

HISTORIC AMERICAN BUILDINGS SURVEY
ATLAS SAFE DEPOSIT AND STORAGE COMPANY

(Atlas Storage Company)

HABS No. MD-1436

Location: 2126 Edmondson Avenue, Baltimore Maryland.

The Atlas Safe Deposit and Storage Company warehouse complex in Baltimore, Maryland consists of a two-parcel property with three buildings:

- Primary office/warehouse located at 2126 Edmondson Avenue (latitude: 39.29522, longitude: -76.65155), constructed in 1925.
- Secondary warehouse building at 2150 South Harlem Avenue (39.29567, longitude: -76.65141), constructed in 1946. Located immediately north of 2126 Edmondson Avenue on a separate lot, this warehouse was built after the company's 1937 name change to the Atlas Storage Company. Photographs of the secondary warehouse are available at HABS No. MD-1436-A.
- Truck garage located on the same lot as the secondary warehouse (latitude: 39.29548, longitude: -76.65099), constructed in 1948.

The coordinates, which represent the approximate center of each building, were obtained on 20 June 2024, using Google Earth (WGS84). There is no restriction on the release of the coordinates to the public.

Present Owner/
Occupant and Use: Amtrak / vacant

Significance: The Atlas Safe Deposit and Storage Company warehouse complex is representative of early twentieth century reinforced concrete fireproof warehouses developed for the storage and transfer of household goods. Two Baltimore brothers, William George Norman "Cap" and George Rukert, formed the company in 1921, acquired the property on Edmondson Avenue on the east side of the Pennsylvania Railroad in 1923, and constructed a five-story office/warehouse at 2126 Edmondson Avenue in 1925. Moores & Dunford, Inc., who specialized in reinforced concrete warehouses, designed the building, employing mushroom-shaped columns frequently found in the firm's warehouse designs in locations throughout the United States and Canada. These columns eliminated the need for reinforcing concrete floors with beams.

Atlas expanded by purchasing additional property in 1942, affording them the opportunity to construct the two-story secondary warehouse behind the main building in 1946 and a single-story truck garage in 1948. In 1977, the company sold the entire property to Goldmar Sales Corporation, which

sold second-hand and slightly damaged appliances out of the Atlas complex until 2023, when Goldmar sold the property to Amtrak. The Atlas Safe Deposit and Storage Company warehouse complex contributes to the National Register-eligible Midtown Edmondson Historic District due to its association with the growth of West Baltimore and the industrial development clustered along the Baltimore & Potomac (B&P) Railroad.

Historians: Nancy L. Zerbe, Steven Patrick, ARCH², Inc., 2024.

Part I. Historical Information

A. Physical History

1. Dates of erection: 2126 Edmondson Avenue was constructed in 1925, the secondary warehouse in 1946, and the truck garage in 1948.¹

2. Architects: The architects for the primary office/warehouse located at 2126 Edmondson Avenue were Charles H. Moores and Samuel H. Dunford.² In the early twentieth century, Moores and Dunford worked together at a Chicago firm that designed industrial buildings. In approximately 1907, they left that firm and formed Moores & Dunford, Inc., which specialized in designing reinforced concrete warehouses. In the early twentieth century, Moores and Dunford was one of the leading terminal warehouse architects in North America and was credited with being “among the first industrial architects to introduce reinforced concrete technology to North American construction projects.”³

In 1926, in conjunction with the design of a large warehouse in Toronto, Canada, the firm placed an advertisement in the *Montreal Daily Star* that stated “...During the past 19 years, we have acted as architect and consulting engineers on some 200 warehouses.” The 950,000-square foot Toronto warehouse, later named the Queen’s Quay Terminal, was one of two warehouses the firm designed in Canada and is the best-preserved example of the firm’s work.⁴

¹ Dovetail Cultural Resource Group, “Atlas Safe Deposit & Storage Company Warehouse Complex, B-5118-2,” Determination of Eligibility Form, Crownsville, MD: Maryland Historical Trust, 10 September 2015, 2; Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland, Vol. 2, 1914, updated 1950, Image 53, Map 147, https://www.loc.gov/resource/g3844bm.g3844bm_g03573191402/?sp=60&st=image&r=0.228,0.527,1.545,0.662,0, accessed 24 August 2024.

² “What’s What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore,” *Distribution and Warehousing* 23, no. 12 (December 1924): 40, https://archive.org/details/sim_distribution_1924-12_23_12/page/26/mode/2up?q=Atlas+Safe+Deposit, accessed 12 August 2024.

³ “Moores, Charles Henry,” *Biographical Dictionary of Architects in Canada 1800-1950*, <http://www.dictionaryofarchitectsincanada.org/node/1737>, accessed 2 November 2004.

⁴ Ibid; Post Oak Preservation Solutions, “Scobey Fireproof Storage Company,” National Register of Historic Places Nomination Form (SBR Draft), (Washington, DC: U.S. Department of the Interior, National Park Service, 2023), 8-25, https://www.thc.texas.gov/public/upload/preserve/national_register/draft_nominations/San%20Antonio%2C%20Scobey%20Fireproof%20Storage%20Company%20NR%20SBR%20Draft.pdf, accessed 25 June 2024.

Moores and Dunford utilized in their warehouses, including 2126 Edmondson Avenue, mushroom-shaped columns that evenly distributed the load and eliminated the need for reinforcing concrete floors with beams.⁵ Although their firm was originally based in Chicago, records of patent applications filed with the United States Patent and Trademark Office indicate that Moores & Dunford, Inc. moved to New York prior to 1930.⁶

In addition to architectural work, Charles H. Moores designed and patented specialized industrial equipment related to storage. In 1922-1923, he filed the following four U.S. patent applications, one with Wainwright B. Gervais as a co-inventor and the other three on his own:

- Patent # 1,593,665 for a large multi-level rotatable turntable to be used inside a vault so that “a large number of articles may be stored in a minimum space, but in which the articles are so stored that any particular article desired may be easily and quickly located for withdrawal.” The system provides two different features for security against possible burglary, i.e., the storage vault would have a physical security boundary with only one entrance point, and the driving mechanism for moving the turntable would be accessible only to a vault superintendent.
- Patent # 1,530,570 for a storage vault (with co-inventor Wainwright B. Gervais).
- Patent # 1,675,722 for a transfer car for moving boxes in warehouses.
- Patent # 1,793,118 for a storage box.⁷

3. Original and subsequent owners, occupants, uses:

On May 17, 1923, the Edmondson Realty Company sold the 2126 Edmondson Avenue property to the Atlas Safe Deposit and Storage Company.⁸ Atlas had been founded in 1921 by Baltimore brothers William George Norman “Cap” and George Rukert who entered the warehousing business by purchasing one truck and renting a stable in West Baltimore at 820-830 George Street, approximately

⁵ Ibid.

⁶ Charles H. Moores, “Storage Building,” United States Patent 1,593,665, filed 18 August 1923, issued 27 July 1926, <https://patentimages.storage.googleapis.com/97/ba/f5/5225bbcabf6069/US1593665.pdf>, accessed 15 August 2024; