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

B-3727

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED 9/75 12/75

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

1 NAME

HISTORIC
Pennsylvania Station (Union Station)

AND/OR COMMON
Penn Station

2 LOCATION

STREET & NUMBER
1525 North Charles Street — NOT FOR PUBLICATION

CITY, TOWN
Baltimore — VICINITY OF

CONGRESSIONAL DISTRICT
Seventh

STATE
Maryland

CODE
24

COUNTY
Baltimore City

CODE
510

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	X BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Penn Central Transportation Company

STREET & NUMBER
6 Penn Center

CITY, TOWN
Philadelphia — VICINITY OF

STATE
Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Baltimore City Courthouse

STREET & NUMBER

CITY, TOWN
Baltimore

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

B-3727

CONDITION

_EXCELLENT
X GOOD
_FAIR
_DETERIORATED
_RUINS
_UNEXPOSED

CHECK ONE

X UNALTERED
_ALTERED

CHECK ONE

X ORIGINAL SITE
_MOVED DATE_____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Built in 1911 by the Gamble Latrobe and J. Henry Miller Companies, Pennsylvania Station was designed by Kenneth W. Murchison, a New York architect*with the firm of McKim, Mead, and White. The Station occupies a visually prominent position on a natural embankment just north of Mt. Royal Avenue, between Charles and St. Paul Streets.

*for the railroad

It was built on the site of two earlier stations and is located approximately at the geographical center of Baltimore. South of the Station lies the main business district of the City; the main branch of the Enoch Pratt Free Library; the Walters Art Gallery; the Peabody Institute; the University of Baltimore; and the Mt. Vernon preservation district, the mid-19th century residential community built around the first monument constructed in the United States to honor George Washington.

To the north of the Station is Charles Village, a late Victorian townhouse community that also houses Johns Hopkins University and the Baltimore Museum of Art.

To the west of the station is the Maryland Institute of Art; the Lyric Theatre; and Bolton Hill, a city preservation district of mid to late 19th century townhouses.

Pennsylvania Station is situated approximately 18 feet above the tracks, and positioned at an angle to the grid of Charles Street, St. Paul Street, and Mt. Royal Avenue. In front of the station is an employees' parking lot, a taxi ramp, and freight tracks; to the rear are the passenger, freight and holding tracks. There are two substations, one to the northwest and the other to the southeast of the station. The boiler is also located to the northwest.

Penn Station was built in a subdued Beaux-Arts Classicism style. It is approximately six stories in height and about seventeen bays wide. The structural steel frame is enveloped by granite and terra cotta on the exterior, and Sicilian marble, terrazzo and decorative iron and leaded glass on the interior. The middle seven bays of the building project creating a tripartite plan consisting of a center section with a wing at each side. The station has a low hipped roof partially concealed by the balustrade on the wing sections and the parapet on the center section. The ridge of the roof runs parallel to the facade. The ashlar masonry is laid in regular courses, with an alternating course of long narrow blocks at the ground story level on the wing sections.

There are five entrance bays on the center section ground story. Each bay is composed of a center door with a glass panel on either side and an arched transom over the entire unit. The voussoirs have triangular heads and the keystone has console decoration. Between the arches at the transom level are polygonally shaped light fixtures attached to the exterior walls. To either side of the

(See continuation sheet No. 1)

B-3727

PERIOD

__PREHISTORIC
__1400-1499
__1500-1599
__1600-1699
__1700-1799
__1800-1899
X 1900-

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

__ARCHEOLOGY-PREHISTORIC
__ARCHEOLOGY-HISTORIC
__AGRICULTURE
X ARCHITECTURE
__ART
__COMMERCE
__COMMUNICATIONS
__COMMUNITY PLANNING
__CONSERVATION
__ECONOMICS
__EDUCATION
__ENGINEERING
__EXPLORATION/SETTLEMENT
__INDUSTRY
__INVENTION
__LANDSCAPE ARCHITECTURE
__LAW
__LITERATURE
__MILITARY
__MUSIC
__PHILOSOPHY
__POLITICS/GOVERNMENT
__RELIGION
__SCIENCE
__SCULPTURE
__SOCIAL/HUMANITARIAN
__THEATER
X TRANSPORTATION
__OTHER (SPECIFY)

SPECIFIC DATES 1911

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Pennsylvania Station represents the peak of railroad development in Baltimore. The station was more than a gateway to the City. Like the Gothic cathedral, it was a symbol of local pride and defined the economic position of Baltimore in the early 20th century. To fully understand the significance of the station, one must first be aware of Baltimore's involvement in the history of the development of the railroad.

The founding of the Baltimore and Ohio Railroad in 1828 was one of the most important single events in Baltimore's history. It was the direct solution to the problem created by a shift in trade patterns. The economic growth and stability of Baltimore was seriously threatened by the opening of the Erie Canal in 1825. The Canal drastically altered the existing trade routes by providing an unbroken waterway from the Great Lakes to New York City, diverting valuable trade which had previous gone to Baltimore. Like other eastern cities, Baltimore depended upon the west for food and other raw materials; and, in turn, the West offered a market for manufactured and processed goods. With the establishment of the railroad, the future prosperity of Baltimore was secure. In 1829, the Tom Thumb was built and tested in Baltimore and in the following year, the B & O built its first railroad depot here.

