

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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NOT FOR PUBLICATION

CITY, TOWN

Baltimore

CONGRESSIONAL DISTRICT

STATE

Maryland

VICINITY OF

CODE
24

COUNTY

Baltimore City

CODE

510

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

4 OWNER OF PROPERTY

NAME

The Maryland Institute

STREET & NUMBER

1300 Mount Royal Avenue

CITY, TOWN

Baltimore

STATE

Maryland

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
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 LOCALDEPOSITORY 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 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.

SIGNIFICANCE

B-26

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

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

1 code 24

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

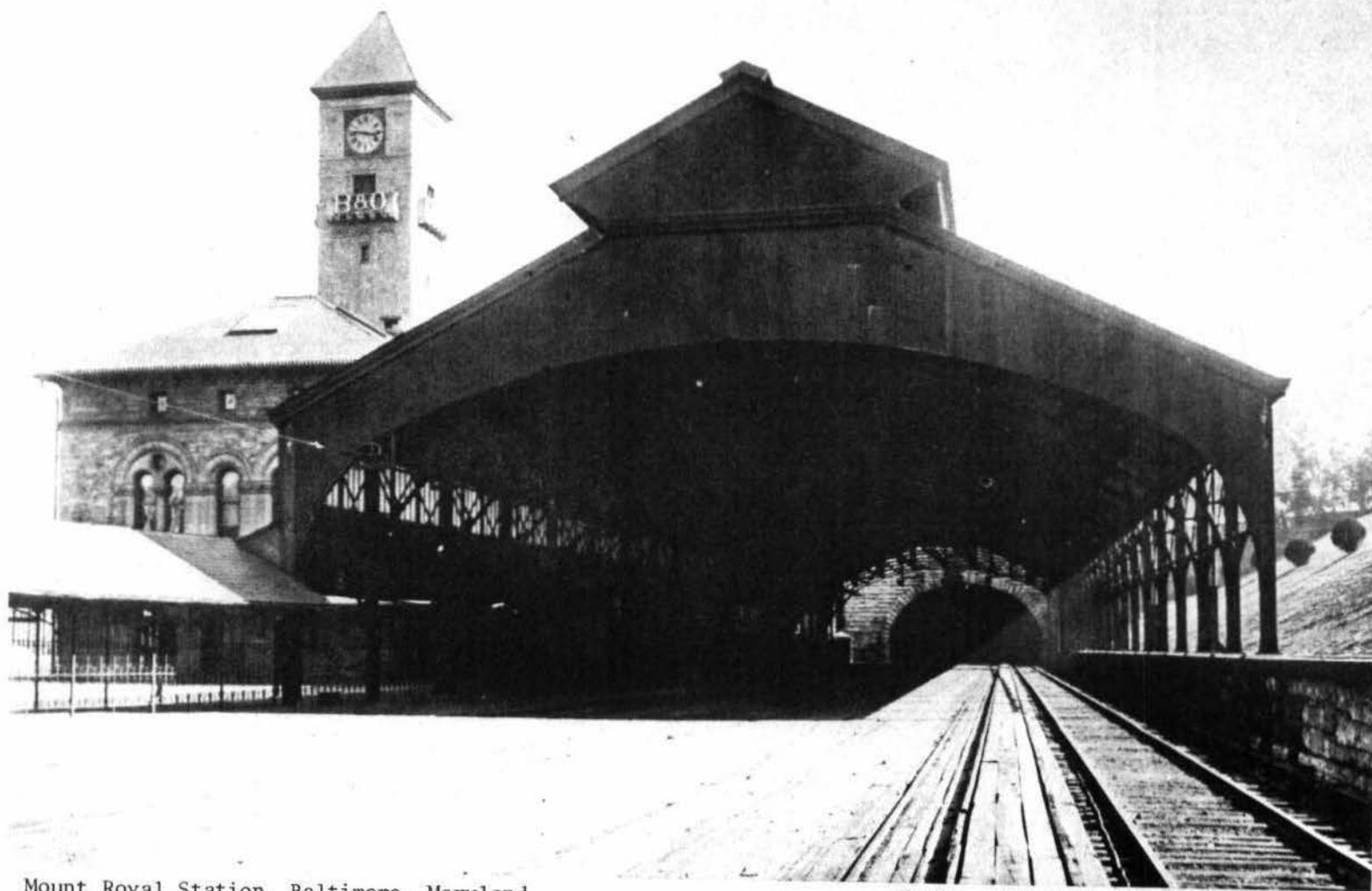
ITEM NUMBER 9 PAGE 2

- 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



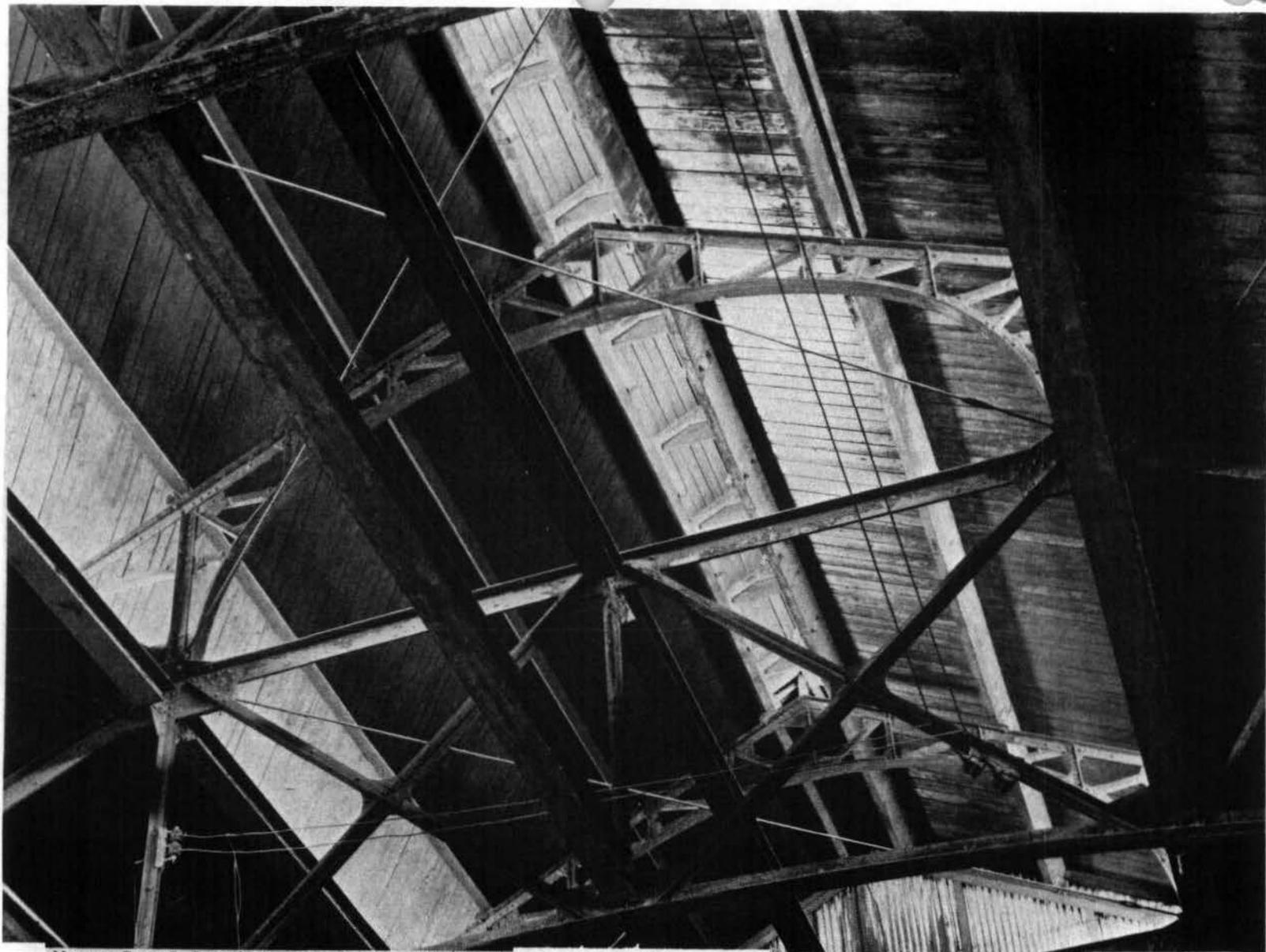
Mount Royal Station, Baltimore, Maryland
1400 Cathedral Street

Photo: William E. Barrett
1971



Mount Royal Station, Baltimore, Maryland
1400 Cathedral Street

Photo: B&O Collection



Mount Royal Station, Baltimore, Maryland
1400 Cathedral Street

Photo: William E. Barrett
1971

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- "Art Moves Into An Old Railroad Station." Fortune. May, 1966.
- Beirne, Frances F. The Amiable Baltimoreans. E. P. Dutton and Co., New York, 1951.
- Cochran, Alexander S. "From Railroad Station to Art School." Historic Preservation. Vol. 18, No. 3, May-June, 1966.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 6 acres
 UTM REFERENCES

