

Maryland Historical Trust

State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic 1409-1411 Thames Street (Eastern Portion) (Preferred)

and/or common 1409-1411 Thames Street (Eastern Portion)

2. Location

street & number 1409-1411 Thames Street not for publication

city, town Baltimore vicinity of congressional district Third

state Maryland county Baltimore City

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" 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 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 type="checkbox"/> not applicable	<input checked="" 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 Bond Street Associates/ Michael Silver, Managing General Partner

street & number 1021 World Trade Center telephone no.: 301-244-7292

city, town Baltimore state and zip code Maryland 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Land Records Office
Baltimore City Courthouse liber SCL 5185

street & number 100 North Calvert Street, Room 610 folio 244

city, town Baltimore state Maryland 21202

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. B 3998

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" 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.

SUMMARY DESCRIPTION

This description will address the eastern portion of the building at 1409-1411 Thames Street. The property is located on the south side of Thames Street west of Caroline Street. The Fell's Point National Register Historic District bisects the building being described.

The lot contains an interconnected structure formerly used by the Rukert Terminal Corporation. The western portion (not the subject of this description) consists of a well preserved, mid-19th century, four story brick warehouse. The eastern portion, which is the subject of this description, consists of three components: a two story warehouse on the eastern edge of the lot (c. 1920), a two story (c. 1935) structure connecting the four story warehouse to the c. 1920 building and a one story shed (c. 1935) which extends south beyond the c. 1920 and c. 1935 sections as well as south of the four story warehouse.

The sequence of construction on the site of the eastern portion of 1409-1411 Thames Street is summarized as follows:

- Phase 1: square cellar with brick floor at NE corner of the lot
- Phase 2: 32' x 100' (approx.) brick warehouse (Hopkins Atlas, 1976)
- Phase 3: 3 story brick warehouse with 1 story addition, Sandborn Atlas, 1902-1911
- Phase 4: brick warehouse with 2-1/2 story front (south) section and a 3 story rear addition shorter than the c. 1902-1911 building used by the Atlas Pier and Terminal Corporation, Sandborn Atlas, 1917-1923 (The existing eastern section dates principally from this period.)
- Phase 5: 1935 addition by the Rukert Terminal Corporation adding the western section (connecting the warehouse), the truck loading dock, raising the ceiling of the south part of the 1st floor of the eastern section for warehouse space, adding the truck loading on the east and north elevations, adding the metal clad frame shed to the southern end and creating a 150' long storage area across the southern end of the property.

(See attached sheets for continuation of Description)

8. Significance

Survey No. B 3998

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

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.

SIGNIFICANCE SUMMARY

The eastern portion of the buildings at 1409-1411 Thames Street do not possess sufficient integrity to meet the National Register criteria of significance. The extensive alterations, particularly in 1935, have destroyed the original character and much original fabric of the earlier buildings on the site. The purpose of this essay is to summarize the changes to the building in a historical context.

HISTORY AND SUPPORT

As stated in the description, the subject building is only the eastern portion of a layered structure which shares the 1409-1411 street address. Both buildings exist on Lot 2 of Block 1826. Lot 2 has retained its configuration since the 18th century. It consists of Lot 55 and 56 and the southern portion of Lot 54 of the 1763 plot of Fell's Point. During the end of the 18th and the first three quarters of the 19th century, maritime related uses occupied the lot. The Phase 1 basement area dates from this period.

(See attached sheets for continuation of History and Support)

9. Major Bibliographical References

Survey No. B 3998

Baltimore City Land Records (See continuation sheet)
Maps: G.M. Hopkins, Atlas of Baltimore City & Environment, Philadelphia: 1876;
Sandborn Map Company, Insurance Maps of Baltimore, Volume 4, eds. of
1902 and 1917.

10. Geographical Data

Acreage of nominated property 45' x 76'

Quadrangle name _____

Quadrangle scale _____

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

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Verbal boundary description and justification

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 Nancy Miller

organization Walter Schamu AIA & Associates, Inc. date 5-12-84

street & number 107 East Preston Street telephone 301-685-3582

city or town Baltimore state Maryland 21202

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

Originally constructed in the third quarter of the 19th century, the eastern portion of 1409-1411 Thames Street is a brick warehouse that has undergone many changes, the most extensive of which occurred in 1935. This building is located at the eastern boundary of a 1.06 acre lot which encompasses Lots 55 and 56 of the original plat of Fell's Point. The warehouse measures 44' 8" along the south side of Thames Street and extends 176' to the south. Stretching beyond the building to the south is a pier constructed in 1938, which extends into the harbor. On the western edge, the building abuts a four story brick warehouse, dating from the third quarter of the 19th century.

The northern elevation of the building consists of two sections. The eastern section (c. 1920 phase 4) measures 30' 2" and the western section (1935 phase 5) measures 14' 6" in width which connected the older structure to the warehouse to the west. (see photo 1) At the top of the building is a parapet wall with a recessed brick panel which runs the full length of the northern elevation. Beneath the panel are five windows, each with one over one sash. Three windows in the eastern section have cast iron lintels; the other two windows have no lintels. Below the windows at the level of the second floor joists runs a deep (approx. 18") steel beam which spans the eastern section; a narrow beam also stretches across the western section. Beneath the beams is found an open area, used as a covered truck loading dock. The horizontal steel beams are supported by steel beams at the corners of the building and at the division point between the two sections. The ceiling of the "porch" is covered with pressed metal. (see photos 7 & 8) The first story front wall of the building, recessed because of the porch, contains an entrance door and three garage doors for unloading trucks. The eastern section is obscured from view by a sheet metal screen. It contains a row of four horizontal windows set high in the wall. The Sandborn Atlases for 1902-1911 and 1917-1932 indicate no fenestration on this wall which was three stories tall in 1902 and by 1932 two and a half stories in height.

The northern elevation took on its present configuration in 1935 (phase 5). At that time the building was extensively altered by the Rukert Terminals Corporation. The evidence from the Atlases indicates that the five windows (including the three with iron lintels) were additions made in the 1935 alterations. The entire 14' 6" western section was added filling in a vacant space formerly used by railroad cars. The tracks still exist in Thames Street leading directly to the western section of this building. To unify the two sections, the brick parapet wall was added; all the second floor windows were made uniform although lintels were not added over the western two. Finally, the front wall of the eastern section on the first floor was taken down to create the truck loading dock. The pressed metal ceiling on the roof of the porch probably existed in the previous configuration of this space. (see photos 1 & 2)

The east elevation of the building has two parts: a stuccoed brick two story section (at the northern end) and a metal covered frame shed, one story in height. (see photos 3,4,5) The fenestration of the east elevation consists, on the first floor, of one window opening at the northern end, then, moving south, a door and eight irregularly spaced truck loading dock doors (four of which are in the metal shed section). On the second floor there are three one over one sash windows at the northern end (probably added in 1935) at the northern end and four, two over two sash windows in the southern half of the stuccoed wall. The sills of the four southern windows are located at the same height as the tops of the three northern windows. The higher windows reflect the raising of the floor to create a greater ceiling height on the ground floor. During the period 1902-11, there were two windows on the first floor toward the southern end (where the loading docks are); by 1917-32 a third first floor window had been added toward the northern end of the wall. (Sandborn Atlases)

The southern elevation of the building is a brick wall (the equivalent of two stories in height) roughly 150 feet long with a parapet wall extending above the roof. The wall rises in steps to a peak in the center and has cement cap. Four windows with metal sash are found at the second story level. A pair of metal doors are located at the east and west ends. These are hung from tracks along which the doors slide to open. (see photo 6)

The southern elevation has, behind it, a huge shed structure which extends across the back of the building under discussion here as well as the adjacent warehouse to the west. It was constructed during the 1935 renovations.

