MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no ___

Property Name: Baltimore Greyhound Bus Terminal Complex Inventory Number: ~~BA-1953~~ B-1953

Address: _____ City: Baltimore Zip Code: _____

County: Independent City USGS Topographic Map: _____

Owner: _____ Is the property being evaluated a district? ____yes

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: _____

Site visit by MHT Staff: _____no ____yes Name: _____ Date: _____

Is the property located within a historic district? X yes ____no

If the property is within a district District Inventory Number: _____

NR-listed district X yes Eligible district ____yes District Name: B-1262, Market Center/Retail HD

Preparer's Recommendation: Contributing resource X yes ___no Non-contributing but eligible in another context ____

If the property is not within a district (or the property is a district)

Preparer's Recommendation: X Eligible ____yes ____no

Criteria: X A ____B X C ____D Considerations: _____A ___B ___C ___D ___E ___F ___G X None

Documentation on the property/district is presented in:

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

The following is derived from Maryland Inventory of Historic Properties form B-1953, prepared in 1986 by Traceries [now EHT Traceries, Inc.]

Summary: The Baltimore Greyhound passenger station and service building were built in 1941-42 during the height of the growth of the bus transportation industry. The two terminal structures were built as a cohesive ensemble of station and service building, and were cited at the time of their construction as an example of the ideal bus terminal plan. The complex was designed by William Arrasmith, one of the most prolific and prominent architects in the field of bus terminal design.

History and Context: The Greyhound Bus Terminal, comprising an Art Moderne-influenced passenger station and associated service building, is located in the southern half of the block bounded by North Howard, Centre, Park and Monument Streets. The complex was constructed in 1941-42 for Pennsylvania Greyhound Lines. The station was designed by the Louisville firm of Wischmeyer, Arrasmith & Elswick in association with Baltimore architect Lucius R. White, Jr. The service building was designed by engineer Roldon F. Dresser, also in association with White. Although the two buildings were designed by separate firms, they are highly compatible in form and materials, likely due to the mutual association of both firms with White. The Cummins Construction Company was responsible for the erection of the complex.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ____ **Eligibility not recommended** _____

Criteria: X A ____B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G X None

Comments: The Greyhound Bus terminal complex is eligible for the National Register under Criterion A for its association with the expansion of bus transportation in the 1940s and under Criterion C as a rare surviving example of the type of facility that was considered to define the state of the art in its time.

Reviewer, Office of Preservation Services	**Date** August 22, 2019
Reviewer, NR Program	**Date**

Revised Oct 25, 2014

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

MIHP No: B-1953

Architect William Arrasmith, a principal of the firm Wischmeyer, Arrasmith & Elswick, was one of the most prolific and prominent bus terminal architects in the 1930s and 1940s— the period when bus transportation was booming and reached its peak. During those years, he designed at least 65 terminals for the Greyhound Lines, according to Arthur Judd, his partner at the time of his death. Born in 1898, Arrasmith received his architectural education at the University of Illinois. Upon graduation in 1921, he worked for a year in New York City with McKim, Mead & White. In 1923 he moved to Louisville, Kentucky where he practiced for most of the rest of his life. During the 1930s and 1940s, when he designed bus terminals, he was recognized as an expert in the field.

He was hired jointly by the Central Greyhound and Pennsylvania Greyhound Lines to make an exhaustive study of the building and construction needs of those two large operations. The principles he developed – and applied to the Baltimore complex -- were featured in a special "Transportation Facilities" issue of the prominent architectural journal *Pencil Points/Progressive Architecture* in 1945. Arrasmith outlined several factors which he felt were necessary to insure the success of any bus terminal. These include proximity to the central core of a town (convenient to downtown amenities, yet far enough from the center to avoid traffic congestion); size of the site (large enough to accommodate all the terminal's needs, preferably on a single site); and good traffic circulation. In addition, Arrasmith described ideal conditions for the layout of the station building (the best location for ticket counters, restaurants, restrooms, lockers, etc.). The editors of the journal concluded that the Baltimore terminal "would appear to be as progressive a plan solution to the problem as has been built to date." All the facilities that made for operational efficiency and passenger comfort were considered: site location, size and physical characteristics; traffic circulation; property value; and facilities such as waiting rooms, ticket counters, restrooms, a restaurant, and the platform.

A particularly noteworthy aspect of the Baltimore terminal is that it is a complex including both a passenger station and a service building on the same site. The 1945 *Pencil Points/Progressive Architecture* article remarks on the "great advantage of the on-site garage and Service Building," citing the "operational flexibility (without waste motion) it gives to coping with peak periods of travel." This was rare among Greyhound facilities, according to an interview with Robert A. Arthur, authority on Art Moderne bus terminals. Of the approximately 60 bus terminals studied or visited by Arthur, dating c. 1935-1949, this is the only station and service building complex that remains intact. In most large cities, the service building was located on another site due to severely restricted space.

In 1943 the Baltimore terminal complex received a citation from Baltimore's Association of Commerce for its "good design and construction . . . intended to encourage better building in the community."

Evaluation: The Greyhound Bus terminal complex is eligible for the National Register under Criterion A for its association with the expansion of bus transportation in the 1940s and under Criterion C as a rare surviving example of the type of facility that was considered to define the state of the art in its time. It was cited by a prominent architectural journal as embodying "objective bus-station-design principles" to a degree that represents "as progressive a plan solution as has been built to date."

Prepared by: _____ Date Prepared: _____

Survey No. B-1953

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF HISTORIC PROPERTIES

1. Name (indicate preferred name)

historic: 200 W. Centre Street/601 N. Howard Street

and/or common: ~~Baltimore Regional Council of Governments~~

2. Location

street & number: ~~200 W. Centre Street~~ ___ not for publication

city, town: ~~Baltimore~~ ___ vicinity of congressional district: ~~Seventh~~

state: Maryland county: ~~Baltimore~~

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	___ occupied	___ agriculture	___ museum
X building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X ___ yes: restricted	X ___ government	___ scientific
	~~X~~ being considered	___ yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	___ other:

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

name: Mayor & City Council c/o Park Centre Ventures

street & number: 519 N. Charles Street telephone no.:

city, town: Baltimore state and zip code MD 21201

5. Location of Legal Description

courthouse, registry of deeds, etc.: Baltimore City Courthouse liber SEB2705

street & number: 100 N. Calvert Street, Room 610 folio 12

city, town: Baltimore state MD

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. B-1953

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

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

Resource Count: 2

This circa 1930 Art Deco building, originally a bus station and now used as a local government office, sits on the northwest corner of North Howard and Centre streets. The two-story building of buff sandstone is accented by bands of blackish blue art tile with similarly tinted mortar. The streamlined, horizontal lines and a curved wrap-around facade epitomize the idea of movement inherent in the late Art Deco aesthetic and was common mode of expression for bus stations. The Howard Street frontage is 201'9" and the Centre Street frontage is 142'9". Across the driveway on Centre Street is a one-story garage building veneered with sandstone-colored tiles.

Both the Howard and Centre street facades share a similar profile with a stepped up massing of three blocks. The block of the building at the corner has the tallest profile of two-plus stories, the flanking blocks of office space are stepped down to two stories, and the edges of the building are one-story blocks shielding the loading platforms from the eye of the street. Driveways at the far ends of the building lead to the loading platforms in the rear.

The three massing blocks of the Howard Street facade are unified by the use of sandstone and art tile. The first "bay" (the one-story massing block) is simply a blank wall with a dark tile facing on the lower level capped by a narrow tile band. A narrow band of the dark tile also runs along the flat roof line.

The second "bay" or massing block is two stories high with various fenestration patterns emphasizing horizontal lines. The first story has a total of 15 windows. Moving north to south there are five small windows of three lights with horizontal mutins. Next is a grouping of one tripartite window, one quadripartite window and one tripartite window. These multipartite windows are twice as long, having six lights with horizontal mutins. The second story has a similar fenestration pattern but the windows are shorter; the first five have two lights and the multipartite windows have five lights. The planar surface of the buff-colored sandstone is accented by the dark tile at the sidewalk level beneath the windows, and by the narrow bands of tile that run along the wall and cornice line. Raised stone panels between the multipartite window have horizontal grooves incised in them, adding to the aerodynamic flow of the building. There are nine grooves on the first-story panels and eight on the second-story panels.

The third "bay" or massing block is the entrance section on the corner. The first story is clipped and the second story is cantilevered out over the corner. Beneath the overhang is a glassed-in lobby reached by glazed double doors. A squared pier

covered in tile supports the overhang. The second-story band wraps around the facade in a curved bend. The second-story windows follow the curve and are framed on top and bottom by bands of the dark tile. The windows are paired, each pair set apart by an engaged column. This central section rises beyond the second story to an embellished parapet wall with a corbelled-back cornice line accented by the ribbon bands of dark tile. A vertical marquis is placed perpendicular to the facade; it runs higher than the roof line.

The Centre Street (south) facade follows a similar pattern and aesthetic. The first "bay" or massing block is that containing the entrance and cantilevered overhang. The windows and ribbon banding are the same as the Howard Street facade.

The second "bay" or massing block is stepped down. It has an elaborate window roughly centered on the wall. The window is actually three sets of paired windows, sharing a common sill and lintel but separated by the engaged columns. Each window is a 4/4 sash with horizontal mutins. The sandstone wall is edged with the dark tile around the foundation, with a ribbon band above the foundation and along the cornice line.

The third "bay" or massing block is stepped down to only one story. The dark tile facing and ribbon bands run continuously through this section. The only fenestration is a tripartite window unit of three 3/3 sash with horizontal mutins. It has no architrave.

The east and north walls face the concrete loading platforms. The buff and dark color scheme of the facade is maintained, but buff-colored glazed small tiles are used in place of stone. A variety of windows dot the wall surface; some are now blocked up doorways that once opened on to the loading platform.

The interior has been remodelled into a modern office space. The main entrance is not on the main facade, but to rear where the loading zone has been converted to a parking lot. The entrance lobby is a narrow space with wall boarding and suspended acoustical tile ceiling. The interior wall partitions often have rounded rather than square corners; the Moderne aesthetic has been integrated somewhat in the adaptive reuse.

A detached, one story garage is situated in the southwest corner of Centre Street and Park Avenue. The building is laid in the same buff and blue tiles as the facade of the loading platforms. Facing the bus station (on the west wall) there are garage doors in the south bays and doors in the north.

8. Significance

Survey No. B-1953

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X ___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	X transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates **Builder/Architect** unknown

check: Applicable Criteria: __A __B X C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state X local

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

This building is an excellent example of an Art Deco bus station. The facade reveals many of the hallmarks of the streamlined phase of the Art Deco period, circa 1930. The sleek rounded corners, the incised horizontal grooves implying movement, the banded windows that wrap around the facade, the vertical marquis, the use of art tile, and juxtaposition of light and dark colors to create a smooth planar surface, the low massing with an emphasis on horizontal lines, all these elements are characteristics of the Art Deco style. The machine-inspired imagery was particularly appropriate for building types related to the transportation industry--hence the bus station in its slick incarnation.

The continuation of the essential decorative motifs on the inner walls of the bus court are modified by their expression in small glazed tiles and not in the panels of sandstone and tile. The effect is more utilitarian and not as sleek as that on the street facade. Nonetheless, this inner side would have been often seen by the visitors loading and unloading on the passenger platforms. The utilitarian aesthetic of the small tiles is also picked up in the parking and repairs building behind the loading platforms. Thus the degree of finish articulates the primacy of the street view over the effect of the users' view.

The location of the building on the corner of Howard and Center streets is a compromise of utility and efficiency. A downtown location would be preferable, making it more convenient for passengers. One the other hand, traffic in and out of the station must move easily and efficiently and so a main street is desirable but not a main street at a main intersection. This corner is up several blocks from the primary commercial activity on Howard and Baltimore streets, but us close enough to the downtown.

9. Major Bibliographical References

Survey No. B-1953

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Baltimore East Quad **Quadrangle scale** _____

UTM References do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

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 Diane Shaw, Architectural Historian

organization CHAP, Room 1037 **date** December 21, 1991

street & number 417 E. Fayette Street **telephone** 301-396-4866

city or town Baltimore **state** MD

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

COMPREHENSIVE PLAN DATA

HISTORIC CONTEXT:

Geographic Organization:
Piedmont

Chronological/Developmental Period:

Modern Period, 1930-present

Historic Period Themes:
Architecture
Economics

Resource Type:
Building

Historic Environment:
Urban

Historic Function and Use:

Transportation

Known Design Source:
None

B-1953
200 W Centre St.
Baltimore MD
Diane Shaw
8/91
Maryland SHPO
SW Elevation
1/2

B-1953
200 W. Centre St.
Baltimore MD
Diane Shaw
8/91
Maryland SHPO
NW Elevation
2/2

Form 10-168
Rev. 12/86

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

OMB Approved No. 1024-0009

B-1953 Q

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 — EVALUATION OF SIGNIFICANCE

NPS Office Use Only

NRIS No:

NPS Office Use Only

Project No:

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of property: Pennsylvania Greyhound Lines Terminal

Address of property: Street 230 W. Centre Street

City Baltimore County _____ State MD Zip 21201

Name of historic district: Mt. Vernon Historic District

☐ National Register district ☒ certified state or local district ☐ potential historic district

2. Check nature of request:

☒ certification that the building contributes to the significance of the above-named historic district for the purpose of rehabilitation.
☐ certification that the structure or building and, where appropriate, the land area on which such a structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
☐ certification that the building does not contribute to the significance of the above-named district.
☐ preliminary determination for individual listing in the National Register.
☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.
☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact: David Freeman

Name Gould Architects, P.A.

Street 518 N. Charles Street City Baltimore

State MD Zip 21201 Daytime Telephone Number 301-244-0070

4. Owner:

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name Ms. Elinor Bacon Signature Elinor Bacon Date 11/15/90

Organization Park Centre Ventures, Limited Partnership

~~Social Security~~ Taxpayer Identification Number #[redacted]

Street 2418 St. Paul Street City Baltimore

State MD Zip 21218 Daytime Telephone Number 301-467-2585

NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application — Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district and is a "certified historic structure" for the purpose of rehabilitation.
☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
☐ does not contribute to the significance of the above-named district.

Preliminary Determinations:

☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
☐ does not appear to qualify as a certified historic structure.

Date _____ National Park Service Authorized Signature _____ National Park Service Office/Telephone No: _____

☐ See Attachments

Form 10-168a
Rev. 12/86

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

B-1953

REVIEW SHEET

Historic Preservation Certification Application—Rehabilitation

Property: PENNSYLVANIA GREYHOUND LINES TERMINAL Project No.: _____

Certified Historic Structure? ✓ yes ___ no

Type of Request: ✓ Proposed rehabilitation ___ Final certification (Part 2 previously reviewed)

___ Final certification (Part 2 not previously reviewed)

11/29/90 date initial application received by State

11/29/90 date complete information received by State

12/14/90 date of this transmittal to NPS

_____ date(s) additional information requested by State

_____

_____

Inspection of property by B. PONCEK of State staff. Date(s): 10/90

NUMBER 1

✓ There is adequate documentation enclosed to evaluate the overall rehabilitation project.

___ There is insufficient documentation to evaluate the project adequately. The application is missing the following items:

Reasonable efforts have been made to obtain this documentation. Copies of documentation requests are enclosed.