A	1,8	3,6,0	2,8,0	4,3	5,1	7,4,0	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C				D						

VERBAL BOUNDARY DESCRIPTION

A tract of land in the city of Baltimore, county of Baltimore, and State of Maryland, bounded on the northeast by Mount Royal Avenue, on the east by Cathedral Street, on the south by Preston Street, on the southwest by Park Avenue, and on the west by Howard Street.

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: Dennis M. Zembala, Historian

ORGANIZATION: Historic American Engineering Record DATE: _____

STREET & NUMBER: National Park Service TELEPHONE: 523-5460

CITY OR TOWN: Washington STATE: D. C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

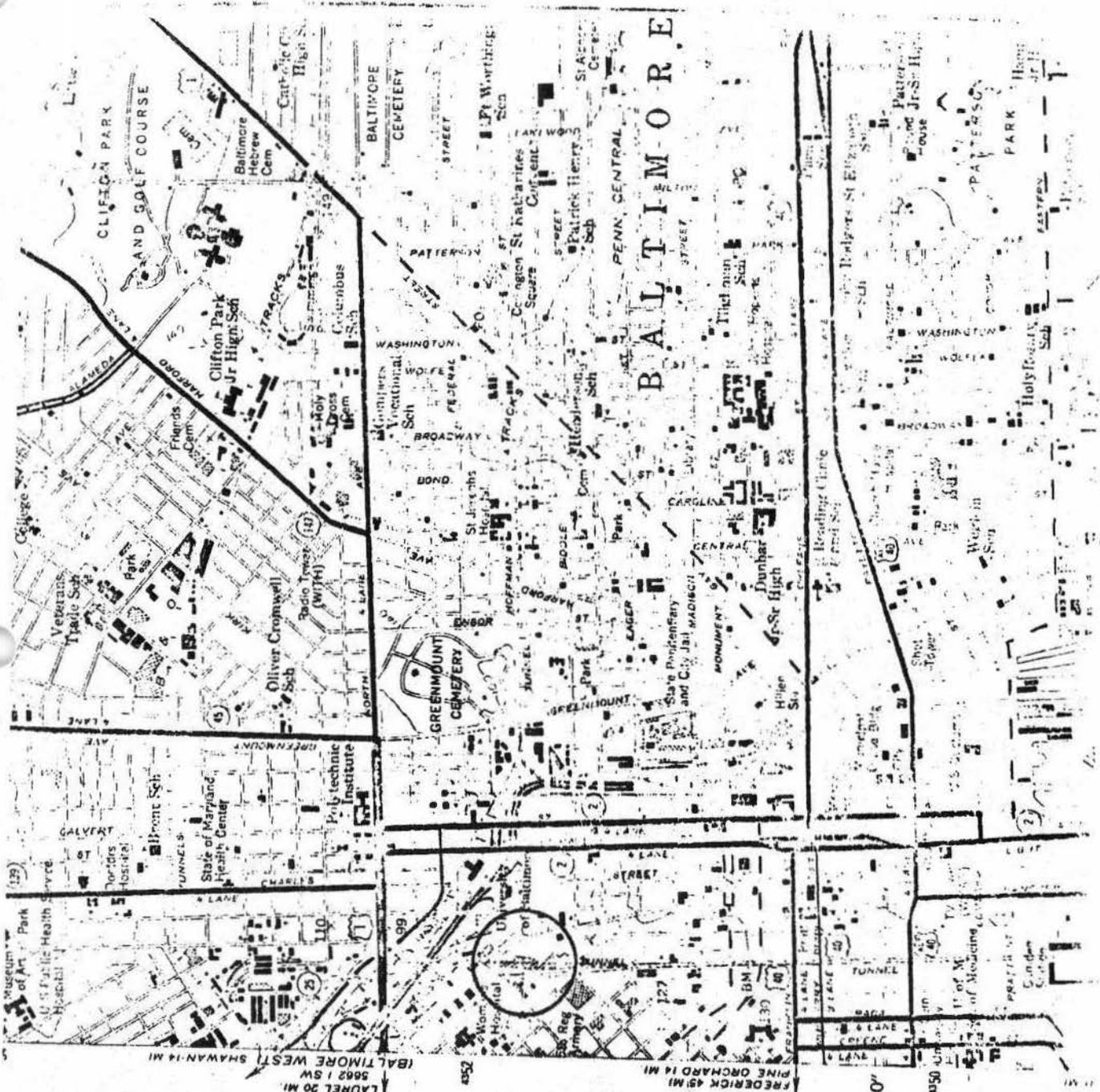
NATIONAL X STATE _____ LOCAL _____

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.