From 1902-1911, the 3 story building with a one story shed addition, extended approximately 100 feet toward the water. By 1917 the southern elevation had a one story warehouse attached to the south which, in turn, was attached to a one story oyster shucking and packing house on the pier. No evidence of these buildings exists today. The pier shown on the 1917-1932 Sandborn map was removed and replaced in 1938 by another wider and longer pier.

The interior of the building remains as it did subsequent to the 1935 alterations. Very little detail remains from earlier configurations. The 1935 work reflects a utilitarian approach to the creation of warehouse and office space. In the first floor front room of the eastern section a pressed metal ceiling exists. (see photos 9 & 10) The western section of the first floor (c. 1935) contains two office spaces.

Interior warehouse space begins south of the offices. It is characterized by wooden posts supporting a frame roof system. The height of the warehouse varies from approximately 15' to 20'. A section of an exterior western wall of the earlier structure (possibly from Phase 3, see photos 11 & 12) acts as an interior partition. It is visible in the basement and on the second floor. Two large (approx. 8' wide) openings have been cut through the wall for access through the warehouse space. Bricked up window openings are found in this wall fragment. The warehouse opens into the two story high space behind the neighboring brick building and is lighted by five skylights. (see photos 13 & 14)

Access to the second floor is gained from two wooden staircases, probably dating from the 1935 addition, one near the entrance door and one near the western wall fragment. Two offices are found in the (1935) western section (see photo 17) which lead into a knotty pine paneled office in the eastern section. On the southern wall of this square room is a flight of stairs ascending to additional office space. The height was raised to accommodate the warehouse space below. (see photo 18) (The ceiling of the northern office is roughly a story and a half high). This space - also paneled in knotty pine - consists of one long room (with a bathroom) (see photo 19) leading to two offices in the southeastern end. (see photos 20 & 21) In addition to the four windows on the eastern wall, there are five windows on the western wall which have each been filled with glass block. A door leads out onto the roof from the southern end of the second floor. (see photos 22 & 23)

The cellar of the building is used for storage space. Its low ceiling (6" approx) is supported by wooden and concrete columns. Access to the basement is gained from a ramp from the warehouse. At the eastern end of the southern wall are openings leading to a lower level of Pier 5. The floor of the basement is concrete. (see photo 16)

From a narrow and steep flight of steps in the first floor front (north) room in the eastern section, access is gained to a second basement. This space is roughly square in shape. In it can be found a brick floor laid in herringbone pattern and stone foundation walls. (see photo 15) Along the west wall are two stone projections, which may be structural supports for hearths which may have once existed above. A concrete lintel in the ceiling supports the truck loading dock above.

In 1873 William, Jacob and Joseph Miller bought the property and operated a warehouse related to the Northern Central Railroad located on Thames Street and to shipping docked at their Wharf. A building (Phase 2) was built at this time on the site as well as the 4 story warehouse to the west. By 1902 (Sandborn Atlas), the building had been [redacted] and was used by Clenderin Brothers who stored metals and rails. The wooden pier to the south held a one story frame oyster house.

In 1917, the heirs of the Miller Partners sold the property to McCormic & Co. who held it for ten years. In 1927, the Atlas Safe Deposit and Storage Company purchased the warehouses for general storage. They changed the warehouse including lowering its height, adding interior partitions and changing the fenestration. Atlas, as had its two [redacted], relied on railroads for the land transportation of the [redacted] stored in their warehouses. In fact, the Northern Central (later Pennsylvania) Railroad tracks went on the property between the two warehouses. The Ruckert Terminal Corporation, who acquired the property in 1930, however, relied on trucks, not trains, for land transportation. Therefore, in 1935, the warehouse was altered for trucks. The now obsolete railroad tracks were covered by an addition of more warehouse space connecting the two warehouses. The [redacted] and to the south of the building was also enclosed for storage. Truck loading docks were installed above [redacted] on the north and east elevations. Needs of the 20th century transformed the 19th century warehouse and its historic integrity.

April 1984 Interview with Bud Nixon, Rukert Terminals Corp.

Chain of Title for 1409-1411 Thames Street
Baltimore City Land Records

12/20/1930 W.G. Norman Rukert to Rukert Terminals Corp.
SCL 5185/244

11/20/1930 Atlas Safe Deposit & Storage Co. to W.G. Norman
Rukert
SCL 5185/243

06/20/1927 McCormic, Inc. to W.G. Norman Rukert, George
Rukert and Atlas Safe Deposit & Storage Co.
SCL 4757/201

11/08/1917 Henrietta Miller, et. al, estate of Joseph Miller
to McCormic Co., Inc.
SCL 3167/503

02/17/1873 Letitia Ramsey, et. al., heirs of James Ramsey to
William, Jacob and Joseph Miller
GR 601/136

04/15/1822 Henry Thompson and John Wigman, administrators, to
James Ramsey
WG 164/459

09/22/1820 Henry Thompson to James Ramsey
WG 164/462

06/22/1794 John Burney to Samuel Smith
WG 00/213

B-3998

THAMES STREET

1409 - 1411

CROSS-HATCH INDICATES AREAS OF BUILDING TO REMAIN.

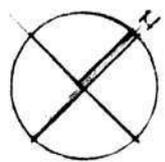
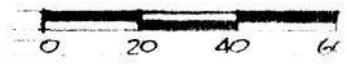
LIMIT OF PHASE I BASEMENT

LIMIT OF PHASE IV BUILDING

ROOF OVERHANG

LOFT ABOVE

PIER



1409 - 1411 THAMES STREET
BALTIMORE, MD

WALTER SCHAMU & ASSOC., INC.
107 EAST PRESTON STREET
BALTIMORE, MARYLAND 21202

THAMES

THAMES

150' (488'") DEED

BRIDGE ST

B-3998

3
1,408 AC.
FAST LAND

B-3998

1409-1411 Thames Street

Baltimore City DPW Property Location Map
Block 1826
1" = 60'
1979

2
1,060 AC
FAST LAND

Chassee
160'
Widening

Chassee
188'
Widening

Removed
Mill
September 8, 1938

New Pier 8-8-1936

530'±
296'
44'
(0.216 AC.)

4
0.785 AC.
2,188 AC.±
FAST LAND SUB.
0.586 AC. 1.00

HARBOR

New 162'± Pier Head

BLK 1826

101'±

317'±

52'±

25'

78'

36'±

26'

320'

320'

290'

290'

290'

290'

290'

290'

290'

290'

290'

290'



B-3998

G. M. Hopkins, Atlas of Baltimore, Maryland,
and Environs, Philadelphia: 1876

PHILADA. AVE

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A
D
W
A
Y

2
HALL
BANK

BALTIMORE
STEAM
BAKERY

LUBBER
YARD

LANCASTER

THAMES

SNOWS WHARF

EUSCH WHARF

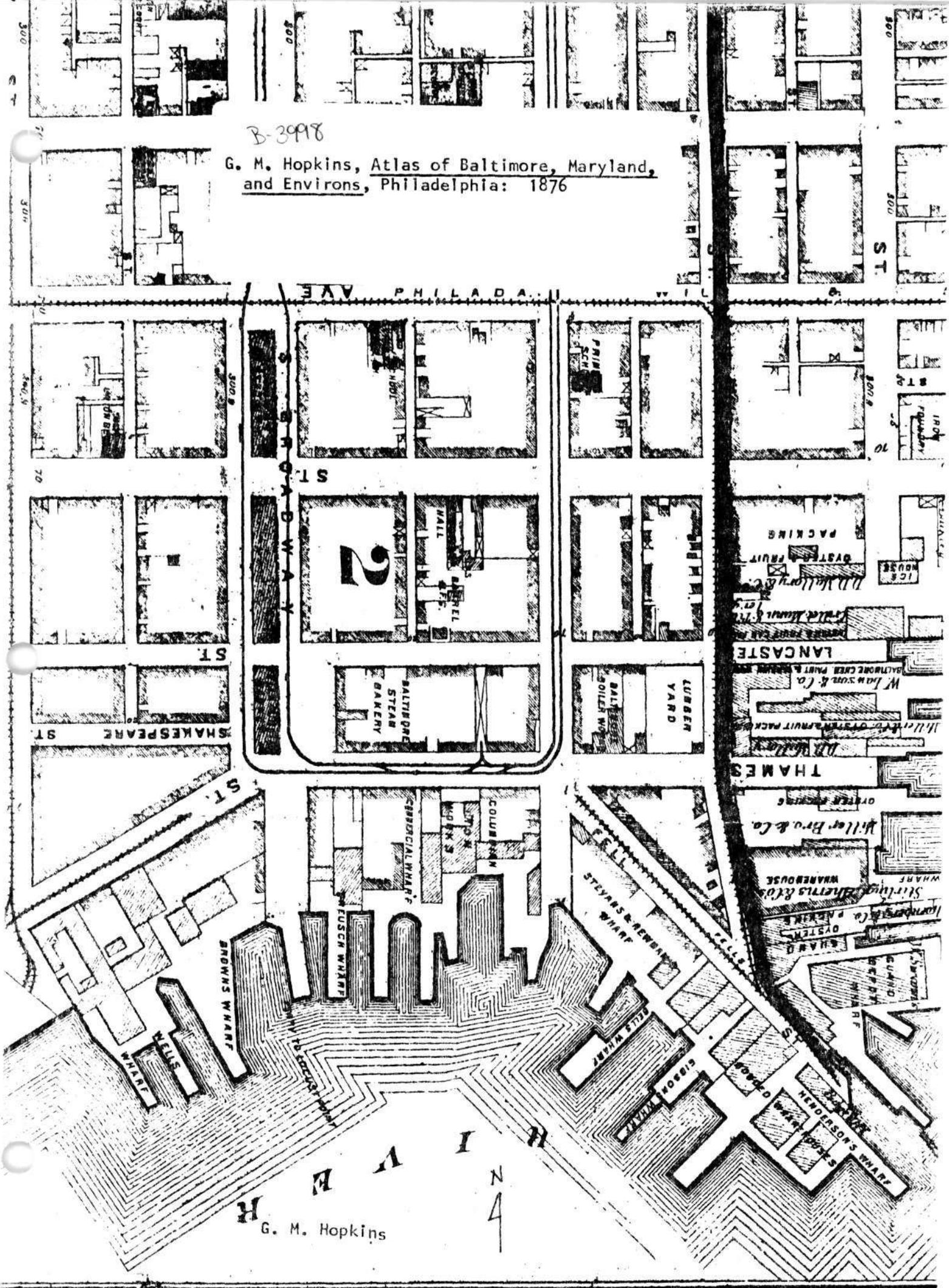
FELLS
WHARF

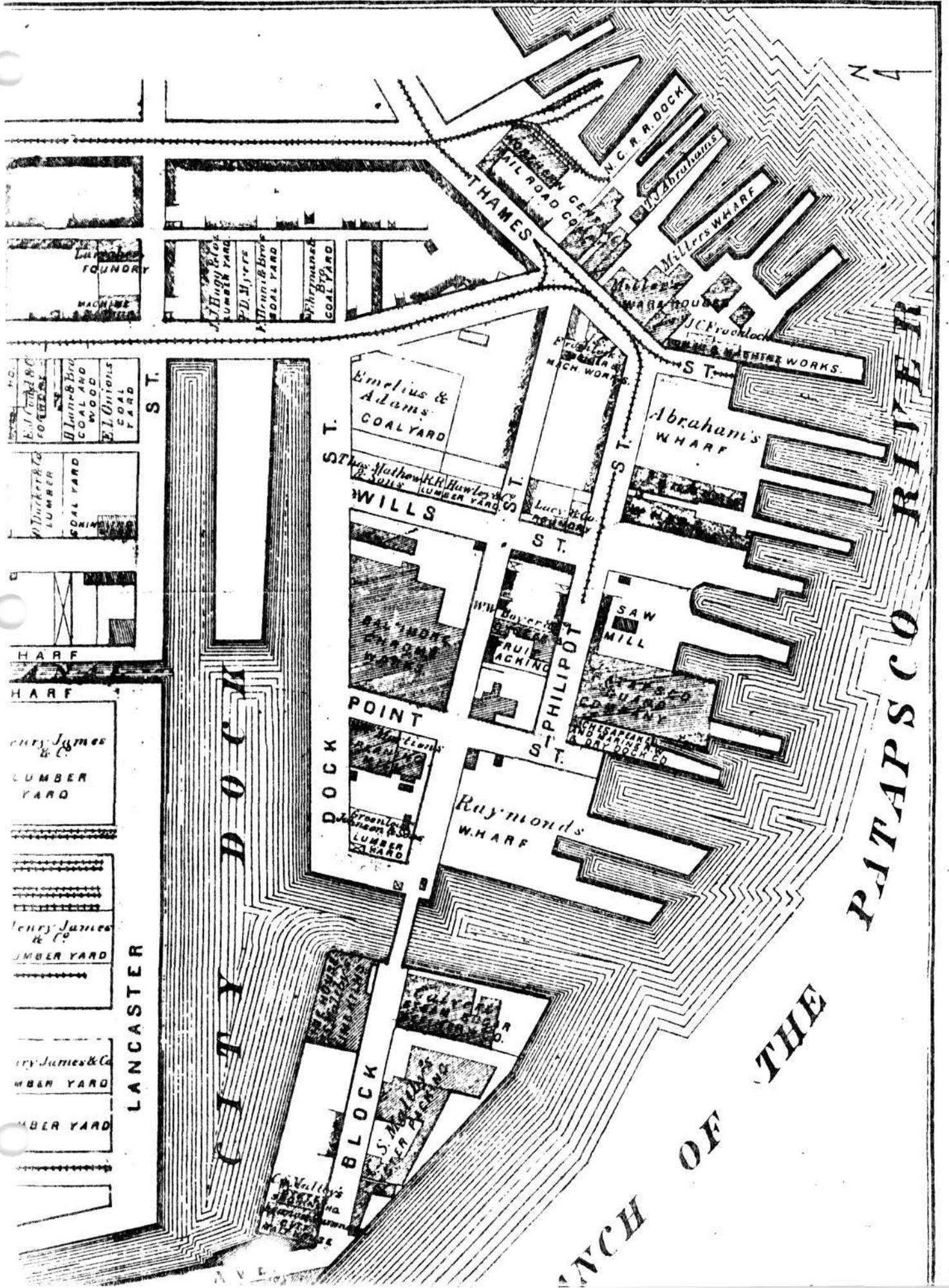
GIBSON WHARF

HENDERSON WHARF

H
I
V
E

G. M. Hopkins





FOUNDRY
MACHINE

J. Huggins & Co. LUMBER YARD
D. Myers COAL YARD
P. H. B. Bro. COAL YARD
Fitzmanet COAL YARD

W. G. COAL & CO. COAL YARD
J. L. O'Neil's COAL YARD
W. D. Clark & Co. LUMBER YARD
COAL YARD

Henry James & Co. LUMBER YARD

Henry James & Co. LUMBER YARD

Henry James & Co. LUMBER YARD

ST.

LANCASTER

CITY DOCK

BLOCK

Emelius & Adams COAL YARD

WILLS

POINT

DOCK

Raymond's WHARF

THAMES

ST. PHILIPOT

N. C. R. DOCK

W. W. ABRAHAM'S

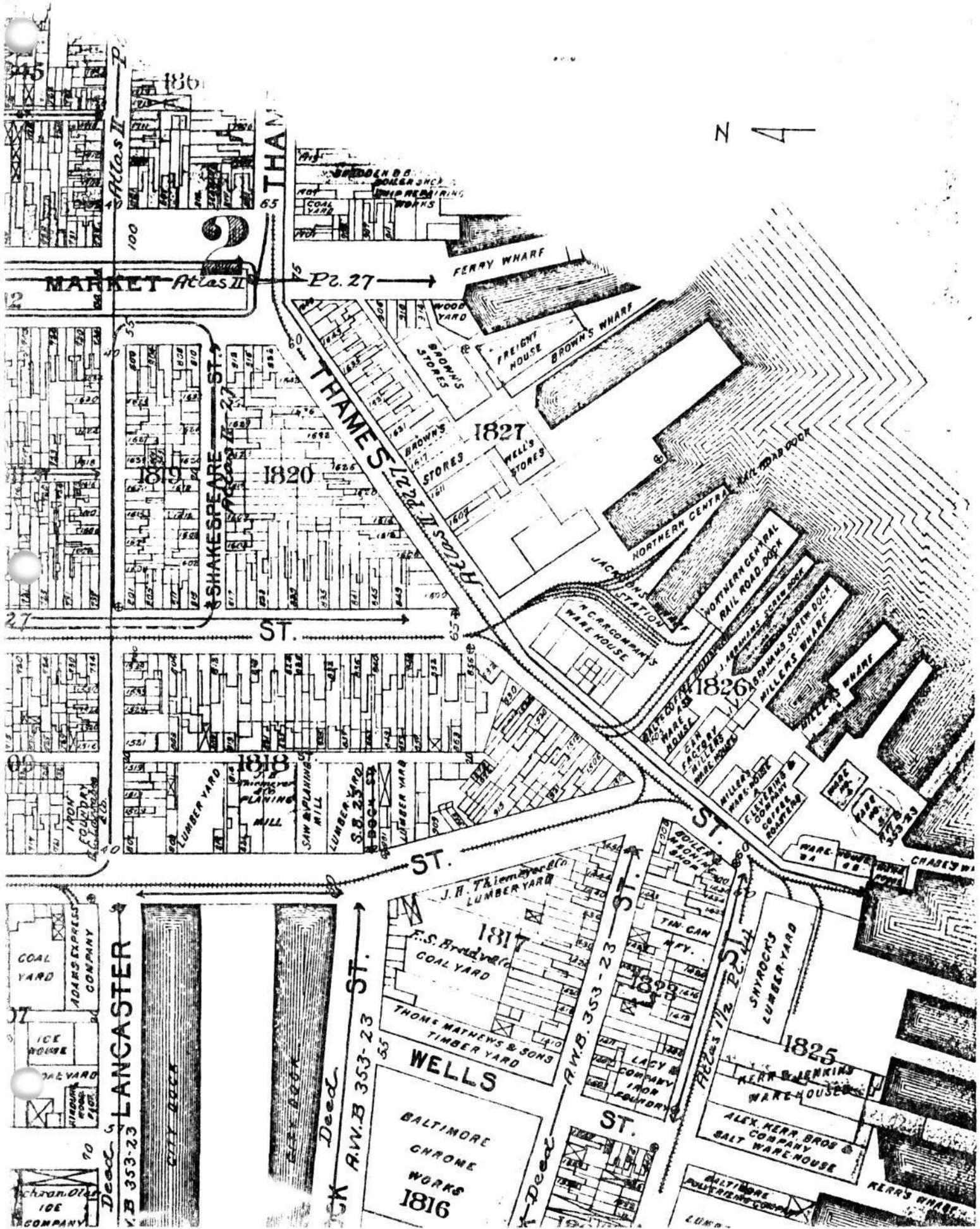
Abraham's WHARF

SAW MILL

BRANCH OF THE

PATAPSCO RIVER

B 3998



Atlas II
100

Market Atlas II

THAMES

SHAKESPEARE ST.

1819

1820

1827

1826

1818

ST.

LANCASTER

ST.

J.H. Thieme's LUMBER YARD

F.S. Brady & Co. COAL YARD

THOMAS MATHEWS & SONS TIMBER YARD

WELLS

BALTIMORE CHROME WORKS 1816

ST.

ST.

1825

KERR & JENKINS WAREHOUSE

ALEX. KERR BROS. & COMPANY SALT WAREHOUSE

BALTIMORE PORTLAND CEMENT COMPANY

KERR'S WHARF

COAL YARD
ADAMS EXPRESS COMPANY
ICE HOUSE
SAL YARD
WHEAT YARD
IRON FOUNDRY
LUMBER YARD
SAW MILL
LUMBER YARD
S.B. 23
LUMBER YARD
LUMBER YARD

Deed
V.B. 353-23
CITY DOCK

B-3998

Sandborn Map Company
Insurance Maps of Baltimore
v. 4, 1902

NIGHT WATCHMAN
300 FT HOSE

CL 40

EARTH PIER

MOOD

OYSTER HO

IRON CLAD

MILLER'S WHARF

W. C. ROBINSON & SONS
OIL WARE HO. &
OIL MIXING

3
GLENDEIN BROS.
METALS, NAILS & C.

MILLER'S WHARF
BROS. TALES WARE HO'S

HALL ONLY
NITRATE OF SODA

COFFEE ROASTERS
SET IN BRICK ON CEMENT
STORAGE & HANDLING
CLEANING & HANDLING
ROASTING & V.P. SO 2' HOSE
WATER PAILS

COFFEE DEALERS & ROASTERS
MILLER'S WHARF

B & O R CO'S COFFEE WARE HO'S
NIGHT WATCHMAN, HORN CLOCK TALKERS
HOURLY ROUNDS, WATER PAILS EACH FLOOR

COFFEE WARE HO'S
NO 5

COFFEE WARE HO'S
NO 6A

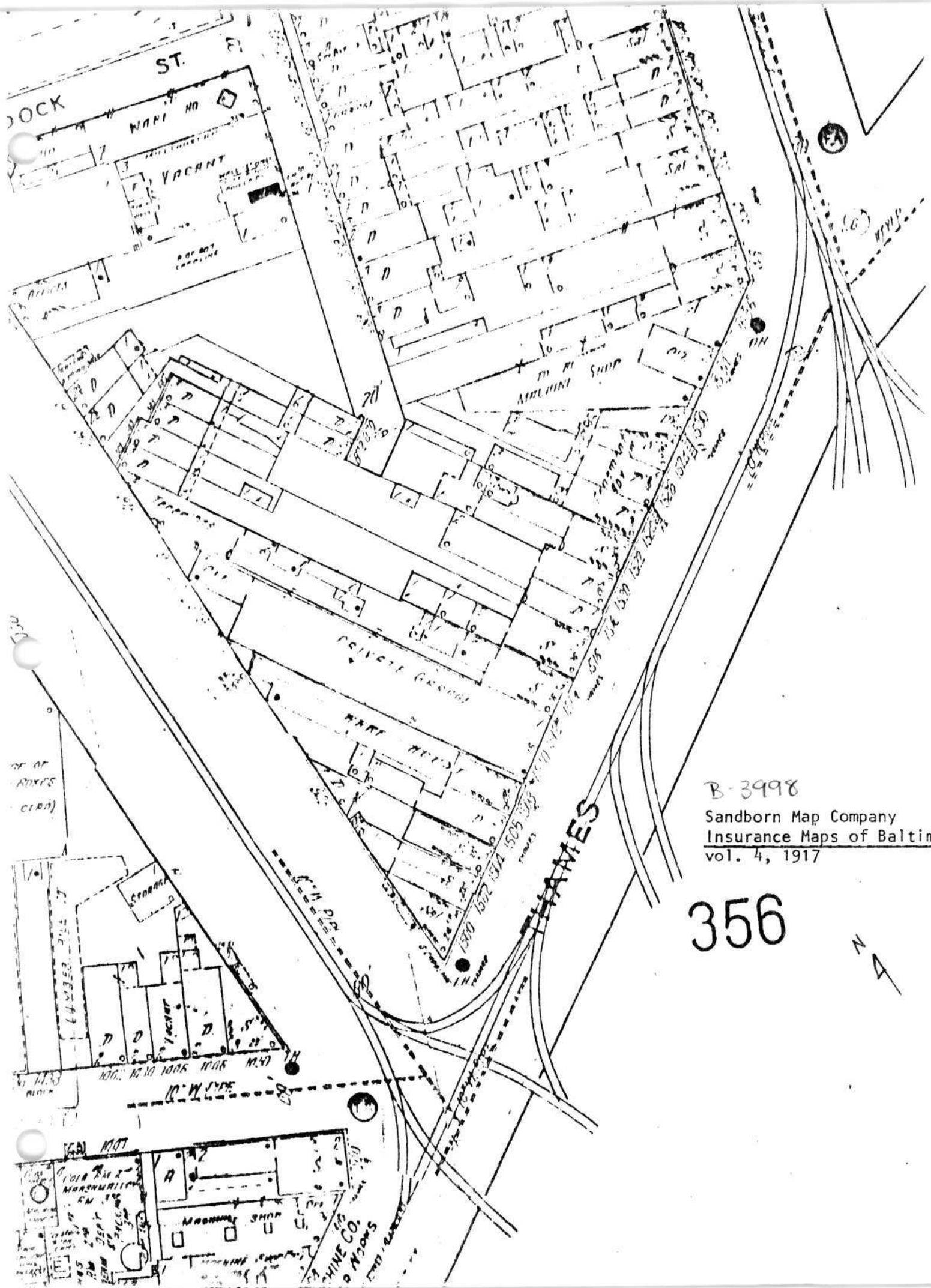
COFFEE WARE HO'S
IRON CLAD

416

OFFICE
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THO'S

N

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B-3998

Sandborn Map Company
Insurance Maps of Baltimore
vol. 4, 1917

356



OFFICE

BRI
LOCU
FLA
9

6" W. PIPE

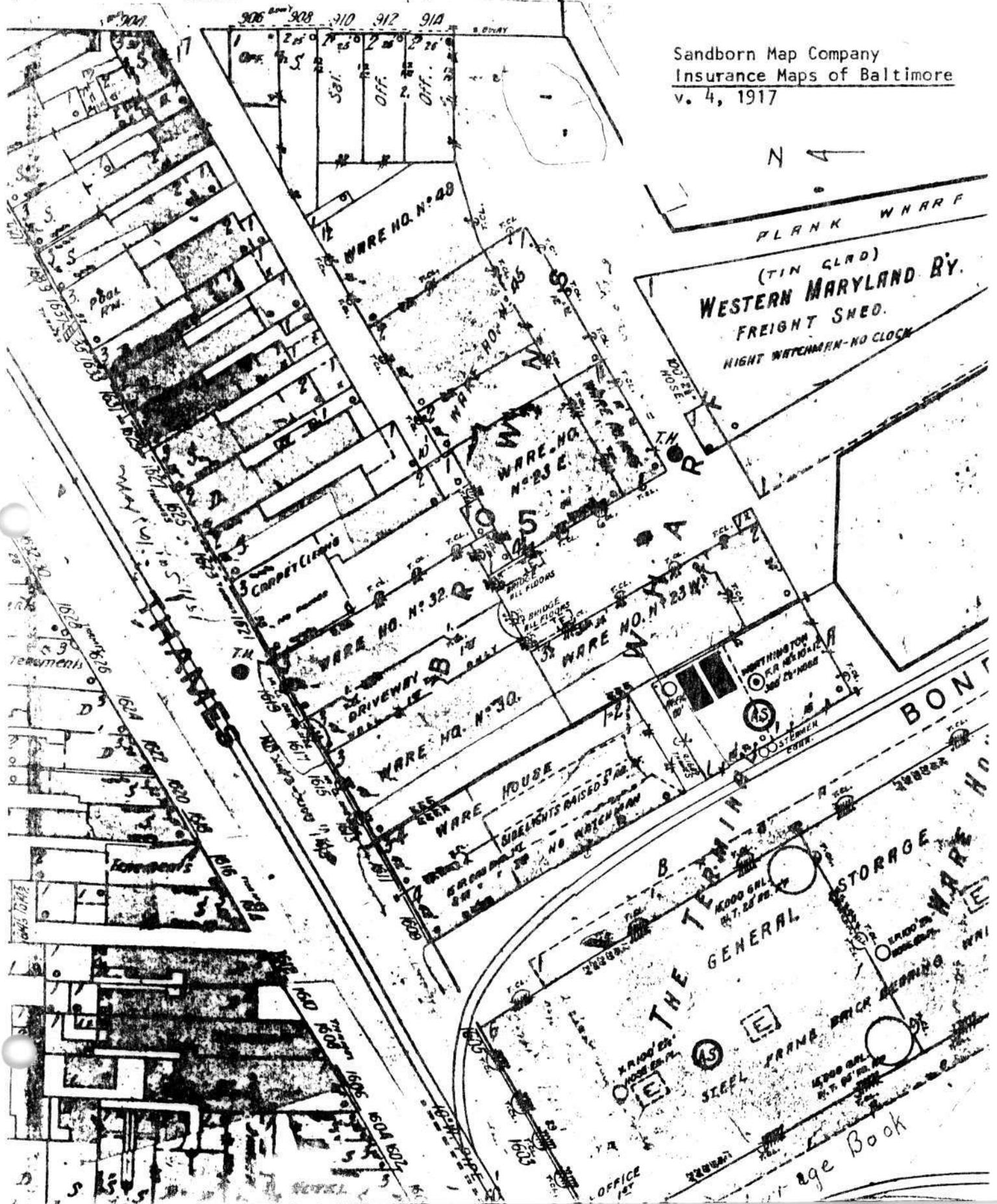
EARTH FILLED WHARF

Sandborn Map Company
Insurance Maps of Baltimore
v. 4, 1917



PLANK WHARF

(TIN CLAD)
WESTERN MARYLAND B.Y.
FREIGHT SHED.
NIGHT WATCHMEN-NO CLOCK



Age Book

B-3998

JACKSON'S WHARF

Sandborn Map Company
Insurance Maps of Baltimore
v. 4, 1917

PENNSYLVANIA R.R.
FREIGHT HOUSE
CORR. IRON ON STEEL FRAME
IND. OR. 22' 10" H. 105E

S. CAROLINE ST.

BLOCK ST.