The present site of Penn Station was first occupied by the local Northern Central Railway's Union Station. Built in 1873, it was enlarged in 1882 upon completion of the Baltimore and Potomac Railroad line. In 1884 the Pennsylvania Railroad purchased the Northern Central's Baltimore franchise thus establishing a continuous link among the cities of the eastern seabo d. The following year it completely rebuilt Union Station; but by 1906, the Station could no longer adequately serve the growing number of trains passing through Baltimore. The station facilities were called "primitive and inconvenient" by the Commission to Improve Railroad Facilities in Baltimore. In addition, because of the alignment of the tracks to the position of the station, passengers had to walk across the tracks to reach the correct platform. The increase in the number of freight and passenger trains made this arrangement unsafe. In 1909 the Pennsylvania Railroad held a competition for the design of a new facility to replace Union Station at the same location. Of the designs received, the railroad selected the design of Kenneth W. Murchison, a New York architect with the firm of McKim, Mead, and White. The demolition of Union Station began in the spring

(See continuation sheet No. 3)

fixtures are elegant cast iron consoles which help to support the cast iron marquee that runs the entire length of the facade and side elevations, directly above the ground story.

The ground story level of each wing consists of five rectangular two over two windows with a single transom above and a single marquee console between each transom.

The second and third story levels are linked by colossal Doric columns on the center section and pilasters on the wing sections. The columns are coupled with one column at the end. The columns and pilasters rest on dadoes which are connected to one another by a balustrade. A heavy chain runs from the center of each dado to the marquee below.

The three over three windows are slightly recessed and there are rows of panels separating the second and third story windows.

The lowest row of panels was probably glazed at one time (or intended to be) because of its size and relationship to the windows below.

The entablature consists of a simple fascia architrave and a heavy classical cornice. Above this there is a parapet across the center and a balustrade across each wing.

At the center of the parapet there is a clock with high relief sculpture at the top and sides. On one side there is a male figure and on the other a classically garbed female. Above the clock is an eagle with spreading wings that has a highly stylized feather pattern. At the foot of each figure, on the side, is the front portion of a crouching lion.

At each end of the parapet is a relief of an eagle encircled by a wreath. All of the sculpture is probably terra cotta.

The rear elevation follows basically the same format with the following differences: pilasters replace the columns; a wrought iron balustrade with a rectangular pattern replaces the stone classical one on the facade; and the name Pennsylvania Station appears on the center parapet.

The roof is slate with a skylight.

(See continuation sheet No. 2)

The Charles Street side is three bays in width, with a center doorway. Colossal pilasters define each bay and the marquee is extended along this side.

The "modern" 1943 addition housing the former armed services lounge is located on the St. Paul Street side. Though now used for storage, it once contained a snackbar and desks and was decorated with the various insignia of the armed forces, maps painted on the walls depicting peoples and arts of other countries, and a map of Baltimore.

The interior plan of the station is simple, providing a vestibule and a large two-story main lobby. Two sets of marble Doric fluted columns separate the vestibule from the lobby. There is a simple classical molding around the entire lobby. The walls are Sicilian marble and the floor is terrazzo with a mosaic border. In the lobby there are two sets of mahogany high back benches. At the ends of the seats are bronze electric candelabrum with a triple globed pillar that is supported by three lions heads with claw feet. Throughout the interior there is a wide use of decorative ironwork, on the balcony around the rotunda, as heating register panels, as stair railings, and encasing the elevators. There are numerous bronze sconce The Rotunda has three large leaded (and possibly stained) glass domes that were covered during World War II and remain in that state. The stained glass facade of the restaurant was covered by a false wood vene

About 1925 the marble ticket counter with iron grille windows was replaced and in 1957 the ticket office was again "modernized."

In 1957 the Chesapeake and Potomac Telephone Company in cooperatio with Pennsylvania Railroad installed a telephone room on the east side of the station near the taxi stands. It was the most modern and largest installation in the country at the time, containing 17 booths, one with a hearing aid with push-button volume control. The room also had telephone directories from all major U.S. cities.

Baltimore's Pennsylvania Station is one of the few buildings to have the complete installation of Rookwood ceramic tiles intact. The Rookwood Pottery Company was founded in 1880 and soon became the foremost art pottery manufacturer in America. The company, which renounced the decorative excesses of the Victorian Age, eventually produced complete interior decorative schemes for churches, restaurants, hotels and railroad stations. In Penn Station, there are medium green colored border tiles around the windows and on wall

(See continuation sheet No. 3)

lighting fixture panels. Of special interest is the large Rookwood water fountain embossed with two children and a fish.

The station is in good condition and retains its basic architectural integrity.

See continuation sheet #5

of 1910 and the new station opened September 14, 1911. It was no small budget terminal, for Baltimore ranked as the seventh busiest rail center in the country--a position it still holds today--and therefore, needed a station of comparable size. The station cost $750,000 and was constructed by Gamble Latrobe and the J. Henry Miller Company of Baltimore. During construction, passengers were accomodated in a temporary wooden building located east of the building site.

The station has basically retained its original appearance, but there have been minor interior changes to accomodate a larger influx of passengers. In 1943 an annex to provide a lounge for the armed forces was built on the east (St.Paul Street) side of the station. It was designed in a then contemporary modern style by the New York architect Raymond Loewy who designed similar lounges for other Penn Stations.

Throughout the station's early existence, there had been numerous attempts to relocate it so it could serve several railroad lines thus providing Baltimore with a true union station. However, these attempts failed and in 1928, the station's name was changed from Union to Pennsylvania Station.

