

Capsule Summary: East End Auto Garage (B-5077-1)

1717 Henneman Avenue

Baltimore, Maryland 21213

Constructed: circa 1910; circa 1945

Private access

Prepared by: Molly Lester, Architectural Historian; Julia Claypool, Historian; Jess Neubelt,
Research Assistant
History Matters, LLC
1502 21st Street NW, 2nd Floor
Washington, DC 20036

The East End Auto Garage occupies a rectangular site on the south side of East Henneman Avenue in Baltimore, Maryland. It comprises two adjacent buildings: the eastern building is one story in height, while the western building is two stories with a one-story addition located at the rear of the building. The garage features a timber-frame structure and red-brick exterior walls. It is characteristic of early twentieth-century industrial architecture, with limited ornamentation expressed primarily through a corbelled-brick parapet on the primary (north) elevation of the building.

The building's primary elevation faces north to East Henneman Avenue. The east and west elevations abut concrete alleys, which separate the auto garage from its neighboring building. The rear (south) elevation faces a grassy gravel yard that is used for car storage.

The interior of the building is open in plan, subdivided only by iron columns and the brick party walls that separate the two buildings. All interior space is used for automobile storage and repair.

The brick building was constructed before World War I (1914-1918) as a horse stables; it replaced an earlier stables and wagon shed that had been located on the property. By 1940, the building was converted to automobile use, and a one-story brick addition, which extended to the property's east border, was constructed shortly thereafter. A large facility, the two buildings most likely were used commercially for auto repair as they are today. The building is a contributing historic resource in the Baltimore East/South Clifton Park Historic District (B-5077).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-5077-1

1. Name of Property

historic East End Auto Garage (preferred)
other _____

2. Location

street and number 1717 Henneman Avenue _____ not for publication
city, town City of Baltimore _____ vicinity
county _____

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

name Benjamin F. Baylor II, et al.
street and number 1111-1113 N. Broadway telephone 410-342-3430
city, town Baltimore state MD zip code 21213

4. Location of Legal Description

courthouse, registry of deeds, etc. Clarence Mitchell Courthouse liber SEB 443 folio 0478
city, town Baltimore, MD tax map n/a tax parcel 081201548056 tax ID number n/a

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: Maryland Room Archives, Enoch Pratt Central Library

6. Classification

Category	Ownership	Current Function	Resource Count	Contributing	Noncontributing
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	<u>2</u>	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/>	<input type="checkbox"/> objects
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<u>2</u>	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/>	<u>0</u>
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. B-5077-1

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary: The East End Auto Garage occupies a rectangular site on the south side of East Henneman Avenue in Baltimore, Maryland. It comprises two adjacent buildings: the eastern building is one story in height, while the western building is two stories with a one-story addition located at the rear of the building. The garage features a timber-frame structure and red-brick exterior walls. It is characteristic of early twentieth-century industrial architecture, with limited ornamentation expressed primarily through a corbelled-brick parapet on the primary (north) elevation of the building.

The building's primary elevation faces north to East Henneman Avenue. The east and west elevations abut concrete alleys, which separate the auto garage from its neighboring building. The rear (south) elevation faces a grassy gravel yard that is used for car storage.

The interior of the building is open in plan, subdivided only by iron columns and the brick party walls that separate the two buildings. All interior space is used for automobile storage and repair.

Setting: The auto garage building is located along East Henneman Avenue, a narrow concrete road in a residential and commercial district of East Baltimore. It is a contributing resource within the Baltimore East/South Clifton Park Historic District (B-5077). The site is located at the center-north of a city block bound by East Henneman Avenue to the north, Rutland Avenue to the east, East Chase Street to the south, and McDonogh Street to the west. The east, south, and west edges of the block are lined with rowhouses, although the auto garage is separated from its east and west neighbors by two concrete alleys that run north-south between East Henneman Avenue and East Chase Street.

Site: The building occupies approximately half of its 0.25-acre site, with the east, north, and west elevations built to the lot lines. The southern half of the parcel comprises a grassy lot that is enclosed by a chain-link fence and that is used as vehicle storage.

