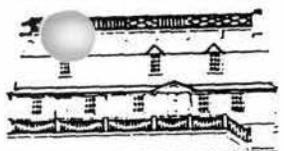


MARYLAND
HISTORICAL



TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: Baltimore Copper Paint Co. Survey Number: B-1042

Property Address: 501 Key Highway / 301 Covington Street

Project: L? Robert Walter Co. Environ. Asses. Agency: ? State Bond Bill

Site visit by MHT Staff: no yes Name _____ Date _____

District Name: Federal Hill H.D. Survey Number: _____

Listed Eligible _____ Comment _____

Criteria: A B C D Considerations: A B C D E F G None

The resource contributes/ _____ does not contribute to the historic significance of this historic district in:

Location Design Setting Materials

Workmanship Feeling Association

Justification for decision: (Use continuation sheet if necessary and attach map)

The distinctive pre-shaped office building is ~~the~~ the only remaining portion of the 1913 Baltimore Copper Paint Company Plant. The Company invented and produced protective coatings for ship hulls and thus was closely linked to Baltimore & Federal Hill's Maritime industry. The brick building with classical detailing is related to the simple, classical brick warehouses and commercial buildings of the district and is distinctive in that it has a rounded facade to fit the contour of Key Highway as it bends around the base of the hill.

Documentation on the property is presented in: Inventory form # B-1042

Prepared by: Robert Wise, Baltimore Museum of Industry

Elizabeth Harrold 7/15/91

Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

R. [Signature] 7.15.91

Reviewer, NR program Date

guy

Survey No. B-1042

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C.- A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Building

Historic Environment: Urban/Industrial

Historic Function(s) and Use(s): Office Building

Known Design Source: ✓

B-1042
Baltimore Copper Paint Co.
501 Key Highway
Baltimore city, Maryland

1913

The Baltimore Copper Paint Company building was built in 1913 to provide office and warehouse space for a manufacturer of marine coatings. The building occupies a constrained, triangular lot at the northeast corner of Key Highway and Covington Street, facing the Inner Harbor adjacent to Federal Hill Park; its principal (northeast) facade is elliptical, following the curve of Key Highway as it turns southward. The construction of the building coincided with the opening of Key Highway as part of a major program of harbor improvements carried out by the City of Baltimore.

The building stands three stories high above a basement, and features restrained Classical detailing typical of the period. It is constructed of brick, laid in running bond on the north and west elevations; the pattern changes to header bond at the northwest corner, which is curved. The northeast facade is eight bays wide. At the ground floor, the principal entrance is located in the second bay from the west, and is marked by a low-pitched pediment, supported on consoles; executed in copper, this serves both as an architectural feature and as subtle signage for the company's principal product. The fenestration of the facade is highly regular: each story is marked by regularly-spaced window openings with cast stone sills and segmental-arched heads formed by a triple rowlock course between cast stone impost blocks. These openings hold plain-framed 4/4 wooden sash (the sash has been removed on the third floor, and the openings boarded; windows remain intact elsewhere). In the second bay from the east on the ground floor, an exceptionally wide opening holds a large 6/6 window; evidence indicates that this opening formerly held an entrance. The flat-roofed building is capped with a sheet metal cornice, with crown and bed molds, above a stepped fascia molding of the same material. There is a low parapet above the cornice.

On the interior, the ground floor space is partitioned to provide a reception area, office, rest rooms, and warehousing. The spaces are irregular in plan, in response to the unusual configuration of the building. The ground floor retains much of its original decorative detailing and finish materials. The upper stories and basement provided storage space for raw materials, finished products, and company records.

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Baltimore Copper Paint Company; Oliver Reeder & Son, Inc.

and/or common

2. Location

street & number 501 Key Highway n/a not for publication

city, town Baltimore ___ vicinity of congressional district

state Maryland county independent city

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

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

name City of Baltimore, c/o Mayor & City Council

street & number City Hall, 100 N. Holliday St. telephone no.: (410) 396-3100

city, town Baltimore state and zip code MD 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Clarence Mitchell Courthouse liber

street & number Room 610, 100 N. Calvert St. folio

city, town Baltimore state MD 21202

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

pository for survey records

city, town state

7. Description

Survey No. B-1042

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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

CONTRIBUTING RESOURCE COUNT: 1

The Baltimore Copper Paint Company building, located at 501 Key Highway, was built in 1913 to provide office and warehouse space for a manufacturer of marine coatings. The building occupies a constrained, triangular lot at the northeast corner of Key Highway and Covington Street; its principal (northeast) facade is elliptical, following the curve of Key Highway as it turns southward. The construction of the building coincided with the opening of Key Highway as part of a major program of harbor improvements carried out by the City of Baltimore.

The building stands three stories high above a basement, and features restrained Classical detailing typical of the period. It is constructed of brick, light red in color, laid in tan mortar with deeply raked joints. The masonry is laid in running bond on the north and west elevations; the pattern changes to header bond at the northwest corner, which is curved. The northeast facade is eight bays wide. At the ground floor, the principal entrance is located in the second bay from the west, and is marked by a low-pitched pediment, supported on consoles; executed in copper, this serves both as an architectural feature and as subtle signage for the company's principal product. Below the pediment, a large, three-light transom surmounts a pair of partially glazed, double-leaf doors. The entrance has a granite threshold, and is served by a brick stoop with a granite platform reached by a flight of five granite steps; there is a simple bronze handrail.

The fenestration of the facade is highly regular: each story is marked by regularly-spaced window openings with cast stone sills and segmental-arched heads formed by a triple rowlock course between cast stone impost blocks. These openings hold plain-framed 4/4 wooden sash (the sash has been removed on the third floor, and the openings boarded; windows remain intact elsewhere).

An exception to this pattern occurs in the second bay from the east, which apparently formerly held an entrance; here an exceptionally wide opening holds a large 6/6 window, and the area below the sill shows clear evidence of infill with dark red brick. This bay also lacks a cellar window, in contrast to the other facade bays, which hold two-light cellar windows aligned directly below the ground-floor openings. It is probable that this alteration took place during the initial construction of the building, or shortly thereafter.

8. Significance

Survey No. B-1042

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input 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 type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1913 Builder/Architect Rufus Bennett, arch't/engineer

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore Copper Paint Company building, constructed in 1913 at 501 Key Highway in Baltimore city, is significant under Criterion C as an example of a type of office and warehouse structure associated with an industrial enterprise in the early twentieth century. It derives additional significance under Criterion A, for its association with the ship construction and maintenance industries; the marine anti-fouling and anti-corrosion coatings produced by the Baltimore Copper Paint Company were supplied to international as well as local markets. The company was the successor to the firm of Charles H. Reeder, shipbuilder and fabricator of marine engines, which had been established at Baltimore's inner harbor in 1813. The building housed the executive offices of the Baltimore Copper Paint Company, and also provided warehouse space for raw materials, finished products, and records. It is the northernmost (and only surviving) element of a former complex of three buildings, all of which were in place by 1914, located in a triangular plot bordered by Key Highway, Covington Street, and East Montgomery Street. The actual manufacture of finishes and compounds took place in two lower, two-story interconnecting structures which adjoined the office building at the rear; these structures were demolished in 1981. As the company's operations expanded, additional factory and warehouse space was provided by two-story brick buildings of later date, located at 501 East Montgomery Street and 840 Key Highway.

The April 10, 1913 issue of Manufacturers Record announced that Oliver Reeder & Son, then located at 414 East Hughes Street, had contracted with the construction firm of George W. Bennett to erect a fireproof warehouse, 49.11 by 65 feet, at Key Highway and Covington Street. Rufus Bennett was named as designer.