NUMBER 2

This project involves:

___ an individually designated NHL

___ substantial demolition

___ new addition(s)

✓ ___ substantial interior alterations

✓ ___ problematic window treatments

___ precedent-setting issues _____

___ other major work items (specify) _____

NUMBER 3

Official State Recommendation

The project has been reviewed according to established NPS procedures by B. PONCEK, a professionally qualified architect, architectural historian, or historian on my staff and appears:

___ to meet the Standards.

___ to meet the Standards but with concerns/reservations listed on reverse.

✓ to meet the Standards *only* if the specific conditions listed on reverse are met.

___ not to meet Standards ___ 1 ___ 2 ___ 3 ___ 4 ___ 5 ___ 6 ___ 7 ___ 8 ___ 9 ___ 10 for the reasons listed on the reverse.

___ to warrant denial for lack of information.

___ *This application is being forwarded without recommendation.*

For completed work previously reviewed, also check as appropriate:

___ completed rehabilitation conforms to work previously approved

___ completed rehabilitation differs substantively from work previously approved (describe divergences from Part 2 application on reverse).

NUMBER	
4	

In the space below, describe the project and justify your recommendation. Include a description of the inspection of the property and any negotiations between the State and the applicant. Where approval with conditions is recommended, list the conditions. Distinguish between conditions that must be met to bring the project into conformance with the Standards and recommended changes that would improve the project but are not required for approval. Where denial is recommended, fully explain the reasons why the project does not meet the Standards for Rehabilitation. Continue on separate page if necessary.

B-1953

Summary and Evaluation of Project:

SEE ATTACHED LETTER

NPS Comments:

Concerns/Reservations/Recommendations:

Conditions for Approval:

Reasons for Denial:

✓ See attachments:
___ Items sent separately: _____ plans _____ specifications _____ photographs _____ others:
___ Other documentation on file in State:

12/18/90
Date

State Official Signature

Date

NPS Reviewer

★U.S.GPO:1987-0-718-693/901

Form 10-168d
Rev. 12/86

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

B-1953

REVIEW SHEET

Historic Preservation Certification Application—Significance

Pr: PENNSYLVANIA GREYHOUND LINES TERMINAL Project No.: _____

Historic District: MT. VERNON

11/29/90 date initial application received by State

11/29/90 date complete information received by State

12/14/90 date of this transmittal to NPS

_____ date(s) additional information requested by State

_____

_____

Inspection of property by State staff? __ no ✓ yes date(s): 10/90

✓ There is adequate documentation enclosed to evaluate the historic character and integrity of this property.

_____ There is insufficient documentation to evaluate the property adequately. The application is missing the following items:

Reasonable efforts have been made to obtain this information. Copies of the information requests are enclosed.

NUMBER 1

This property involves:

_____ Extensive loss of historic fabric
_____ Substantial alterations over time
_____ Preliminary determination of listing
_____ for district
_____ for individual property
✓ Significance less than 50 years old RIGHT AT 50
_____ Obscured or covered elevation(s)
_____ Moved property
_____ State recommendation inconsistent with NR documentation
_____ Recommendation different from the applicant's request

NUMBER 2

Complete item(s) below as appropriate.

(1) The documentation on file with the National Register cites the period(s) of significance of this historic district as 1790-1945

(2) The property ✓ contributes __ does not contribute to the historic significance of this registered historic district in: (SEE ATTACHED LETTER)
✓ location ✓ design ✓ setting ✓ materials ✓ workmanship __ feeling ✓ association
_____ Property is mentioned in the NR or State or local district documentation in Section ___, page ___.

(3) For properties less than 50 years old:
_____ the historical merits of the district (the periods and areas of significance) are documented in the National Register form or district documentation on file as less than 50 years old, justifying the certification of this property's contribution.
_____ the exceptional historical or architectural significance of this property as described in the National Register form or district documentation on file justifies its certification as contributing.
_____ there is insufficient justification to consider this property as contributing to the district for its individual exceptional architectural or historical significance or the significance of the district does not extend to the last 50 years.

(4) For preliminary determinations:
A. The status of the nomination for the property/historic district:
_____ Nomination has already been submitted to State review board, and nomination will be forwarded to the NPS within _____ months. (Draft nomination is enclosed.)
_____ Nomination was submitted to the NPS on _____.
_____ Nomination will be submitted to the State review board within twelve months.
_____ Nomination process likely will be completed within thirty months.
_____ Other, explain:

B. Evaluation of the property:
_____ Property is individually eligible and meets National Register Criteria for Evaluation
_____ Property is located within a potential registered district that meets National Register
Criteria for Evaluation: ___ A ___ B ___ C___ D
Criteria Considerations: ___A ___ B ___ C___ D ___ E ___ F___ G

(5) The property is located in a registered district, is outside the period(s) or area(s) of significance as documented in the NR form and:
✓ appears to contribute to the expanded significance of the district. Enclosed is the revised nomination documentation.
_____ does not appear to contribute to the period(s) or area(s) of significance of the district. (SEE ATTACHED LETTER)

B-1953

NUMBER 3 Describe and evaluate the physical characteristics of the property, its integrity, and its significance within the context of the historic district (or individually for preliminary determinations of individual listings).

THE PENNSYLVANIA GREYHOUND LINES TERMINAL AT 230 W. LEXINGTON ST. IN THE MT. VERNON DISTRICT WAS CONSTRUCTED IN 1941, AND IS ONE OF THE PRINCIPAL ART MODERNE OR STREAMLINED BUGS IN BALTIMORE. ALTHOUGH THE MT. VERNON DISTRICT IS DISTINGUISHED BY ITS RESIDENTIAL PARK SQUARES (NHL), IT CONTAINS A DIVERSE COLLECTION OF RESIDENTIAL, COMMERCIAL & INSTITUTIONAL BUILDINGS IN THE FULL RANGE OF ARCHITECTURAL STYLES, CONSTRUCTED 1790 THROUGH 1945. THE EXTERIOR OF THE STRUCTURE, WHICH PROVIDES THE DISTINGUISHING ARCHITECTURAL ELEMENTS, IS IN AN EXCELLENT STATE OF PRESERVATION.

NUMBER 4 State Official Recommendation:

This application for the above-named property has been reviewed by BILL PENCEK, a professionally qualified architect, architectural historian, or historian on my staff.

- ✓ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.
- ___ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- ___ The property does not contribute to the significance of the above-named district.
- ___ The property appears to meet the National Register Criteria for Evaluation and will likely be nominated.
- ___ The property does not appear to meet the National Register Criteria for Evaluation and will not be nominated.
- ___ The property appears to contribute to the significance of a:
  - ___ potential historic district which appears to meet the National Register Criteria for Evaluation and will likely be nominated.
  - ___ registered historic district but is outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS. Revised nomination or district documentation is enclosed.
- ___ The property should be denied a preliminary determination that it could qualify as a certified historic structure.
- ___ Insufficient documentation has been provided to evaluate the structure.

___ Detailed NPS review recommended ___ Precedent-setting case ___ Forwarded without recommendation

12/18/90
Date

State Official Signature

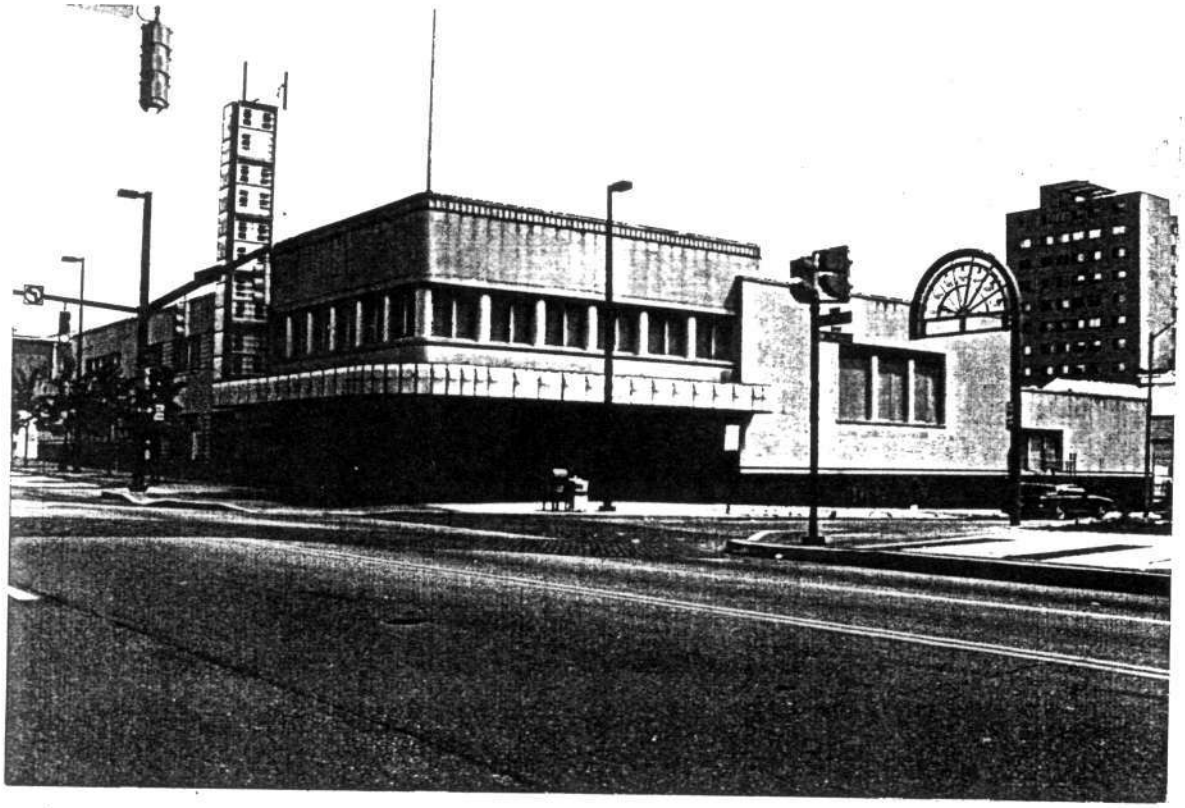
___ See attachments:

NPS Comments:

★U.S.GPO:1987-0-718-692/900

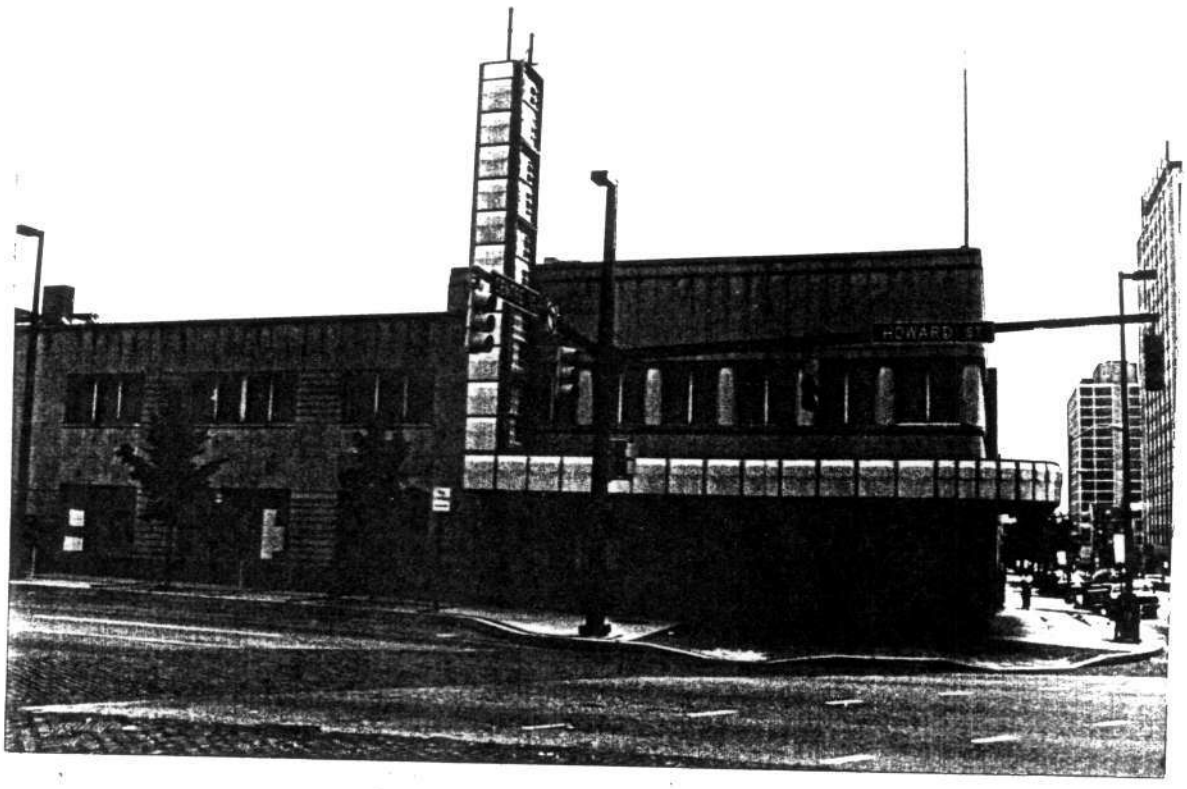
Date NPS Reviewer

B-1953



1. SW CORNER-LOOKING NE 11/14/90

2. WEST FACADE-LOOKING E. 11/14/90



Survey No. B-1953

Magi No. 0419535811

DOE __yes X no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Pennsylvania Greyhound Lines Terminal and Service Buildings

and/or common Greyhound Bus Station

2. Location

street & number 200-230 Center Street ___ not for publication

city, town Baltimore ___ vicinity of **congressional district**

state Maryland **county** city

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
X building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	X transportation
	___ not applicable	___ no	___ military	___ other:

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

name

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

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

street & number Calvert and Fayette Streets folio

city, town Baltimore **state** Maryland

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ loca

depository for survey records

city, town **state**

7. Description

Survey No. B-1953

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

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

Summary

The Baltimore terminal and service building, constructed in 1941 and located at the corner of N. Howard and W. Centre Streets, are restrained but well-articulated examples of the art moderne (or streamlined) style of architecture, especially as it was expressed in transportation facilities. (See Figures 1 and 2.) This style was popular in the United States from approximately 1930 to 1945. The Greyhound terminal and service building fit the typical design elements which characterize the art moderne style. These include rounded corners, a ribbon or band of windows with metal frames, a flat roof, curved canopies, stepped facades, and smooth wall finishes. Building materials are generally concrete faced with smooth stone, glass or tile. Aluminum or stainless steel were favored materials for trim. Because all these elements work together to create a clean, often streamlined effect, the style is sometimes called streamline moderne. The style was a response to the new age of transportation and was therefore particularly appropriate for bus station design.

The Exterior

Based on historic photographs of the Baltimore bus station, it appears that the exterior of both the terminal and the service building have not been significantly altered. (See Figures 3, 4, and 5.) Much of the original design intent can still be seen.