Structure: The building features a timber-frame structure and brick perimeter walls.

Exterior: The auto garage exterior is divided into two adjacent sections: the east section, which is one story in height, and the west section, which is two stories in height. The two sections share a party wall and extend the same depth on the site. They feature red-brick walls on all four elevations. The building's primary entrances are two vehicular/loading openings located in the east and west sections on the building's primary (north) elevation.

The one-story east section of the north elevation is arranged in three bays. A corbelled brick parapet extends across the top of this section, stepping up slightly higher in the center to articulate the center bay. The center bay also features one of the primary vehicle entrances, which comprises two sliding wood doors on a metal track, with 5x3 inset glass in the upper portion of each door. The opening is topped by a flat steel lintel and

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Maryland Inventory of Historic Properties Form

Inventory No. B-5077-1

East End Auto Garage
Continuation Sheet

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flanked by arched-brick window openings that occupy the other two bays on this section. Both windows have been blocked with painted plywood. A commercial sign is mounted above the vehicle opening.

The two-story west section of the north elevation is also arranged into three bays. It features a corbelled brick cornice (flat across all three bays). At the first story, the west section features a vehicle opening with a metal roll-up door in the center bay. The door is flanked by arched-brick window openings in the bays on both sides. The window openings have been blocked with painted plywood. At the second story, the center bay features a loading opening, which has been blocked by painted plywood, and a flat steel lintel with a hoist beam above. The east and west bays of this story each feature an arched-brick window opening with a vinyl one-over-one window.

The west elevation is divided between the two-story northern section and the one-story rear addition in the southwest corner of the building. The first story in the northern section features three small arched-brick window openings that have been blocked with painted plywood. There is no fenestration on the second story. The brick parapet wall is rounded on the north end and tapers to the south end. The west elevation of the addition features three small arched brick window openings that have been blocked and a brick string-course that runs above the windows.

The south elevation is one story throughout, with a slightly-gabled, unornamented parapet wall. It features two large entrances: the vehicle entrance to the east section features sliding wood doors with inset 5x3 windows and a flat steel lintel; the west vehicle entrance features a rolling metal door and a flat steel lintel. A small concrete shed with a corrugated-metal roof is centered along the south elevation between the vehicle entrances. An arched-brick window opening is located west of the west vehicle entrance; it has been blocked with plywood.

The east elevation is one story in height and features a corbelled brick cornice and six bays of window openings. The openings have arched-brick lintels and stone sills; each window has been blocked with plywood.

Interior: The building features two adjoining rooms with mostly open floor plans. The two main sections (east and west) are separated by a painted-brick party wall that features a single-leaf wood door and arched window openings that have been blocked with plywood.

With the exception of a limited number of steel support columns, the east section of the garage comprises an uninterrupted floor plan. Finishes in this section include concrete floors, painted brick walls, and an exposed timber-frame ceiling structure with exposed mechanicals. The windows along the east wall feature flat steel lintels and are blocked on the interior with painted plywood.

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East End Auto Garage
Continuation Sheet

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The west section of the garage is partially open in floor plan, and it features a limited number of iron support columns. A stair to the second floor is located in the northeast corner; a small restroom occupies its northwest corner. The southern portion of the west section comprises a large paint booth, installed within the envelope of the room, and a parts room along the west wall. Both the restroom and the parts room are delineated with drywall. Finishes in the west section include concrete floors, painted-brick and drywall walls, and an exposed timber-frame ceiling structure with exposed mechanicals.

Alterations: Building alterations include the infill of a limited number of window and door openings, the replacement of two second-floor windows, and some changes of interior finishes.

Integrity: The building retains integrity from the period of significance. Of the seven aspects of integrity, the building retains characteristics of seven aspects.

Location: The auto garage retains integrity with regard to location. The building remains in its original location.

Design: Retains integrity with regards to design. Its physical fabric remains largely intact, reflecting the design and character-defining industrial features of its period of significance, including the minimal ornamentation, open floor plan, and dominant vehicle entrances.

Setting: Retains its siting and other physical features of its setting, including its boundary with East Henneman Avenue and the residential, commercial, and industrial context that surrounds the site.