The Baltimore Copper Paint Company building was one of the first projects of engineer Rufus Bennett (1890-1965), who graduated from the Maryland Institute school of design in 1913, the same year the building

9. Major Bibliographical References

Survey No. B-1042

See notes, Section 8, Page 8

10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Baltimore East, MDQuadrangle scale 1:24000

UTM References do NOT complete UTM references

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

--	--	--	--	--	--	--	--	--	--

D

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E

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F

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G

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H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

Boundaries correspond to the single city lot upon which the building stands, encompassing the property historically associated with the resource.

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 Peter E. Kurtze, Architectural Historian (consultant)for the organization American Visionary Art Museum date June 30, 1992street & number 109 Brandon Road telephone (410) 296-7538city or town Baltimore state MD 21212

The Maryland Historic Sites Inventory 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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 7 Page 2

B-1042
Baltimore Copper Paint Co.

A four-brick belt course marks the transition between the first and second, and second and third stories. The building is capped with a sheet metal cornice, with crown and bed molds, above a stepped fascia molding of the same material; the cornice wraps around the northeast and west elevations, and returns slightly at the southeast and southwest corners. There is a low parapet above the cornice.

The west elevation, facing Federal Hill Park across Covington Street, is five bays wide. The central bay holds a large freight entrance below a three-light transom (a small 1/1 window was cut-in directly to the north of this entrance). The flanking bays hold 4/4 sash. The five bays of each upper story are marked by window openings. On the second story, 4/4 sash remain intact behind plywood; the third-floor windows have been removed, and the openings boarded. Sloping topography allows for two cellar windows in the northernmost bays. Detailing of brickwork, openings, and cornice is consistent with that of the northeast facade.

A lower, two-story structure used for the manufacture and shipping of paint formerly extended from the south wall of the building; this structure, which probably predated the subject building, was demolished in 1981. A historic photograph, probably taken in the late 1940s from Federal Hill Park, shows the west elevation of this section to have been six bays wide, with an apparent entrance in the second bay from the south and an exceptionally wide window in the second bay from the north on the ground story. The remaining bays held multipaned sash on both levels. All openings were segmental-arched. The flat-roofed structure was capped with a brick cornice featuring corbeled dentils. The office and warehouse communicated with this structure through doors in its south wall on the ground and second-story levels. The ground-floor opening remains; the second-story opening has been infilled on the exterior, but a sliding utility door remains on the interior of the building. The south wall has been parged on the first and second story levels. Exposed brickwork above the parging is laid in five-course bond. A semicircular gutter caps this elevation.

On the interior, the ground floor space is partitioned to provide a reception area, office, rest rooms, and warehousing. The spaces are irregular in plan, in response to the unusual configuration of the building. A frame partition, running longitudinally, essentially bisects the triangular plan into two wedges; transverse partitions create an office in the northwest corner and a service area in the southwest corner. The entrance opens into a small vestibule defined by a turned balustrade; a reception area extends to the east of this vestibule, and the office is located to the west. The ground floor retains much of its original decorative detailing and finish materials.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 7 Page 3

B-1042
Baltimore Copper Paint Co.

This area is finished in narrow vertical wainscoting with chair rail, baseboard, and picture molding; window and door frames are trimmed with stepped architraves with an ogee backband molding. The office, in the northwest corner of the building, is separated from the reception area by a paneled wall; the upper tiers originally held pebbled glass. The office is finished in three tiers of fielded panels; a closet and private washroom open off its south wall. The ladies' rest room is located in the eastern corner of the building. The early woodwork throughout the ground floor is of oak or chestnut, with a clear finish; interior doors have two fielded panels. The entrance doors are grain-painted on the interior surface.

A room finished in knotty pine paneling extends to the south of the reception area, through a broad opening in the longitudinal partition; Sanborn Map evidence suggests that this area originally served as storage space, and it appears that a need for increased public space prompted its reconfiguration in the mid-20th century. Building permits indicate that a partition was introduced in 1979, bisecting the reception area to create a break room; other partitions were relatively recently introduced or relocated to create closet space. The floor is constructed of concrete, covered with wall-to-wall carpeting. The ceiling is sheathed in acoustical tiles; the 1914 Sanborn Map indicates that the office originally had a tin ceiling. (A search of public repositories and private collections was carried out in an effort to locate original architectural drawings, but yielded no such resources).

The southwestern corner of the ground floor is occupied by unfinished, warehouse space, the freight elevator, men's rest room, and the stairs to the upper and lower levels; this area is separated from the public areas, and is accessed through a door opposite the vestibule.

The basement is open, except for a small furnace room at the east corner. The structural system supporting the upper floor comprises three transverse I-beams supporting heavy, closely-spaced joists, with X-bracing. The easternmost beam, which spans the shortest distance, is set directly into the masonry of the front and rear walls, with no intermediate support; the center beam rests on a single I-section post, and the westernmost beam (the longest span) has two supporting posts. This system is repeated on the first and second stories. The basement was historically used for storing resins and other raw products in metal drums.

The second story is a large open space used for storage of paint and raw materials. The only intrusions into the floor area are the

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 7 Page 4

B-1042
Baltimore Copper Paint Co.

freight elevator centered on the west wall, and the stair in the southwest corner. Additional storage area is provided by a single large, deep shelf which is suspended across the south and north wall, and which spans the area between the freight elevator and the northwest corner of the west wall. The flooring consists of tongue-in-groove boards with a double layer in heavy wear areas; the path between the freight elevator and the door in the south wall which formerly served the manufacturing area is sheathed in steel.

The historical use of the third floor was to store records, dry pigments in bags, and raw materials in drums. This space has a system of shelves similar to that of the floor below. A small room is partitioned off this area in the southeast corner; this enclosure currently holds company records. A variety of other items, including office furniture, paint mixing machinery, paint cans, lumber, glass, pallets, and stationery are stored in the larger space. The floor is covered with tongue-in-groove boards, laid diagonally. The roof framing consists of two sets of vertical wooden posts supporting longitudinal beams across which X-braced roof joists are laid transversely; wooden decking is laid across these joists. A ladder near the southwest corner provides access to the roof through a hatch. The roof has a built-up composition surface.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 2

B-1042
Baltimore Copper Paint Co.

was constructed. He took over the residential and commercial construction business which had been established in 1841 by his grandfather, and directed its operations until he retired in 1955.

The construction of the building coincided with the development of Key Highway as part of a major program of improvements in the inner harbor area carried out by the City of Baltimore. In 1914, commentator John Wilbur Jenkins cited this program as one of many valuable collateral effects of the rapid and comprehensive rebuilding of the city's central business district which had been destroyed by fire ten years earlier.

[The rebuilding after the fire] . . . compelled merchants in other sections to modernize their stores and warehouses to keep pace with those in the "Burnt District," and this has resulted in improvement all over the city. With its new business centre, Baltimore became ashamed of its open sewers and cobblestone pavements, of its old docks and wharves and narrow streets, and while it was rebuilding the business district it set about to make other large improvements. . .

There was no street worth the name running parallel with the long line of docks from Light Street to Locust Point, where the steamers from Europe land their passengers and cargoes. So the city has cut a street 160 [sic] feet wide from Light Street to Locust Point, curving along this stretch of harbor, and has named it "Key Highway."¹

The progress of the Key Highway project was chronicled in the Baltimore Municipal Journal, an organ of Baltimore City government which was published from 1913 to the early 1930s. The first issue of this journal reported on "Future Development of the South Side:"

Plans are developing, the ultimate purpose of which is to construct a commercial highway in South Baltimore, paralleling the water front, and eventually connecting up with the piers of the B. & O. R. R. at Locust Point. . . . The idea of all this is to make possible the development of South Baltimore for industrial purposes. . . .