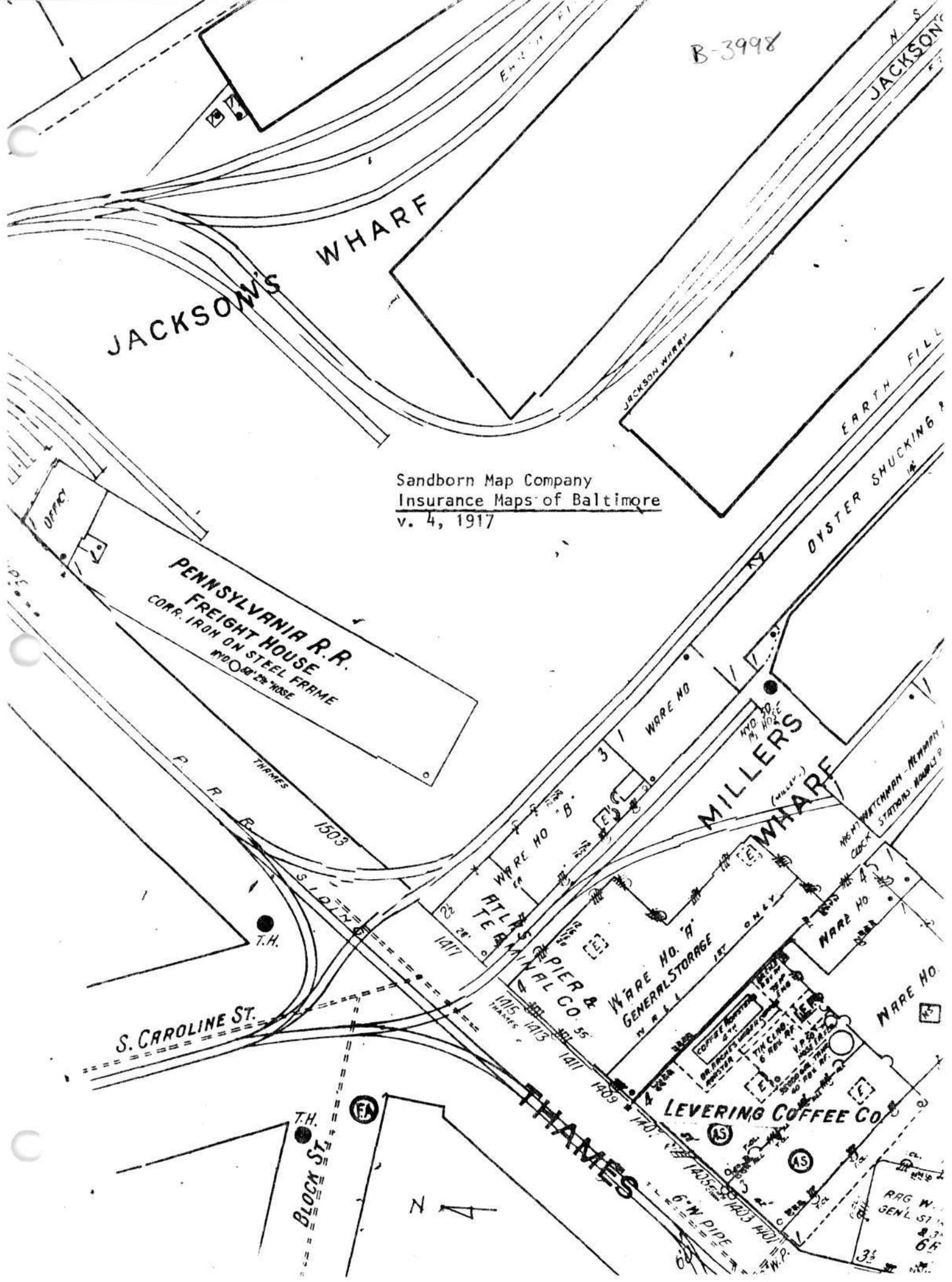
N A

MILLERS WHARF

LEVERING COFFEE CO.

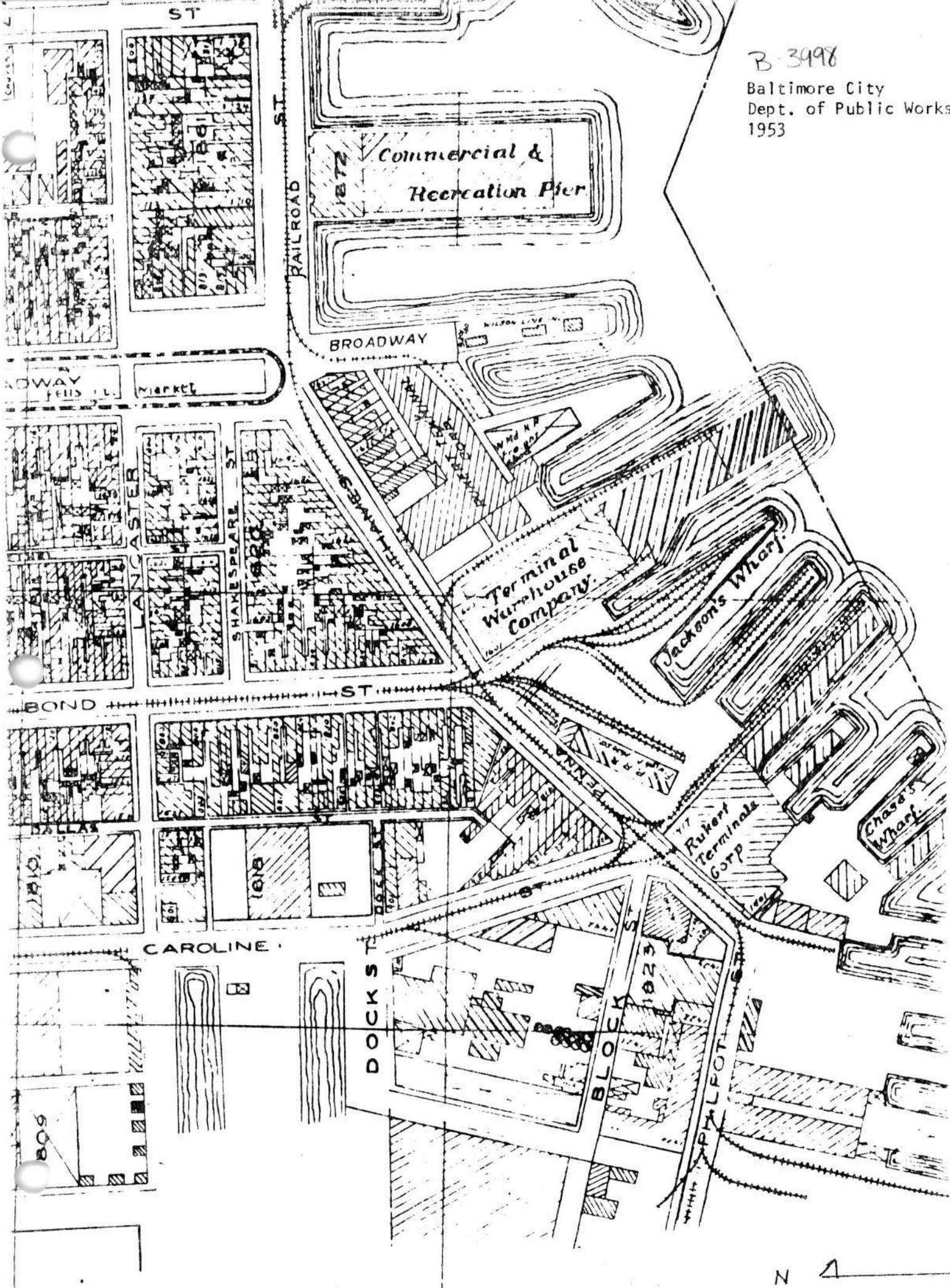
THAMES

EARTH FILL
OYSTER SHUCKING P.