From the time of its construction to the present, Pennsylvania Station has occupied a prominent position in Baltimore. Architectural the station reflects the "Guilded Age" in which it was built. The monumental but sedate Beaux-Arts exterior is complimented on the interior by some of the finest Rookwood installations, mahogany benches, and bronze candelabrum. Penn Station is one of the most elegant public buildings in Baltimore. Its long service to the community is a direct result of the flexibility of both the interior spatial plan and the area surrounding the station. The flexibility has enabled smooth changes in the pedestrian and traffic circulation patterns as well as the installation of modern equipment without damaging the original architectural integrity of the building.

The station ranks seventh in usage of Amtrak's 440 stations. As rail travel once again becomes an important means of transportation to this country, the need for efficient rail terminal facilities is now apparent. To remain a viable railroad terminal, Penn Station must now begin to be adapted to the future transportation needs of Baltimore.

"By 1990 it is projected that there will be 8,000 daily passengers through Penn Station. The anticipated volume of rail passengers on both high-speed inter-city and local commuter trains will be large enough to warrant the development of a highly integrated and demand response local feeder system which can collect and distribute the passengers without time delays and in a safe, convenient and comfortable manner.

"The success of rail service as an alternative to the use of the private car or plane will depend to a large extent on the development of a symbiotic relationship between the long distance line haul service and the short distance collection and distribution system.

"It is in recognition of this fact that the City of Baltimore in cooperation with the Regional Planning Council and the Maryland Department of Transportation has initiated the process of rehabilitating and converting the Pennsylvania Railroad Terminal into an Intermodel Terminal Complex. The location of Penn Station at the almost geographical center of the City reinforces the future expanded uses of the station.

"The task as defined by the Inter-governmental Policy Advisory Committee is essentially one of planning for the service, integration and coordination of the inter-city and regional line, Metroliner service, commuter rail and inter-city bus lines with local collection and distribution systems, road access, bicycle paths, and pedestrian walkways."[1]

In addition to the expansion of uses of the station, the proposed plans also involve cleaning and restoring the building on both the interior and exterior.

The following work will take place: cleaning and resealing existing roof skylight, removing unsightly ventilators, refinishing and making flagpoles operable, cleaning and making more legible the clock on the south elevation and repair facade, improving the legibility of "Penn Station", cleaning and reparing windows and the marquee, removing the 1943 addition (no longer in use), restoring the main

[1]Cochran, et al. Report on Penn Station.

(See continuation sheet No. 5)

entrance doors to original condition, promoting a uniform signing system, refinishing interior surfaces, improving baggage handling, removing paint from interior domes and backlight the domes with artificia light, removing random fluorescent light fixtures from underside of balcony, removing and consolidating auxillary functions--newsstand, fast food, barber shop restaurant, lockers, shoe shine--cleaning marble columns in lobby space, and defining waiting and circulation. Other plans for the station involve added commercial uses of the interior space, possibly a mall-type area of shops, display space for art exhibitions, and numerous business and community functions, such as offices, conference rooms, library and classroom spaces.

At a time when most railroad stations are threatened with extinction, Pennsylvania Station is at a major crossroad of railroad history. The station not only symolizes the culmination of the first period of railroad development in this country, but now it is ready to launch into a second career that expands its present function as a railroad station. The significance of Pennsylvania Station lies not only in its long and continued service to Baltimore, but also in its future development as an intermodal transportation terminal.

Kelly, Jacques, "Roman Bath Railway Station," The News-American, August 13, 1974.
Enoch Pratt Library, Vertical File, Railroad Stations, Pennsylvania Station.

#7 ADDENDUM

The two docking stations, one situated 1200 feet to the northwest of Penn Station along the tracks and the other two feet to the southeast, are also to be included in this nomination as noncontiguous but related structures to the station.

Each docking station is a small two-story rectangular building with an ornate hipped roof. The first story is concrete with a paired rectangular window on the side. Cutting diagonally in front of the window is an exterior metal stairway leading to a door at the side rear of the second story. The design of the second story suggests an oriental Wrightian influence with continuous vertical fenestration, deep eaves with decorative brackets, and a flaired, hipped, tile roof. A band of scalloped iron fretwork runs along the ridge pole, a rectangular bay projects from the center of the second story. It has its own roof that connects to the main roof, and it has a decorative bracket at each end below the window molding. A wide molding separates the first and second storeys.

B-3727

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Burgess, George H. Centennial History of the Pennsylvania Railroad Company, 1846-1946. Philadelphia, Pennsylvania: The Pennsylvania Railroad Company, 1949.

Cochran, Stephenson & Donkervoet, Inc., Pennsylvania Station: A Concept Study for the Preservation and Creation of an Intermodal Terminal (Preliminary Study). Baltimore, Maryland: City of Baltimore, 1975

10 GEOGRAPHICAL DATA

(See continuation sheet No. 5)

ACREAGE OF NOMINATED PROPERTY less than 2 acres

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	18	360700	4351940
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

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

Barbara Hoff, Executive Director

ORGANIZATION

Preservation Commission for Historical and Architectural

DATE

4/14/75 sao

STREET & NUMBER

26 South Calvert Street, Room 900

TELEPHONE

CITY OR TOWN

Baltimore

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:

DATE

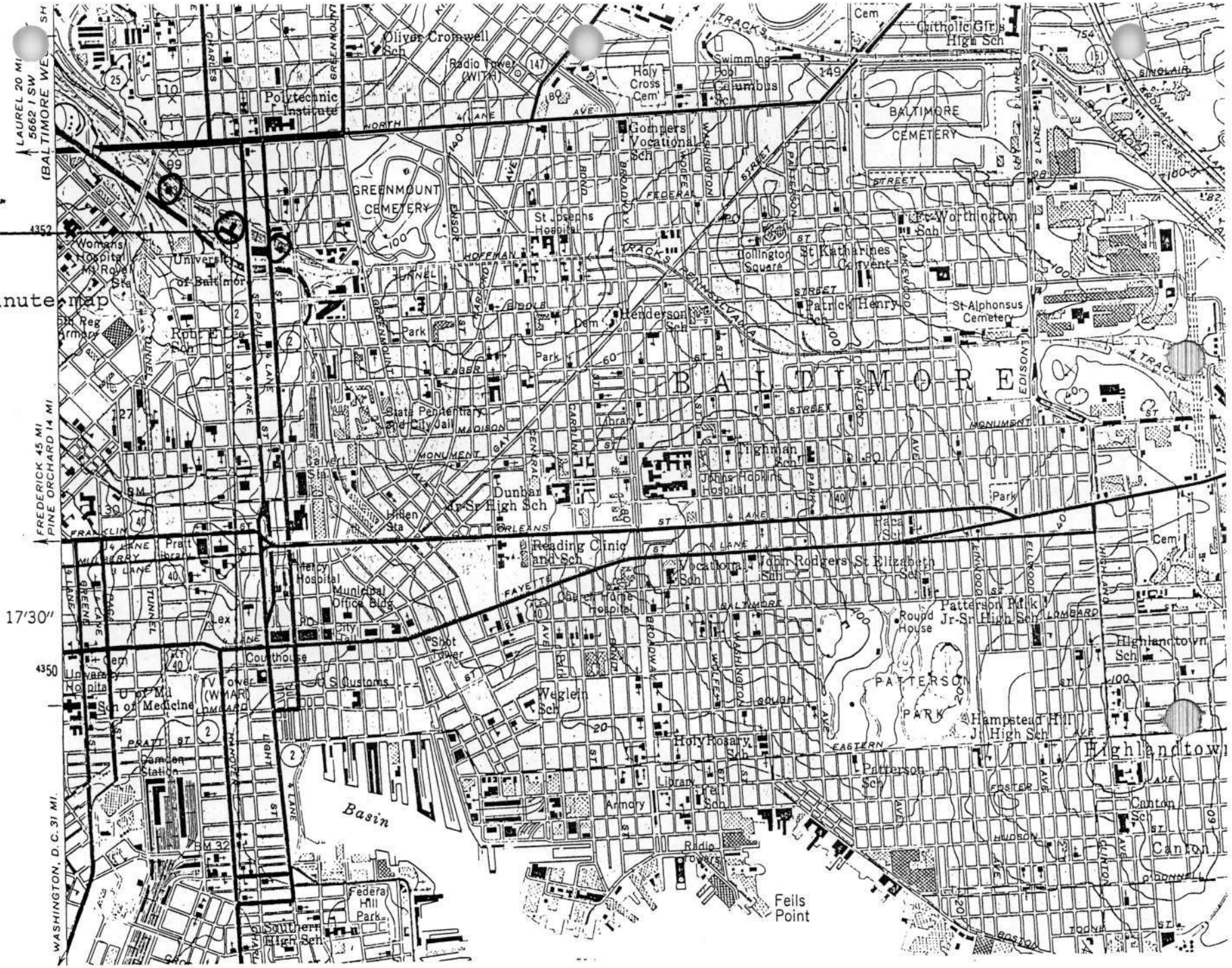
KEEPER OF THE NATIONAL REGISTER

B-3727

° 18' 25"

S.G.S. 7.5 minute map
LTIMORE EAST
ADRANGLE
ale 1:24000
53

NN STATION



Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY
RECIEVED B-3727
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Pennsylvania Station (Union Station)

AND/OR COMMON Penn Station Block Stations

2 LOCATION

CITY, TOWN Baltimore ___VICINITY OF STATE Maryland COUNTY Baltimore City

3 PHOTO REFERENCE

PHOTO CREDIT Barbara Hoff DATE OF PHOTO August 1975

NEGATIVE FILED AT 26 S. Calvert St., Baltimore, Md. 21202

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET. PHOTO NO.

Block Station - west view 1

GPO 892-454

B-3727

BLOCK STATION - 1200 YDS WEST OF TERMINAL
PENNSYLVANIA STATION
BALTIMORE MARYLAND

Photo by: Barbara Hoff
August 1975

1/2
W

Form No. 10-301a
(R[illegible]0-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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RECIEVED
DATE ENTERED
BT3727

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Pennsylvania Station (Union Station)

AND/OR COMMON Penn Station Block Station

2 LOCATION

CITY, TOWN Baltimore —VICINITY OF STATE Maryland (COUNTY Baltimore City

3 PHOTO REFERENCE

PHOTO CREDIT Barbara Hoff DATE OF PHOTO August 1975

NEGATIVE FILED AT CHAP 26 S. Calvert St. Baltimore, Md.