Materials: Retains integrity of materials. Its exterior features the red-brick perimeter walls consistent with its period of significance, and while some interior finishes have been altered, it has maintained the concrete floors, iron columns, and brick party walls of its original construction.

Workmanship: Retains integrity of workmanship, as its current form reflects the unornamented industrial craftsmanship of its period of significance.

Feeling: Retains its industrial feeling, as its floor plan remains open and its entrances consist primarily of large loading/vehicle openings.

Association: Retains integrity of association with its original industrial use. The loading entrances and hoist beams at the second floor remain evident and are characteristic of its historic uses as a horse stables and auto garage.

8. Significance

Inventory No. B-5077-1

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/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input 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 type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates

Architect/Builder

Unknown

Construction dates Circa-1910; circa-1945

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.)

Summary: The two-story, brick building with a one-story addition on the south was constructed before World War I (1914-1918) as a horse stables; it replaced an earlier stables and wagon shed that had been located on the property. By 1940, the building was converted to automobile use, and a one-story brick addition, which extended to the property's east border, was constructed shortly thereafter. A large facility, the two buildings most likely were used commercially for auto repair as they are today.

The building is a contributing historic resource in the Baltimore East/South Clifton Park Historic District (B-5077).

Statement of Significance: In 1889, the Harlem Omnibus Company of Baltimore City sold property located in the center of the block between East Biddle Street on the north, North Ann Street (which became Hopkins Avenue, then Rutland Avenue) on the east, East Chase Street on the south, and McDonough Street on the west to Harry F. Turner. The property lay between a 20-foot-wide alley on the north (later to become Henneman Avenue) and two, 10-foot-wide, service alleys on the property's east and west sides.¹ It contained a wagon shed and private stables most likely constructed for the omnibus line; the adjacent buildings extended the full length of the western property border and about half way to its eastern border.² In 1906, Turner conveyed the property to John W. and Amelia Elgert, who owned the property until 1940.³

By 1914, the Elgerts had demolished the wagon shed and private stables that extended along the west side of the property and constructed a flat-roofed brick building on the northwest corner of the lot. This building featured a two-story section at the north end and a one-story section on its south end; it did not extend the full length of the western border of the property.⁴ A 1914 Sanborn map of the neighborhood indicates that

¹ Baltimore City Superior Court Land Records RO 2250, p. 463, 28 June 1906.

² D.A. Sanborn, "Baltimore," *Sanborn Fire Insurance Maps* (New York: Sanborn Map Company, 1890), vol. 2, plate 63a. Omnibuses were horse-drawn carriages, on road or on iron tracks, which operated as an early form of public transportation. Mary Ellen Hayward and Charles Belfoure, *The Baltimore Rowhouse*, (New York: Princeton Architectural Press, 1999), p. 47, 53.

³ Baltimore City Superior Court Land Records MLP 6007, p. 322, 27 February 1940.

⁴ D.A. Sanborn, "Baltimore," *Sanborn Fire Insurance Maps* (New York: Sanborn Map Company, 1914), vol. 3, plate 281.

Maryland Historical Trust

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Continuation Sheet

Number 8 Page 2

the building was used as a stable. In 1940, when the Elgerts sold the property to Anthony and Lawrence Wagner, the deed cited "improvements thereon being garage on south side of Bennett Alley."⁵

Between the 1920s and 1940s, automobiles became an increasingly common fact of life in Baltimore, dictating the future of transit rail lines, home construction, and demographics. The increase in automobiles also birthed new uses for buildings.⁶ Conversions from stables to garages dotted Baltimore's alleys as buildings that once were used to shelter horses were now used to store and repair cars.

A 1942 deed conveying Anthony Wagner's interest in the property to Lawrence Wagner referred to "improvements thereon being now designated as No. 1717 Henneman Avenue."⁷ It seems likely that the Wagners constructed the one-story, flat-roofed addition on the east side of the existing building; the addition extended to eastern property border and as far south as the first building.