The terminal building is a sleek corner structure with a strong horizontality emphasized by a sweeping marquee and stepped-down facades. As in the case of many moderne structures, it is constructed of consciously man-made materials, including terra cotta and white porcelain enamel bricks with blue glass and enamel detail. Large plastic lettered tiles and the Greyhound logo appear to have been placed directly over the original marquee, and this new lettering is perhaps the most noticeable change to the terminal building's exterior. Similar unlettered tiling has been placed over a streamlined metal sun shade which wraps around the corner of the building. The window panes and mullions also appear to have been altered, although the original fenestration configuration and location are unchanged. The entry to the terminal has bright blue tiled walls. It is unclear from photographs whether or not this is original. (The color indicates that it probably is not.)

The exterior of the service building also remains today much as it was originally designed. It is a large, one-story, concrete-block structure which

relates well in its design to the nearby terminal building. It has a slightly more restrained art moderne design, and retains its porcelain, terra cotta, and stone facing, its original door and window configurations.

Interior

According to historic photographs of the interior of the bus terminal, it appears that the central waiting room was unaltered for many years. A photograph which appears in the 1945 Pencil Points article does not differ from one found in the Enoch Pratt Free Library which was taken in the 1950s. (See Figures 6 and 7.) In both views the room was furnished with rows of banked, back-to-back wooden seats. The terrazzo floor was laid in a checkerboard pattern. Telephone booths, lockers and a newsstand lined the walls.

The terminal building underwent interior alterations in 1975 in preparation for the Bicentennial celebrations. While the major room configurations were not altered, the general ambiance of the interior was changed. New signage and furnishings give the station a modern appearance. Certain elements, such as the terrazzo floors were left intact.

The service building interior is essentially one large utilitarian space. It retains much of its interior fabric such as its roof system, but has also received some changes. Cinderblock partition walls were built to create smaller spaces in the western portion of the building, which originally housed a restaurant and station offices.

8. Significance

Survey No. B-1953

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	_X_ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1941 **Builder/Architect** Wischmeyer, Arrasmith & Elswick; Roldon F. Dressler

check: Applicable Criteria: __A __B X C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national X state __local

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

Summary

The Baltimore Greyhound station was built in 1941 during the height of the growth of the bus transportation industry. It is an example of a building type which developed during a 20-year period between 1930 and 1950. The two Baltimore Greyhound station structures were built as part of a cohesive combination of terminal/service building, and were cited at the time of their construction as an example of the quintessential bus station plan. The terminal building was designed by one of the leaders in bus terminal design, William Arrasmith, who was among the most prolific and prominent architects in the field.

Construction History

The Greyhound Bus Terminal, located in the southern half of the block bounded by North Howard, Centre, Park and Monument Streets, was built on the former site of the Academy of the Visitation, a building which dated to the mid-19th century. The academy was vacated in the 1930s when the Order of the Visitation sold the property and moved to a different site.

The bus station and its neighboring service building were constructed in 1941 for Pennsylvania Greyhound Lines. The station was designed by the Louisville firm, Wischmeyer, Arrasmith & Elswick in association with Baltimore architect Lucius R. White, Jr. The service building was designed by engineer Roldon F. Dresser, also in association with White. Although the two buildings were designed by separate firms, they are of a compatible design (both buildings were constructed of and decorated with the same materials) perhaps due to the mutual association of both firms with White. The Cummins Construction Company was responsible for the erection of the complex.

he Architect

William Arrasmith, one of the principals of the firm Wischmeyer, Arrasmith & Elswick which is responsible for the design of the station, was one of the most prolific and prominent bus terminal architects in the 1930s and 1940s--the period when bus transportation was booming and reached its peak. During those years, he designed at least 65 terminals for the Greyhound Lines, according to Arthur Judd, his partner at the time of his death.[1] (See Figure 8 for an illustration of the Louisville, Kentucky station. It is markedly similar to the Baltimore terminal.)

Born in 1898, Arrasmith received his architectural education at the University of Illinois. Upon graduation in 1921, he worked for a year in New York City with McKim, Meade & White. In 1923 he moved to Louisville, Kentucky where he practiced for most of the rest of his life. During the 1930s and 1940s when he designed bus terminals, he was known as an expert in the field. He was, in fact, hired jointly by the Central Greyhound and Pennsylvania Greyhound Lines to make an exhaustive study of the building and construction needs of these two large operations.[2] Today, at least one of Arrasmith's bus terminals is on the National Register of Historic Place (Evansville, Indiana) and a second has been nominated (Washington, D.C.). (See Figure 9.) Besides bus stations, Arrasmith designed institutional buildings such as hospitals, dormitories, governmental buildings, libraries, and student centers. In addition he designed offices and manufacturing plants. Most of these structures are in Kentucky.

Arrasmith's Treatise on Bus Station Design

In the 1940s Arrasmith made an extensive study of the construction needs of his employers, the Central Greyhound and the Pennsylania Greyhound Lines. The principles he developed were incoporated into an article published in Pencil Points in 1945. (See Attachment A.) Arrasmith outlined several factors which he felt were necessary to insure the success of any terminal. These include proximity to the central core of a town (convenient to downtown amenities, yet far enough from the center to avoid traffic congestion); size of the site (large enough to accommodate all the terminal's needs, preferably on a single site); and good traffic circulation. In addition, Arrasmith described ideal conditions for the layout of the terminal building (the best location for ticket counters, restaurants, restrooms, lockers, etc.).

The Baltimore terminal was used as an example of the quintessential station by the editors of the Pencil Points article. Pencil Points' analysis of the Baltimore terminal was based on the principles in Arrasmith's treatise on bus station design; checked against this criteria, the journal concluded that the station "would appear to be as progressive a plan solution to the problem as has been built to date." All of the facilities that made for operational efficiency and passenger comfort were considered: site location, size and physical characteristics; traffic circulation; property value; and facilities such as waiting rooms, ticket counters, restrooms, a restaurant, and the platform.

One fact that stands out about the Baltimore station is that it is a complex, i.e., that it includes both a terminal and a service building on the same

site. This is rare among Greyhound stations according to an interview with Robert A. Arthur, author of the forthcoming publication on art moderne bus terminals. Of the approximately 60 bus terminals studied or visited by Arthur, dating c.1935-1949, this is the only terminal with its service building remaining on the same site. The 1945 Pencil Points article remarks on the "great advantage of the on-site garage and Service Building," citing the "operational flexibility (without waste motion) it gives to coping with peak periods of travel."

Design Awards Given to the Structures

Soon after their completion, the Baltimore terminal and service building were singled out for special recognition. In 1943 they received a local award from Baltimore's Association of Commerce. This was one of eleven citations given for buildings erected 1940-1942 which were outstanding for "good design and construction and ... intended to encourage better building in the community."[3]) (See Attachment B.)

Recommendations

The Greyhound Bus terminal and service building are likely candidates for listing on the National Register. Although they have not yet reached the 50 years of age generally required for listing on the Register, exceptions to the 50-year rule are made where appropriate, and the Baltimore terminal appears to be a likely exception. In fact, one of Arrasmith's bus station designs which is also less than 50 years old (the Evansville, Indiana station) is already listed on the Register.

The Baltimore terminal and service building's significance is based on several factors: 1) the importance of that complex's design within the context of bus station design nationwide, 2) the complex's role as a "quintessential" station, "as progressive a plan solution as has been built to date," and 3) its association with one of the most important bus terminal architects in the country. The two structures present a strong sense of time and purpose.

From a design standpoint--with a forty-year perspective since its erection, and compared to many other stations built in the same era--the Baltimore station is not unusual. While it is a good and intact design, and one which is representative of the art moderne style, it is not one of Arrasmith's most refined designs which most fully maximizes the use of the art moderne vocabulary. However, its lack of strong design significance is outweighed by its significance in the other areas outlined above.

It is important to note that the entire complex (i.e., both the terminal and service building) should be considered in such a National Register designation. According to Greyhound terminal scholar, Robert Arthur, the Baltimore bus station complex is unusual in that its service building is adjacent to the terminal. In most large cities, the service building was located on another site due severely restricted space. In addition, very few service buildings which were built on the site with the terminals still stand, are in such excellent condition, or show so much design compatibility with their terminal structures. Additional research into the subject of bus station design nationwide would strengthen or disprove this argument.

The significance of the interiors of the two structures is not clear. The interiors would appear to contribute to some degee to the overall significance of the buildings. Both have relatively intact spaces in good condition. However, additional study should be made into the degree of integrity of both. There may be room for argument that the contribution of the interior spaces is not as strong as the exteriors.

#4 Whether or not the terminal is eventually listed on the Register ~~or included in a National Register Historic District~~, it is recommended that the significant elements of the terminal and service building be retained. These elements include the exteriors of both, and perhaps to a lesser degree their interiors.

NOTE: In addition to the potential for individual listing of the structures on the National Register, provisions have been already made which could include the Greyhound site in the existing Mount Vernon Historic District. At the time of the district designation, it was agreed that the Greyhound building would be excluded from the district. However, if Greyhound vacates the buildings that "exclusion shall no longer be effective." (See Attachment C for applicable wording from the Mount Vernon Expansion Ordinance.) However, the point should be made that these buildings relate more strongly to the retail district to its south which is currently being inventoried by CHAP than to the residential Mount Vernon district to its north. The station was more likely located on its site because of its proximity to Baltimore's ~~downtown~~ than because of the residential neighborhood to its northeast. If the retail district is ever nominated to the National Register, it would be more appropriate for the bus station and terminal to be included in that nomination rather than to be incorporated into the Mount Vernon historic district. #4

FOOTNOTES

[1] American Institute of Architects Library, Baldwin Memorial Archive, file on Arrasmith.

[2] Pencil Points, July 1945, p. 64.

[3] Article (no citation), Enoch Pratt Free Library, Maryland Room, vertical files.

9. Major Bibliographical References

Survey No. B-1953

(see attached)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ Quadrangle scale _____

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

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

organization Traceries date February 1986

street & number 1606 20th Street, N.W., Suite 201 telephone 202/462-0333

city or town Washington state D.C. 20009

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

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Art Deco Society of Washington, National Register of Historic Places application form on the Greyhound Bus Terminal, Washington, D.C. Submitted to the Joint Committee on Landmarks, Washington, D.C., January 1984.

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"Baltimore Greyhound Bus Terminal," Pencil Points, July 1945, pp. 64-68.

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Cucchiella, S., Baltimore Deco, An Architectural Survey of Art Deco In Baltimore. Baltimore: Maclay & Associates, 1984.

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Fistere, John C., "Bus Terminal Construction," Architectural Forum, December 1930, pp. 781-84.

_____, "Bus Terminal Planning," Architectural Forum, December 1930, pp. 745-50.

"Greyhound Bus Terminal," historic landmark application on the Washington, D.C. terminal, submitted to the Joint Committee on Landmarks of the National Capital, 1984.

"New York Terminal of Greyhound Lines," Architectural Record, September 1935.

INTERVIEWS

Arthur, Robert A., author of forthcoming publication on art moderne bus terminals.