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

East of station Block station

PHOTO NO. 2

GPO 892-154

UNION JCT

B-3727

BLOCK STATION - APPROX. 1200 YDS. EAST OF TERMINAL
PENNSYLVANIA STATION
BALTIMORE MARYLAND

Photo by: Barbara Hoff
August 1975

2/2

Form No. 10-301a
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HISTORIC
Pennsylvania Station (Union Station)

AND/OR COMMON
Penn Station

2 LOCATION

CITY, TOWN ____VICINITY OF STATE COUNTY
Baltimore City

3 PHOTO REFERENCE

PHOTO CREDIT
Barbara Hoff

DATE OF PHOTO
Summer 1975

NEGATIVE FILED AT
26 S. Calvert St. Baltimore, Md.

4 IDENTIFICATION

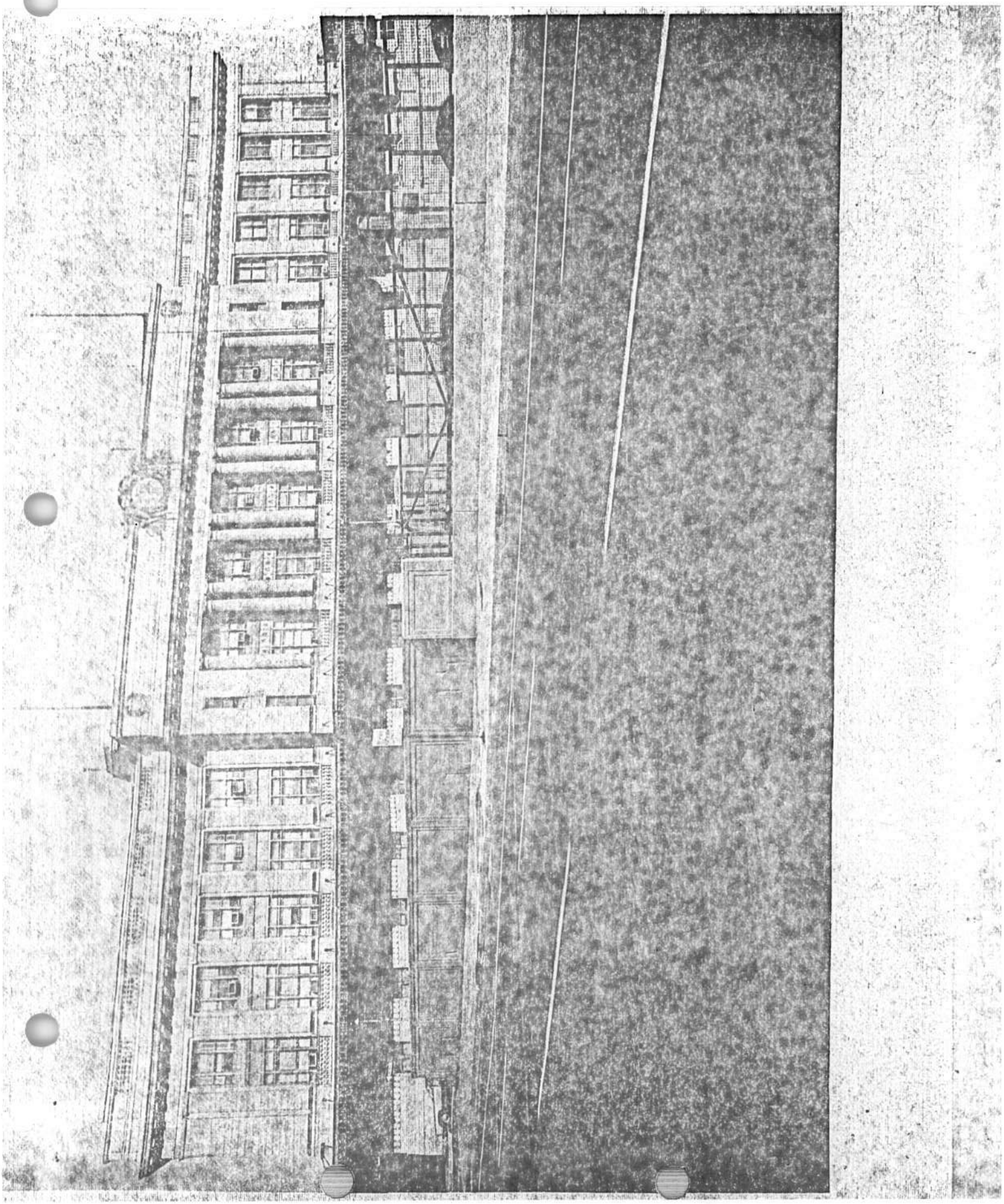
DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Charles Street elevation

PHOTO NO.
1

GPO 892-454

B-3727



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1 NAME

HISTORIC
Pennsylvania Station (Union Station)

AND/OR COMMON
Penn Station

2 LOCATION

CITY, TOWN Baltimore City ____VICINITY OF STATE COUNTY

3 PHOTO REFERENCE

PHOTO CREDIT Barbara Hoff DATE OF PHOTO Summer 1975

NEGATIVE FILED AT 26 S. Calvert Street, Baltimore, Md.

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

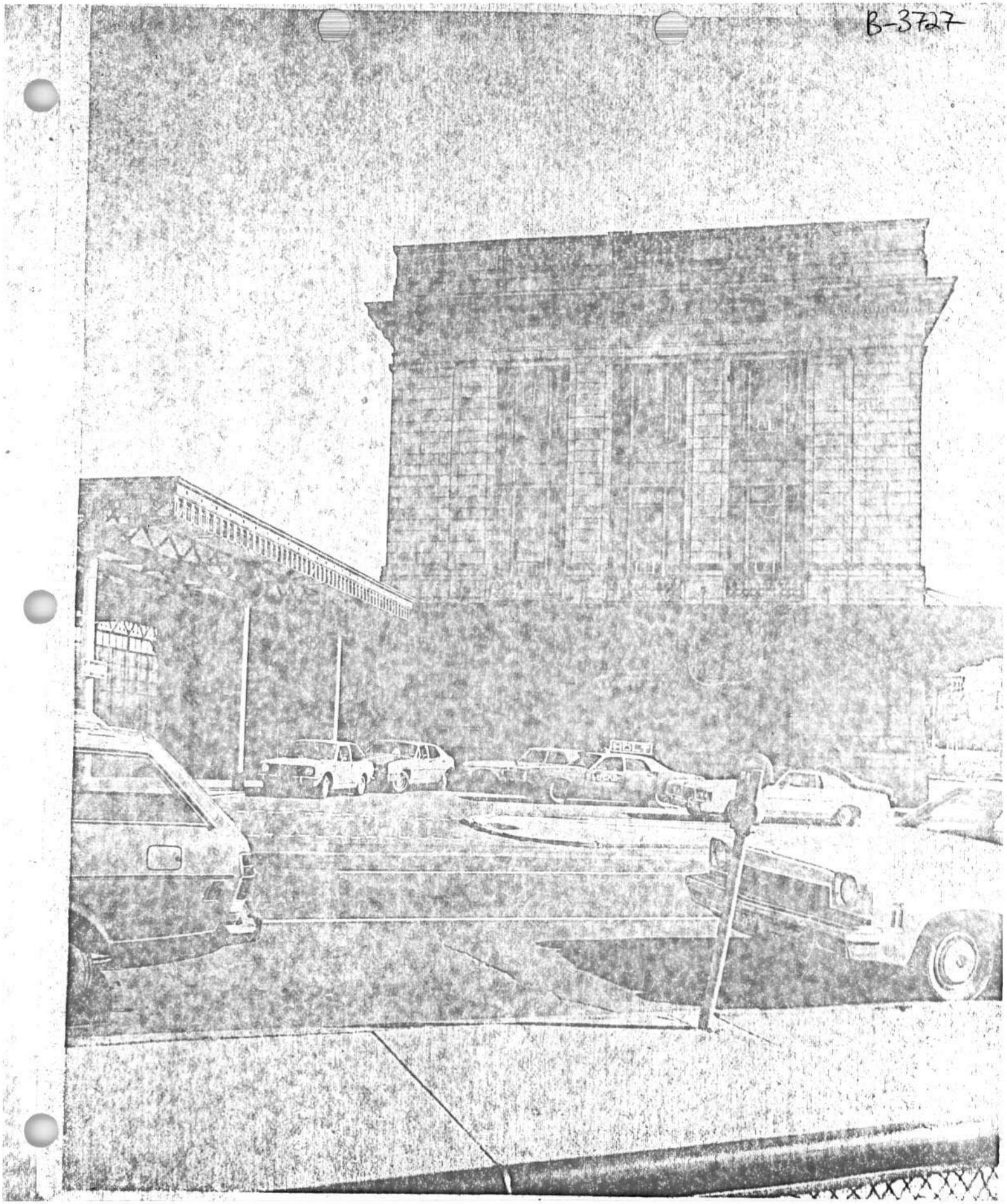
Southwest facade

PHOTO NO.

