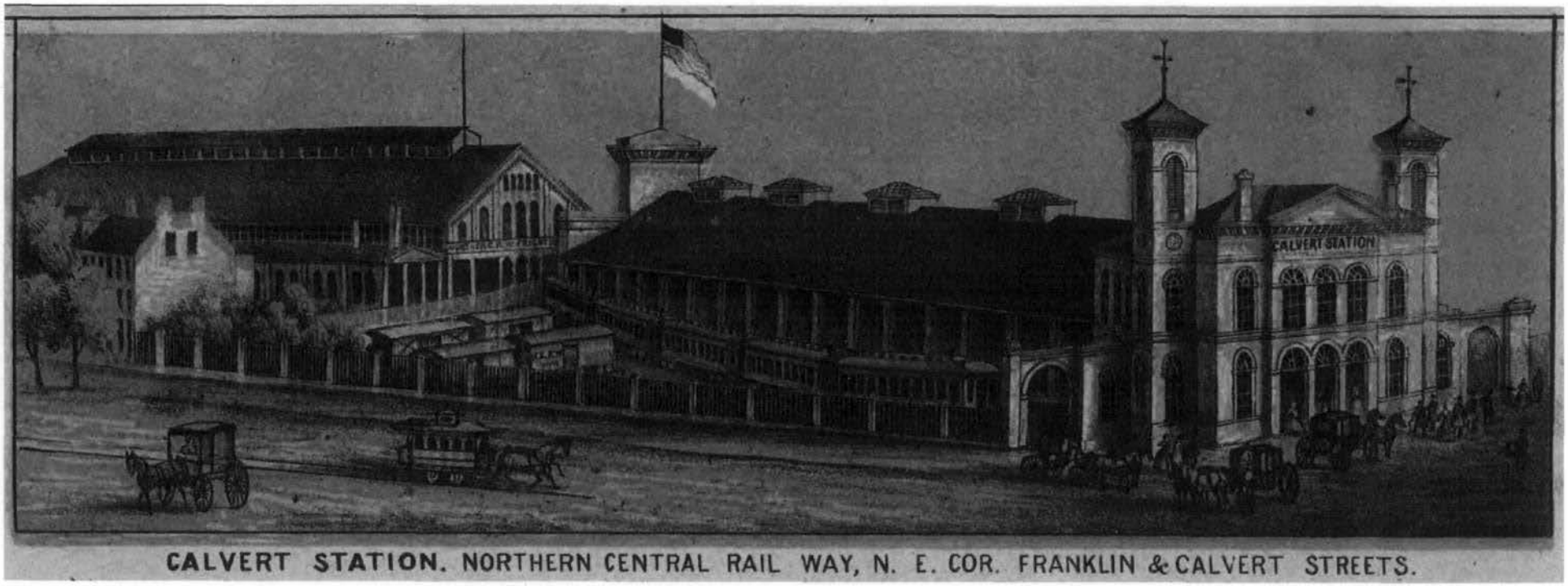


SHEETS IN SET-2
SH. No. 1

NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(d) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
PROPERTY LOCATION DIVISION
WARD 11 SECTION 11
BLOCK 554
SCALE 1" = 50' DATE OCT. 1979

TRACED BY D.G.
LETTERED BY D.G.
CHECKED BY



Calvert Station, 1869 E. Sachse & Co.'s Bird's Eye View of Baltimore

B-84

CALVERT STATION
MD, 4 BALT, 40-1
HABS

B-84

Calvert Station

HABS Photo (MD 4, BALT 40-1)

E.H. Pickering

July 1936

Main Facade

MD, 4-BALT, 40-2 HABS

B-84
Calvert Station
HABS Photo (MD4, BALT 40-2)
EH Pickering
July 1936
Detail of Main Doorway

MD, 4-BALT, 40-3
HABS

B-84
CALVERT STATION
HABS PHOTO (MD4, BALT 40-3)
E. H. PICKERING
JULY 1936
NORTH END TRAIN SHED

MD, 4-BALT, 40-4
HABS

B-84

CALVERT STATION

HABS PHOTO (MD 4 BALT 40-4)

E. H. PICKERING

JULY 1936

TRAIN SHED