B-1953

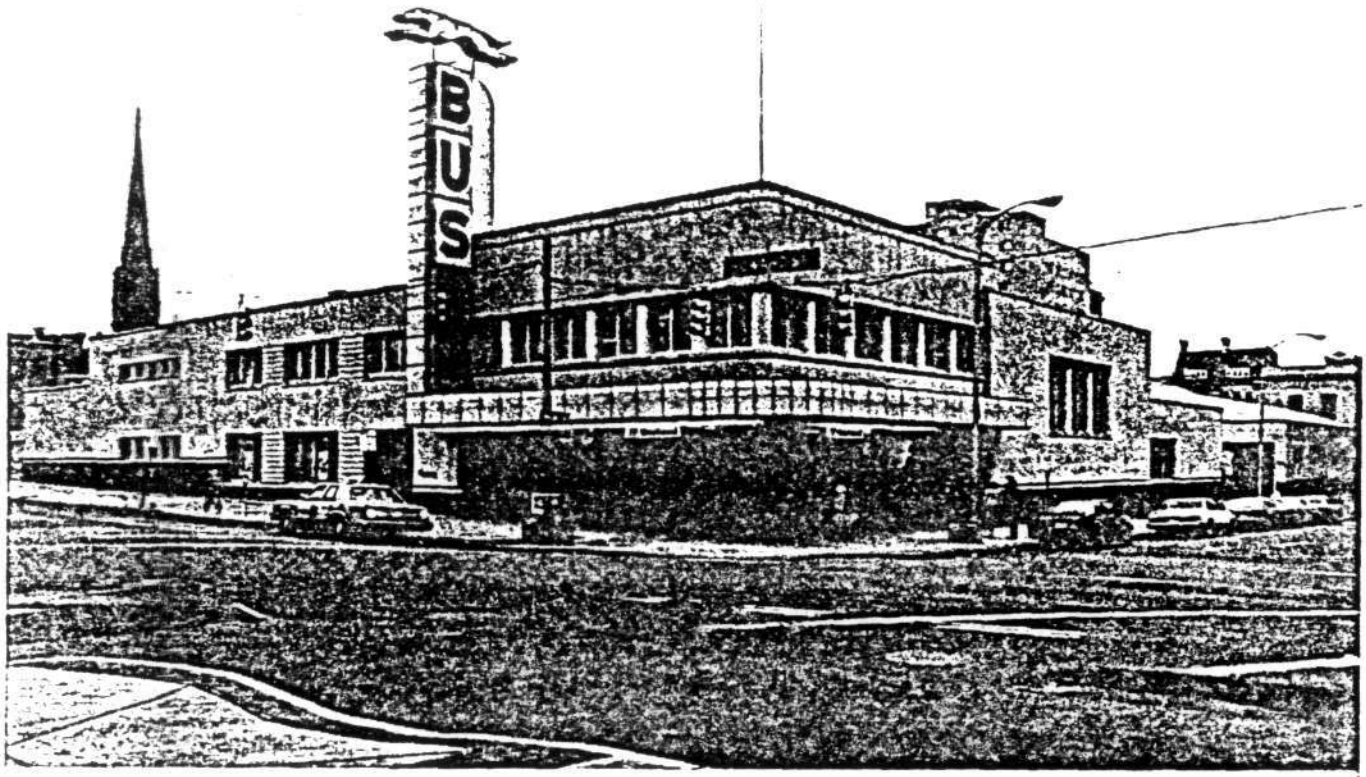


FIGURE 1

B-1953

PHOTO: William Lebovich

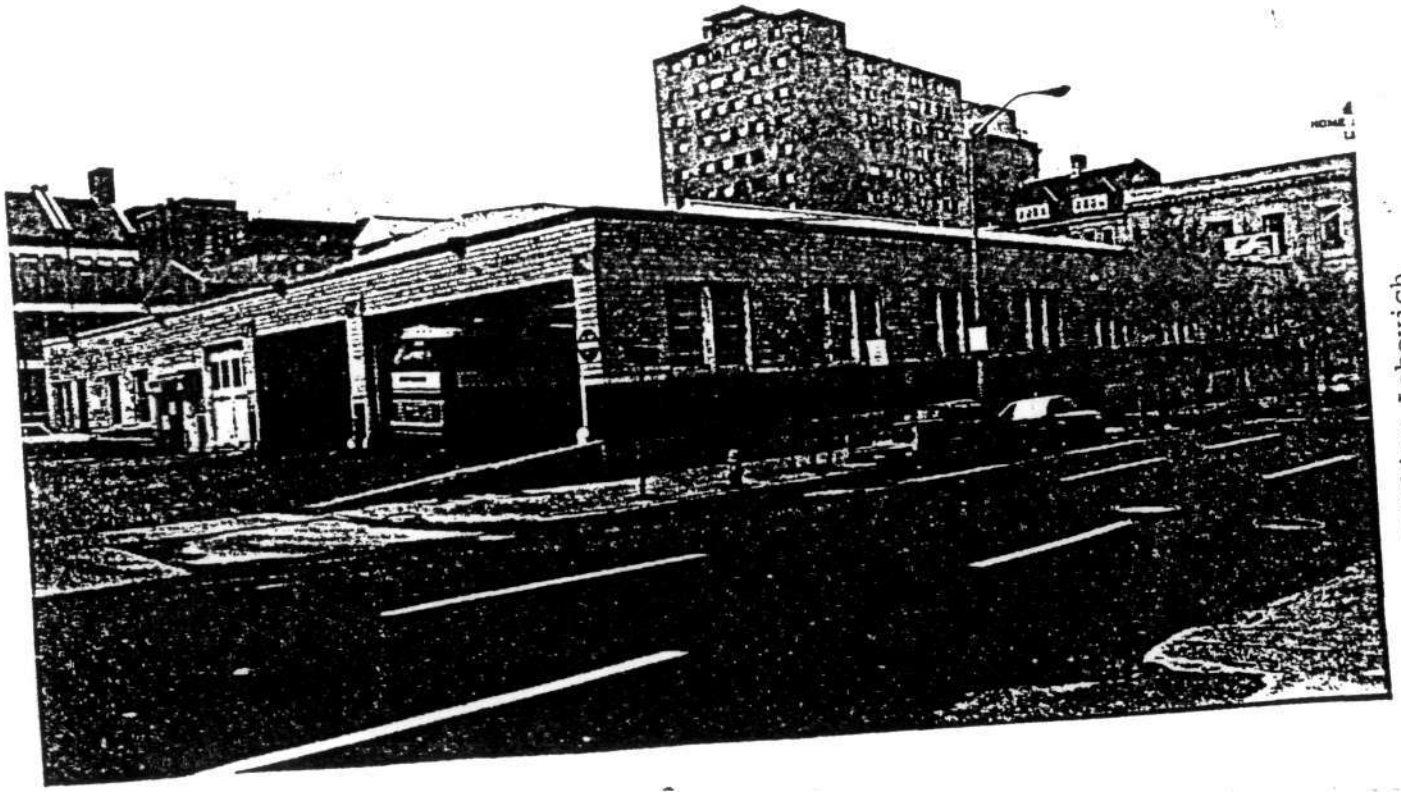
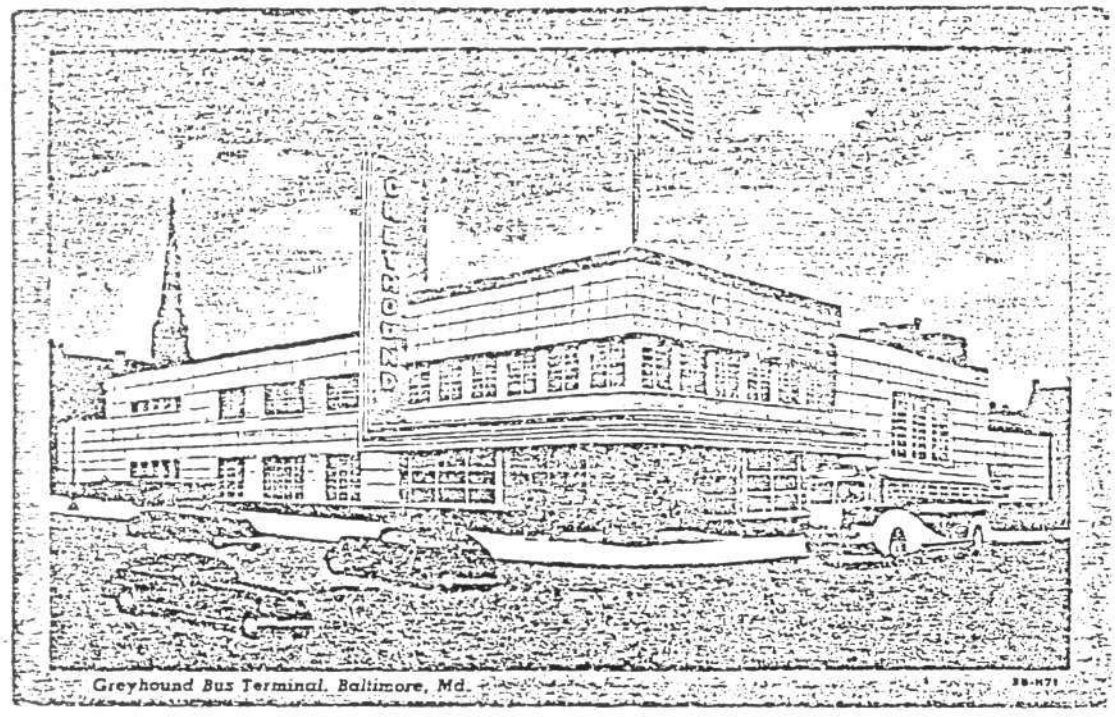


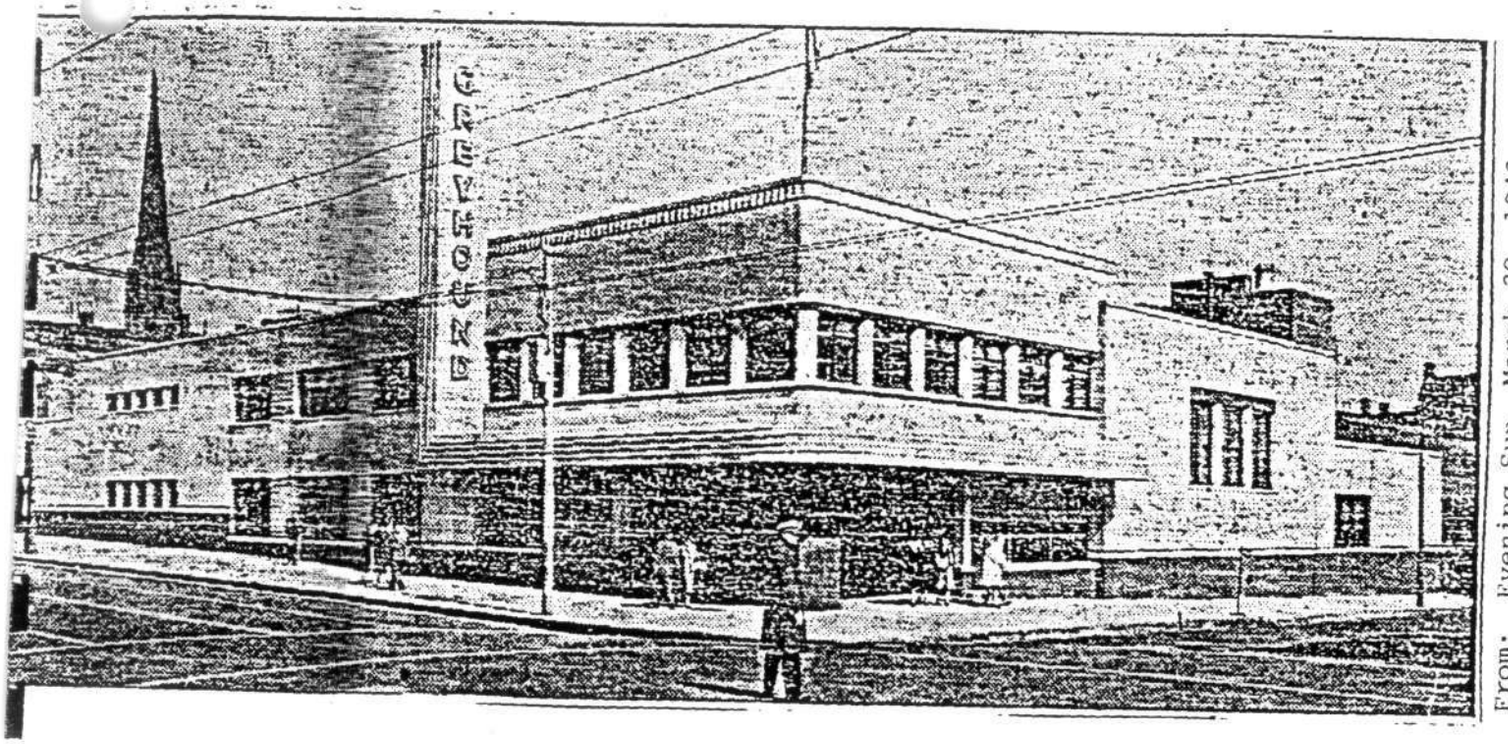
PHOTO: William Lebovich

B-1953



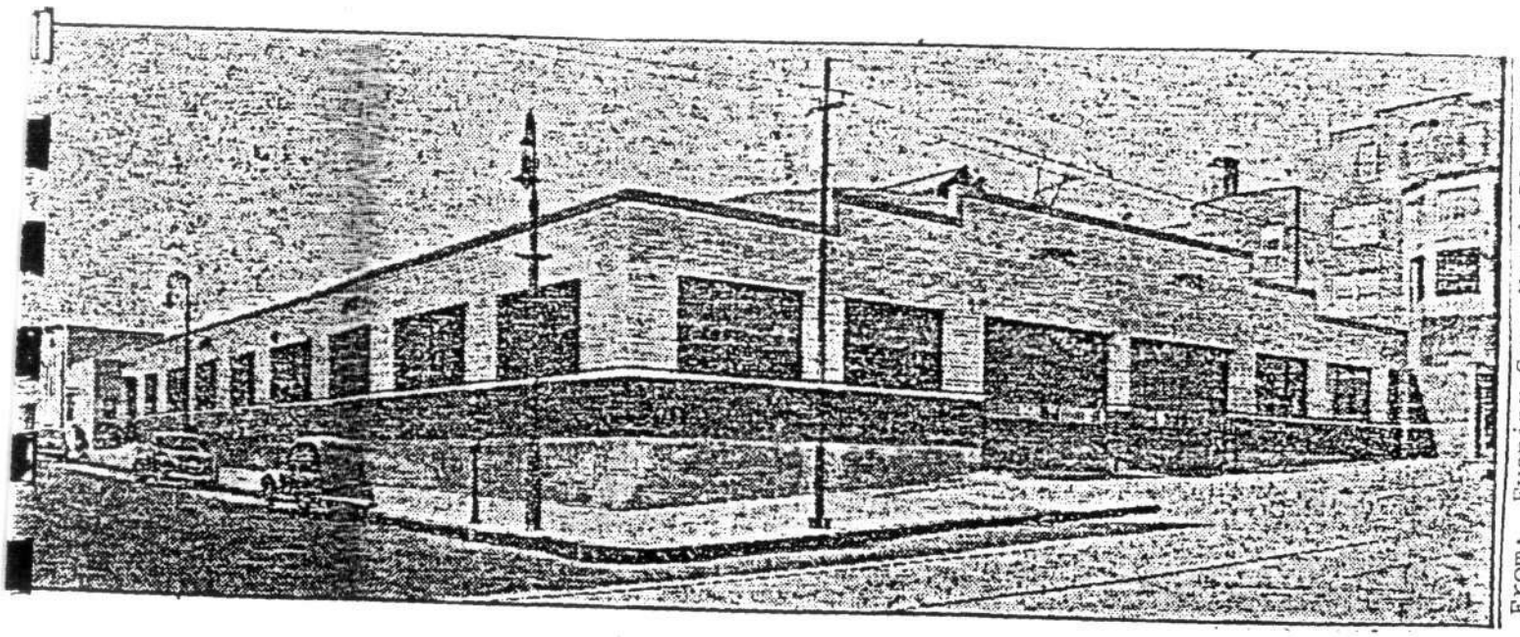
Source: postcard
Courtesy of Robert A. Arthur

Figure 3



From: Evening Sun, March 29, 1943

FIGURE 4



From: Evening Sun, March 29, 1943

FIGURE 5

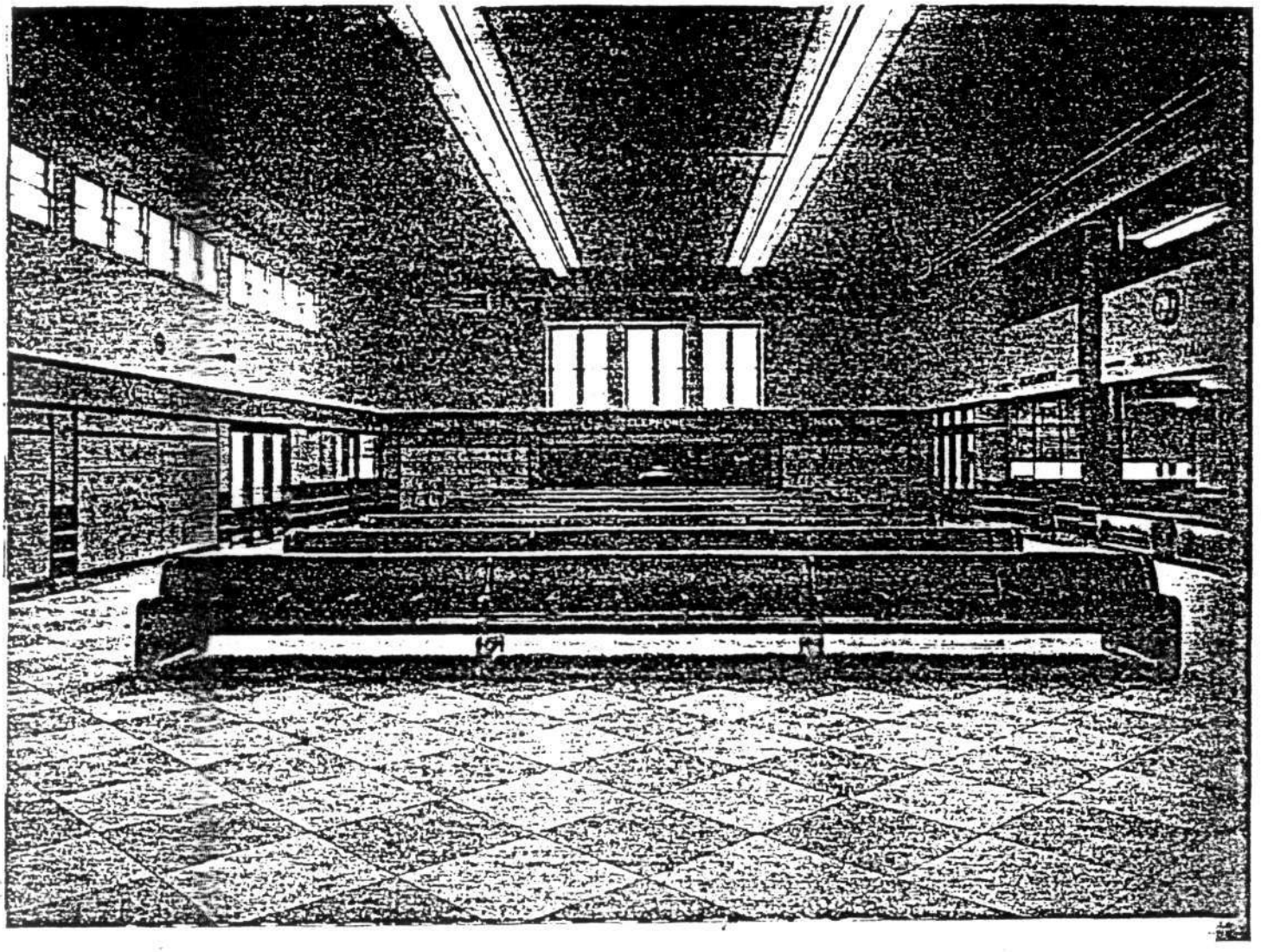


FIGURE 6

B-1953

Courtesy of Enoch Pratt Free Library, Maryland Room

FIGURE 7

FIGURE 8

Courtesy of Robert A. Arthur

FIGURE 9

From: Application form, "Greyhound Bus Terminal, Washington, D.C." submitted to the Joint Committee on Landmarks of the National Capital

