

CAPSULE SUMMARY

B-1330

6001 Chemical Road

Hawkins Point, Baltimore City

1943

Private

The MTCI warehouse, constructed circa 1943, dates to a period of significant industrial growth in southern Baltimore. The industrial building was originally built on land owned by the chemical company Davison by the Defense Plant Corporation, a World War II government campaign. The building was subsequently used as a fertilizer plant (1949-1964), a train storage warehouse (1964-1986), Electro Design Manufacturers (1986-1992) and MTCI, an experimental steam incineration plant (1992 to present). Although the chemical industry served a significant economic purpose in Baltimore, the integrity of the historic landscape, originally bucolic farmland, was significantly compromised. Newspaper articles as early as 1945 include reports of residents complaints of difficulty breathing, acidic fumes, wilted flora, and clouded window glass. In 1975, the area was further decimated with the extension of Interstate 695. By 1982, the contamination of the Hawkins Point area initiated a government property buyout and relocation of property owners. A small number of vernacular wooden structures remain in the area but most have been razed. A number of industrial and light-industrial businesses occupy the land where a pastoral agricultural way of life along one of Maryland's most scenic waterways once existed. The 3.14-acre property and warehouse building complex, located in the toxically contaminated area of Hawkins Point, is not recommended as eligible for the National Register of Historic Places

Fronting southeast near Chemical Road in Hawkins Point, the circa 1943 MTCI warehouse consists of two attached two-and-a-half story concrete block warehouse buildings with a side-gabled corrugated metal roofs. The building sits on a concrete block foundation and an elongated gabled roof monitor with corrugated metal cladding and symmetrically spaced clerestory lights cap each portion. A series of haphazardly constructed concrete block and corrugated metal clad additions extend to the east of the warehouse block. A circa 1960 two-story brick addition with glass block windows and a single-leaf glass door serves as the primary entrance to the building.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-1330

1. Name of Property (indicate preferred name)

historic Defense Plant Corporation, Davison Chemical Company; Silica Gel Corporation, Best Fertilizers Company
 other MTCI (Manufacturing and Technology Conversion International, Inc., current and preferred); BBS Holding Company; Ninth Street Corporation; Electro Design Manufacturing, Inc.

2. Location

street and number 6001 Chemical Road not for publication
 city, town Baltimore vicinity
 county

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

name Chemical Road Limited Partnership
 street and number 6001 Chemical Road telephone 410-354-0420
 city, town Baltimore state MD zip code 21226-1606

4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore City Courthouse liber SEB 3344 folio 47
 city, town Baltimore tax map Ward 25 tax parcel 14 tax ID number NA

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	1	buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion		sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social		structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation		objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	1	Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input checked="" type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				0	

7. Description

Inventory No. B-1330

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> altered

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

Fronting southeast near Chemical Road in Hawkins Point, the circa 1943 MTCI warehouse consists of two attached two-and-a-half story concrete block warehouse buildings, which sit on a concrete block foundation. Side-gabled corrugated metal roofs and an elongated gabled roof monitor with corrugated metal cladding and symmetrically spaced clerestory lights cap each portion.

The southernmost elevation of the warehouse building appears to be thirteen bays in length with each bay marked by a slightly inset concrete block panel, forming column-like buttress divisions across the elevation. The elevation is pierced with a single-leaf flush metal door and a roll-up metal door. A two-story circa 1960 brick addition extends south from the central portion of the elevation. The stretcher bond brick addition, which serves as the building's primary entrance, features a flat roof, glass block industrial windows with rowlock brick sills, and a central single-leaf metal and glass door with sidelights. Measuring five bays in width, the central bay is further defined by granite detailing that mimics brickwork. Extending from the northwest corner, a brick chimney caps the roof. Accessed by a paved parking lot and drive on the southern side of the building, a metal industrial platform stands two stories in height just to the northeast of the brick addition.

Forming the westernmost elevation, the two gabled ends of the building face Chemical Road. Each measures three bays in width, marked by four symmetrically spaced exterior buttress-like concrete block piers.

The northern block of the warehouse building, which is detailed similarly to the southern section of the building, is slightly smaller in size, measuring eleven bays in length. A slightly inset concrete block panel, forming column-like buttress divisions across the elevation, marks each bay. A one-story shed addition clad in corrugated metal extends across the north elevation. The fenestration patterns are not visible due to overgrown trees and metal fencing. A metal flue pipe extends from the roof.