The first section of this street, starting at Light and Lee streets and ending at Covington and Hughes streets, is virtually under construction; that is to say, the buildings in the line of the improvement are being removed. The sewers are being installed, and as soon as the city gets possession of all of the property and the removal of the buildings has

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 3

B-1042
Baltimore Copper Paint Co.

been completed, the actual construction of the street will begin.²

The removal of derelict structures in the path of Key Highway was promoted as a public benefit:

In the place of many dilapidated shacks that are being removed will develop all along the route of the proposed highway a type of business construction which will alter that whole section for the better.³

The Baltimore Copper Paint Company Building was among the first of the new business structures which the city envisioned as improving the Key Highway area.

By August 1, 1914, the first section of Key Highway had been completed.⁴

In an interview, Oliver H. Reeder recalled that the steps serving the Key Highway entrance had been a point of contention between his father and Baltimore City officials. In 1915, shortly after the building was completed, the City moved to prohibit "porches, awnings, or other projections beyond the building line" on Key Highway (as well as on two other major thoroughfares then in the process of improvement, 33rd Street and Fallsway).⁵ The extent and nature of this dispute are unclear, but it may have prompted the alteration of the opening near the east end of the northeast facade.

Mr. Reeder also recalled that his father had directed the architect to incorporate an extra-strong structural system, so that additional stories might be constructed in the future. The unusual triangular plan, however, was found to detract from the building's efficiency as a warehouse, and the notion of expanding upward was not pursued.

The Sanborn Insurance Map prepared in 1914 documents the configuration and function of the building shortly after its completion.⁶ The surviving front section of the building is shown as three stories high, constructed of brick with steel posts and girders, accommodating an office on the first floor and stock on all floors. A dotted line indicates a serpentine partition which divided the office and warehouse spaces of the first floor (some reconfiguration of this area has since taken place, in which part of the former storage area was finished as public space). A two-story brick wing extended from the rear of the office building; shipping took place on the ground floor and packing above. At the rear, a two-story structure housed

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 4

B-1042
Baltimore Copper Paint Co.

manufacturing at ground level with stock above. The dimensions of the office section correspond to those given in the Manufacturer's Record contract announcement cited above, suggesting that the two-story structures were already in place, and the office building was constructed to abut them.

The operations of the Baltimore Copper Paint Company were inextricably intertwined with the shipping, shipbuilding and repair industries of the Baltimore harbor. The company developed as an adjunct to a shipbuilding and repair firm; it received its raw materials and shipped finished products through the Port of Baltimore, and served an important local market for its products among the city's shipping and shipbuilding concerns.

The Baltimore Copper Paint Company was an outgrowth of the firm founded in 1813 by Charles Reeder (1787-1855), a machinist who relocated to Baltimore from Bucks County, Pennsylvania, to engage in the manufacture of ships' engines. Charles Reeder is credited with installing the engine in the "Chesapeake," the first steamboat on the Chesapeake Bay, which offered passenger service between Baltimore and Frenchtown beginning in June 1813. By 1815, Reeder had constructed the first marine engines made in Baltimore at his yard at Federal Hill; these engines were installed in the steamers "Norfolk" and "Virginia." Later in the 19th century, the firm of Charles R. Reeder & Co. evolved to encompass shipbuilding and ship repair operations. An adjunct to that business, developed in 1870, was the production of anti-fouling coatings for ship bottoms.⁷ Wooden hulls were susceptible to attack by teredos or shipworms, and to fouling resulting from the growth of barnacles and marine grasses; this had been "a problem since Noah built the ark."⁸ To prevent these conditions, wooden hulls were sheathed in copper sheets. The Reeder firm, then under the direction of Charles Reeder's son, Oliver, was among the first companies to develop and produce a paint which incorporated copper, which effectively protected wooden hulls from shipworms and marine growth. This product was supplied to Chesapeake Bay commercial vessels and the cargo schooners which carried freight throughout the Atlantic Coast.

Shipbuilding operations were discontinued in the early twentieth century, and the company carried on the manufacture of marine paints, gradually diversifying to adapt to new technologies and requirements. The Baltimore Copper Paint Company developed anti-corrosive and anti-fouling coatings for the new steel-hulled vessels that began to replace wooden ships after the turn of the century. The emerging tanker industry provided a new market in the World War I era, as coastal schooners began to decline. During World War II, the firm was the largest manufacturer of ship's-bottom anti-corrosion paint in the city,

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 5

B-1042
Baltimore Copper Paint Co.

and employed forty workers at the Key Highway plant. It supplied coatings for the numerous Liberty Ships constructed in Baltimore between 1941 and 1944 (estimates range from 384 to over 500 vessels).⁹ Other coatings served the special requirements of PT boats operating at high speed in tropical waters. A branch operation in New York employed 300 workers in camouflaging commission vessels. The Baltimore Copper Paint Company's outstanding contribution of marine paint to the war effort was recognized in 1943 by the U. S. Maritime Commission's "M" award; more than 90% of the marine paint produced by the firm during World War II was for Maritime Commission vessels.¹⁰

After the War, the company entered the international market, and became one of the first Maryland recipients of the U. S. Department of Commerce's Presidential "E" award for exports. These links with overseas markets later extended to formal relations with paint manufacturers in Norway, Italy, and the United Kingdom, and to the Pacific area, where the company's products were manufactured and distributed under license. In addition to coatings for commercial use, the company developed paints for pleasure boats, and supplied finishes for the 12-meter yachts engaged in competition for the America's Cup until the continual evolution of increasingly sophisticated hull materials rendered bottom paints obsolete.¹¹

A survey of Baltimore industries carried out in 1913 found 11 paint manufacturers in operation in the city, employing a total of 300 workers to produce \$1,933,084.00 worth of goods.¹² Throughout its existence, the Baltimore Copper Paint Company was unusual among paint manufacturers both locally and internationally, in that it produced a line of products specifically directed to marine uses. Thanks to the highly specialized nature of the marine-coatings industry, the Baltimore Copper Paint Company enjoyed relative freedom from competition. As Oliver H. Reeder observed, the business required "enormous flexibility" to be able to respond to sudden requirements for product in far-flung ports, to the extent that "only three or four companies" could carry on operations on a worldwide basis.¹³ Larger paint manufacturers, lacking a commitment to its special demands, avoided this segment of the market.

As of 1973, the Baltimore Copper Paint Company employed approximately 100 workers, producing 2,500 gallons of marine finishes and compounds daily. In 1969, the firm merged with Jotun, a Scandinavian paint manufacturer, and Glidden, a division of SCM; manufacturing operations at the Key Highway site were discontinued in the early 1980s.¹⁴ The City of Baltimore acquired the building after 1983 for use as a streetcar museum. It is currently slated for redevelopment as part of a new complex housing the American Visionary

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 6

B-1042
Baltimore Copper Paint Co.

Art Museum, a national museum and education center devoted to celebrating the talents and accomplishments of self-taught artists, including disabled, elderly, and institutionalized persons, whose creative expressions are independent of the influence of mainstream art. In addition to exhibit space, a library, theater and classroom space, the new 30,000-square-foot complex will incorporate offices, gift shop, facilities for the display of large sculptures in a converted whiskey warehouse, and a sculpture garden featuring wildflowers. Project architects are Rebecca B. Swanston, AIA, and Alex Castro. Construction will start in late September 1992, and the opening of the museum is planned for Spring 1994.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 7

B-1042
Baltimore Copper Paint Co.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s): Industrial/Urban
Dominance, 1870-1930

Prehistoric/Historic Period Theme(s): Architecture,
Landscape Architecture and Community Planning; Economic
(Commercial and Industrial)

Resource Type:

Architecture: industrial building; standing
structure

Economic (Commercial and Industrial): office/warehouse;
standing structure

Category: Building

Historic Environment: dense urban development

Historic Function(s) and Use(s): industrial/commercial;
office/warehouse

Known Design Source: Rufus Bennett, architect

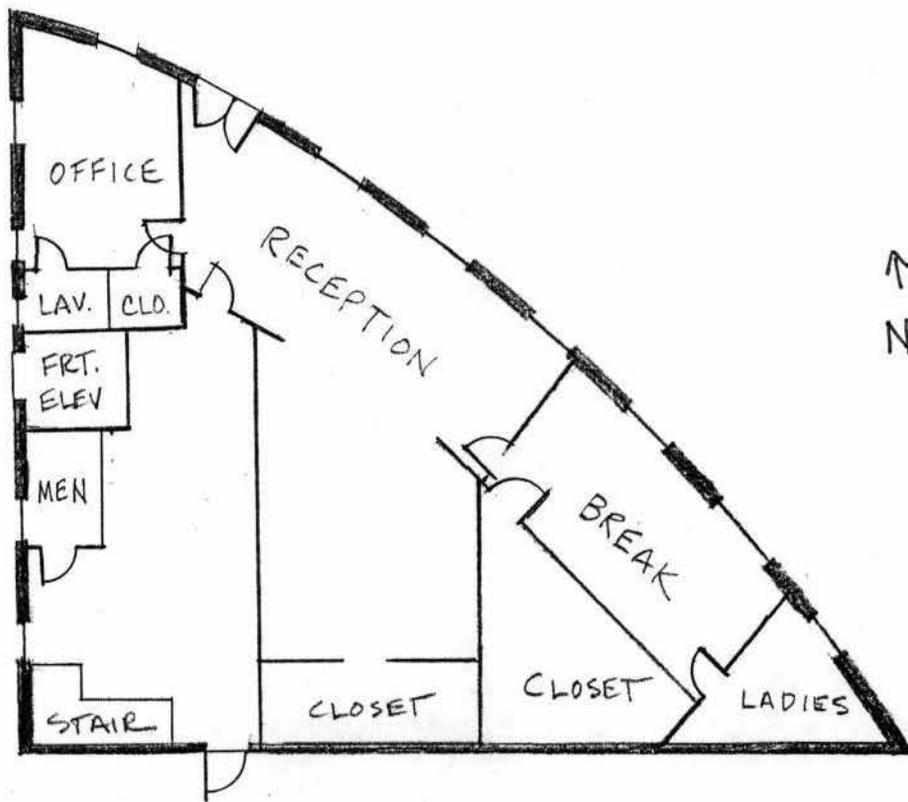
MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Section 8 Page 8

B-1042
Baltimore Copper Paint Co.

Notes:

1. John Wilbur Jenkins, "The New City of Baltimore," orig. pub. in The World's Work, 1914; quoted in Marion E. Warren and Mame Warren, Baltimore: When She Was What She Used to Be, 1850-1930. Baltimore: Johns Hopkins University Press, 1983, pp. 141-142.
2. "Future Development of the South Side," Baltimore Municipal Journal, Vol. 1, No. 1, January 17, 1913, p. 2.
3. "Disappearing Before City Progress: Key Highway and Clearing Out Ugly Properties," Baltimore Municipal Journal, Vol. 2, No. 6, March 20, 1914, p. 11.
4. "Rapid Record of Paving During Seven Months of 1914," Baltimore Municipal Journal, Vol. 2, No. 16, August 28, 1914, p. 6.
5. "No Porches, Awnings, or Other Projections Beyond the Building Line on 33rd Street, Key Highway or Fallsway," Baltimore Municipal Journal, Vol. 3, No. 15, August 6, 1915, p. 7.
6. Sanborn Map Company, Fire Insurance Maps of Baltimore, Maryland, Chicago: Sanborn Map Company, 1914.
7. The following discussion of the history of the Baltimore Copper Paint Company and its products is drawn largely from "A Local Firm With a Proud Tradition," Port of Baltimore, April 1973, pp. 14-16.
8. Oliver H. Reeder, interview, May 28, 1992.
9. Baltimore Sun, July 31, 1953.
10. Baltimore Sun, September 8, 1943.
11. Personal communication, Oliver H. Reeder, May 30, 1992.
12. "Industrial Survey of Baltimore, December 1914"; vertical file, Enoch Pratt Free Library.
13. Interview, May 28, 1992.
14. Oliver H. Reeder, interview, May 28, 1992.



B-1042
Baltimore Copper Paint Co.
ground floor plan
sketch plan; not to scale

E. HUGHES AV.

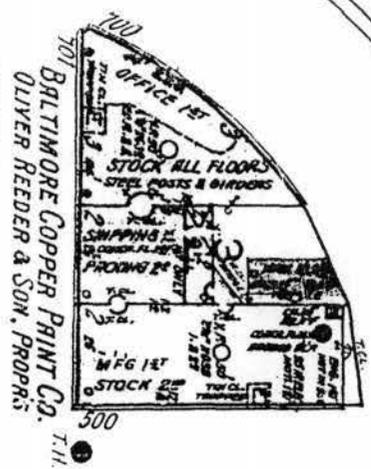
373

4" W. PIPE

101

R. R. SIDING

TO SE
LITVENED

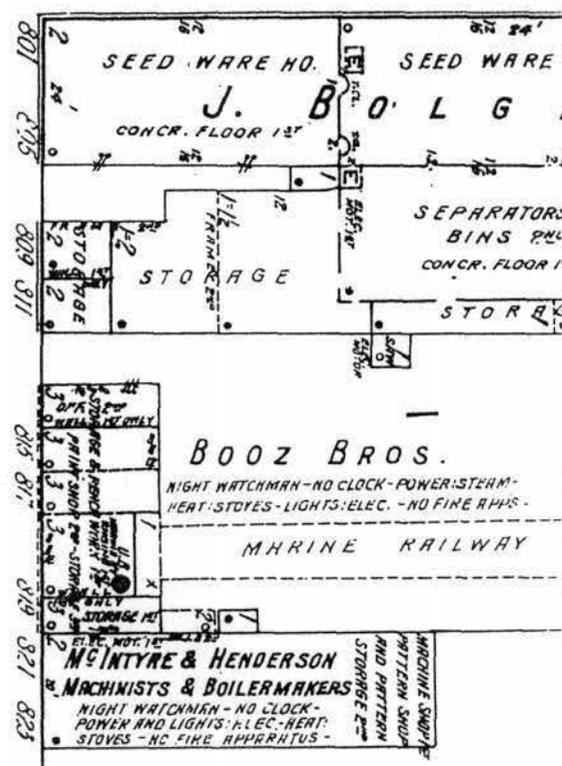


BALTIMORE COPPER PAINT CO.
OLIVER REEDER & SON, PROPRS.

