

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

Property Name: 1300 Bush Street Inventory Number: B-3679

Address: 1300 Bush Street Baltimore, MD

Owner: Michael Carnias

Tax Parcel Number: WD21 SEC05 BLK0773 LOT007 Tax Map Number: 21

Project: \_\_\_\_\_ Agency: MTA

Site visit by \_\_\_\_\_ Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility not recommended

Is property located within a historic district?  no  yes Name of district \_\_\_\_\_

Is district listed?  no  yes

Documentation on the property/district is presented in (provide name of Report) \_\_\_\_\_

**Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map)**

The 1300 Bush Street property is comprised of three buildings, two historic and one non-historic. The two historic buildings were built c.1940 by the Baltimore Transit Company to house office space, lockers and a cafeteria for the Baltimore Transit Company's Carroll Park Plant operation. They are both 1½-story gable roof structures constructed of granite blocks. The Cafeteria/Locker room building was enlarged to house a truck body shop in 1962. The compatible addition contains three bays with rolling metal doors. The non-historic building was constructed of concrete block and metal sheathing in 1970 and now houses KMC Commercial Food Service. It is a large gable roof warehouse containing six bays with rolling metal doors.

The three buildings at 1300 Bush Street are not believed to be individually eligible for the National Register. The 1970 building does not meet the 50 year age threshold for nomination. As individual buildings, the Cafeteria/Locker Room and Office are not distinctive in their style, materials, or construction. The Cafeteria has been compromised by the 1962 addition and the Office has been altered by the closing up of windows and doors with mortared granite blocks.

Prepared by: Anne Brockett, Architectural Historian

| <b>MARYLAND HISTORICAL TRUST REVIEW</b>  |   |
|--|---|
| Eligibility recommended <input type="checkbox"/> <b>A</b> <input type="checkbox"/> <b>B</b> <input checked="" type="checkbox"/> <b>C</b> <input type="checkbox"/> <b>D</b> | Eligibility not recommended <input checked="" type="checkbox"/> <b>A</b> <input type="checkbox"/> <b>B</b> <input type="checkbox"/> <b>C</b> <input type="checkbox"/> <b>D</b> <input type="checkbox"/> <b>E</b> <input type="checkbox"/> <b>F</b> <input type="checkbox"/> <b>G</b> <input type="checkbox"/> <b>None</b> |
| Considerations: _____  |   |
| Comments: _____  |   |
| _____<br>Reviewer, Office of Preservation Services   | _____<br>Date   |
| _____<br>Reviewer, NR program  | _____<br>Date   |

*gms*

**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:**

- 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. Historic Period Themes:**

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

**IV. Resource Type:**

Category: \_\_\_\_\_  
Historic Environment: \_\_\_\_\_  
Historic Function(s) and Use(s): Office, Cafeteria, Locker Room  
\_\_\_\_\_  
\_\_\_\_\_  
Known Design Source: \_\_\_\_\_

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-3679

## 1. Name of Property 1300 Bush Street

historic Baltimore Transit Company buildings

other

## 2. Location

street and number 1300 Bush Street \_\_ not for publication

city, town Baltimore \_\_ vicinity

county

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

name Michael Carnias

street and number  telephone

city, town state zip code

## 4. Location of Legal Description

courthouse, registry of deeds, etc. MD Dept. of Assessments and Taxation tax map and parcel 21-05-0773-007

city, town Baltimore liber folio

## 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   |
| <input checked="" type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input type="checkbox"/> commerce/trade | <input type="checkbox"/> recreation/culture           | 2  |
| <input type="checkbox"/> structure              | <input type="checkbox"/> both               | <input type="checkbox"/> defense        | <input type="checkbox"/> religion                     | 1  |
| <input type="checkbox"/> site                   |   | <input type="checkbox"/> domestic       | <input type="checkbox"/> social                       | 1  |
| <input type="checkbox"/> object                 |   | <input type="checkbox"/> education      | <input checked="" type="checkbox"/> transportation    | 2  |
|   |   | <input type="checkbox"/> funerary       | <input type="checkbox"/> work in progress             | 1  |
|   |   | <input type="checkbox"/> government     | <input type="checkbox"/> unknown                      | Total  |
|   |   | <input type="checkbox"/> health care    | <input checked="" type="checkbox"/> vacant/not in use |  |
|   |   | <input type="checkbox"/> industry       | <input type="checkbox"/> other:                       |  |
|   |   |   |   |  |
|   |   |   |   | Number of Contributing Resources<br>previously listed in the Inventory |
|   |   |   |   | _____  |

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## 7. Description

Inventory No. B-3679

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### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

### Summary

The 1300 Bush Street property is comprised of three buildings, each with its principal façade facing northeast. Two of the buildings, one historic and one non-historic, are set back from Bush Street and share a common wall, while the third historic building abuts Bush Street. The two historic buildings were built c. 1940 to house an Office and the Cafeteria/Locker Room for the Baltimore Transit Company. Both are 1½-story stone gable roof structures. While the Office is virtually intact, the Cafeteria/Locker Room building was enlarged to house a truck body shop in 1962. The compatible addition contains three bays with rolling metal doors. The non-historic building was constructed of concrete block and metal sheathing in 1970 and now houses KMC Commercial Food Service. It is a large gable roof warehouse containing six bays with rolling metal doors.