FEDERAL REPRESENTATIVE 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:	DATE
KEEPER OF THE NATIONAL REGISTER	



Baltimore & Ohio RR: Mt. Royal Station
 & Trained
 1400 Cathedral Street
 Baltimore, MD

USGS 7.5' Baltimore East Quad
 UTM:18. 360280.4351740

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maryland	
COUNTY: Baltimore City	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Mount Royal Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
1400 Cathedral Street

CITY OR TOWN:
Baltimore

STATE: Maryland CODE: 24 COUNTY: Baltimore City COIN: 510

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
			Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

4. OWNER OF PROPERTY

OWNER'S NAME:
The Maryland Institute

STREET AND NUMBER:
1300 Mount Royal Avenue

CITY OR TOWN: Baltimore STATE: Maryland CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Land Record Office of Baltimore City

STREET AND NUMBER:
Room 610, Baltimore City Courthouse

CITY OR TOWN: Baltimore STATE: Maryland CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Buildings Survey

DATE OF SURVEY: 1958 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Library of Congress

STREET AND NUMBER:
Washington

CITY OR TOWN: Washington STATE: District of Columbia COIN: 11

SEE INSTRUCTIONS

STATE: Maryland
COUNTY: Baltimore City
FOR NPS USE ONLY
ENTRY NUMBER: _____
DATE: _____

[see continuation sheet]

7. DESCRIPTION

CONDITION	(Check One)				
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
	(Check One)		(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Mount Royal Station property is bounded on the northeast by Mount Royal Avenue, on the east by Cathedral Street, on the south by Preston Street, on the southwest by Park Avenue, and on the west by Howard Street.

The Baltimore and Ohio Mount Royal Station in Baltimore, Maryland, was once the showplace of the historic Railroad. It stood as a well-designed, functional structure, solving the problem of a railroad station set in a residential area by providing a valuable artistic asset instead of a constant eyesore and nuisance.

The structure occupies a depression facing Mount Royal Avenue, yet it does not appear sunken or insignificant because its 150-foot clock tower dominates the site. The building is unusual in its placement below street level between two tunnels which carried the train traffic through the station in a covered shed, screened from view by an ornamental iron fence and tasteful landscaping.

Constructed of granite trimmed in limestone, the station is of Italian Renaissance design, reminiscent of the facade of the Vendramini Palace in Venice. It is three stories high with the tower rising in the center. A pendulum eight-day clock, manufactured by E. Howard of Boston, is located at the top of the tower, and there is a one-story porte-cochere at its base.

In 1966, when the structure was remodelled as an art school, the interior floor space was increased by constructing a second floor above 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. Extensive use of glass partitions maintains the feeling of space. 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.

In spite of these alterations, the building remains an excellent example of the rehabilitation of older structures for modern use.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1896, remodelled 1965

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> Aboriginal | <input checked="" type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input checked="" type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input checked="" type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input checked="" type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Mount Royal Station of the Baltimore and Ohio Railroad, opened in 1896, was designed by the architects E. Francis Baldwin and Josias Pennington. The railroad was the chief economic factor behind Baltimore's growth, linking the granaries of the Middle West to the eastern seaport shipping. Thus, with the extension of the rail line to Philadelphia and New York, the desire came for this passenger depot which would serve as the model of comfort, convenience, and impressiveness. The effect of warmth, hospitality, and gentility was created by huge functional fireplaces, rocking chairs, courteous employees, and broad, well-manicured lawns. Celebrities, including Woodrow Wilson, Cardinal Gibbons, British Prime Minister Ramsay MacDonald, Herbert Hoover, Alfred E. Smith and Queen Marie of Roumania, received the city's greeting here. Delegates to the 1912 Democratic Convention, held in the Fifth Regiment Armory which adjoins, arrived and departed by way of the station.