A number of additions, of various sizes, extend from the warehouse building, forming the eastern elevations. A three-story side gabled addition with corrugated metal cladding extends from the northern warehouse portion. Capping the addition is a southern facing gabled dormer. Clad in corrugated metal, a two-story building with five boarded-up windows on the second floor extends further east. These two additions equal the length of the southern portion of the warehouse. A large two-story perpendicularly oriented addition with corrugated metal cladding

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extends to the east of both portions of the warehouse. Various fenestration patterns have been masked with corrugated metal over time. The addition features a shallow front-gabled roof with west side gambrel-like extension. Constructed of concrete block, a large one-and-a-half story shed addition, partially clad in corrugated metal, forms the easternmost addition. Pierced with various openings that have been infilled with corrugated metal, the elevation is only partially visible.

Located on a on a flat, slightly overgrown 3.14-acre parcel surrounded by a chain-link fence, the property sits between Chemical Road (off Hawkins Point Road), Interstate 695, and the CSX railroad tracks. No trespassing signs, a gated fence, and I-695 limited access to the property. Additionally, a bio-medical waste site is adjacent to the parcel on the northern side.

8. Significance

Inventory No. B-1330

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input checked="" type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input checked="" type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates 1943, 1949, 1964, 1986 **Architect/Builder** Unknown

Construction dates 1943

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

STATEMENT OF SIGNIFICANCE

The MTCI warehouse, constructed circa 1943, dates to a period of significant industrial growth in southern Baltimore. The industrial building was originally built on land owned by the large chemical company Davison, which is currently a division of W.R. Grace. It appears the building was constructed by the Defense Plant Corporation, a World War II government fund-raising campaign, which utilized numerous industrial sites. The building was subsequently used as a fertilizer plant (1949-1964), a train storage warehouse (1964-1986), Electro Design Manufacturers (1986-1992) and MTCI, an experimental steam incineration plant (1992 to present). The 3.14-acre property and warehouse building complex, located in the toxically contaminated area of Hawkins Point, is not recommended as eligible for the National Register of Historic Places.

HISTORIC CONTEXT

Although originally fertile farmland, the MTCI warehouse building complex is located on an early industrial site in the Hawkins Point area of Curtis Bay. The property is located at the corner of Hawkins Point and Chemical Roads near the B&O Railroad. By the early 1900s, the site was included in the Davison Chemical Corporation industrial complex, which occupied the remainder of the peninsula just to the north. The large corporation was established in 1832 as Davison, Kettlewell & Co., which is currently a division of W.R. Grace, one of the world's largest chemical companies. The company originally produced fertilizer and grew to manufacture a number of industrial products, including acid phosphates, silica gel (the third largest producer by the 1920's), superphosphates (the largest producer in the 1920s), and fluid cracking catalysts. In 1942, the Defense Plant Corporation, acting under the War Assets Administration, acquired control of the property through an indenture. The Defense Plant Corporation, part of America's industrial expansion during World War II, constructed and equipped industrial plants, factories, and mills which, were in turn leased to private companies to operate. This operation allowed the government to acquire control of a number of important war-related industries,

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including aircraft manufacture, metal production, tool manufacturing, rubber production and shipping. Silica gel was an important wartime product as it aided in air-drying, refrigeration, and packing desiccants. Additionally, the company's silica gel was an important resource due to its 1938 development of a silica-gel fluid cracking catalyst, which aids in the conversion of oil to gasoline, another wartime necessity. After the war, the southern portion of the peninsula at Chemical Road was disassociated with Davison Chemical. Although historic maps do not include the southern portion of the property, probably due to the lack of buildings on the site, deeds suggest that the War Defense Fund constructed the existing warehouse building. It appears the building was constructed circa 1943 as Plancor 1308, a subsequent industrial building to the Davison Chemical complex. The Best Fertilizers Company acquired the property in 1949. The fertilizer plant was sold to Edward L. Striegel in 1963, who's BBS Holding Company established a storage and salvage company of railroad equipment. Striegel's interest in the locomotive industry is credited with saving a number of historic B&O Railroad steam trains. His company, which was changed to the Ninth Street Corporation in 1964, owned the property until 1986 when Electro Design Manufacturing, Inc. purchased it. The current owners, Chemical Road Limited Partnership, bought the property in 1992 and lease the buildings to MCTI, an experimental manufacturing company funded by the US Department of Energy to research the use of steam as a waste disposal method.