B-3498

Baltimore City
Dept. of Public Works
1953

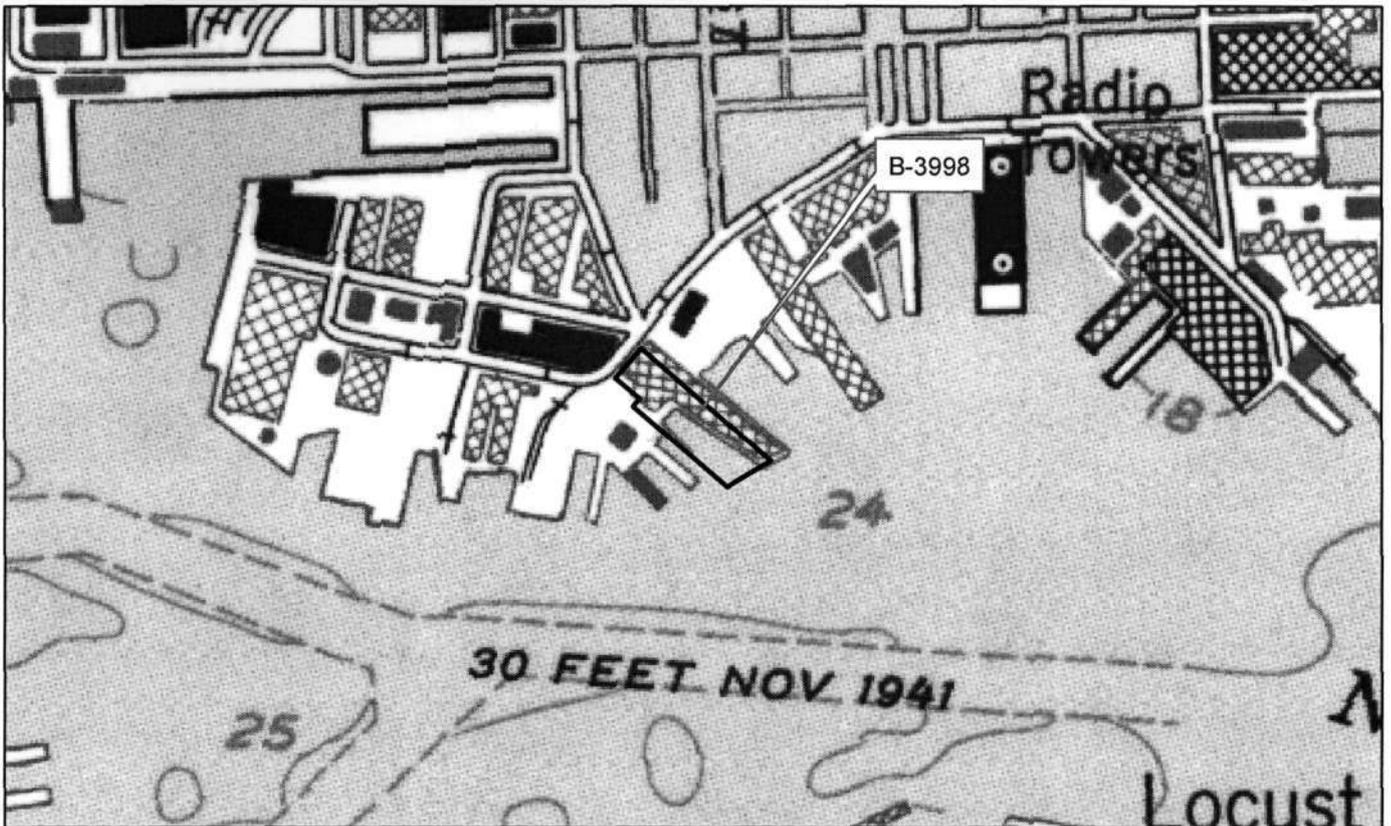
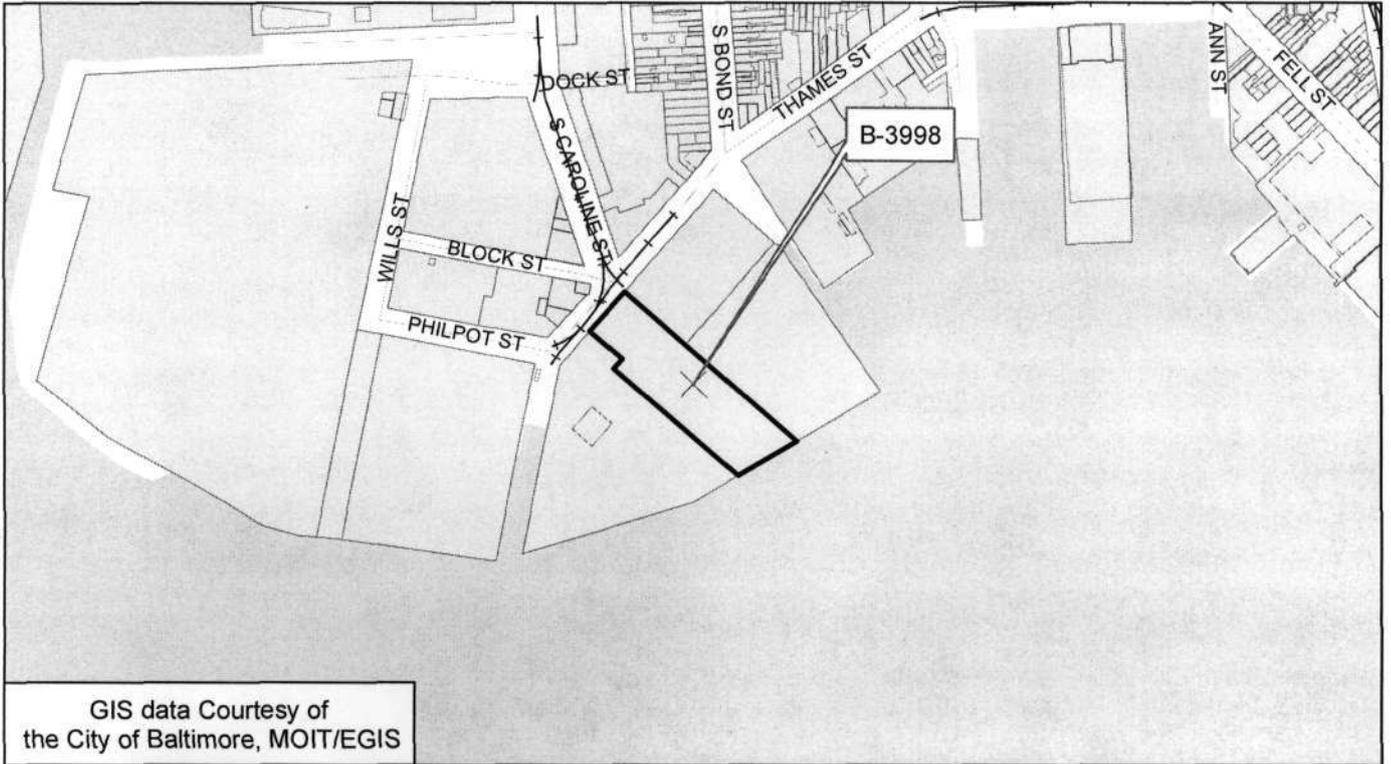


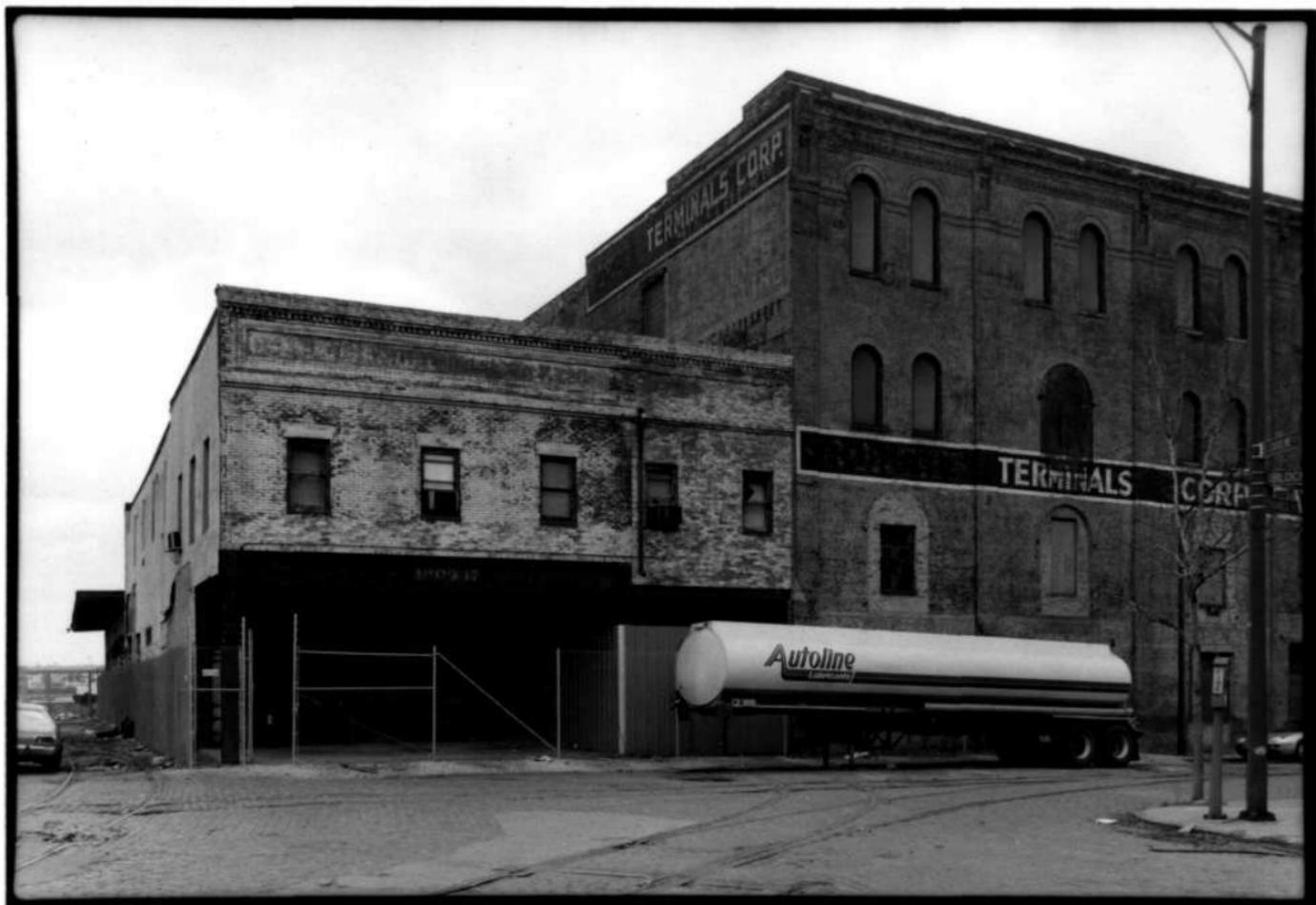
1 MILE - S
6,000' SOUTH.