### Description

The Office is a small rectangular 1½ story side gable building with a slate roof. It was constructed of small granite blocks resembling cobblestones. These are arranged in brick masonry fashion in 7-course common bond with wide mortar joints. A cornerstone in the northwest corner dates the building to 1940. The building, now vacant, faces northeast to Bush Street. The metal door is centered and has a small concrete stoop with metal railings. The window openings on this façade are paired on either side of the door. At an unknown date, the windows were removed and the spaces infilled with granite blocks. All doors and windows are surmounted by flat arches. Slightly projecting granite blocks form the window sills.

The southeast side originally had a door opening in the eastern end, but this, too, has been infilled with granite blocks. A simple square granite chimney projects from the west end and a semicircular arch window with a projecting sill is located within the gable end. The southwest façade faces the other buildings at 1300 Bush Street across a concrete parking lot. This side contains two doors, one towards the south end and one just north of center. The wood windows are 8/8 double hung sash. The three at the northern end have empty air conditioner cages. All windows have projecting granite block sills, while the doors and windows have flat arches above. The former Office building is currently vacant and was inaccessible at the time of the site visit.

The second 1940 building at 1300 Bush Street originally housed the Cafeteria, Locker Room, and an office suite. In 1962, an addition was put on along the southeast side doubling the building's size. The Cafeteria/Locker Room building is a long narrow rectangular structure constructed of granite blocks laid in 7-course common bond. It has a gable roof covered with slate and a simple wood cornice and projecting stone cornice return at the northwest end. The northeast façade contains five 1/1 vinyl windows with vertical security bars. Each window has a flat arch above and a slightly projecting sill beneath, both made of granite blocks.

Affixed to the building above the windows is a large metal sign which reads "Aluminum Truck Bodies." A blank wood panel hangs above the sign, possibly a faded advertisement board. This board partially

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. Maryland Historical Trust

Name

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covers a louvered vent with a wood lintel, located within the gable. A 2-foot concrete band runs along part of the northeast side of the original building at ground level, possibly indicative of a concrete foundation. The northwest and southwest exterior walls are now concealed by the building, which abuts both these sides. The southeast wall is still present and visible from the interior of the 1962 addition.

The 1962 addition was built to house a truck body repair facility, hence the "Aluminum Truck Bodies" sign. It uses the same granite on the primary façade, although the rest of the structure is made of concrete blocks. This addition directly abuts the wall of the building to the southeast, which is part of the Kaydon Ring and Seal Company factory. The northeast facade of the 1962 addition has three large bays with retractable metal doors. The masonry wall joins the original building seamlessly, although it creates an uneven gable. A slight grade was created in concrete leading up to the bays from the parking lot which stretches over the entire 1300 lot. A low concrete block wall separates the original building and grade from the newer addition and raised grade. Another low wall, constructed of granite blocks, runs along Bush Street, enclosing the parking lot and the Office building.

On the interior, the original building's exterior wall is clearly visible dividing the former cafeteria, office area, and locker room spaces from the truck repair facility added in 1962. Doors along what was the southeast façade are still present, with the same flat arches seen on the northeast facade. The original building was divided into three sections with the cafeteria at the south end, the locker room in the center and an office suite at the north end. The area that was the locker room and cafeteria is currently used for storage and is largely inaccessible. The original southwest exterior wall can be seen from the 1962 addition, which is slightly longer than the original building and angles to the northwest behind the 1940 building. The 1940 gable form and louvered vent are still intact. Two shed roof vents are located in the roof of the original building over what was the cafeteria. A plywood formed concrete band was added above the original southeast stone wall to raise it to the height of the 1962 addition.

The office space retains its original configuration, although the ceilings have been dropped and stairs added to access the attic space. Entry is provided through a door from the truck workshop, although the office likely had its own exterior access door. The suite of rooms contains a large office area in the southeast portion, two smaller offices and a bathroom along the northeast side, and a closet and storage area in the southwest corner. The walls are covered in textured wallpaper above approximately four feet of glazed tile. The uppermost tiles and those at the window sills are slightly curved along the top edge. All doors are metal with a single light. A modern staircase leads up to a storage area in the unfinished attic space.

The interior of the 1962 addition has a concrete floor and gypsum ceiling. The long narrow space is spanned by metal trusses with convex skylights punctuating the roof. The shop widens at the

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southwestern end behind the end of the original building. The workshop and the office suite are currently leased by Glen Bowman Auto Body Repair.

The 1970 building, adjoining the Cafeteria/Locker Room building on the northwest, is constructed of concrete block with the northeast façade sheathed in corrugated metal. It is a large structure with a shallow pitch gable roof and six large rolling metal doors along the northeast façade. A standard size metal door is located at the eastern end of this side next to its juncture with the original building.

The southwest side of the KMC building faces into gated property belonging to the Mass Transit Administration. A chain link fence topped with barbed wire creates a boundary about four feet outside the building's walls on the northwest and southwest sides.

The northwest side of the 1970 building exposes its concrete block construction. There is one metal door leading in from the northwest side. The southwest side has a large sliding metal door to the east of a standard size metal door.

## 8. Significance

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| 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 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/<br>recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion                  |
| <input type="checkbox"/> 2000-                | <input type="checkbox"/> commerce           | <input type="checkbox"/> ethnic heritage              | <input type="checkbox"/> law                    | <input type="checkbox"/> science                   |
|   | <input type="checkbox"/> communications     | <input type="checkbox"/> exploration/<br>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 type="checkbox"/> military               | <input type="checkbox"/> other:                    |

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|                           |            |                  |
|---------------------------|------------|------------------|
| <b>Significance dates</b> | c. 1940-56 | <b>Architect</b> |
| <b>Specific dates</b>     | 1962, 1970 | <b>Builder</b>   |

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 reports, complete evaluation on a DOE Form – see manual.)

### Summary

The two historic buildings at 1300 Bush Street were built c.1940 by the Baltimore Transit Company. This company provided the city of Baltimore with public transportation on streetcars and buses from 1935 until it was absorbed by the Mass Transit Administration in 1970. The buildings were erected to provide office space, lockers and a cafeteria for the Baltimore Transit Company's Carroll Park Plant operation. This facility, located in the Pigtown/Washington Village neighborhood in southwest Baltimore, was the Company's headquarters for maintaining its fleet of streetcars and buses. In 1970, a third building was built on the property and now houses a facility for the KMC Commercial Food Service.

### Description

Bush Street is located in the southwestern part of Baltimore in a mixed-use neighborhood known alternately as Pigtown and Washington Village. Pigtown derives its name from the processions of pigs herded through the streets on their way from the Baltimore and Ohio Railway stockyards to the slaughterhouses of southern Baltimore.<sup>1</sup> Narrow brick rowhouses, now largely covered by Formstone, provided housing to employees at local iron smelters, brickworks, rail yards and factories.

Prior to industrialization, the land encompassing Pigtown was likely part of the plantation belonging to the Carroll family. Charles Carroll built the National Register-listed Mount Clare mansion in 1754.<sup>2</sup> This grand house is now located in Carroll Park, just across Washington Boulevard from Bush Street. The foundation of Pigtown as an industrial and manufacturing center began with the establishment of the Baltimore and Ohio Railroad along the neighborhood's western edge in 1828.<sup>3</sup> Near the 1300 block of Bush Street were such establishments as K.H. Ketterman & Sons Scrap Iron, Kopper Co. Piston Ring Division, and W.T. Burnett & Co. cotton goods.<sup>4</sup> Today Pigtown retains much of its manufacturing heritage and working class atmosphere. It has been designated as an Empowerment Zone by the City of Baltimore.

The buildings at 1300 Bush Street share their history with a particular piece of Pigtown's heritage, the development of Baltimore's public transportation system. Pigtown already had firmly established roots

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with rail transportation with the B&O rail yards and roundhouse in the northern quarter of the neighborhood. Intra-urban transportation also found a home in this section of the city when the Central Railway Company established its streetcar service facilities here in the late nineteenth century.

Public transportation had its start in Baltimore with horse-drawn omnibuses in 1844; a horse-drawn street railway system was established in 1859.<sup>5</sup> Eventually electrically powered streetcars became the most effective mode of transport, with lines established throughout the city and into the newly-forming suburbs.<sup>6</sup> In 1899, after several smaller consolidations, Baltimore's four main lines, including the Central Railway Company, were combined into the United Railway and Electric Company<sup>7</sup>.

The United had its offices in downtown Baltimore, but continued to operate Central's large facility in Pigtown at the intersection of Washington Boulevard and Bush Street. The Carroll Park Plant, as it was known, consisted of several buildings, including two huge brick skylit workshops, each occupying an entire block. These housed a car barn, paint shop, varnish shop, and store house.<sup>8</sup> The facility was used to maintain the company's fleet of streetcars, and later buses. It is still owned by the public transportation authority, the Mass Transit Administration, and is used as their Bush Street Terminal. The United also owned the lot to the east, on which the 1300 Bush Street buildings were built.

The 1300 block remained mostly vacant throughout the 1920s and 1930s. Exceptions include a small concrete building at the northwest corner of the lot called the Car Crew's House on the 1914 Sanborn and a tiny building to the south listed as Storage of Office Records, both of which are now gone. The early 1920s saw a boom in streetcar use and financial prosperity for the United only to be followed in the latter part of the decade by economic hardship. A combination of increasing traffic congestion from automobiles and the concentration of federal and state spending on road (rather than rail) improvements led to financial woes for the United.<sup>9</sup> Unable to combat the economic difficulties exacerbated by the Great Depression, the United Railway and Electric Company declared bankruptcy in 1933.<sup>10</sup>

After two years under the receivership under Trustees Lucius Storrs and William Meese, the company came out of bankruptcy with a new name - the Baltimore Transit Company (BTC).<sup>11</sup> It was under BTC ownership that the buildings at 1300 Bush Street were constructed to provide offices, a locker area, and food service facility to workers at the plant.

A dated cornerstone on the Office building indicates the year of construction was 1940. The Cafeteria/Locker Room, which uses the same style and materials, was probably built at the same time. In any case, it was present before 1947, when a Sanborn Map identifies it. The 1947 Sanborn also shows a small storage building to the east of the Cafeteria building. This was later demolished to put on

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the 1962 addition. The Car Crew's House had been enlarged and converted to a Filling Station by this time.

During the 1940s and 50s, the BTC began to transition away from streetcar use to buses. The company lost ridership throughout the 1950s and its economic difficulties were aggravated by a months-long strike in 1956.<sup>12</sup> It was in that year that BTC sold off some of its property, including the buildings at 1300 Bush Street, to private owners. The property became the Truck Trailer Rentlease Equipment Corporation and additions were put on in 1962 and 1970 to accommodate truck body repairs and equipment storage space. The property was acquired in 1986 by Rampart, a Maryland General Partnership, which then sold it in 1991 to the current owner, Michael Cornias. The Cafeteria building and 1960s addition are currently leased to Glen Bowman Auto Body Repairs. The 1970s building is occupied by KMC Commercial Food Service. The Office building is currently vacant.

The three buildings at 1300 Bush Street do not meet the criteria for individual listing in the National Register of Historic Places. The Food Service building is not older than 50 years and does not possess exceptional importance to warrant nomination under Criteria Consideration G. As an individual building, the Cafeteria/Locker Room is not of exemplary architectural significance. It is not distinctive in its style, materials, or construction. Its gable roof form, which has been compromised by the 1962 addition, is rather simple and its interior unremarkable. The building has been significantly altered in its overall form with alterations that are not older than 50 years. For these reasons, this building fails to satisfy the requirements for listing in the National Register under Criterion C.

Similarly, the Office building is not eligible under Criterion C for its design or construction. It is a simple structure altered by the closing up of windows and doors with mortared granite blocks. As 1940s buildings, the Office and Cafeteria are much newer than many of the industrial buildings that remain in Pigtown. Such buildings as the Carroll Park Plant, originally constructed by the Central Railway Company prior to 1892, the Burnett Cotton Company built prior to 1901, and the many rowhouses and warehouses in Pigtown better reflect its nineteenth century working class character.

Other buildings surrounding 1300 Bush Street, namely the two large Carroll Park Plant buildings, are less altered and retain their association with the development of public transit in Baltimore. Since the 1300 property was sold in 1956 to private owners, it has lost its relationship with the surrounding Carroll Park Plant buildings, still used by MTA. For these reasons, the buildings at 1300 Bush Street are not eligible for the National Register under Criterion A.

Although the two historic buildings at 1300 Bush Street do not possess significant historic or architectural features to nominate them individually to the National Register, they could derive significance as part of a larger historic district within the surrounding neighborhood. Taken with the other historic MTA-owned

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

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Name

**Continuation Sheet**

Number 8 Page 3

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buildings in the surrounding blocks, including the late nineteenth century United Railway and Electric Company shops, these two might be considered contributing elements in a National Register historic district. More research, which is outside the scope of this project, is recommended to determine the eligibility of a district that focuses on this set of buildings and their association with the development of public transportation in Baltimore.

### Endnotes

<sup>1</sup> Stinson, Anne. "Pigtown's Panache." *Baltimore Sun* 14 Nov 1987:11A.

<sup>2</sup> *Ibid.*

<sup>3</sup> Watts, Roberta Bair. "Community in Washington Village." M. Arch. thesis, University of Maryland, 1997, p. 3

<sup>4</sup> *Sanborn Fire Insurance Map of Baltimore*, 1901.

<sup>5</sup> National Railway Historical Society. "Baltimore Transit Company Rail Operations 1959: Commemorating One Hundred Years of Street Railway Service in Baltimore." Baltimore: NRHS, Baltimore Chapter, 1959, n.p.

<sup>6</sup> *Ibid.*

<sup>7</sup> Harris, Herman L. *The Street Railway Systems of Baltimore from its Earliest Inception to Consolidation*. Unpub. Paper, n.d., p. 11.

<sup>8</sup> *Sanborn Fire Insurance Map of Baltimore, Maryland*, 1914.

<sup>9</sup> *Transportation System Development in the Baltimore Region and Maryland*. 2 August 1999. Baltimore Metropolitan Council 12 April 2000 <[www.baltometro.org/TraSysD.htm](http://www.baltometro.org/TraSysD.htm)>

<sup>10</sup> Farrell, Michael R. *Who made All the Streetcars Go?: The Story of Rail Transit in Baltimore*. Baltimore: NRHS, Baltimore Chapter, 1973, p. 143.

<sup>11</sup> *Ibid.*

<sup>12</sup> *Transportation System Development*.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-3679

Name  
Continuation Sheet

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## HISTORIC CONTEXT:

### MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s): Modern Period

Historic Period Theme(s): Transportation

Resource Type:

Category:

Historic Environment:

Historic Function(s) and Use(s): Cafeteria/Locker Room  
Office

Known Design Source:

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## 9. Major Bibliographical References

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See Continuation Sheet 9.1

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## 10. Geographical Data

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Acreage of project area \_\_\_\_\_

Acreage surveyed \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Baltimore West

Quadrangle scale 1:24,000

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### Verbal boundary description and justification

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## 11. Form Prepared by

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name/title Anne Omeda Brockett, Architectural Historian

organization URS Corporation

street & number 200 Orchard Ridge Drive, Suite 101

city or town Gaithersburg, MD 20878

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  
410-514-7600

**Continuation Sheet 9.1**  
**Major Bibliographic References**

Inventory No. B-3679

*Empowerment Zone Performance Report 1995-1996: Baltimore Empowerment Zone Executive Summary.* U.S. Department of Housing and Urban Development 12 April 2000 <[www.hud.gov/cpd/bamdperf.html](http://www.hud.gov/cpd/bamdperf.html)>

Farrell, Michael R. *Who made All the Streetcars Go?: The Story of Rail Transit in Baltimore.* Baltimore: NRHS, Baltimore Chapter, 1973, p. 143.

Harris, Herman L. *The Street Railway Systems of Baltimore from its Earliest Inception to Consolidation.* Unpub. Paper, n.d., p. 11.

Harwood, Herbert H., Jr. *Baltimore's Light Rail Then and Now.* New York: Quadrant Press, 1995.

*History of Pigtown.* Live Baltimore Marketing Center 12 April 2000  
<[www.emcorebaltimore.org/history/pigtown.htm](http://www.emcorebaltimore.org/history/pigtown.htm)>

Maryland Department of housing and Community Development. *Washington Village Urban Renewal Plan.* 5 Oct 1979.

National Railway Historical Society. "Baltimore Transit Company Rail Operations 1959: Commemorating One Hundred Years of Street Railway Service in Baltimore." Baltimore: NRHS, Baltimore Chapter, 1959, n.p.

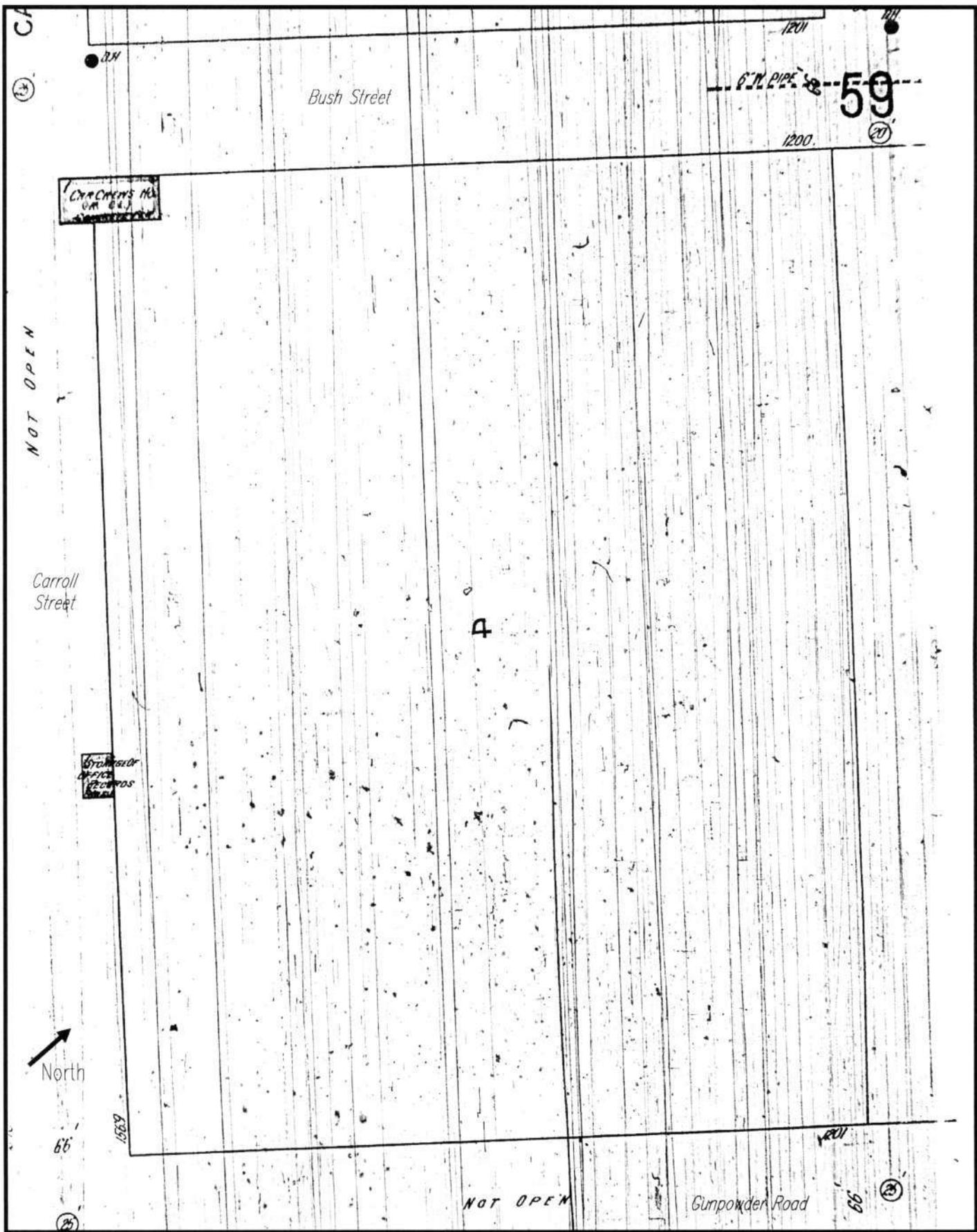
Reutter, Mark. "Pigtown, After 'Bad Times,' Cautiously Looks Toward Revival." *Baltimore Sun* 3 March 1978: B1.

Sanborn Fire Insurance Maps of Baltimore, 1901, 1914, 1947, 1951.

Stinson, Anne. "Pigtown's Panache." *Baltimore Sun* 14 Nov 1987:A11.

*Transportation System Development in the Baltimore Region and Maryland.* 2 August 1999. Baltimore Metropolitan Council 12 April 2000  
<[www.baltometro.org/TraSysD.htm](http://www.baltometro.org/TraSysD.htm)>

Watts, Roberta Bair. "Community in Washington Village." M. Arch. thesis, University of Maryland, 1997, p. 3.



B-3679  
1914 Sanborn Map  
1300 block of Bush Street  
Baltimore, Maryland

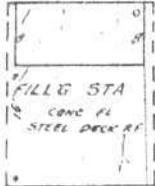
Bush Street

1305

1300

1200

(21)



4



100  
25

R R GUNPOWDER

(1201)  
GUNPOWDER

North

NOT OPEN

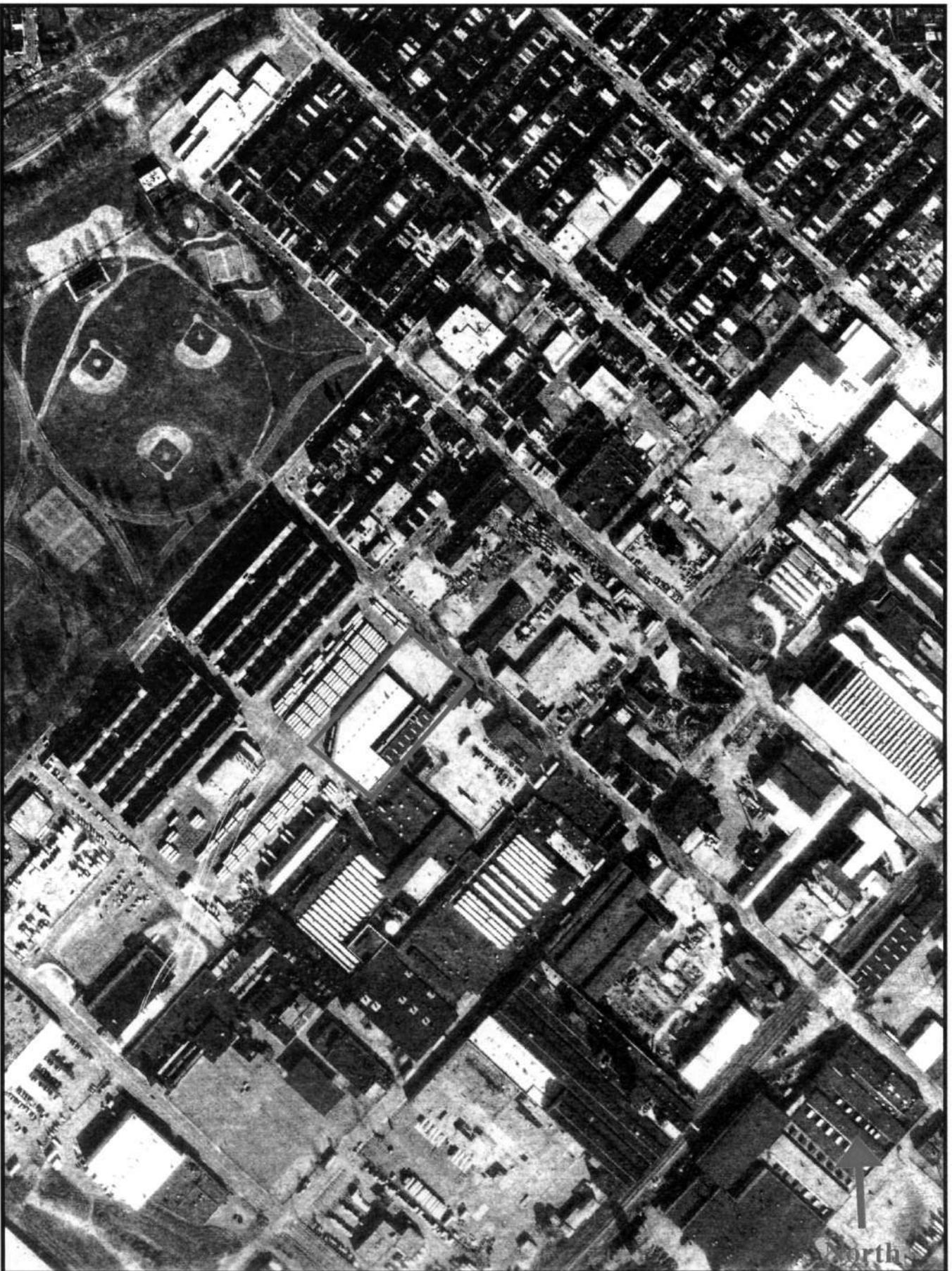
Gunpowder Road

66 (2)

MANTICONS ST

58

B-3679  
1947 Sanborn Map  
1300 block of Bush Street  
Baltimore, Maryland

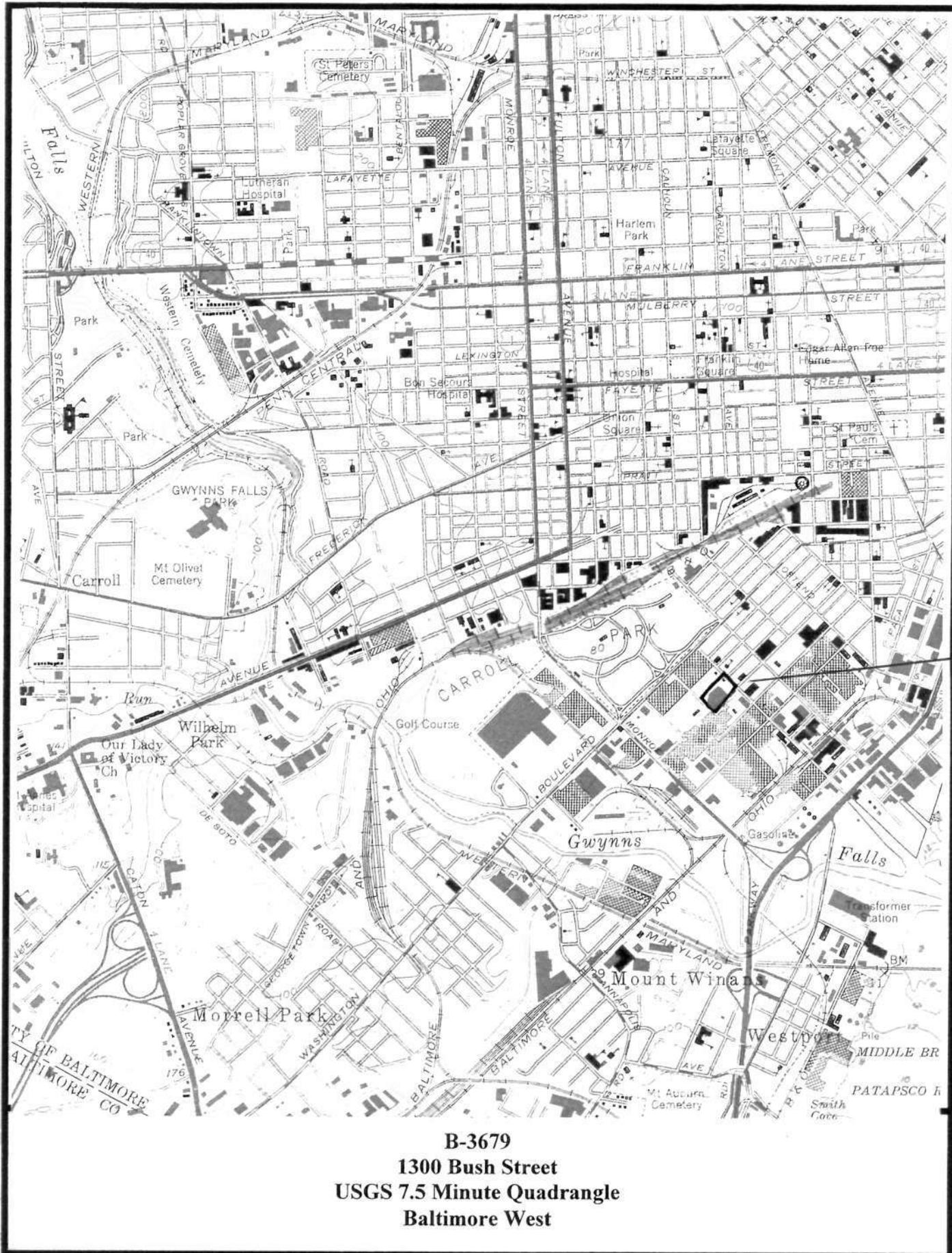


B-3679

1300 Bush Street

Baltimore, Maryland

1992 Aerial Photo



B-3679

**B-3679**  
**1300 Bush Street**  
**USGS 7.5 Minute Quadrangle**  
**Baltimore West**

**B-3679**  
**1300 Bush Street**  
**Baltimore, MD**  
**Photo Log**

1. Cafeteria Building (right) and 1962 addition, NE façade
2. Cafeteria Building and 1970 building (right), NE façade
3. Cafeteria Building (right) and 1962 addition, NE façade
4. Cafeteria Building (right) and 1962 addition, NE façade
5. Cafeteria Building, NE façade window detail
6. Cafeteria Building, NE façade, cornice detail
7. Cafeteria Building, original SE exterior wall as seen from interior of 1962 addition
8. Original SE corner of Cafeteria Building
9. 1970 building, NW façade
10. 1970 building, SW façade
11. Office Building, SW façade
12. Office Building, NE façade and view NW along Bush Street
13. Adjacent building to NE on Bush Street
14. NW wall of adjacent building
15. View NW from site, MTA Bush Street Terminal
16. View NE across Bush Street



ALUMINUM TRUCK BODIES

1200

B-3679

1300 Bush Street

Baltimore, MD

NE facade - ~~capitol~~ building + 1962 addition

Anne Prockett

4-10-00

#1 of

MTD 00-06 NANNN-02RM 233

Neg. at MHT



ALUMINUM TRUCK BODIES

B-3679

1300 Bush St.

Baltimore, MD

NE facade of cafeteria building,  
1962 addition, & 1970 building (right)

Anne Brockett

4/10/00

#2 of 16

Neg. at MHT



ALUMINUM TRUCK BODIES

B-3679

1300 Bush Street  
Baltimore, MD

Northeast facade - cafeteria building + 1962 addition

Anne Brackett

4.0.00  
#3 of 16

Neg. at MHT

MTD 00-04 N4NNN-08RM 233



ALUMINUM TRUCK BODIES





B 3679

1200 Bush St.  
Baltimore, MD

NE facade - window detail of cafeteria building

Anne Parodett

MTD 00-03 N4NNN+01AM 233

10:00  
#10 of 16

Neg. at MHT



B-3679

1300 Bush St.

Baltimore, MD

NE facade, comical detail of cafeteria building

Anne Brockett

4.10.80

#6 of 8

Neg. at MH

MTD 00-04 14ANN-05AM 233



B-3679

1300 Bush St.  
Baltimore, MD

Interior view looking North. Original exterior  
SE wall, now enclosed within 1962 addition

Anne Brockett

4.10.00

#7 of 16

Neg. at MHT

MTD 00-01 RANNH-08AM 233



2-3679

1300 Bush St

Baltimore, MD

Interior - original 9E/sw corner of cafeteria  
now within 1960 addition

MTD 00-02 N4NNN-06PM 233

Annie Brackett

4.10.00

# 800.16

Neg. at AHT



B-3679

300 Bush St  
BALTIMORE, MD

1970s Building NW facade

Aime Brockett

4.10.00

# 9 of 16

NEG at MHT

MTB 00-04 N4NNN+00AM 233



B-3679

1300 Bush St  
Baltimore, MD

SW facade

Anne Brockett

4.10.80

#10

Neg at MHT

MTD 00-04 14NNH+04AM 233



B-3679

1300 Bosh St  
Baltimore, MD

SW facade of Office Building

Anne Brockett

4:10:00  
#1066

Neg. at MHT

ATD 00-04 N4NNN-05RM 233



B-3679

1500 Bush

Baltimore, MD

NE facade of office and view NW up Bush Street

Anne Brockett

4-10-00

#12 of 16

Neg. of MHT

MTO 00-05 N4NNN+00RM 233



B-3679

1300 Ash St  
Baltimore, MD

NE facade of building to East

Aune Brockett

4.10.00

#16.16

NEG. at MHT

MHT 00-05 N4NNN+06PM 233



B-3679

1200 Bush St  
Baltimore, MD

View east across parking lot from office

Anne Beckett

4 10.00

#14 of 16

View at MFT

MTD 00-05 NANNH-06RM 233



B-3679

1300 Bulsh St  
Baltimore, MD

View West from Office to MTA Bus  
St. Terminal

Anne Brackett

4.10.00  
#15 of 16

Neg. at MHT

MTD 00-04 N4NNN-10PM 233



B-3679

1300 Bush St  
Baltimore, MD

New NE on cross Bush St.

Anne Brockett

410.00

# 16 of 16

at MHT

MTD 00-06 NANNH-06PM 233