Currently known as Hawkins Point, the northern section of Marley Neck in Curtis Bay, was historically a rural 200-acre tract of land. Patented to Paul Kinsey as a Royal Grant on June 29, 1663, the bucolic land, which now partially serves as the United States Coast Guard Yard, was named Curtise's Neck. George Yates owned an adjoining 250-acre tract known as Denchworth. Although the name's origin is unknown, Curtise's Neck, was eventually adapted to describe the waterway, Curtis Creek (originally known as Broad Creek), the broader lands surrounding the estate, and Curtis Bay. The settlement of the area was fostered by the colonist's need for strategically located navigable waters and rich agricultural soils. Following Kinsey's death, William Slade owned the land. The Stansbury's, a prominent Anne Arundel County family, later purchased the tract, which they owned from 1746 until the 1860s.¹ Following the Civil War, the property was subdivided into important smaller truck farms, with produce shipped, often by the farmer's own vessels, across Curtis Bay to the numerous nearby Baltimore markets. One such farmer, William H. Hall, was one of the largest African-American farmers in Maryland. By 1853, large amounts of land in the area were held by the Patapsco Land Development Company, a land speculation group intending to develop the area industrially.

This northern portion of Marley Neck, along Arundel Cove, was part of Anne Arundel County until the City of Baltimore annexed it in 1918, although it was linked to the city as early as 1794. At that time, Baltimore City was hit by a yellow fever epidemic and the area now occupied by Fort Armistead Park served as a quarantine station. The road nomenclature continues to reflect the history of the area with

¹ Ralph J. Robinson, "The U.S. Coast Guard at Curtis Bay," Part I of III, *Baltimore*, June 1947. Located in the US Coast Guard - Hawkins Point Vertical File at the Enoch Pratt Free Library, Baltimore, Maryland.

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Quarantine Road. Again in 1881, the City of Baltimore utilized a tract of land on Hawkins Point at the tip of Leading Point to quarantine contaminated cargo and sick crewmen on vessels entering Baltimore Harbor. The federal government purchased the property in 1921, operating this facility until 1961, when all of the existing structures were razed. This quarantine station was used into the early 20th century to isolate the citizens of the city suffering from smallpox.² Just south of Hawkins Point in Marley Neck (Anne Arundel County) was the first African-American settlement in the United States, Freetown, established between 1850 and 1880.³

In 1899, under the direction of Lt. John C. Moore, a strategically located 445 ½-acre area, now located on the south side of Hawkins Point Road in Anne Arundel County, was purchased from William B. Chairs. Moore convinced Captain Shoemaker, Chief of the Revenue Cutter Service, to petition Congress for the lease and purchase of the site. The tract was used as a United States Coast Guard Yard, which until 1910 served as the first Coast Guard Academy.⁴ The experimental Coast Guard Yard was created to build and repair boats in the Mid-Atlantic fleet, after a boost of national military pride during the 1898 Spanish-American War. A year after the Coast Guard Yard opened, a small railway was constructed to aid in the repair of the boats.⁵ Small portions of additional acreage, including the farm owned by William Hall, were later acquired, circa 1905. Eventually the Arundel Cove site served as the general depot for the entire Atlantic Coast Service. Currently, the site occupies 113-acres. A number of ammunition warehouses and Army Ordnance Depots were established around Curtis Bay from 1880 to the 1950s, again recalled by the nearby Ordnance Road. During World War II over a million tons of explosives stored in the nearby warehouses were loaded on ships and sent to sea. Industry at this time also included a number of large coal piers, including the largest such facility in the world.

Established as an early important industrial city, powered by the vast waterways and ports, Baltimore later thrived with the establishment of the Baltimore and Ohio Railroad, which revolutionized western trade. The B&O railroad revitalized Baltimore's economy after the Erie Canal created shipping competition. The Coast Guard Yard was eventually connected to the B&O Railroad, which crossed Curtis Creek in 1930.⁶ The B&O Railroad crosses Curtis Creek from the Curtis Bay United States Army General Services Depot, connecting to Marley Neck at the Coast Guard Yard and then traveling north to the industrial sites at Sledds Point.

With the newly laid branch of the B&O Railroad and expansion into the Marley Neck area, the pastoral landscape was forever altered. Prior to World War I, the Curtis Bay area served as a country retreat,

² Dennis Zembala, *Baltimore: Industrial Gateway on the Chesapeake Bay* (Baltimore, MD: Baltimore Museum of Industry, 1995), p. 68.