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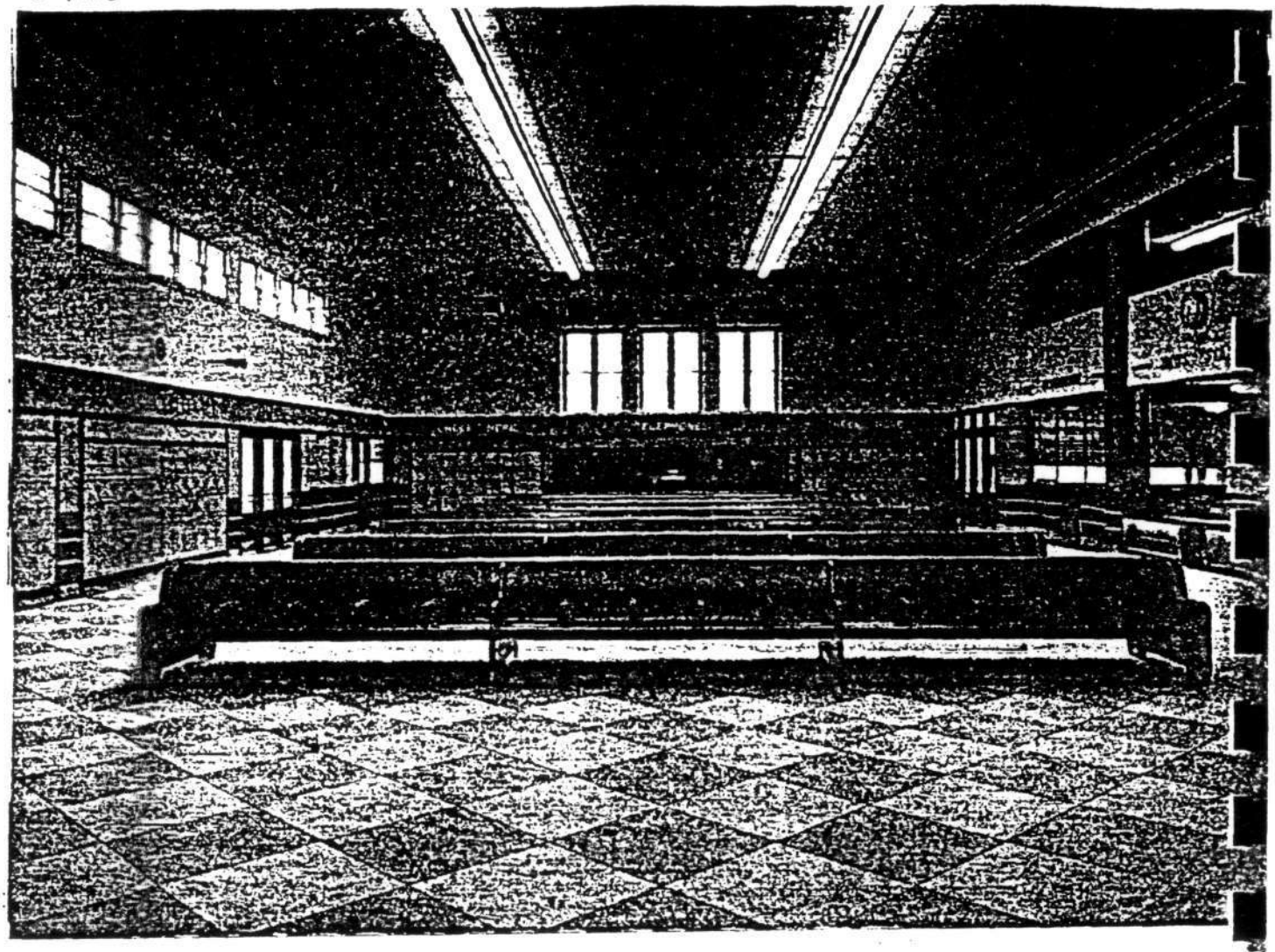


Baltimore Greyhound Bus Terminal

Editorial Note: William S. Arrasmith, one of the architects of the Baltimore Terminal, has rec returned to civilian life from overseas duty with the Army and is now employed jointly by th Central Greyhound and the Pennsylvania Greyhound Lines to make an exhaustive study of building construction needs of these two large operating companies. Our analysis of the Baltimore pl is based on an outline of objective, bus-station-design principles which Mr. Arrasmith pre especially for PENCIL POINTS. Checked against his criteria, the Baltimore Station, bu 1941-42, would appear to be as progressive a plan solution to the problem as has been built to date

Whatever special problems a particular location may present, the basic requirements for terminal facilities are essentially always the same—convenience and comfort for the traveler, maintenance of fast and accurate schedules, facilities that assist operational efficiency.

SITE

Four controlling factors influence the selection of a terminal site:

1. **Location:** It should be near the central downtown area, for travelers' convenience, but not *too* central; not, that is, so close that heavy traffic congestion causes operating delays. Not unimportant in the choice of a fairly central location is the safety factor that good street lighting provides for night-time travelers.

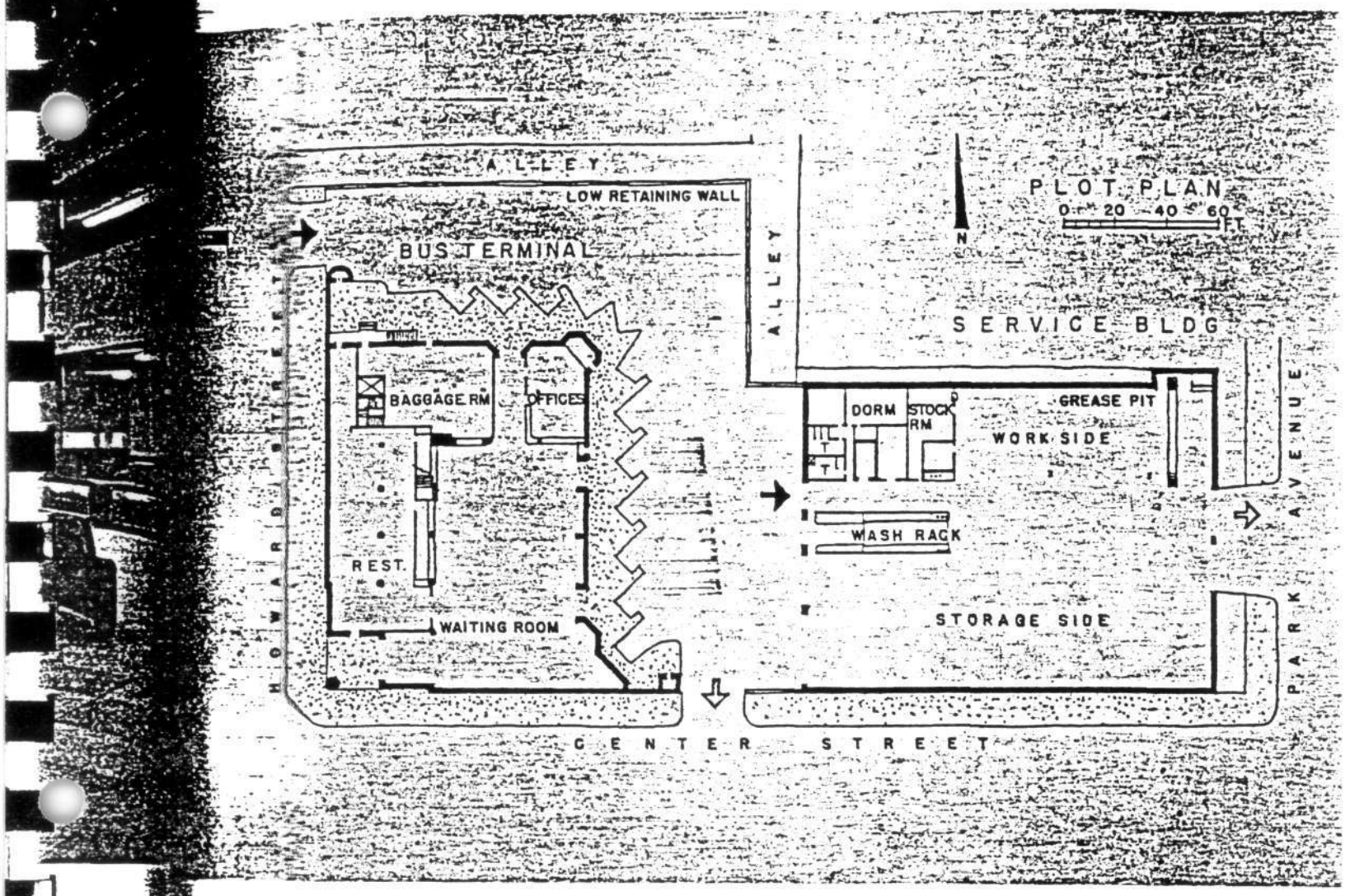
2. **Size and Physical Characteristics:** Site should be large enough to include all needed present facilities and anticipate likely future needs; regular in outline, and relatively (the two last factors facilitating efficient planning economy of construction, operation, and maintenance).

3. **Traffic Circulation:** Arrangements for handling the tr should avoid left-hand turns, narrow entrances and e and congested adjacent street traffic.

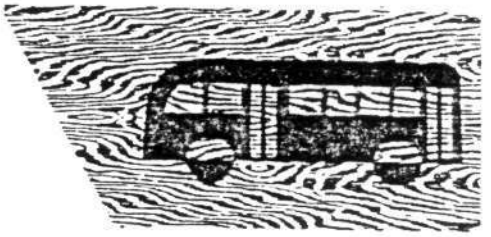
4. **Property Value:** A larger, more adequate site slightly removed from the most crowded city center is frequent be preferred to a smaller, more costly site at the traffic congestion is less, and there is room for expan...

In all four of these respects, the Baltimore project rate high. It is close enough to the center of town for conve access to stores, hotels, theaters, etc., yet far enough o avoid excessive traffic. There is space enough on the pl to include the highly desirable element of the on-site servic garage which eliminates "dead mileage" between termi and garages, effects considerable saving in operating

B-1953



Wischmeyer, Arrasmith & Elswick, Architects
Lucius White, Associate



Cummins Construction Co., Contractors
Roldon F. Dressler, Designing Engineer for the Service Building

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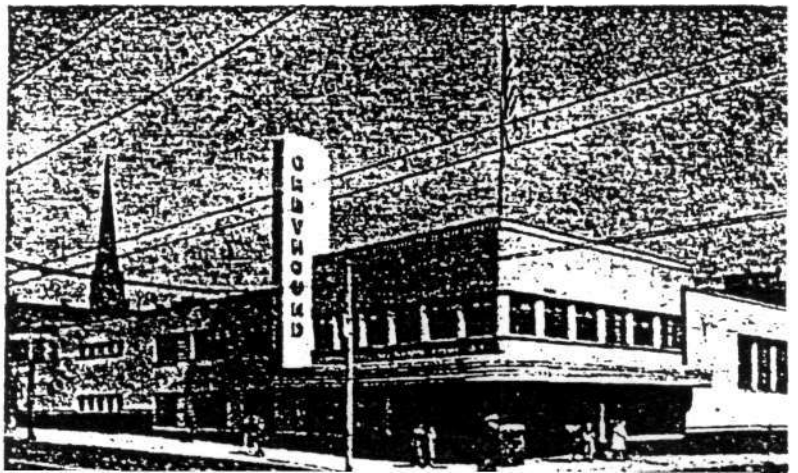
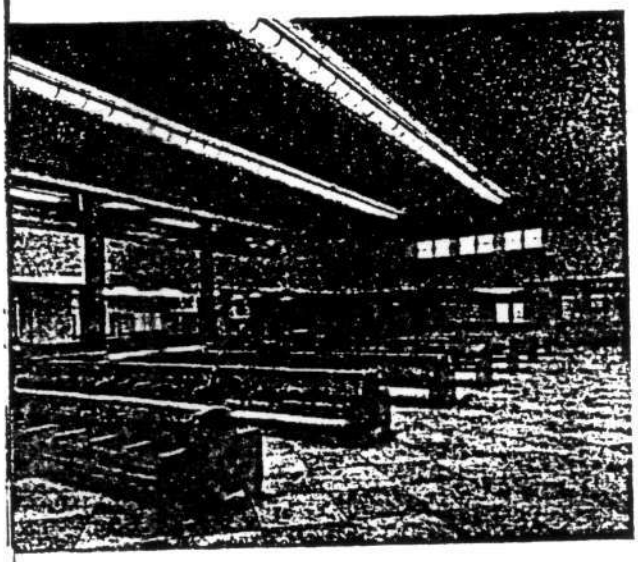
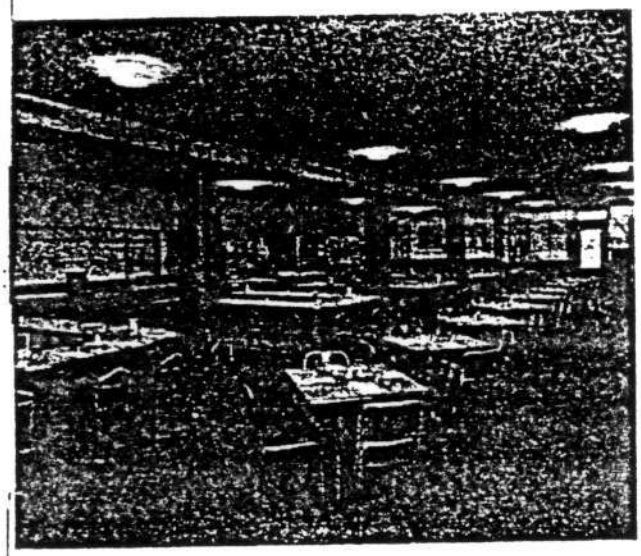
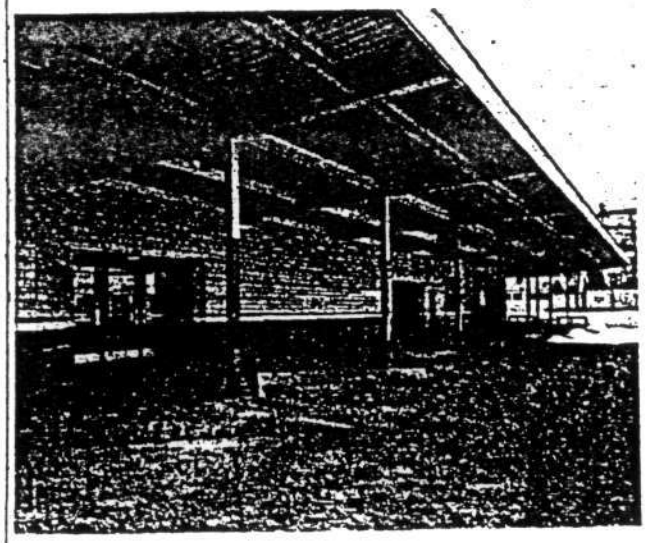




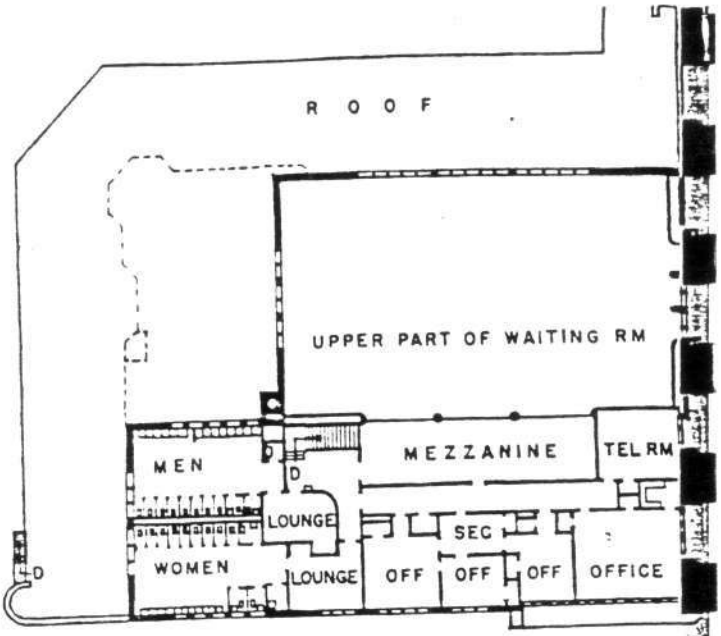
Waiting room.