Demolished

B-3998
1409-1411 Thames Street
Block 1826 Lot 002
Baltimore City
Baltimore East Quad.





TERMINALS CORP

TERMINALS CORP

Autoline
Lubricants

1. 1409-1411 Thames St. B-3998
2. Baltimore, City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, MD
6. north elevation
7. 1/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, MD
6. north and east elevations
7. 2/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, MD
6. east elevation
7. 3/23



1. 1409-1411 Thames St.
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, MD.
6. east elevation
7. 4/23

B-3998



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. east elevation (southern end)
7. 5/23



RUKERT

TERMINALS

CORP.

1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. southern elevation
7. 6/23



1. 1409-1411 Thames Street B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. ceiling of truck loading docks
7. 7/23



1. 1409-1411 Thames Street B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. detail of ceiling of truck loading dock
7. 8/23



1. 1409-1411 THames Street B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. 1st floor interior from truck loading
dock looking south
7. 9/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. 1st floor NE room looking to W wall
behind which is 1935 addition
7. 10/23



B-3998

1. 1409-1411 Thames St.
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. N face of southern wall of former
warehouse (1935 addtn. seen thru opening)
7. 11/23



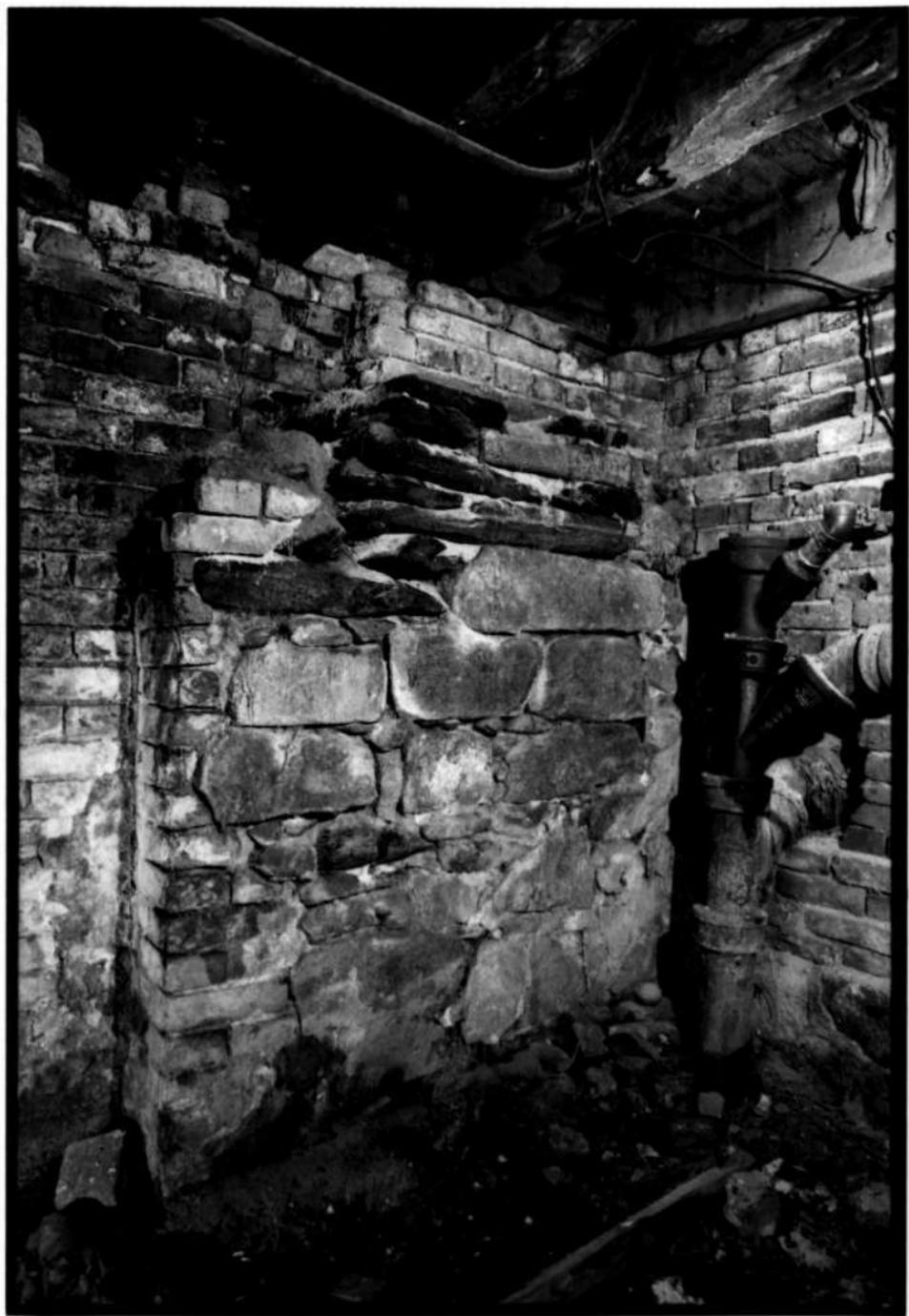
1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. N & E face of S & W wall of former
warehouse
7. 12/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. 1935 addtn. from S end looking N to S
wall of W portion of lot (19th c warehouse
to remain) showing construction method
7. 13/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
4. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. W face of wall in 1935 addtn. between
W and E protions of lot
7. 14/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. NE corner of basement
7. 15/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. typical concrete column in basement under
1935 addtn.
7. 16/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. S wall of room on 2nd floor over 1935
addtn at N end of building
7. 17/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. S wall of N room 2nd floor on E side of
7. Building
18/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. S & W walls of central room 2nd floor
E side of building
7. 19/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. N end of SW room 2nd floor (window on
W wall)
7. 20/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Mc.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. N end of SE room 2nd floor (window on
E wall)
7. 21/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. roof, looking N to S and W walls of 2nd
floor (exterior)
7. 22/23



1. 1409-1411 Thames St. B-3998
2. Baltimore City, Md.
3. J. Brough Schamp
4. 31 March 1984
5. Maryland Historical Trust, Annapolis, Md.
6. detail of SW corner of exterior of 2nd floor of E portion of building from the roof
7. 23/23