³ Morgan. "Freetown Concerned about Losing Legacy as Younger Generation Sells Land, Moves." *Baltimore Sun*. February 7, 1999.

⁴ Land Records of Anne Arundel County. Liber G.W. 13, folio 60. Referenced in Robinson, 45.

⁵ Robinson. No page.

⁶ *A History of Brooklyn - Curtis Bay* (n.p.: The Brooklyn - Curtis Bay Historical Committee, September 12, 1976), p. 35.

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dotted with the summer homes of many Baltimore City residents. Later changes after the railroad included the widening of Hawkins Point Road and the construction of median strips, increasing truck traffic along previously residential roadways. Following this resurgence in development, the early foreshadowing of the area as a planned industrial complex became fully realized, on both sides of Curtis Bay. Hawkins Point, significant for its early military and medical history, became a leading Baltimore area industrial complex in the 20th century, spurred by the establishment of a number of companies in the area, again significantly changing the landscape. Numerous multi-national corporations established plants here, including W.R. Grace (Davison Branch), U.S. Gypsum, Glidden, numerous fertilizer plants, Kennecot Refining Corporation, Pittsburgh-Des Moines Steel Co., and Atlantic Cement, among others. Davison established a manufacturing facility in Curtis Bay in 1927, on the site of the Chappell Fertilizer Plant, which was established in Hawkins Point in 1883. After the success of the company, Davison became a branch of the W.C. Grace company in 1954. Currently the site serves as a global manufacturing and research site for the company.

Although the chemical industry served a significant economic purpose in Baltimore, the integrity of the historic landscape was significantly compromised. Newspaper articles as early as 1945 include reports of residents complaints of difficulty breathing, acidic fumes, wilted flora, and clouded window glass.⁷ By 1951, reports worsened, including the disintegration of women's nylon hosiery after walking a few short blocks, ruined metal signage, black frosted window panes, and unbearable smells.⁸ During the 1950s Marley Neck was advertised as a 4,500-acre site ripe for industrial development.

In 1975, the area was further decimated with the construction of part of Interstate 695, the Baltimore Beltway. The highway completely eliminated a residential subdivision on the north side of Hawkins Point Road, the site of the current landfill. By 1982, the contamination of the Hawkins Point area and the need for a new hazardous waste landfill site initiated a government property buyout and the potential relocation of approximately twenty-two families, with funds originally intended to restore Fort Armistead Park. At this time, reports of living conditions for numerous long-time residents of the close-knit community of small wood-frame houses, included momentary occasions of sudden blindness, black fish and crabs, and a brown film on the houses, and the presence of a green or red film on the soil after a rain.⁹ Comments from area residents included "I'd rather fish out of my toilet," and "If you stay here you gonna die."¹⁰ Most of the families in the area were relocated after the publicity surrounding the contamination mounted.

⁷ "Control of Acid Fumes Promised by Plant Head." *Baltimore Sun*. June 28, 1945.

⁸ "Flowers Wilt, Nylons Run in Curtis Bay Smog." *Evening Sun*. October 3, 1951.

⁹ Jean Bievens. "Hawkins Point: Living with Pollution." *News American*. March 14, 1982. And Eugene Meyer. "Toxic Wastes are Ruining Paradise." *Washington Post*. March 3, 1982. David Brown. "Neighbors in Hawkins Point Get Together One Last Time." *Baltimore Sun*. August 15, 1982.

¹⁰ Eugene Meyer. "Toxic Wastes are Ruining Paradise." *Washington Post*. March 3, 1982.

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Currently, the Curtis Bay area industry includes over thirteen chemical manufacturers within a five square-mile area, including FMC (pesticides), Condea Vista (surficants), Millenium Inorganic (pigments), Delta (sewage treatment chemicals), and Allied Chemical, as well as the W.C. Grace Davison Division. Phoenix Services, the largest medical waste incinerator in the world, is also located in Hawkins Point, near the city landfill and a chromium landfill site. A number of area companies have been fined for environmental contamination and the mishandling of toxic chemicals. In September 2001, the Coast Guard Yard was placed on the Environmental Protection Agency's Superfund National Priorities List of hazardous waste sites, indicating that contaminants from this site have affected or might affect public health and the environment.¹¹ The twentieth-century development of the area is also immortalized in road nomenclature—W.C. Grace is fittingly located on Chemical Road. A small number of vernacular wooden structures remain in the area, including some along Bungalow Avenue, but most have been razed. A number of industrial and light-industrial businesses occupy the land where a pastoral agricultural way of life along one of Maryland's scenic waterways once existed.