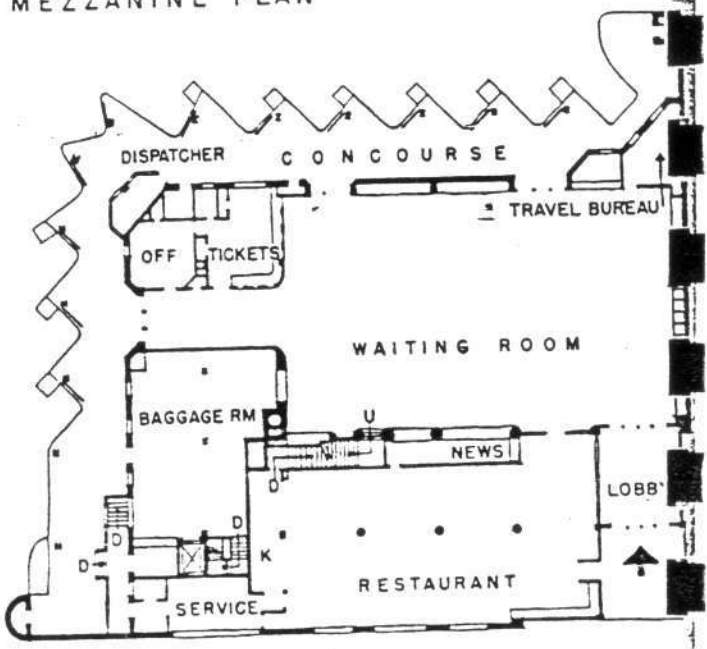
Restaurant.



Concourse.

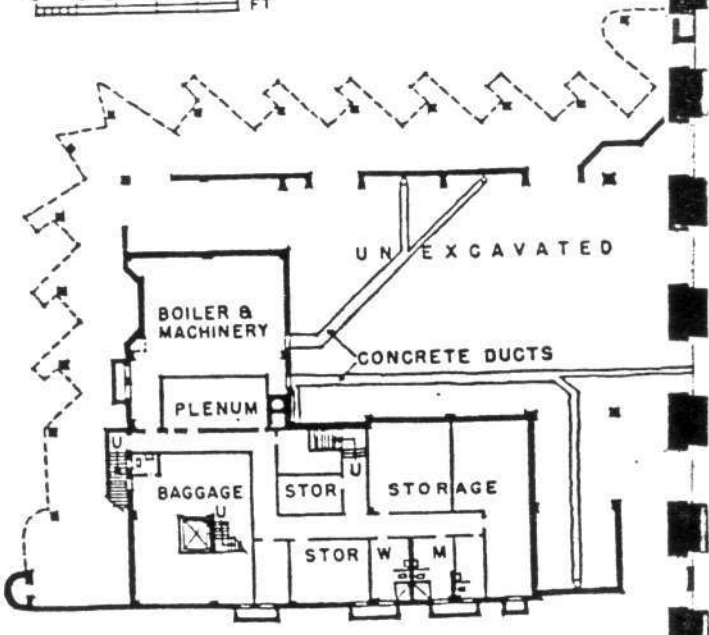


MEZZANINE PLAN

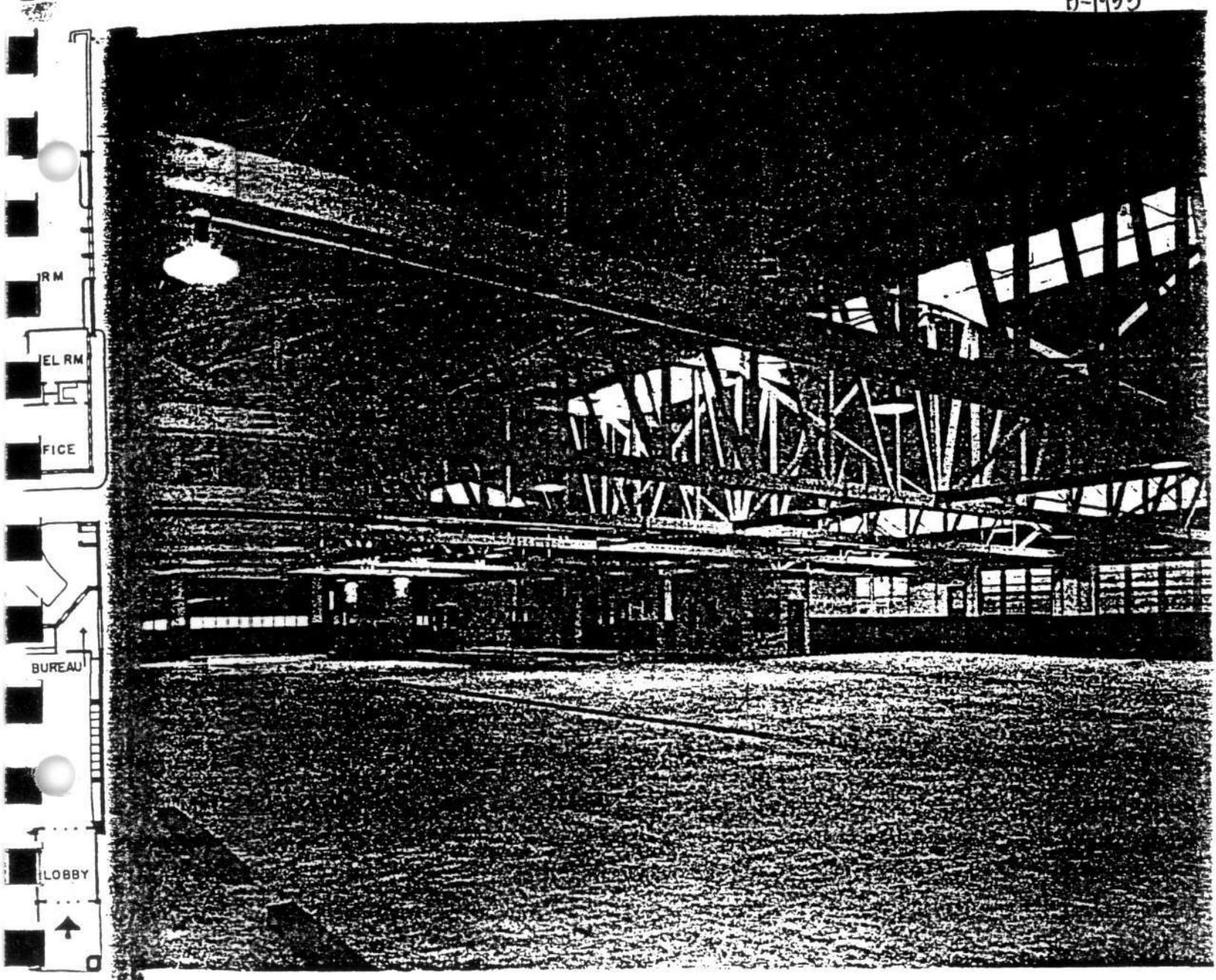


FIRST FLOOR PLAN

0 10 20 30 40 50 FT



BASEMENT PLAN



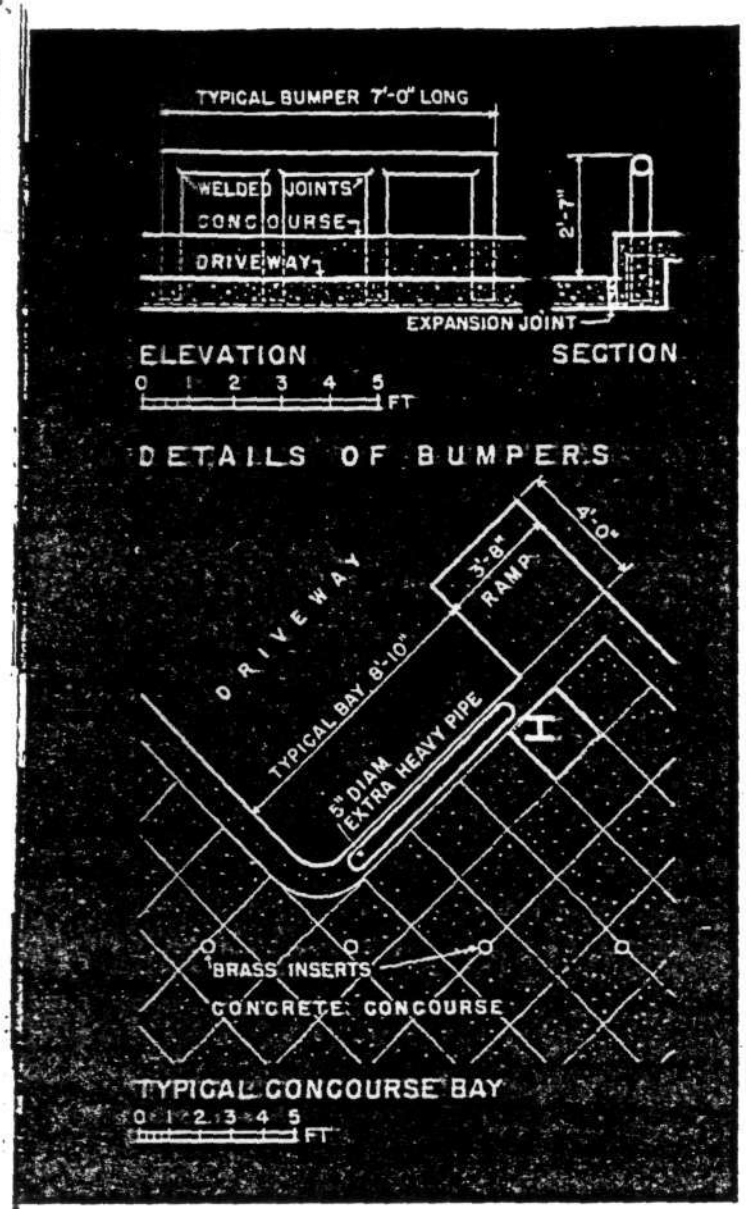
One great advantage of the on-site garage and Service Building (shown on this page) is the operational flexibility (without waste motion) it gives to coping with peak periods of travel. Without the near-by garage, efficient handling of unforeseen peak loads would require twice the docking space (often unused), costly delays (while busses come from a distant garage), or both.

and handling of equipment, and permits use of extra busses required on short notice with very little waste movement or time. Furthermore, the garage reduces the traffic load on crowded city streets.

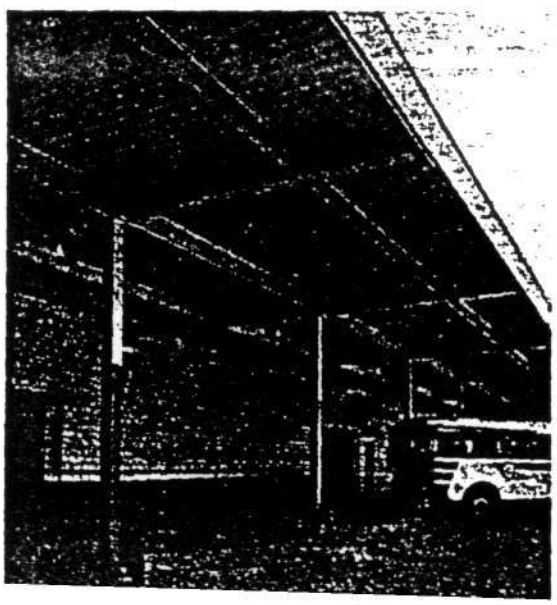
The site is quite regular in outline; grades are not a serious problem, and the property value was considered in reasonable relation to anticipated operating revenue. The corner location of the terminal provides almost ideal lanes for bus movements in a clockwise direction—entering the lot from the front street, easing into the platform area, and exiting on the side street. When servicing or repairs are needed, a "trip" to the garage is simply a matter of a few feet.

TERMINAL BUILDING

The central location of the main waiting room with respect to the bus concourse follows Mr. Arrasmith's standard



Detail of concourse.



or more busses may be loading or unloading at once. Th ticket counter is near the bus-loading platform—a featur that has proved advantageous in the face of the fact th many passengers have to change their tickets at the la moment. In general, Mr. Arrasmith advocates that thi element should be in "a central position off the waitin room." This does not apply in the Baltimore station, an one questions the desirability of requiring all ticket pu chasers to cross the entire long diagonal of the room reach the counter; foot traffic congestion must occasionall be a problem.

As for check lockers, Mr. Arrasmith comments: "You ca never find enough wall space for enough of them." O location that is "very desirable"—and one that is used Baltimore—is the area between the recessed, out-swingi doors from the waiting room to the concourse. Built lockers such as are used in the Maryland station preve accumulation of dust and dirt and hence help reduce buildi maintenance.

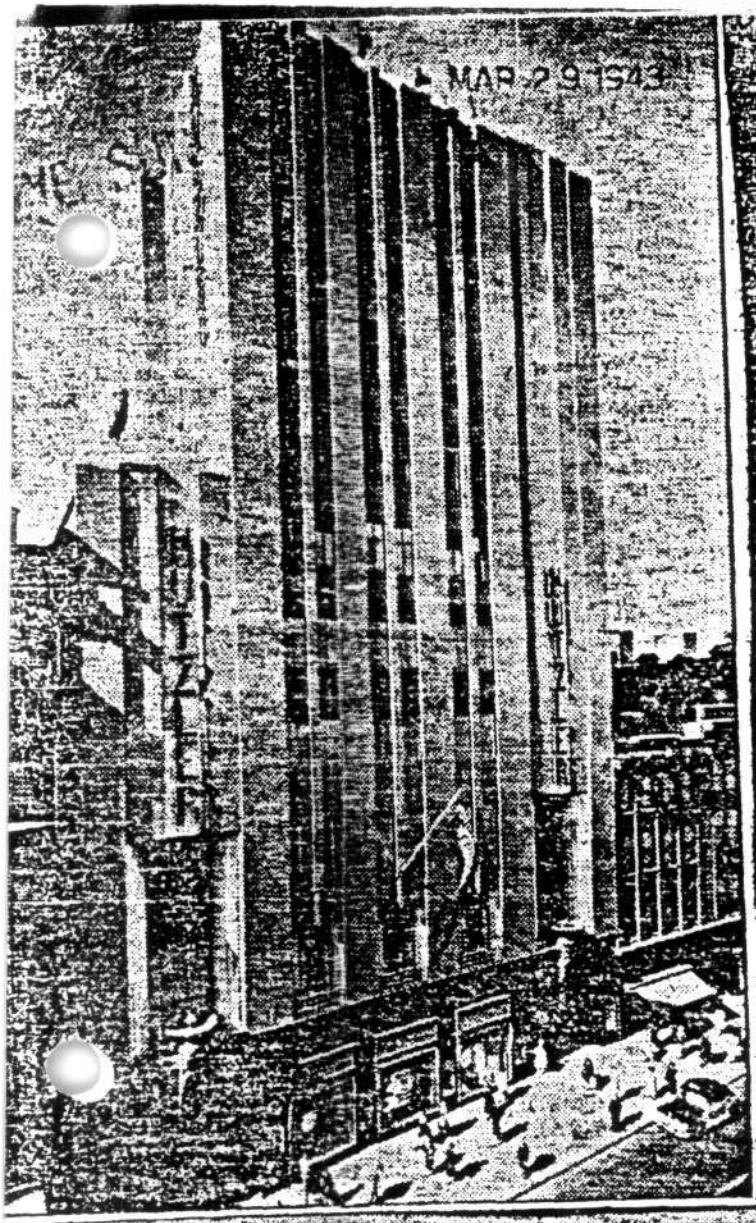
Rest rooms preferably occur on the main floor level, bu "floor space prohibits this in many cases (as at Baltimor and basement or balcony locations have proved satisfactor . . . These facilities should be easily reached from t waiting room but not too accessible from the street. . Women's rest rooms should include a comfortable, adjac lounge . . . no lounge space for men should be provided, this usually becomes a loafing place and nuisance. Facilit for bathing and changing clothes should be a part of eve modern rest room." The arrangements at Baltimore foll these design principles with two exceptions: no bathi facilities are included; and a small lounge adjoins the me toilet room: "Determining the correct location for the b gage room is always a headache," says Mr. Arrasmith. If is centrally located with respect to the outside loading pl form, cross traffic of both passengers and baggage resu If placed at one end of the concourse, this usually bri it at a considerable distance from the bus lanes at the oth end. The solution at Baltimore, due to the right-angu organization of bus docks, is a compromise solution so where between these two extremes. An elevator to a stor basement almost doubles the storage space without usi too much of the precious ground-floor area.

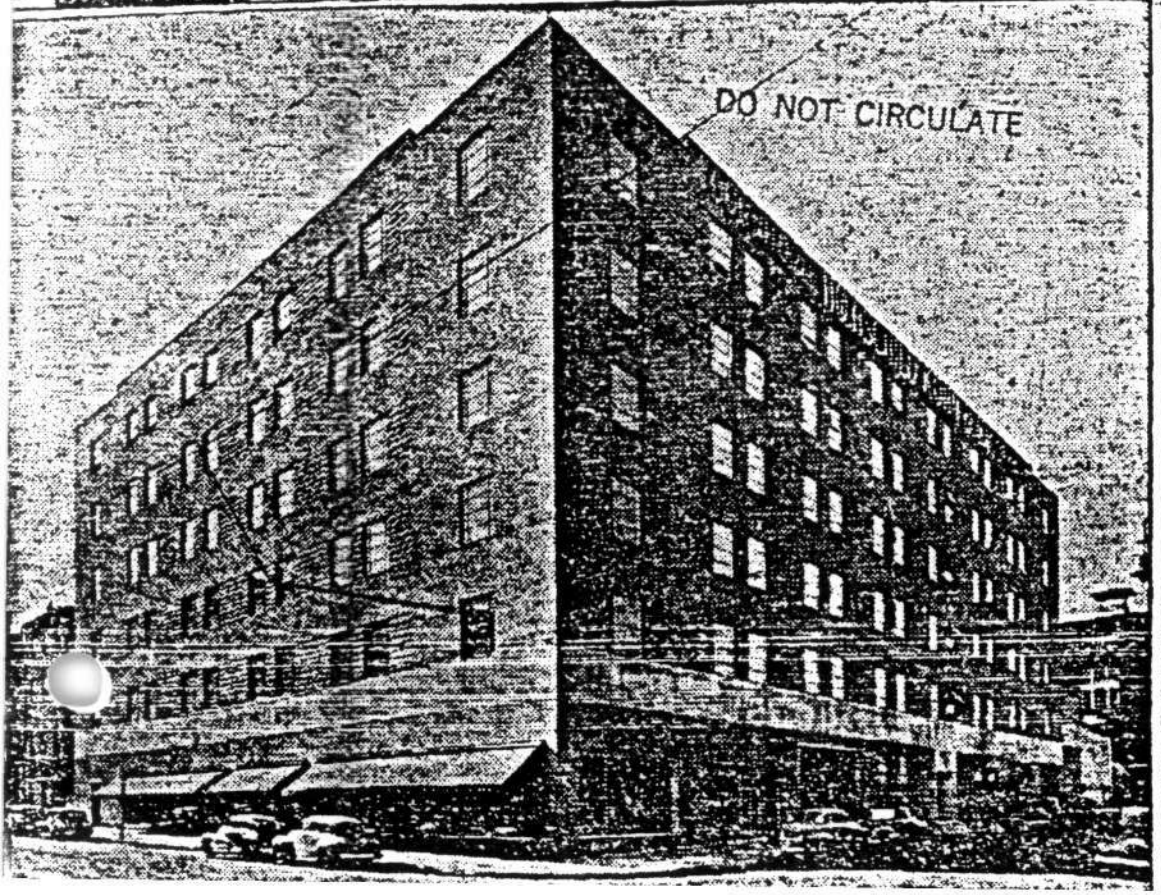
Location of the restaurant in the Baltimore station foll exactly the principle Mr. Arrasmith recommends—e accessibility from the street and waiting room; kitchen placed that handling of supplies and garbage is separ from bus or passenger traffic; adequate storage space toilets for the help (in the basement). "The soda bar newsstand should be located in the waiting room near th restaurant, as these three are usually operated by the sam concessionaire."

Concourse-loading platform. "It is generally agreed the sawtooth or irregular parking is the most efficient." F large terminals, separate parking lanes are usually assi to local and to "long haul" busses, the latter being further subdivided into separate lanes for arriving departing busses. "It is very important," Mr. Arrasmi says, "that the baggage room and dispatcher be centra located between the two." In the Baltimore plan, the patcher occupies a glass-enclosed corner office that mands a full view of the lanes on the two sides.

Finally, as to the "very vital" problem of passenger trol on the loading platforms: "Where it is not possi have individual loading doors from the waiting roo each bus loading area (and it seldom is), it has been fou advisable to use a barrier with individual gates to each In the case of the Baltimore station, the barriers are f by removable stanchions and cords which are used o special peak-load hours.

Structure of the Baltimore terminal includes concrete dations, steel frame, concrete floors over bar-joist me filler walls of brick with cement, terra cotta, stone or po lain enamel exterior surfacing. Sash are of wood (s ones, not available). Partitioning is of clay tile or st metal sections. Floors and bases of all main roon





AWARDS OF MERIT—The Baltimore buildings reproduced on this page have been selected by the Association of Commerce for certificates of merit in an architectural contest extending through 1940-1941-1942. At left, Hutzler's, Howard street. Architect: James R. Edmunds, Jr. (Story on back page.)

11 Architectural Certificates Awarded

Buildings Chosen From Hundreds Erected In Last Three Years

Page Of Pictures, Page 16

Eleven Baltimore buildings erected in 1940, 1941 or 1942 have been chosen to receive certificates of merit in the architectural contest conducted by the Association of Commerce, it was announced today.

Selected from several hundred eligible structures built during the three-year period, the winners include a bottling plant, a furniture store, bus terminal, research laboratory and remodeled apartments.

William G. Ewald, executive secretary of the association said the jury of five based its awards on four factors: Exterior design; suitability of exterior to use; artistic and practical use of material and adaptability to site and neighborhood.

Tunnel Kiln On List

The buildings selected to receive the certificates of merit are:

Tunnel Kiln building and shops, 3601 East Monument street, owned by Baltimore Brick Company. Van Rennselaer P. Saxe was the engineer.

Bressler Memorial Research Laboratory, Lombard and Greene streets, owned by the University of Maryland. The architects were Herbert G. Crisp and James R. Edmunds, Jr.

Headquarters and operational building, St. Paul and Pleasant street; owner, Chesapeake and Potomac Telephone Company; architects, Taylor and Fisher.

Store And Warehouse

Furniture store and warehouse, Park avenue and Centre streets. Owned by Hochschild, Kohn and Company. Architects were James R. Edmunds, Jr., and Abbot, Merkt and Company.

Department store, owned by Hutzler Brothers and designed by James R. Edmunds, Jr., Howard and Clay streets.

Pepsi-Cola Bottling Company plant, 400 Key Highway; architect, A. C. Radziszewski.

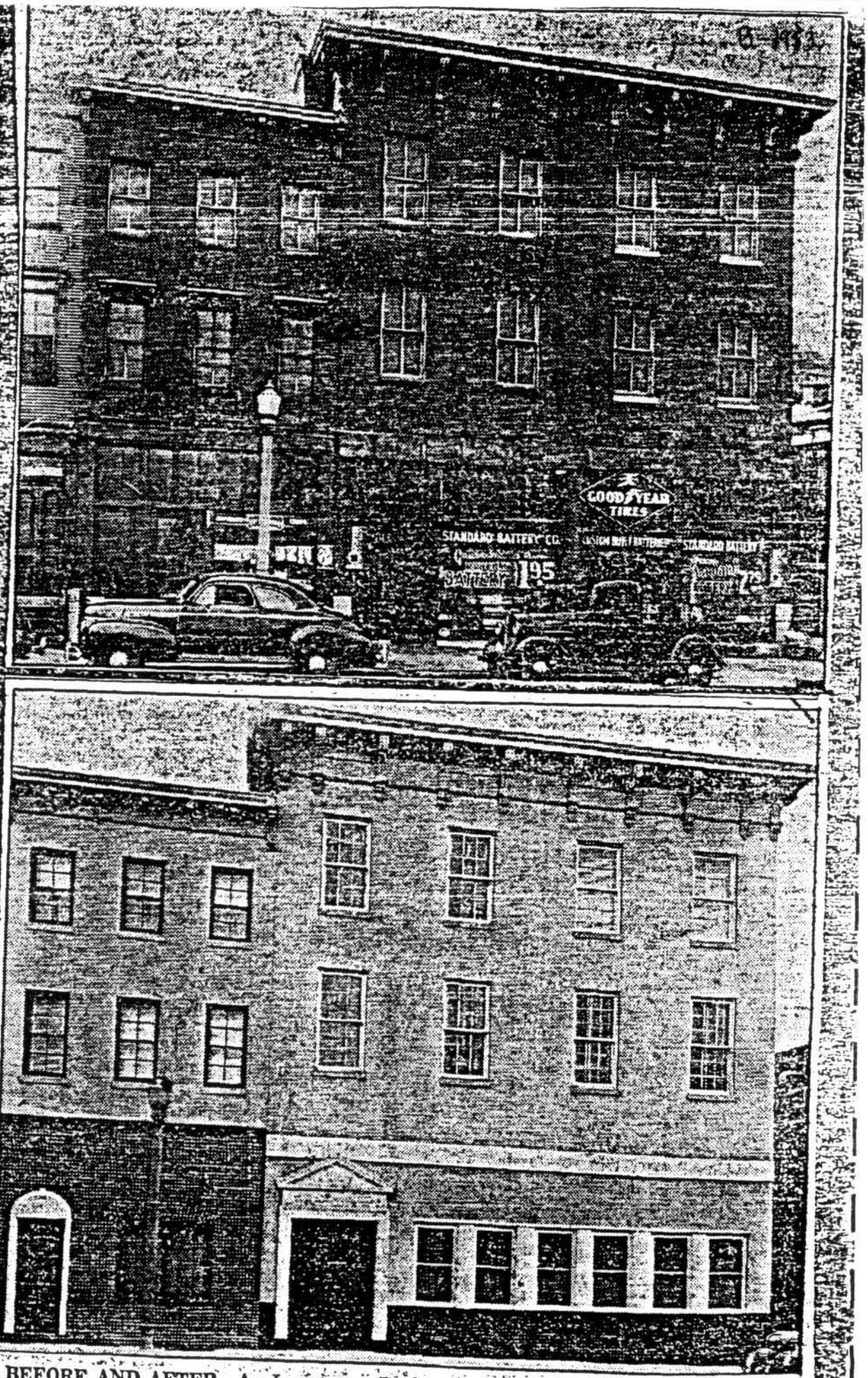
Research laboratory, Bush and Hamburg streets, owned by American Hammered Piston Ring Division of Koppers Co., Robert M. Gibson, architect.

Service Building

ect; Lucius R. White, Jr., as
architect.
811 Gorsuch avenue, owned
averly Market Corporation;
Chertkof, engineer.
minal Building, Howard and
streets, owned by Pennsyl-
Greyhound Lines. Archi-
chmeyer, Arrasmith and
Associate architect, Lu-
White, Jr.
West Chase street, owned
vestment Realty Company.
Poe Taylor was the architect.

Personal Inspections

bers of the jury, Mr. Ewald
ire Waldron Faulkner, Mrs.
is Gordon, Richard Carl
rd, W. Mitchell Price and
R. White, Jr.
jury met February 17 to
all entries and to make per-
inspection of the buildings
t to be of sufficient merit,"
wald explained. "Buildings
ederal, State or municipal
es were not eligible for the



BEFORE AND AFTER—An Investment Realty Company building, 23-27 West Chase street, before remodeling ~~(left)~~ and after ~~(right)~~. Architect: John Poe Tyler.

B-1953

two hundred and eleven feet and three inches to the place of beginning. The Improvements thereon being known as No. 100 to 122, inclusive, West Read Street (and 900-12 Cathedral Street).

4. The lot of ground on the northeast corner of Howard Street and Centre Street now occupied by the Greyhound Corporation, so long as it is used for a terminal and related facilities for the Greyhound Bus Line in substantially the same form as it is now used. When this use is no longer given to the said property by the Greyhound Corporation, the exclusion provided in this paragraph shall no longer be effective.

5. The property listed in the Baltimore City Tax Records as lot 13 in block 11 10 551, located at the southwest corner of North Charles Street and Centre Street, measuring 88 ft. x 155 ft. and known as 524 North Charles Street.