10" W. PIPE

6" W. PIPE

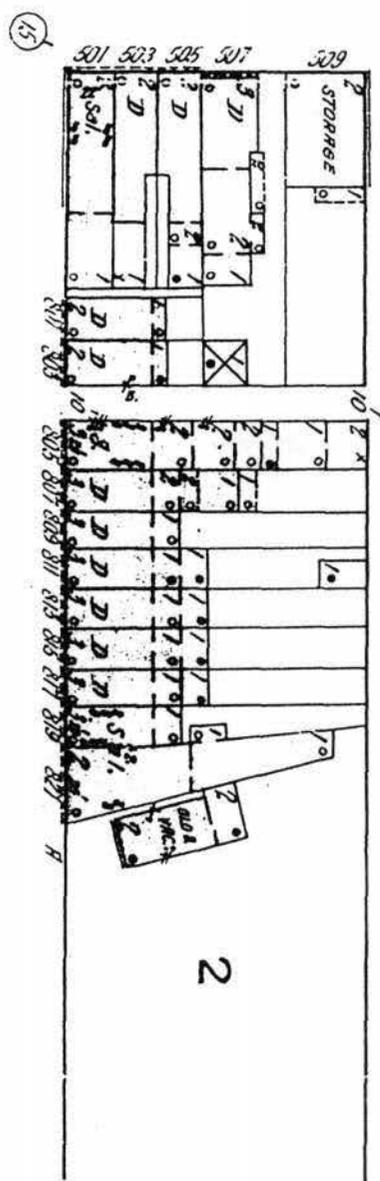
E. MONTGOMERY -



801 295 809 311 815 817 819 321 823

106

KEY HIGHWAY (BI



15

2

COVINGTON

371

BALTIMORE COPPER PAINT CO.

FOR MATERIALS: PAINTS, LUMBS, ELEC.,
MACHINERY, FUEL, COAL, CITY WATER,
AND COLLECTORS - ALSO FEELS LIST

J. BOGINKO & SON

SHORE & HALE
777
SANBORN
9 FCM CHICAGO
LITVA
22AS DISTRICT

372

B-1042
Baltimore Copper Paint Co.
Sanborn Map Company
Fire Insurance Maps of Baltimore, 1914



B-1042
 Baltimore Copper Paint Co.
 Location Map
 Baltimore East, MD 1933





BALTIMORE PUBLIC SCHOOLS CO

LUTHER J. B. HALL

B-1042

BALTO. COPPER PAINT CO.

BALTIMORE MD

PHOTOGRAPHER & DATE UNKNOWN (CA. 1940s?)

COPY NEG AT MHT

WEST ELEVATION SHOWING SOUTH SECTION OF
COMPLEX DEMOLISHED IN 1981 - TAKEN FROM
FEDERAL HILL PARK



B-1042

B-1042

B-1042

RON PULLMAN 3' 22"

NEW AT

NORTHWEST CORNER



B-1042

BASE OF PAPER TOWER

BASE OF TOWER

ROCK SOLIDON, 6/92

NEG AT M+T

SOUTHEAST CORNER



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, 6/92

NEG AT MUT

NORTHEAST FACADE

A black and white photograph of a three-story brick building. The building has a rounded corner on the left side. It features a grid of windows: the top two floors each have five windows, and the ground floor has four windows. The windows are mostly boarded up with light-colored material. The ground floor has a central entrance with a closed metal roll-up door. A sign on the left side of the building reads "Baltimore TROLLEY WORKS". To the left of the building, a utility pole stands on the sidewalk. In the background, another building is visible with a sign that reads "CONSUMER RESIDENCE". The sky is overcast, and there are power lines visible on the right side of the image.

Baltimore
TROLLEY
WORKS

CONSUMER RESIDENCE

B-1042

BALTO. COPPER PAINT CO.

BALTO. COPPER PAINT CO.

RON SOLOMON, SA

NEG AT BALTO

WEST MARYLAND

REPRODUCTION
OF
ORIGINAL
RECORDED
AND
INDEXED



B-1042

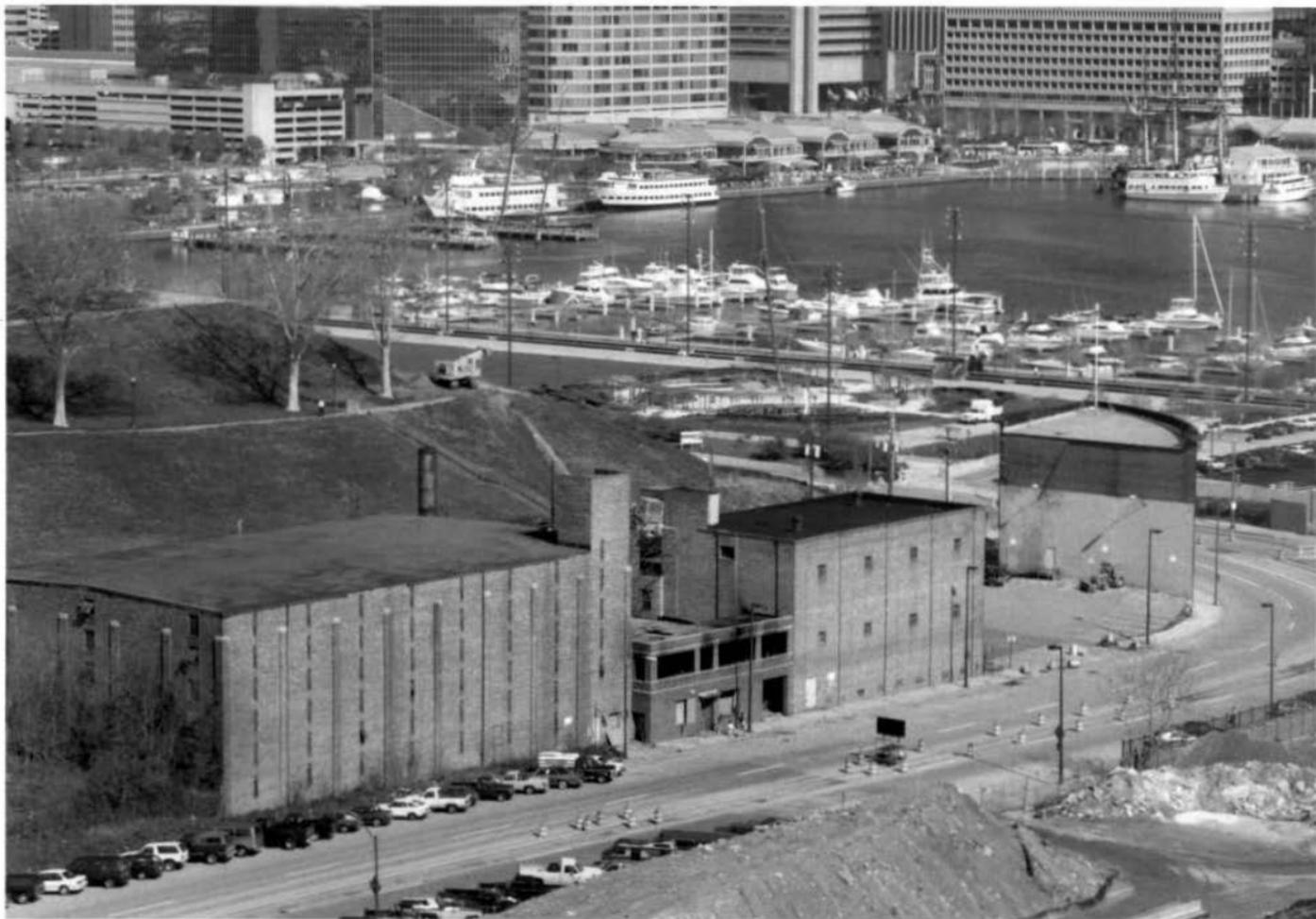
BALTO. COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON, 6/92