Chain of Title:

Part 1:

April 15, 1909: Fannie R. Chairs to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 70 Folio 320

Part 2:

September 1, 1911 Benjamin Friedenwald to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 88 Folio 327

Part 3:

July 2, 1902 Calvin Davison to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 26 Folio 292

Part 4:

May 2, 1921 C. Wilbur Miller and Wife to Davison Chemical Company
Land Records of Baltimore City
Liber SCL 3732 Folio 169

Part 5:

October 13, 1910 Sarah Agnes Watson to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 77 Folio 359

¹¹ "Anne Arundel Site Proposed for Superfund." *Washington Post*. September 14, 2001.

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Part 6:

September 1, 1911

Solomon T. Hecht to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 88 Folio 330

Part 7:

July 15, 1925

Church Extension Society to Davison Chemical Company
Land Records of Baltimore City
Liber SCL 4429 Folio 582

Part 8:

April 5, 1912

Baltimore Yacht Club to Davison Chemical Company
Land Records of Anne Arundel County
Liber GW 94 Folio 35

March 1, 1928

Davison Chemical lease to Silica Gel Corporation.
Trustees Chester Hockley and Henry Treide
Land Records of Baltimore City. Liber SCL 4879,folio 288.

All parcels:

December 31, 1935

Davison Chemical Company to Davison Chemical Corporation
Land Records of Baltimore City
Liber SCL 5595 Folio 115

December 11, 1942

Davison Chemical Corporation to Defense Plant Corporation of D.C.
Land Records of Baltimore City
Liber MLP 6415 Liber 398

November 12, 1943

Davison Chemical Indenture to Defense Plant Corporation of D.C.
Land Records of Baltimore City
Liber MLP 6557 Folio 555

June 27, 1947

Reconstruction Finance Corporation to Franklin Realty and Finance Corporation
Under provisions of Public Law 109. Defense Plant Corporation acting through War
Administrator, (War Assets Administration) pursuant to Executive Order 9689 and Surplus
Property Act of 1944.
Land Records of Baltimore City
Liber MLP 7169, Folio 353.

April 8, 1949

Franklin Realty and Finance Corporation to Best Fertilizers Company
Granted to sell facilities formerly known as Plancor 1308 from War Administration
Land Records of Baltimore City
Liber MLP 7743 Folio 285 Includes Covenants.

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July 15, 1963	Lathrop Industries (formerly Best Fertilizers) to Best Fertilizers Land Records of Baltimore City Liber JFC 1521 Folio 326 Includes Covenants
January 20, 1964	Lathrop Industries and Best Fertilizers to BBS Holding Company Land Records of Baltimore City Liber JFC 1633 Folio 390 Includes Covenants
January 31, 1964	BBS Holding Company to Ninth Street Corporation Land Records of Baltimore City Liber JFC 1639 Folio 256 Includes Covenants
August 31, 1970	Ninth Street Corporation to Edward Striegel Land Records of Baltimore City Liber RHB 63 Folio 256 Includes Covenants
July 13, 1983	Edward Striegel (part) to Lillian Wheeler Land Records of Baltimore City Liber SEB 83 Folio 555 Includes Covenants
January 2, 1985	Edward Striegel (part) to Lillian Wheeler and Trustees (Caroline S. Wheeler, et. el.) Land Records of Baltimore City Liber SEB 423 Folio 29
December 30, 1986	Edward Striegel and Lillian Wheeler (and Trustees) to Electro Design Manufacturing Land Records of Baltimore City Liber SEB 1332 Folio 595 With amended property description.
August 5, 1992	Electro Design Manufacturing to Chemical Road Limited Partnership Land Records of Baltimore City Liber SEB 3344, Folio 47

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National Register Evaluation:

The MTCI warehouse at 6001 Chemical Road is not eligible due to the fact that it does not meet National Register Criteria A, B, C, or D. Preliminary research has not revealed any association between the building and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). Although the building provides an example of vernacular rural architecture, it is neither unusual nor distinguished; it does not represent the work of a master or display high artistic merit (Criterion C). There is no evidence that the property is likely to yield information important in history or prehistory (Criterion D). Thus, the property is not National Register-eligible.