SEC. 2. *And be it further ordained,* That this ordinance shall take effect from the date of its passage.

From: Mount Vernon Historic District Expansion Ordinance

ATTACHMENT C


CENTRE ST

B-1953

Blk. 531
B-1953
MAGI # 04195358 11

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON: Greyhound Bus Terminal

2 LOCATION

STREET & NUMBER: N.W. corner Howard & Centre Streets

CITY, TOWN: Baltimore ___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE: Maryland

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	√OCCUPIED	__AGRICULTURE	__MUSEUM
√BUILDING(S)	√PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	√YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	√TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

STATE, zip code

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Records Office Room 601

STREET & NUMBER: Baltimore City Courthouse

CITY, TOWN: Baltimore

STATE: Maryland 21202

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: City of Baltimore Neighborhood Survey

DATE: 1976

__FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS: COMMISSION FOR HISTORICAL & ARCHITECTURAL PRESERVATION
Room 900
26 South Calvert St.
Baltimore, Md. 21202

CITY, TOWN

STATE

7 DESCRIPTION

B-1953

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	DETERIORATED	UNALTERED	X ORIGINAL SITE
GOOD	RUINS	X ALTERED	MOVED DATE_____
FAIR	UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This two story high bus terminal with corner siting and entrance is surfaced with stone, terra cotta, and white porcelain enamel bricks, with blue glass and enamel detail. The only major alterations have been made to the marquee, which retains the forms of the original iron-plastic sign.

The structure of the terminal includes concrete foundations, a steel frame, and concrete floors over bar joist members. Filler walls are of brick with cement. The window sashes were originally of wood, which was necessitated by wartime metal shortages. Interior partitioning is of clay tile laid on metal sectioning. Floors and bases of all main rooms are furnished with terazzo.

This strictly functional building, with bus docks set on the interior side of the L-shaped plan, is articulated only by the band of fenestration and stone level of the corner building, from which both sides recede in asymmetrical steps and set-backs.

A large, one story high service building of concrete block sits to the east of the terminal across the asphalt paved lot.

CONTINUE ON SEPARATE SHEET IF NECESSARY

B-1953

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	√ TRANSPORTATION	
√ 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1941 - 42

BUILDER/ARCHITECT Wischmeyer, Arrasmith, & Elswick, Architects with/ Lucius White, Associate Roldon F. Dressler, Design Engineer for Service Building

STATEMENT OF SIGNIFICANCE

The Greyhound Bus Terminal represented the last word in modern functional design for bus transportation when completed in 1942, and was treated as such in contemporary architectural periodicals. Design by a firm of architectural specialists, the Mount Vernon area site was chosen for its comfortable distance from the Central Business District. The Greyhound buildings occupy the former site of the Academy of the Visilation, built c.1850.

CONTINUE ON SEPARATE SHEET IF NECESSARY

B-1953

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE: Bill Pencek, Planning Assistant

ORGANIZATION: COMMISSION FOR HISTORICAL & ARCHITECTURAL PRESERVATION

DATE: 1976

STREET & NUMBER: Room 900 26 South ~~Calvert St.~~

TELEPHONE:

CITY OR TOWN: Baltimore, Md. 21202

STATE:

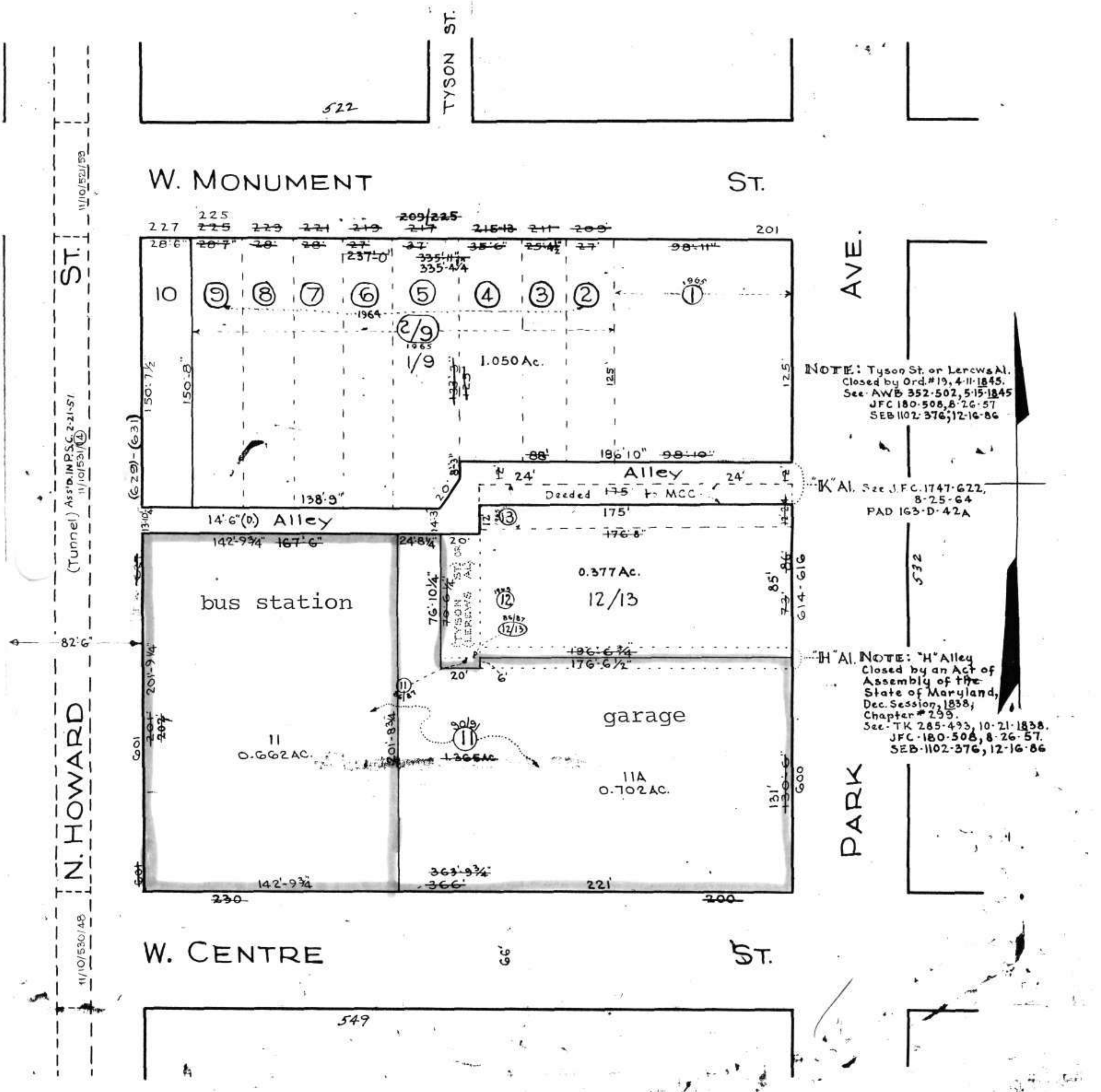
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

REVISIONS

House Nº Changed on Lot 11 Per P.S. C.Sh. 2840A
Lot 14 Ass'd. In P.S.C. Per Bof A, C.Sh. 5278
Lots 2709 Cons'd Per O.O. C.Sh. 9291
Lots 1 1 2/9 Cons'd - Ho No Changed Per App C.Sh. 9407
Lots 12/13 Cons'd & Div. Per App. C.SH. 9424
Lots 1/9, 11, & 12/13 Cor. Per Deeds & P.L.S.; C.Sh. 87-244.
Lot 11 Div Per, Deed, Sub-Div & App, C.Sh. 91-175



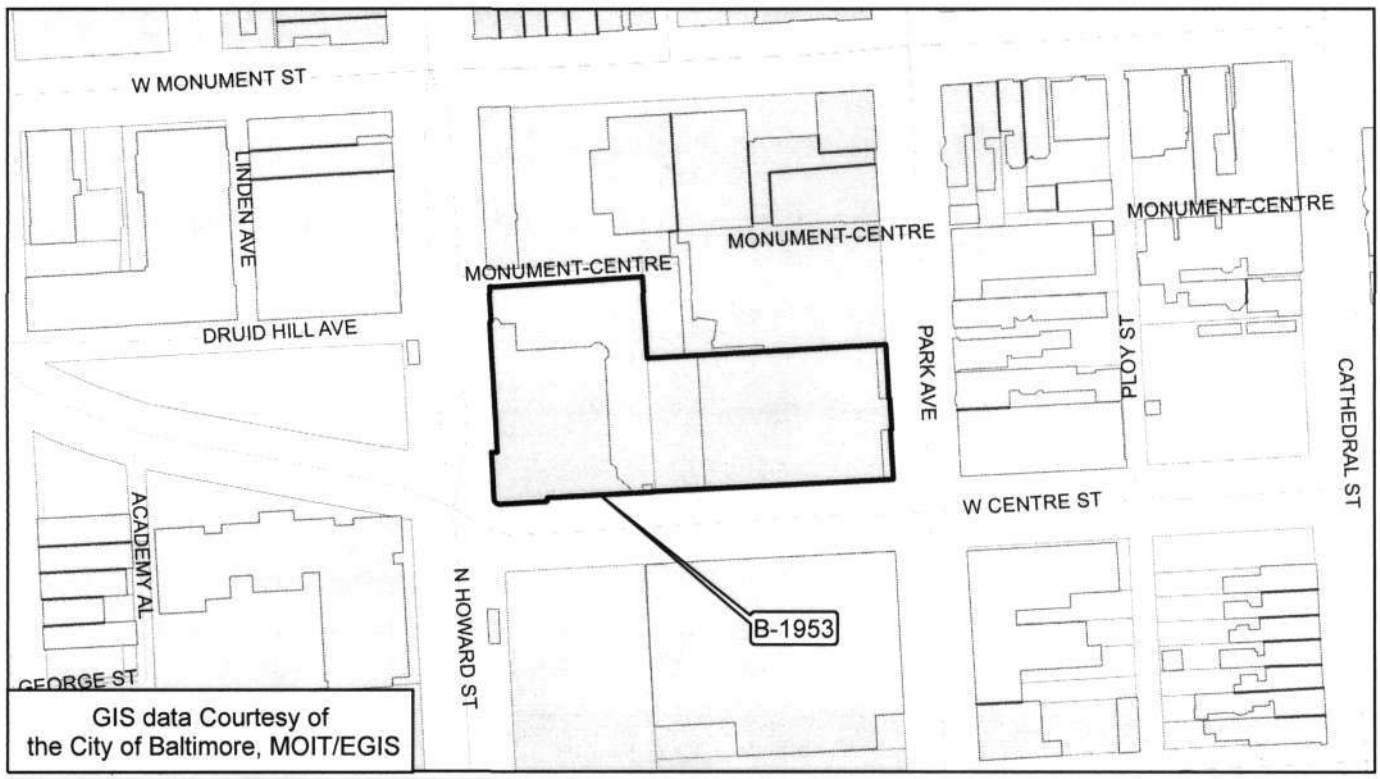
NOTICE

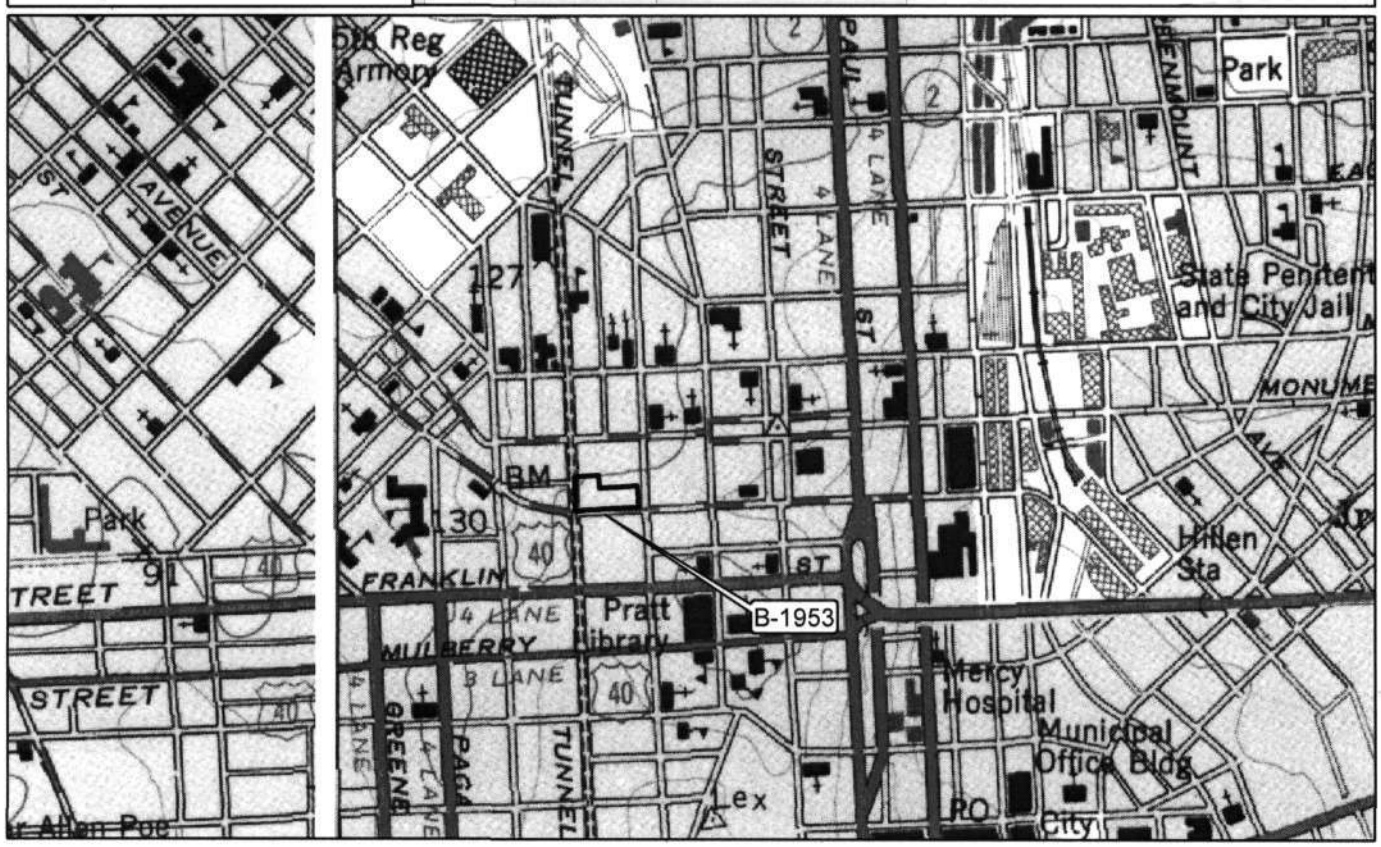
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76½ OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

TRACED BY C. H. BAIN
LETTERED BY Jos. J. Rokosky
CHECKED BY

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF PLANS & SURVEYS
PROPERTY LOCATION DIVISION
WARD 11 SECTION 10
BLOCK 531

B-1953
Greyhound Bus Station, Terminal and Service Building
200-230 W. Centre Street & 601 N. Howard Street
Block 0531, Lots 011 & 001
Baltimore City
Baltimore East Quad.






BUS

B-1953

Blk 531
Howard Centre