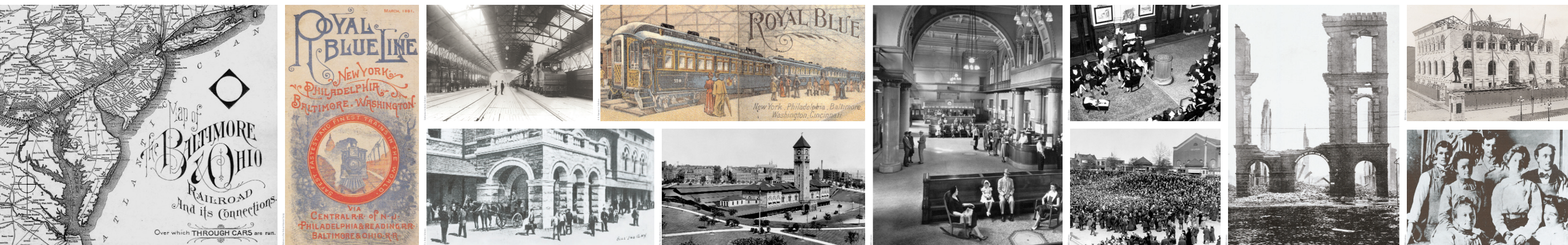


TRAMP FOR THE INDUSTRIAL AGE



1890s

THE CHALLENGE OF CHANGE

After focusing its energies westward, following the Civil War B&O decided to compete for the passenger traffic along the northeast corridor. **The new service from Washington to New York was called The Royal Blue Line**, known for its quality, style, and class. To create the most efficient route, in 1891, B&O began digging a tunnel from Camden Station to the site of its new uptown station, which would serve the expanding neighborhoods of Bolton Hill and Mount Vernon. Construction of the Mount Royal Station began in 1894. It was completed in 1896.

TECHNICAL INNOVATION

B&O was the first railroad in the United States to operate an **electric locomotive** to pull trains through a tunnel. At the Mount Royal Station this prevented smoke produced by coal-burning trains from billowing out of the Howard Street tunnel and polluting the surrounding neighborhoods.

INFLUENTIAL ARCHITECTURE

Mount Royal Station architect, E. Francis Baldwin (1837–1916) designed some of Baltimore's most notable Victorian-era structures, including the Maryland Club. Working for the B&O Railroad for the last quarter of the nineteenth century, Baldwin and his partner, Josias Pennington, were among the most important and prolific architects of the period. The pair designed the famous 22-sided roundhouse next to the Mount Clare Station. The world's largest circular industrial building when completed, it is now home to **Baltimore's B&O Railroad Museum**.

A MODEL OF LUXURY

The luxurious appointments and architecture of the Mount Royal Station were responses to growing competition along the profitable northeastern corridor. **Opening on September 1, 1896, Mount Royal Station** was a point of pride for the B&O and Baltimore, with its striking mix of Romanesque and Renaissance-style architecture and distinctive 150-foot-high clock tower. The new station epitomized the Royal Blue Line's ideals of **first-class travel—the turn-of-the-century dining car** offered terrapin on its dollar menu.

CENTERPIECE FOR COMMUNITY

The vaulted two-story ceilings and rich décor of the **Mount Royal Station's main waiting room** made it a memorable stop on the Royal Blue Line. B&O customers waited in style—mosaic tile floors, oak wainscoting, and stamped metal ceilings were among the many details for which the B&O spared no expense. Modern amenities included a private ladies' parlor, a gentlemen's smoking room, and a news and cigar stand. Rocking chairs (added in the 1920s), Oriental carpets, and fireplaces at each end of the waiting room added a graceful touch. A gramophone played music.

A NEW NEIGHBOR

As the Mount Royal Station marked its tenth year, the Maryland Institute's **new Main Building in Bolton Hill** neared completion one block north. The college's **1851 building had been destroyed in the Great Fire of 1904**—along with the B&O's headquarters and 1,300 other structures in the heart of downtown. **MICA's Rinehart School of Sculpture**, which had been established in 1896, the year the station opened, was the first school of its kind in the country. Its first graduating class is shown here.

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