MARYLAND HISTORICAL TRUST	
Eligibility recommended <input type="checkbox"/>	Not Recommended <input checked="" type="checkbox"/>
Comments: _____ _____	
Review, OPS: <u>Andrew Lewis</u>	Date: <u>11/28/01</u>
Reviewer, NR Program: <u>B. Kuntz</u>	Date: <u>11/30/01</u>

9. Major Bibliographical References

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- "Anne Arundel Site Proposed for Superfund." *Washington Post*. Metro Section. September 14, 2001.
- Bievens, Jean. "Hawkins Point: Living with Pollution." *News American*. March 14, 1982.
- Brown, David. "Neighbors in Hawkins Point Get Together One Last Time." *Baltimore Sun*. August 15, 1982.
- "Control of Acid Fumes Promised by Plant Head." *Baltimore Sun*. June 28, 1945.
- "Flowers Wilt, Nylons Run in Curtis Bay Smog." *Evening Sun*. October 3, 1951.

10. Geographical Data

Acreage of surveyed property 3.14
Acreage of historical setting _____
Quadrangle name Curtis Bay Quadrangle scale: 1:24,000

Verbal boundary description and justification

The MCTI plant is located at at 6001 Chemical Road, at the corner of Hawkins Point Road. Erected circa 1943, the building has historically been associated with Baltimore Department of Public Works Tax Map for Ward 25, Section 9, Block 7000, Lot 14.

11. Form Prepared by

name/title	Jennifer J. Bunting and Robin J. Weidlich, Architectural Historians		
organization	EHT Tracerics, Incorporated	date	September 2001
street & number	1121 5th Street NW	telephone	202.393.1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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A History of Brooklyn – Curtis Bay. The Brooklyn – Curtis Bay Historical Committee, September 12, 1976.

Jackson, Donald C. *Great American Bridges and Dams.* New York: John Wiley and Sons, Inc., 1988.

Johnson, Arthur Newhall. "The Present Condition of Maryland Highways," *Report on the Highways of Maryland.* Baltimore, MD: Maryland Geological Survey, Johns Hopkins University Press, 1899.

Land Records of Anne Arundel County. Liber G.W. 13, folio 60.

Land Records of Baltimore City. Liber SEB 3344, folio 47.

Le Viness, Charles T. *A History of Road Building in Maryland.* Baltimore: Maryland State Roads Commission, 1958.

Meyer, Eugene. "Toxic Wastes are Ruining Paradise." *Washington Post.* March 3, 1982.

Morgan, TaNoah. "Freetown Concerned about Losing Legacy as Younger Generation Sells Land, Moves." *Baltimore Sun.* February 7, 1999.

Robinson, Ralph J. "The U.S. Coast Guard at Curtis Bay," Part I to III. *Baltimore.* June 1947. Located in the US Coast Guard – Hawkins Point Vertical File at the Enoch Pratt Free Library, Baltimore, Maryland.

Sanborn Fire Insurance Maps. Baltimore City. Reel 5. Volume 5A, 545-546. 1914-1951.

Spero, P.A.C. "Hawkins Point Road over CSX Railroad," Maryland Inventory of Historic Bridges, Historic Bridge Inventory. March 1997.

Vertical Files. Enoch Pratt Library, Baltimore, Maryland.

Zembala, Dennis. *Baltimore: Industrial Gateway on the Chesapeake Bay.* Baltimore, MD: Baltimore Museum of Industry, 1995.