In 1945, the Wagners sold the property to John Paul and Anna Marie Buchheit.⁸ The 1951 Sanborn map, recorded during the Buchheit's ownership, labeled the building as an auto repair shop with concrete floors in both buildings.⁹ Through subsequent owners, the buildings seem to have continued to be used as an auto repair facility. The property is now owned by Benjamin Franklin Baylor, II, Benjamin Franklyn Baylor, III, and Reginald Baylor; it currently houses the East End Auto Garage.¹⁰

⁵ Baltimore City Superior Court Land Records MLP 6007, p. 322, 27 February 1940.

⁶ Hayward, pg 149.

⁷ Baltimore City Superior Court Land Records MLP 6276, p. 317, 9 February 1942.

⁸ Baltimore City Superior Court Land Records MLP 6708, p. 381, 21 February 1945.

⁹ D.A. Sanborn, "Baltimore," *Sanborn Fire Insurance Maps* (New York: Sanborn Map Company, 1951), vol. 3, plate 281.

¹⁰ Baltimore City Superior Court Land Records, SEB 443, p. 478, 13 February 1985.

9. Major Bibliographical References

Inventory No. B-5077-1

- Baltimore City Superior Court Land Records MLP 6007, p. 322, 27 February 1940.
Baltimore City Superior Court Land Records MLP 6276, p. 317, 9 February 1942.
Baltimore City Superior Court Land Records RO 2250, p. 463, 28 June 1906.
Baltimore City Superior Court Land Records, SEB 443, p. 478, 13 February 1985.
Hayward, Mary Ellen and Charles Belfoure, *The Baltimore Rowhouse*, (New York: Princeton Architectural Press, 1999), p. 47, 53.
Sanborn, D. A. "Baltimore," *Sanborn Fire Insurance Maps* (New York: Sanborn Map Company, 1890), vol. 2, plate 63a.
Sanborn, D. A. "Baltimore," *Sanborn Fire Insurance Maps* (New York: Sanborn Map Company, 1914), vol. 3, plate 281.
-

10. Geographical Data

Acreage of surveyed property 0.25
Acreage of historical setting 0.25
Quadrangle name Baltimore East, MD Quadrangle scale: 1:24,000

Verbal boundary description and justification

The property occupied by the two buildings at 1717 Henneman Avenue is Block 1548, Lot 047. Lot 047 stands south of Henneman Avenue and between two alleys in the center of the block formed by East Biddle Street on the north, Rutland Avenue on the east, East Chase Street on the south, and McDonogh Street on the west. Henneman Avenue is a narrow street/alley that extends between McDonogh Street and Rutland Avenue in the City of Baltimore.

The survey boundary is the same as the historical setting boundary for the property.