2

GPO 891

B-3727



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Penn Station

2 LOCATION

CITY, TOWN ___VICINITY OF STATE COUNTY
Baltimore City

3 PHOTO REFERENCE

PHOTO CREDIT Barbara Hoff DATE OF PHOTO Summer 1975

NEGATIVE FILED AT 26 S. Calvert St., Baltimore, Maryland

4 IDENTIFICATION

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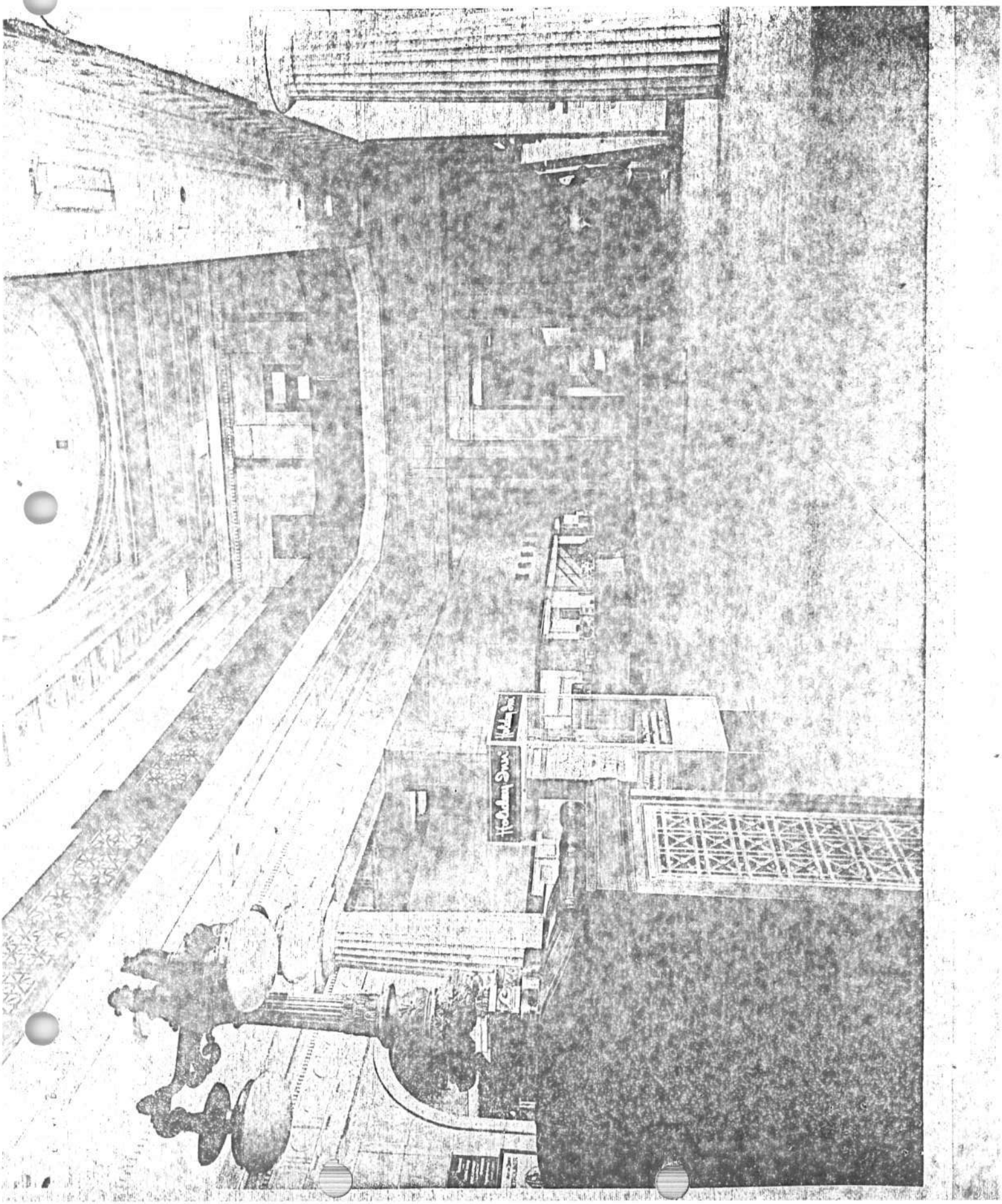
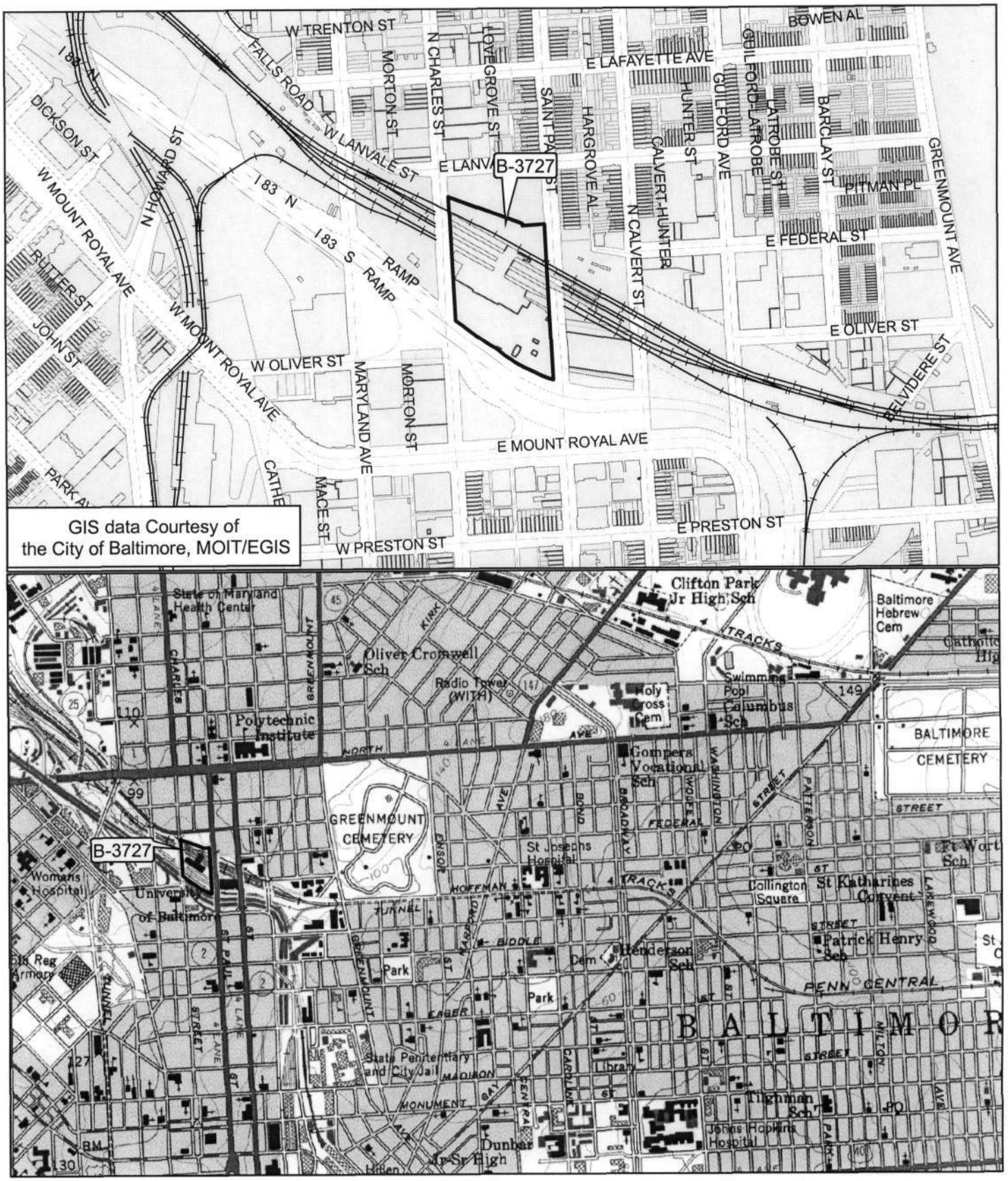
Interior 3