NEG AT MHT

CORNICE DETAIL, NW CORNER



B-1042

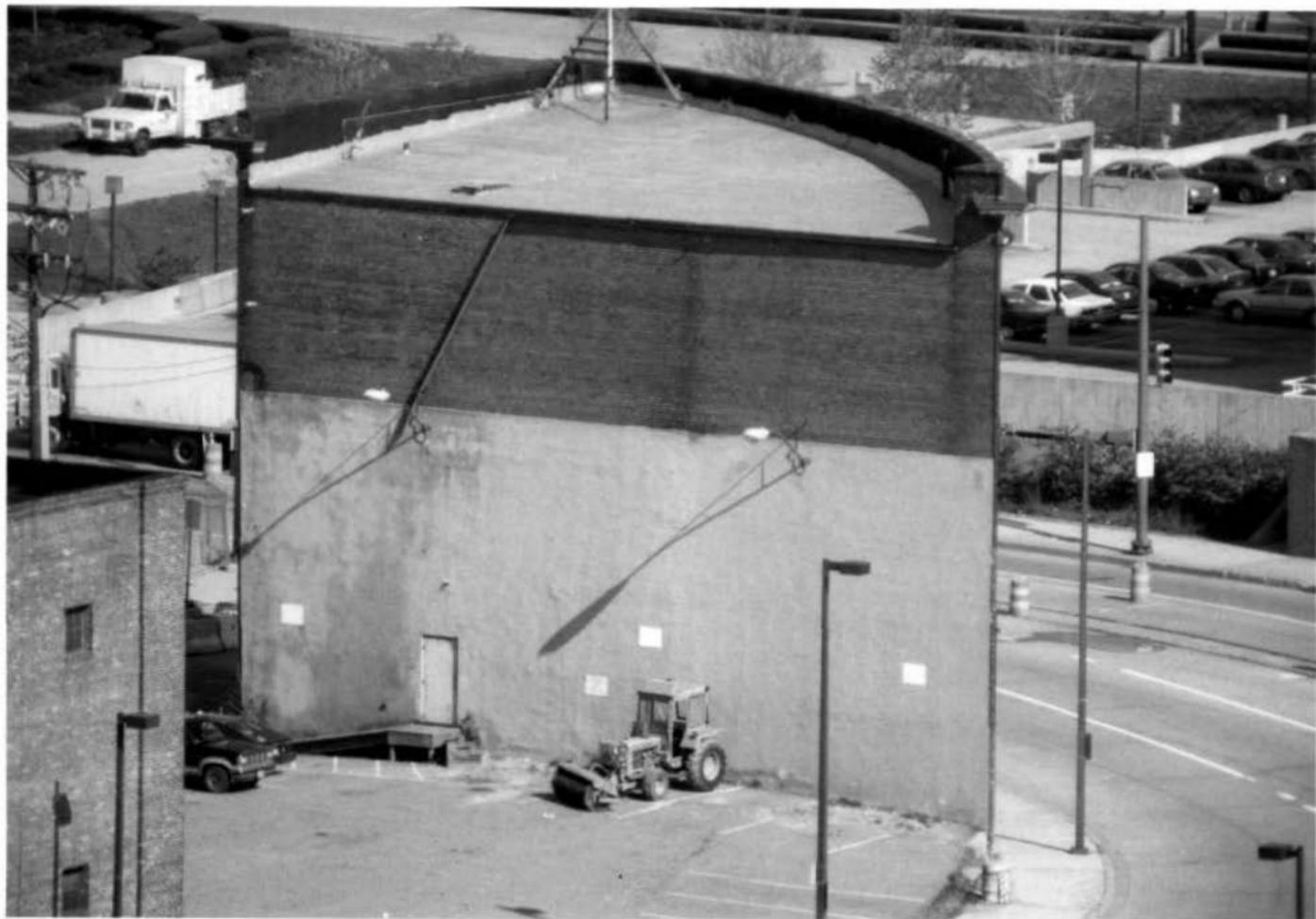
BALTO. COPPER PAINT CO.

BALTIMORE MD

MARTY KATZ, 1992

NEG AT BLOW-UP, INC., BALTO. MD

AERIAL VIEW FROM SOUTH SHOWING BLDG. IN
CONTEXT, WITH FEDERAL HILL PARK AND
INNER HARBOR IN BACKGROUND



B-1042

BALTO. COPPER PAINT CO

BALTIMORE MD

MARTY KATZ, 1992

NEG AT BLOW-UP, INC., BALTO., MD

AERIAL VIEW FROM SOUTH



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, 3rd

NEG AT MIT

SOUTH GLENVIEW



B-1042

BALTO. COPPER PAINT CO.
BALTIMORE, MD

RON SOLOMON, 6/92

NEG AT MHT

PRINCIPAL ENTRANCE



501

B-1042

BALTO. COPPER TAINT CO.

BALTIMORE, MD

RON SOLOMON, 6/92

NEG AT MHT

COPPER PEDIMENT - DETAIL



B-1042

BALTO COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON, 5/92

NEG AT MHT

RECEPTION AREA, VIEW TO EAST

THIS IS A
KODAK PRODUCT

THIS IS A
KODAK PRODUCT



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD.

RON SOLOMON, 5/92

NEG AT MHT

RE

RECEPTION AREA, VIEW TO NORTHWEST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, 5/92

NEG AT MHT

RECEPTION AREA, VIEW TO SOUTHWEST



B-1042

BALTO. COPPER PAINT CO

BALTIMORE, MD,

RON SOLOMON, 5/92

NEG AT MHT

OFFICE, VIEW TO NORTHWEST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD.

RON SOLOMON, 5/92

NEG AT MHT

OFFICE, VIEW TO SOUTHEAST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, S192

NEG AT MHT

BREAK ROOM, VIEW TO EAST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLUTION, 5/42

NEG AT MHT

BREAK ROOM, VIEW TO SOUTHWEST

REPRODUCTION
THIS PHOTO
COPYRIGHT



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, 5/92

NEG AT MIT

BREAK ROOM, VIEW TO NORTHWEST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON, 5/92

NEG AT NHT

SERVICE AREA, GROUND FLOOR, SW CORNER,
FACING SW.