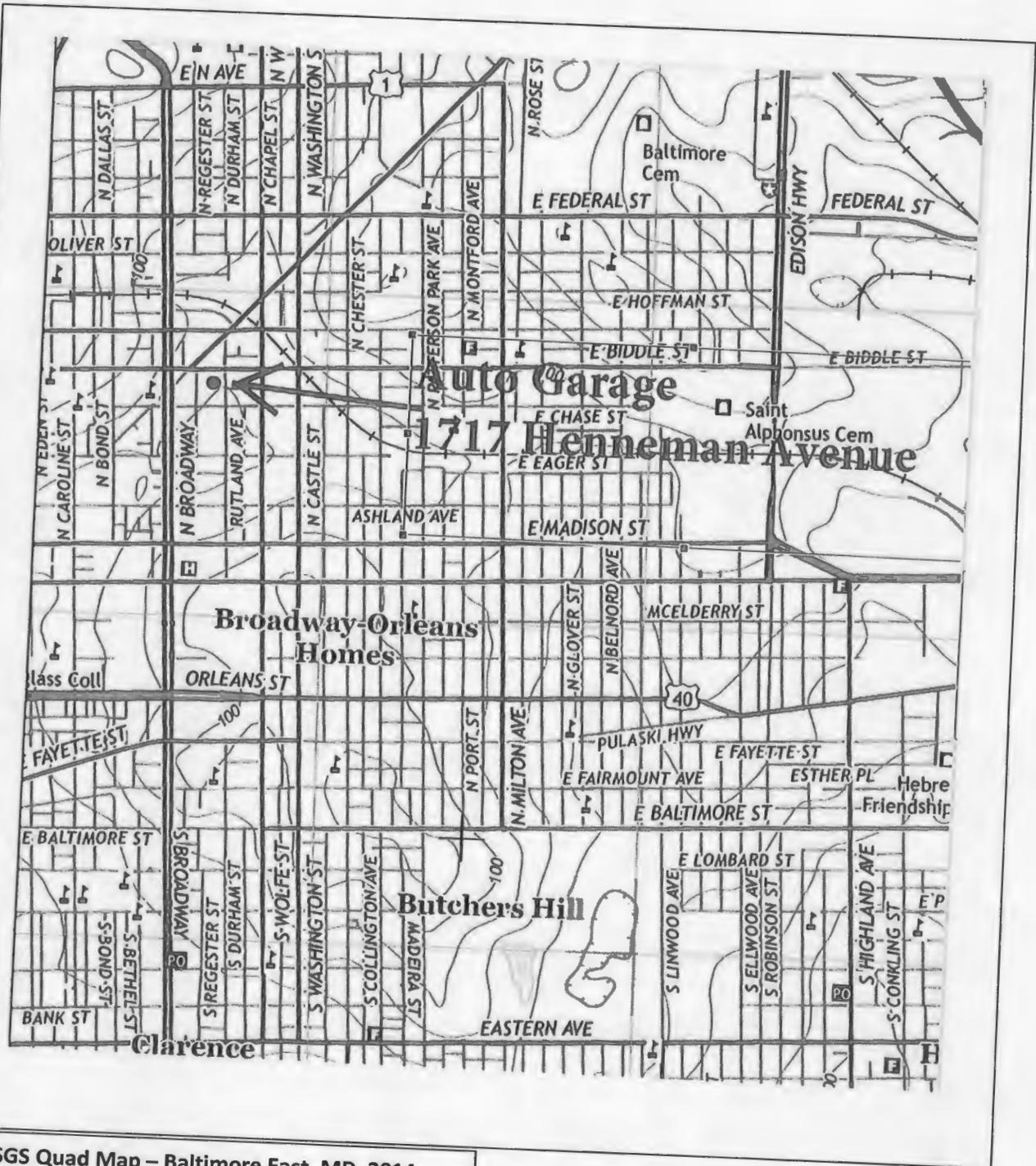
11. Form Prepared by

name/title	Julia Claypool, Historian; Molly Lester, Architectural Historian; Jess Neubelt, Researcher		
organization	History Matters, LLC	date	September 8, 2015
street & number	1502 21 st Street NW, 2 nd Floor	telephone	202.223.8845
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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



USGS Quad Map – Baltimore East, MD 2014
 B-5077-1
 East End Auto Garage Site Plan
 1717 Henneman Avenue
 City of Baltimore



BALTIMORE CITY VIEW
 Accessible Version Help

My Location
 Enter an address, intersection or place name
 1717 HENNEMAN AVE
 Default location: Use Current Location
 Not where you expected? Suggestions

My Neighborhood
 Middle East
 Neighborhood Info

Find
 What are you looking for?
 Property Information
 or view all categories
 1 found
 1717 HENNEMAN AVE

Info

BLOCKLOT	1548 047
Address	1514 RUTLAND AVE
Word	
Lot Size	12X70
Zoning	R-8
Sale Date	05032000
Owner	WRIGHT, HENRY HARPER
ZIP Code	21213
Last Sale	\$6000
Price	