In 1961, the railroad ceased passenger operations from this terminal and it lay vacant for several years. In 1964, it was purchased by the Maryland Institute, a college of art, and one of the most imaginative conversions of architectural history took place. The architectural firm of Cochran, Stephenson, and Donkervoet received the American Institute of Architects' 1967 award for its skillful adaptation of the structure as an annex for the art school.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"Art Moves Into An Old Railroad Station." Fortune, May, 1966.
 Beirne, Francis F. The Amiable Baltimoreans. E. P. Dutton and Co., New York, 1951.
 Cochran, Alexander S. "From Railroad Station to Art School." Historic Preservation. Vol. 18, No. 3, May-June, 1966.
 Henry, Helen. "Old Mount Royal Station's New Life As An Art School." Sunday Sun Magazine, March 20, 1966.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			[see continuation sheet] LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	0 0 0	0 0 0	0	0	0
NE	0 0 0	0 0 0	39	18	19
SE	0 0 0	0 0 0	76	37	13
SW	0 0 0	0 0 0			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **6 acres**

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Frank Shivers and Catharine F. Black

ORGANIZATION: **Maryland Historical Trust** DATE: **Aug. 14, 1972**

STREET AND NUMBER:
2525 Riva Road

CITY OR TOWN: **Annapolis** STATE: **Maryland 21401** CODE: **24**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name Orlando Ridout IV
 Title State Liaison Officer for Maryland
 Date August 14, 1972

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

 Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE Maryland	
COUNTY Baltimore City	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Continuation Sheet)

(Number all entries)

Mount Royal Station

6. LOCATION IN EXISTING SURVEYS, continued

Maryland Register of Historic Sites and Landmarks

1970 state x

Maryland Historical Trust
2525 Riva Road
Annapolis, Maryland 21401 code 24

9. BIBLIOGRAPHICAL REFERENCES, continued

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.

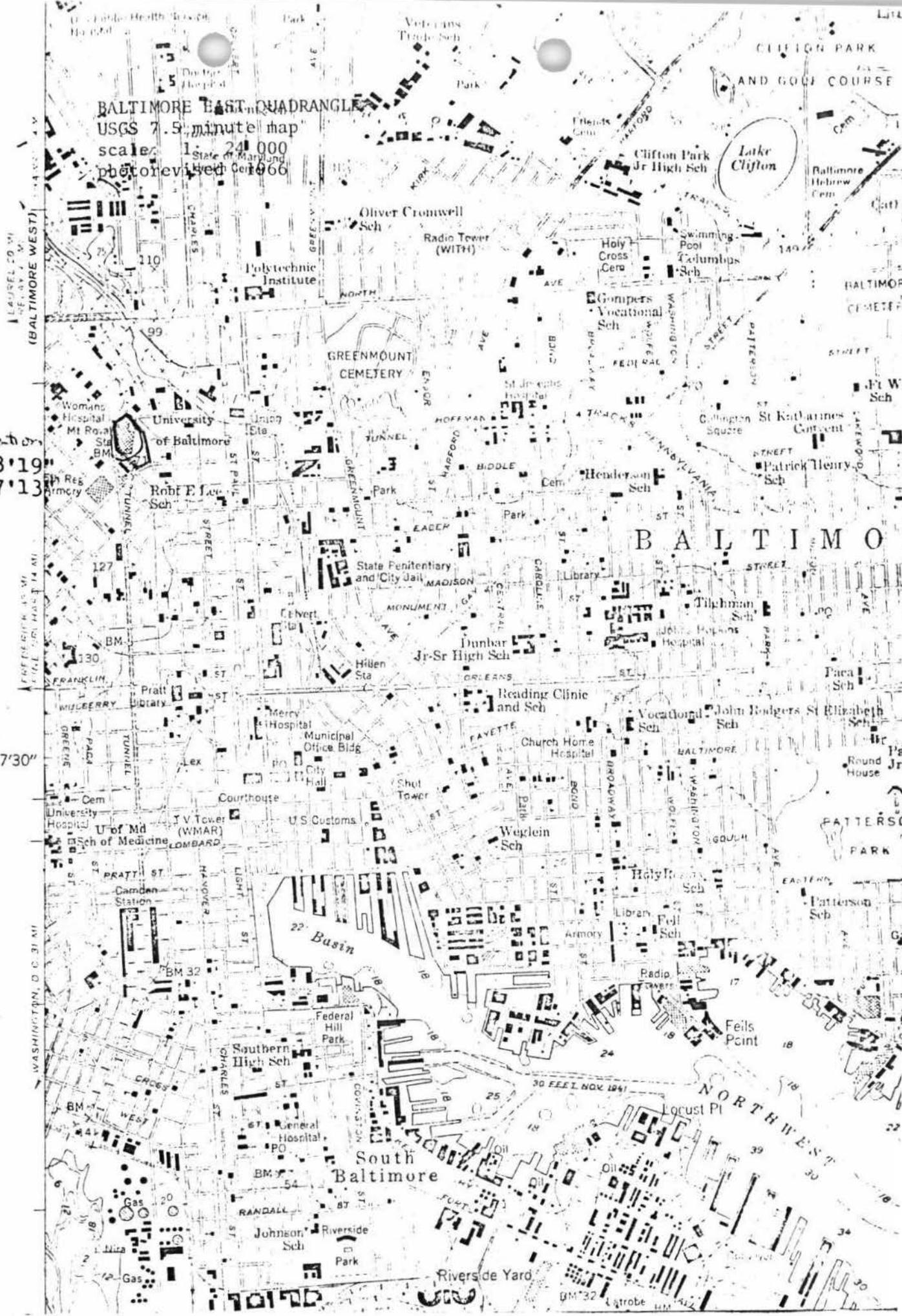
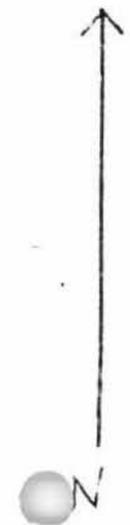
Meeks, Carroll L. V. The Railroad Station - An Architectural History. New Haven, Conn.: Yale University Press, 1956.