B-1042

BALTO COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

SERVICE AREA, GROUND FLOOR, FACING NW



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

SECOND FLOOR, FACING SW



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON 5/92

NEG AT MHT

SECOND FLOOR, FACING NW



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

SECOND FLOOR, FACING EAST



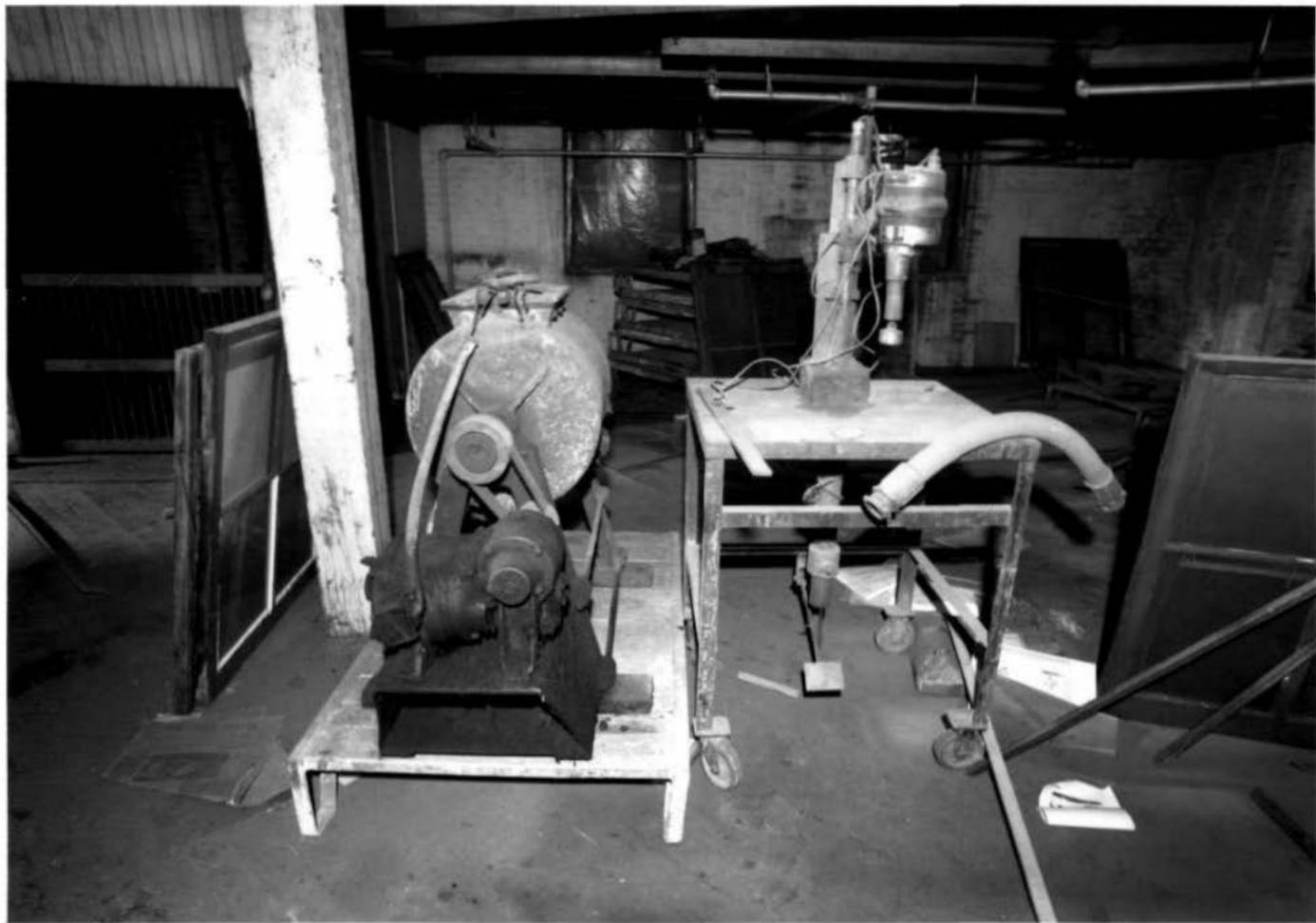
B-1042

BALTO. COPPER PAINT CO.
BALTIMORE, MD

RON SOLOMON 5/92

NEG AT MHT

THIRD FLOOR, FACING EAST



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

EQUIPMENT IN STORAGE, THIRD FLOOR



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE, MD

RON SOLOMON 5/92

NEG AT MHT

BASEMENT, FACING NW



B-1042

BALTO. COPPER PAINT CO.

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

BASEMENT, FACING SE



B-1042

BALTO COPPER PAINT CO

BALTIMORE MD

RON SOLOMON 5/92

NEG AT MHT

BASEMENT - DETAIL OF POST, GIRDER, &
JOISTS

Baltimore City, Md. (private, 1870)
Baltimore Copper Paint Company (B-1042)
Statement of Significance

The Baltimore Copper Paint Company invented and produced protective coatings for ship hulls. As a result, the company was intricately involved with the Port of Baltimore. In order to produce their product, they were dependent on the copper and other minerals that were imported to the city by ship. Their harbor location facilitated this. In turn, their product kept many of the ships in the harbor in operation. With materials easily accesable and a ready market, Baltimore Copper Paint developed into a highly successful operation which has lasted from 1870 to the present.

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Baltimore Copper Paint Company

and/or common

2. Location

street & number 501 Key Highway not for publication

city, town Baltimore vicinity of congressional district

state Maryland county

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"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Jotun-Baltimore Copper Paint Company

street & number 501 Key Highway telephone no.: 539-0045

city, town Baltimore state and zip code Maryland 21230

5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber RHB 3220

street & number Fayette and Calvert Streets folio 873

city, town Baltimore state Maryland

6. Representation in Existing Historical Surveys

title none

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. B-1042

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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

The distinctive, pie-shaped office building at the corner of Key Highway and Covington Street is the only remaining portion of the 1913 Baltimore Copper Paint Co. plant. A small, two-story brick masonry structure housing the manufacturing operations was attached to this structure on the south. It was demolished in 1981. The office building is a three story brick building of neo-classical design. Its unique northern facade is curved to coincide with the contour of Key Highway as it bends around the base of Federal Hill. Eight bays wide, its fenestration is symmetrical except for the door, which occupies the second bay from the right. It is surmounted by a classical pediment on brackets. The second window from the left originally was also a door, but has been changed. Segmental arches with stone corner pieces surmount all openings. The same regularity is present in the west facade where the door occupies the central of the five bays. A cornice and parapet wall wrap around these two facades.

In contrast to the office, the manufacturing building to the south was a simple two story structure with an interior heavy timber frame. All paint mixing equipment was driven by belts and shafts.

8. Significance

Survey No. B-1042

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input 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 type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input 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 type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input checked="" type="checkbox"/> invention		

Specific dates

Builder/Architect

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore Copper Paint Company invented and produced protective coatings for ship hulls. As a result, the company was intricately involved with the Port of Baltimore. In order to produce their product, they were dependent on the copper and other minerals that were imported to the city by ship. Their harbor location facilitated this. In turn, their product kept many of the ships in the harbor in operation. With materials easily accesable and a ready market, Baltimore Copper Paint developed into a highly successful operation which has lasted from 1870 to the present.

The Baltimore Copper Paint Company was founded in 1870 as an adjunct to C.R.Reeder and Co., a steam engine and shipbuilding business on the harbor at Federal Hill. William Bixler, a local chandler and shipbuilder, was also involved. After the engine works went out of business in 1904, the Reeder family ran Baltimore Copper Paint as a separate entity. (During the early twentieth century they also took over Bixler's company for a short time). Baltimore Copper Paint was located on the north east corner of Hughes and Covington Streets.

Prior to 1870, ship hulls were sheathed with copper, as a chemical reaction between seawater and copper produced conditions noxious to shipworms. Baltimore Copper Paint, however, developed a paint with copper in it which prevented the growth of barnacles and marine grasses and protected the wooden hulls from woodworm. The venture was extremely successful.

(continued)

Baltimore Copper Paint Company (B-1042)
8.1

By the end of World War I, wooden vessels were quickly disappearing, and Baltimore Copper Paint began to produce coatings for the new tankers. During World War II, 90% of their production was used on vessels under the control of the United States Marine Commission, from whom they received a merit award in 1943. More than 500 Liberty Ships built in Baltimore had underwater surfaces coated with anti-corrosive paints made by Baltimore Copper Paint. Coatings produced for PT boats proved a challenge due to their high speed in tropical waters.

After World War II, Baltimore Copper Paint began to supply coatings to overseas markets. They were one of the first companies in Maryland to receive a U.S. Department of Commerce Presidential "E" award for excellence in the area of export.

By 1973, Baltimore Copper Paint was manufacturing 2500 gallons a day and employing about 100 local residents. Plants were opened in Norway, Italy and the United Kingdom. Until the advent of aluminum hulls, every yacht to successfully defend America's cup used Regatta products, the pleasure boat products of Baltimore Copper Paint.

Since the mid-1970's, Baltimore Copper Paint Company has been jointly owned by the Norwegian firm Jotun and Glidden, a division of SCM, although a direct descendent of Oliver Reeder is still very much involved in company operations.

1. SITE I.D. NO

B-1042

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

Manufacture

3. PRIORITY

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

5. DATE

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

Jotun - Balto. Copper Paint Co

8. NAME(S) OF STRUCTURE

Baltimore Copper Paint Co.