Base Map Thematic Overlay Action Identify

18 HENNINGTON RUTLAND AVE HENNEMAN AVE

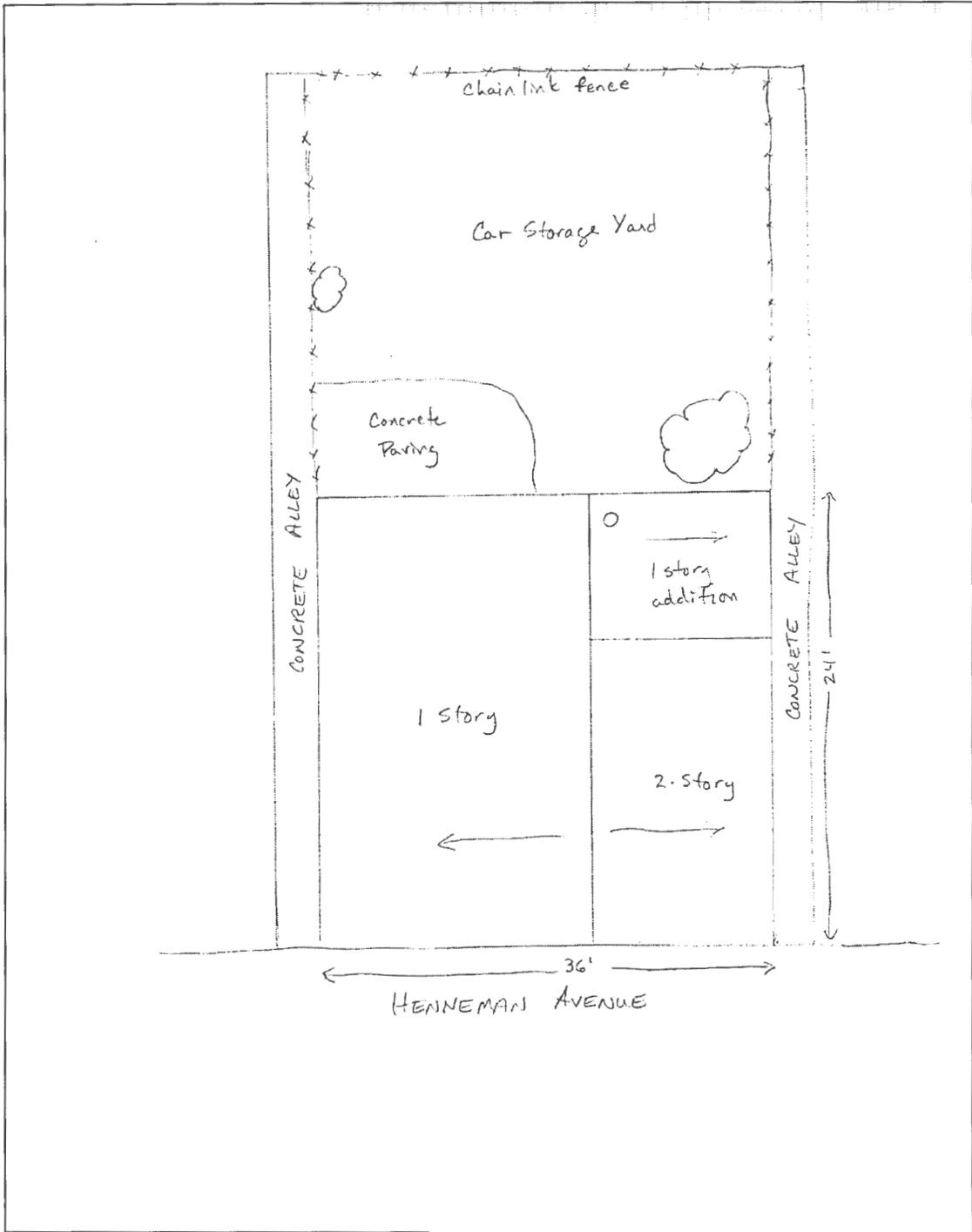
1717 HENNEMAN AVE

E CHASE ST E CHASE ST RUTLAND AVE

Thematic Legend Locator Map

B-5077-1
East End Auto Garage Site Plan
1717 Henneman Avenue
City of Baltimore Tax Map

