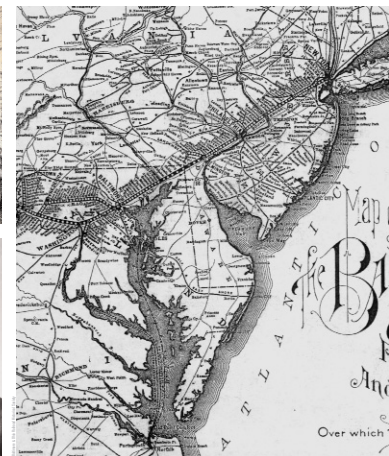
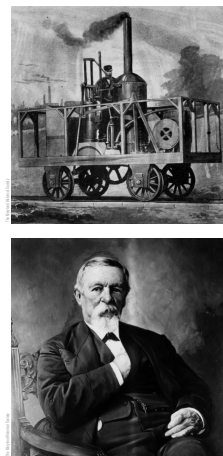


MOUNT ROYAL STATION

A monument to the golden era of rail travel, the Mount Royal Station enjoys a special place in the history of Baltimore and the nation—the home of the Baltimore & Ohio (B&O) Railroad and birthplace of American railroading. The history of the B&O and one of its most luxurious passenger stations is also intertwined with that of Maryland Institute College of Art. MICA's preservation of the station, an ongoing process which began in the mid-1960s, sparked the movement to save other threatened icons of the most important industry of the nineteenth century.



1826–1827

MICA AND THE B&O

Founded in 1826, the Maryland Institute for the Promotion of the Mechanic Arts was a new kind of educational institution, preparing young men for careers in the new Industrial Age. The Baltimore & Ohio (B&O) Railroad was chartered a year later as the first passenger railroad in America. Baltimore merchants and bankers—including Philip Thomas and Alexander Brown and his sons—knew a railroad could provide an efficient means of reaching the growing markets of the New West. The railroad, in combination with the farthest inland port, would

give the nation's third largest city an important competitive advantage.

BIRTH OF RAILROADING

"Tom Thumb," the first successful American-built steam locomotive, earned its fame racing a horse on the 13 miles of track the B&O had completed by 1830—from Baltimore to what is now Ellicott City, Maryland. **John H. B. Latrobe** was both a MICA founder and a longtime official of the B&O. He was on board the Tom Thumb for this historic race and reported that the horse won. Latrobe also participated in the first public demonstration of the telegraph in 1844.

1851

COSMOPOLITAN BALTIMORE

Baltimore's emergence as a cosmopolitan city was fueled by an unprecedented building boom made possible by the expansion of the nation's most powerful railroad—the B&O. As Baltimore became a major center of manufacturing, its population grew dramatically. One important new structure of the era was the **Maryland Institute's 1851 Great Hall**, near present-day Market Place. It was the "largest clear space in America" and the site of presidential nominating conventions in 1852, 1856, and 1860. Lyceum lectures and exhibitions offered there were at the heart of the growing city's cultural life.

1852

RISE OF THE B&O

The construction of the B&O was one of the largest, most difficult, and riskiest undertakings of its time. By 1852, the B&O reached its initial goal—the Ohio River at Wheeling, West Virginia—more than 360 miles to the west of Baltimore. **B&O surveyors** are shown in the upper valley of the Potomac, from a painting by H.D. Stitt. The B&O president who oversaw the first western expansion was **Thomas Swann**, a member of the Maryland Institute's board of managers who endowed a lecture series there; he later became mayor of Baltimore and governor of Maryland.

1858

SKETCHING THE NEW FRONTIER

Harper's New Monthly Magazine sponsored an **artist's excursion on the B&O Railroad**, from Baltimore to the Ohio River Valley. Maryland Institute board member William Prescott Smith, an officer of the B&O, orchestrated the trip. Outbound, with stops to sketch, the trip took four days. The return trip was only 16 hours.

1861–1865

CIVIL WAR

Throughout the Civil War, B&O President John W. Garrett assured B&O support of the Union cause. The first blood of the war was shed on April 19, 1861, when **troops fired at an unruly mob at Pratt and Gay streets** in Baltimore—close to Maryland Institute.

The Maryland Guard occupied the Institute's 1851 building. Union troops wounded at the Battle of Antietam filled the Great Hall in the fall of 1862. President **Abraham Lincoln** addressed those attending the Sanitary Fair—a **benefit for Union Troops—in the Great Hall** April 18, 1864—a year (almost to the day) before his assassination.

1890s

THE CHALLENGE OF

After focusing its energy toward, following the Civil War, decided to compete for passenger traffic along the corridor. **The new service Washington to Baltimore was called The Blue Line**, known for its quality, style, and class. The B&O began digging a tunnel from Camden Station to its new uptown station, which would serve the expanding neighborhoods of Bolton Hill and Mount Vernon. Construction of the Mount Royal Station in 1894. It was completed