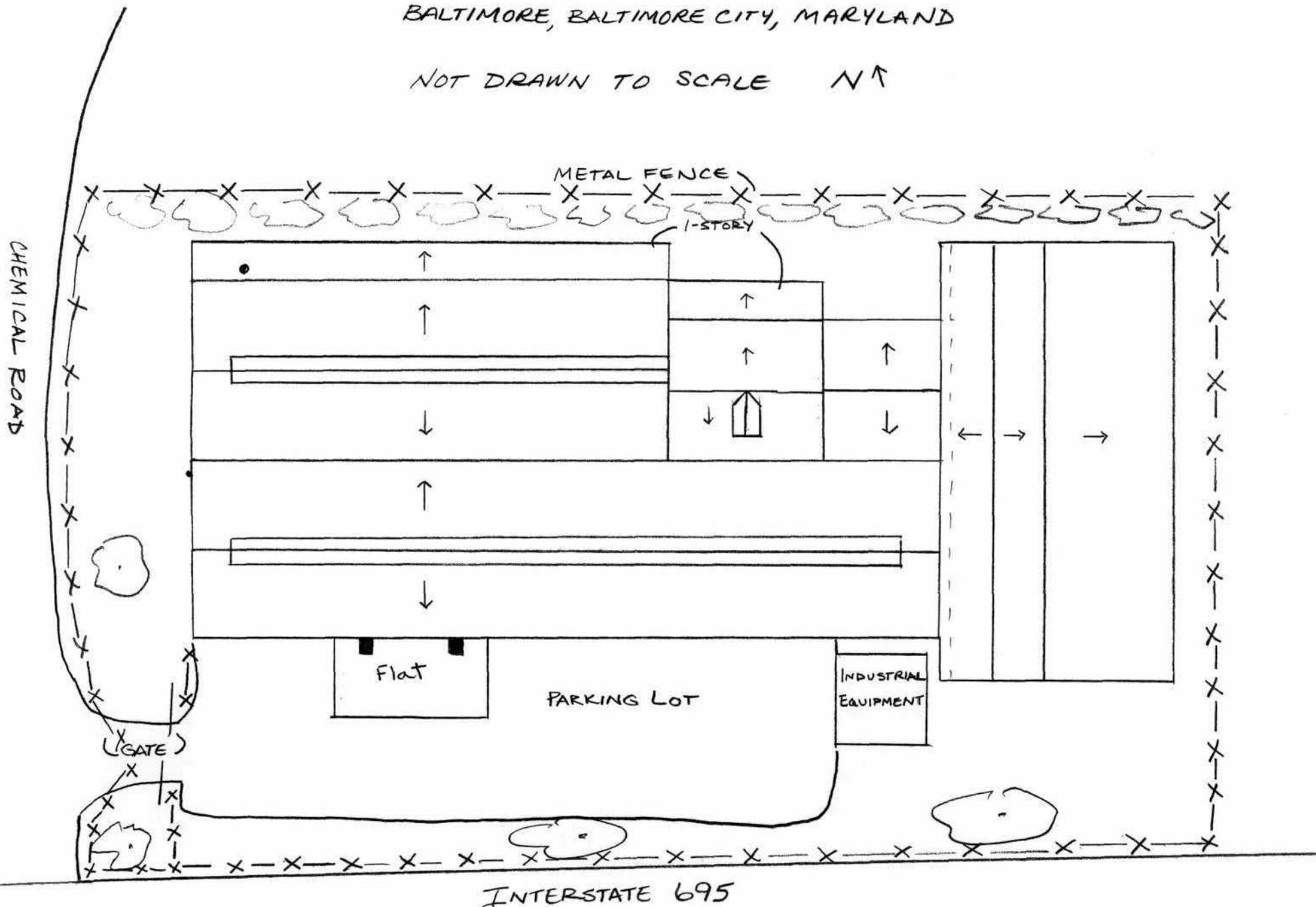
B-1330

MANUFACTURING & TECHNOLOGY CONVERSION INTERNATIONAL, INC.

6001 CHEMICAL ROAD

BALTIMORE, BALTIMORE CITY, MARYLAND

NOT DRAWN TO SCALE N ↑





B-1330

MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland

EHT Tracerics, Inc.

9/2001

MD SHPO

Warehouse, southwest corner, view looking Northeast

Photo 1 of 6



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MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland
EHT Traceries, Inc.

9/2001

MD SHPO

Warehouse, Northwest corner, view looking Southeast

Photo 2 of 6

HIGH MEDICAL
WASTE
NO TRESPASSING

B-1330

MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland
EHT Traceries, Inc.

9/2001

MD SHPO

Warehouse, North elevation, view looking South

Photo 3 of 6



B-1330

MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland
EHT Traceries, Inc.

9/2001

MD SHPO

Warehouse, southeast corner, view looking Northwest

Photo 4 of 6



B-1330

MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland

EHT Traceries, Inc.

9/2001

MD SHPO

Warehouse, south elevation additions, view looking North

Photo 5 of 6



B-1330

MTCI Warehouse, 6001 Chemical Road
Baltimore City, Maryland

EHT Tracerics, Inc.

9/2001

MD SHPO

Warehouse, south elevation, view looking North

Photo 6 of 6