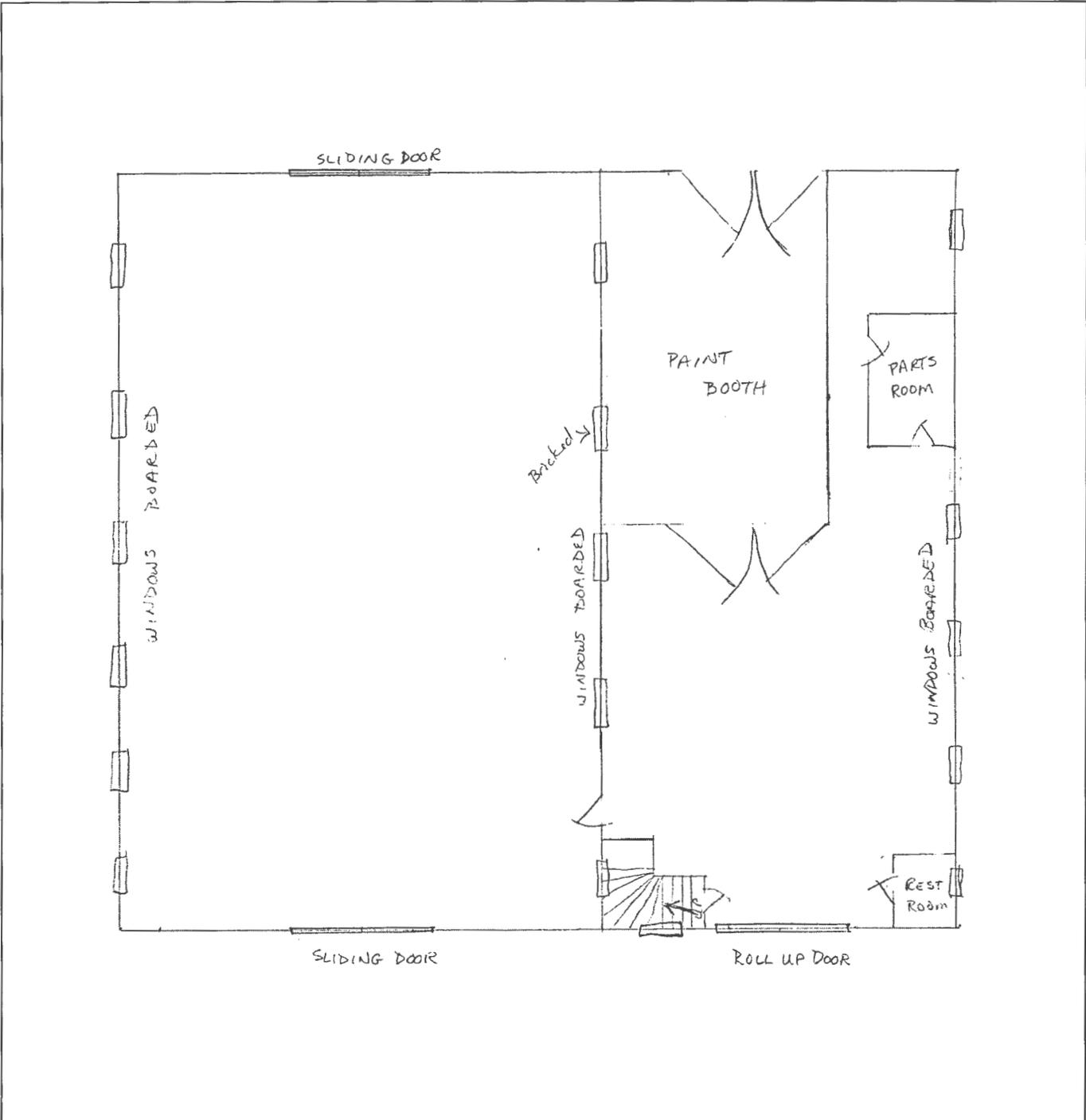




B-5077-1
 East End Auto Garage Site Plan
 1717 Henneman Avenue
 City of Baltimore
 History Matters, LLC
 July 2015



Not to Scale



B-5077-1
East End Auto Garage Floor Plan
1717 Henneman Avenue
City of Baltimore
History Matters, LLC
July 2015
Ground Floor



Not to Scale

East End Auto Garage (B-5077-1)
1717 Henneman Avenue
Baltimore, MD 21213

PHOTO LOG

B-5077-1_2015-07-21_01	North elevation, looking SW
B-5077-1_2015-07-21_02	North elevation, main entrance to west building, looking S
B-5077-1_2015-07-21_03	North & west elevations, looking SE
B-5077-1_2015-07-21_04	First story of west elevation, looking SE
B-5077-1_2015-07-21_05	South (rear) & east elevations, looking NW
B-5077-1_2015-07-21_06	South (rear) elevation, entrance to east building, looking N
B-5077-1_2015-07-21_07	East elevation, looking SW
B-5077-1_2015-07-21_08	Interior of east building, looking S
B-5077-1_2015-07-21_09	East building rear (south) entrance, looking S
B-5077-1_2015-07-21_10	Interior of west building, looking N to front entrance
B-5077-1_2015-07-21_11	Interior of west building, looking SE toward rear paint booth

Photos were printed by MPIX (www.mpix.com) with its "True Black & White" archival paper option which produces black continuous-tone prints, avoiding any tints of color.



EAST END GARAGE
1000 1/2 E. 10TH ST. S.W.
ALBUQUERQUE, NM 87102
(505) 263-1111

ALMOST HOME

FN DSC_0094_83.jpg

Order ID B382503 F#0083 I#83 92015 From

B-5077-1
East End Auto Garage
Baltimore, MD
History Matters, LLC
July 25, 2015
MD STHPO
Nelevation, Looking SW
01/11



B-5077-1
East End Auto Garage
Baltimore, MD
History Matters, LLC
July 21, 2015
MD SHPO
N elevation, main entrance to
west building, looking S
02/11



East End Garage
The Original Auto Restoration
177 E. 24th St (East)

HOW'S MY DRIVE?
800-888-8878

MOZ2024

FN DSC_0090_79.jpg

Order ID B382503 F#0079 I#79. ©2015 From

B-5077-1
East End Auto Garage
Baltimore, MD
History Matters, LLC
July 21, 2015
MD SHPO
N+W elevations, looking SE
03/11



B-5077-1 East End
Auto Garage
Baltimore, MD
History Matters LLC
July 21, 2015
MD STPO
1st story west elevation, looking SE
04/11

Order ID B382503 F#0078 I#78 6/2015 From

FN DSC_0089_78.jpg



B-5077-1 East End
Auto Garage
Baltimore, MD
History Matters, LLC
July 21, 2015
MD SHPO
S (rear) + E elevations, looking NW
05/11

Order ID B382503 F#0085 I#85 62015 From

FN DSC_0099_85.jpg



Order ID B382503 F#0072 I#72 *2015 From

B-5077-1 East End

Auto Garage

Palthmore, MD

4 Story matters, LLC

July 21, 2015

MD SHTPS

S (near) elevation, entrance to east
building, looking N

06/11



FN DSC_0096_84.jpg

Order ID B382503 F#0084 I#84 52015 From

East End

B-5077-1

Auto Garage

Baltimore, MD

History Matters, LLC

July 21, 2015

MD SHPO

Elevation, looking SW

07/11



NISSAN

FN DSC_0066_65.jpg

Order ID B382503 F#0065 I#65 42015 From

B-5077-1

East End

Auto Garage

Baltimore, MD

History Matters, LLC

July 21, 2015

MD SHPO

Interior, east bldg, looking S

08/11



FN DSC_0070_68.jpg

Order ID B382503 F#0068 I#68 #2015 From

B-5077-1
East End Auto Garage
Baltimore, MD
History Matters LLC
July 21, 2015
MD SHPO
E bldg near (south) entrance,
looking S
09/11



FN DSC_0074_69.jpg

Order ID B382503 F#0069 I#69 82015 From

B-5077-1

East End Auto Garage
Baltimore, MD
History Matters, LLC

July 21, 2015
MD 5H70

Interior w/ bldg, looking N to
front entrance

10/11



FN DSC_0085_73.jpg

Order ID B382503 F#0073 I#73 42015 From

B-5077-1

EAST END Auto Garage

Baltimore, MD

History Matters, LLC

July 21, 2015

MD SHPO

Interior w/ bldg, looking SE to
rear paint booth

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