GPO 892-454

B-3727



B-3727
Pennsylvania Railroad Station (Penn Station)
1525 N. Charles Street
Block PSC0 Lot 050
Baltimore City
Baltimore East Quad.



PENN STATION - BALTO

B-3727

UNION STATION

PENN STATION BALTO

B-3121

Md. Hist. Trust

PENN STATION - BALTO

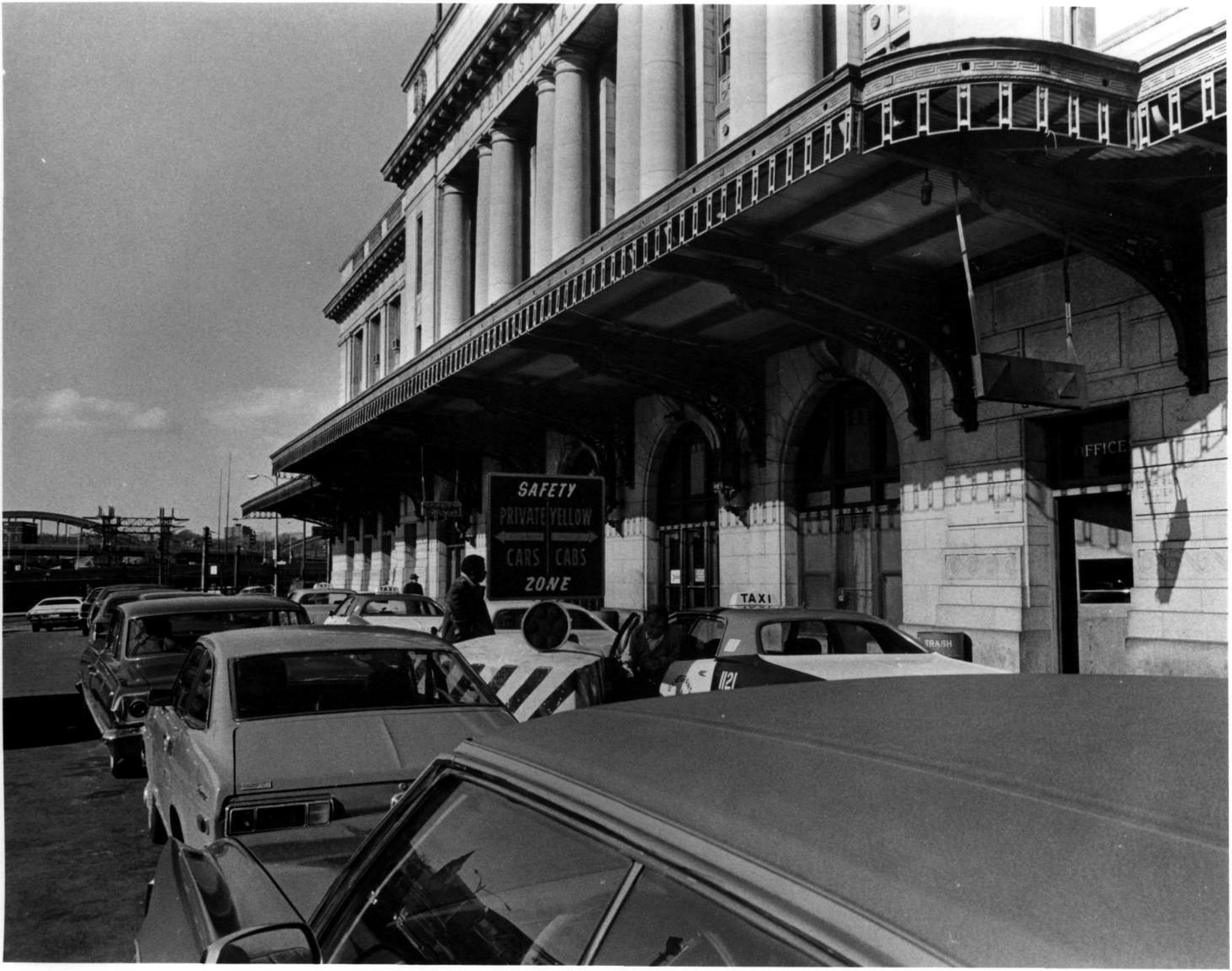
UNDER CONSTRUCTION

PENN STATION - BALTO

FACADE - PARAPET - SCULPTURE (RELIEF)

B-3727

B-3727
Pennsylvania Station
Interior


SAFETY
PRIVATE YELLOW
CARS CABS
ZONE
TAXI
TRASH
1121

PENN STATION
ENTRANCE

B-3727

Pennsylvania Railroad Station