Noland, Cornelia. "From Tracks To Torsos." The Washingtonian. October, 1966.

"Station Saved For Art's Sake." The Architectural Forum. September, 1966.

BALTIMORE EAST QUADRANGLE
USGS 7.5 minute map
scale 1:24,000
photorevised Cent 1966

B-26
Royal Station
at. 39°18'19"
long. 76°37'13"



149°52'00" W
(BALTIMORE WEST)

17°30"

WASHINGTON, D. C. 31 MI

N

BALTIMORE

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Form 10-301
(July 1969)U. S. STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE		Maryland	
COUNTY		Baltimore City	
FOR NPS USE ONLY			
ENTRY NUMBER	DATE		

SEE INSTRUCTIONS

1. NAME			
COMMON: Mount Royal Station			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
1400 Cathedral Street			
CITY OR TOWN:			
Baltimore			
STATE:	CODE	COUNTY:	CODE
Maryland	24	Baltimore City	510
3. MAP REFERENCE			
SOURCE:			
USGS 7.5 minute map; Baltimore East Quadrangle			
SCALE: 1: 24 000			
DATE: 1953 photorevised 1966			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
<ol style="list-style-type: none"> 1. Property boundaries where required. 2. North arrow. 3. Latitude and longitude reference. 			

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE Maryland	
COUNTY Baltimore City	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Mount Royal Station			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: 1400 Cathedral Street			
CITY OR TOWN: Baltimore			
STATE: Maryland	CODE 24	COUNTY: Baltimore City	CODE 510
3. PHOTO REFERENCE			
PHOTO CREDIT: Filip Sibley			
DATE OF PHOTO: 1969			
NEGATIVE FILED AT: Commission for Historical and Architectural Preservation, 402 City Hall, Baltimore, Maryland			
4. IDENTIFICATION			
DESCRIBE VIEW, DIRECTION, ETC. Mount Royal Station from the southeast			

GPO 921-737



Easement

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Form 10-445
(5/62)

1. STATE Maryland		HISTORIC AMERICAN BUILDINGS SURVEY	
COUNTY Baltimore City		INVENTORY B-2726	
TOWN	VICINITY	2. NAME Mt. Royal Station	
STREET NO. Mt. Royal Ave. & Cathedral Street		DATE OR PERIOD	
ORIGINAL OWNER		STYLE	
ORIGINAL USE		ARCHITECT	
PRESENT OWNER		BUILDER	
PRESENT USE		3. FOR LIBRARY OF CONGRESS USE	
WALL CONSTRUCTION			
NO. OF STORIES			
4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION		OPEN TO PUBLIC	
Howard St. Tunnel -			
5. PHYSICAL CONDITION OF STRUCTURE			
Endangered		Interior	Exterior
6. LOCATION MAP (Plan Optional)		7. PHOTOGRAPH	
8. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC.		9. NAME, ADDRESS AND TITLE OF RECORDER	
		DATE OF RECORD	

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