9. OWNER'S ADDRESS

501 Key Highway

10. STATE

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG

DIST

3

STATE

M D

COUNTY NAME

CITY/VICINITY

Baltimore

CONG

DIST

3

11. SITE ADDRESS (STREET & NO.)

501 Key Highway

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CL6 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD

NAME Baltimore East

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD

NAME

15. CONDITION

70 EXCELLENT71 GOOD72 FAIR73 DETERIORATED74 RUINS75 UNEXPOSED76 ALTERED82 DESTROYED85 DEMOLISHED

16. INVENTORIED BY

Robert Wise

AFFILIATION

Baltimore Museum of Industry

DATE

2/83

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS
MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

See attached

(CONT OVER)

18. ORIGINAL USE

manuf.

PRESENT USE

manuf.

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Federal Hill Norman Rukert 1981

Port of Baltimore Md. Port Administration bulletin 1973

(CONT OVER)

20. URBAN AREA 50,000
POP. OR MORE? YES NO

21. NPS REGION

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED

23. EDITOR

INDEXER

 NO UNKNOWN

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I D NO

BALMORE COPPER PAINT CO.
(B-1042) original site
BALTIMORE CITY MD. B-1042

1896 BROMLEY ATLAS

DIAMOND ICE MFG. CO.
890
STEAM HANDLE WORKS
Wm. K. Dwyer & Co.
OYSTER PACKING HOUSES
COAL YARD

Public
Ordn. 133 - ST. 1871
OYSTER PACKING HOUSE
IND. WKS.
UNITED STATES
FOUNDRY
COMPANY
LANE
898
OYSTER PACKING
HOUSE
IRON WORKS
SASH WEIGHT
WORKS

COAL YARD
1904
REEDER
BOILER WORKS
HENRY ST.

1905
Atlas I
PC II

1906
OYSTER PACKING
HOUSE
Atlas I AVE. P 22

900

Public - Howard's Estate
907

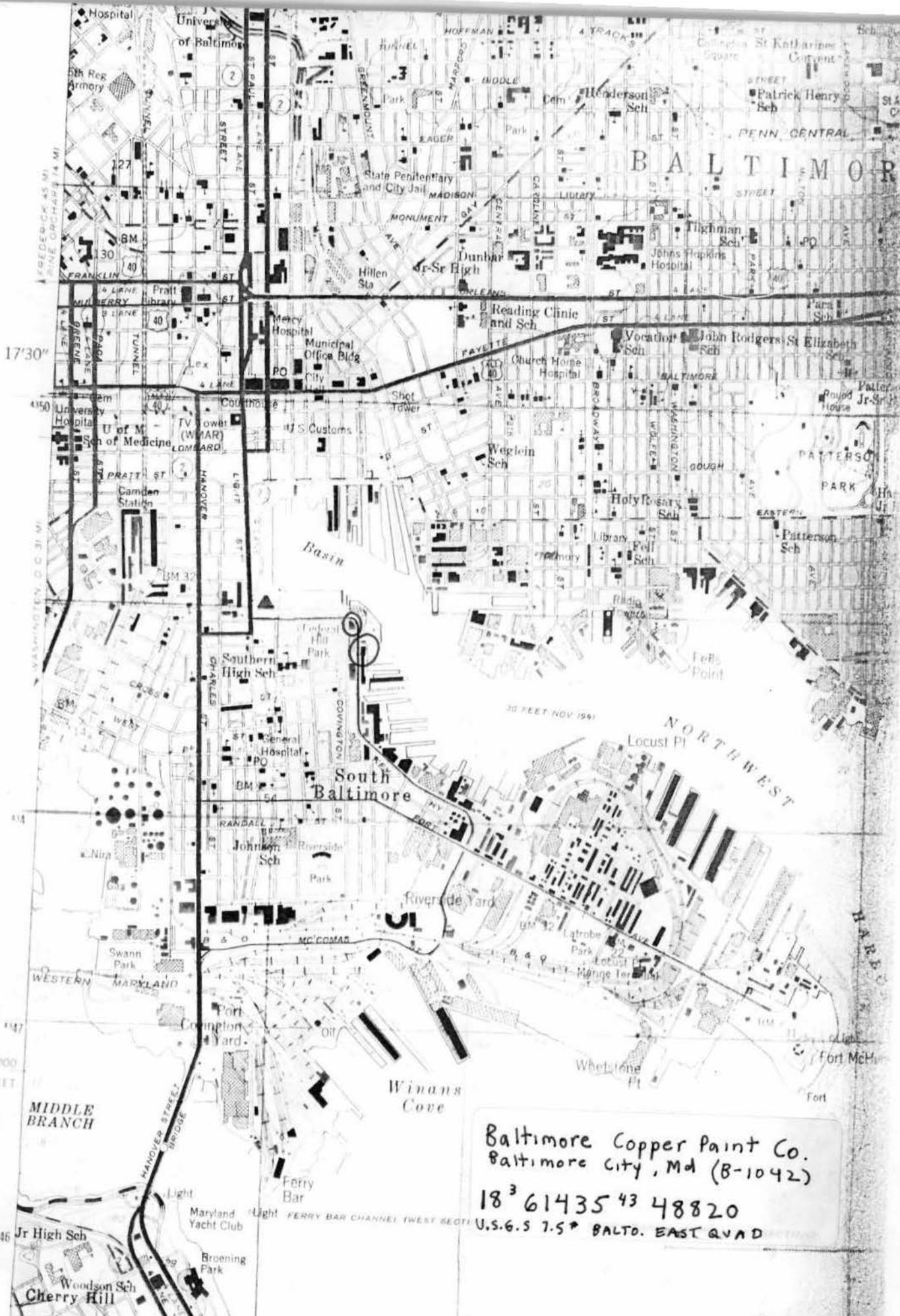
OBSERVATORY
FEDERAL HILL
1907
PARK
Public - Howard's Estate
IS Howard's Estate
Public
AVE (31)

1908
SHIP IRON WORKS
LUMBER YARD
Atlas II ST. PC. 22

1909
Moore & Brady
OYSTER PACKING
BOOE BROTHERS
SHIP YARD
RUPPERT ST.

SHIP YARD
CONVENT ST.

LEONARD FREIGHT STATION
ST.
BAY STATE
S.S. LINE
DOCK
W. W. T. Walters & Son
COCHRAN OLEIC ICE CO.
N. W. B.



BALTIMORE

Baltimore Copper Paint Co.
 Baltimore City, Md (B-1042)
 18³ 61435 43 48820
 U.S.G.S 7.5' BALTO. EAST QUAD



B-1042
Baltimore copper paint
Baltimore city, MD
Peter Liebhold, 12/82
Negative Loc: Maryland Historical Trust
Looking

East
Covington

BALTIMORE COPPER PAINT B-1042
Baltimore City, MD
Loc: MD Hist. Trust
King east from Covington
St. Liebhold 12/82



Baltimore Copper Paint Co. B-1042

Baltimore City Md

Peter Liebhold 12/82

looking west at bend in Key Highway



B-1042
BALTIMORE COPPER PAINT

Baltimore City, MD

Neg. Loc. : MD Hist. Trust

Looking south from Key Hgws.

Peter Liebhold,

12/82

South Bay in



COPPER PAINT 8-1042
CIT MD,
Liesman 11/81
en Hwy; Conington St.

B-1342

Baltimore Copper Paint Plant
Baltimore C-44 MD

Peter Liebhard 11/81

Southeast Bay Highway &
Conington street



Baltimore Copper Paint Co B-1042

Baltimore City Md

Peter Liebhold 11/81

truss detail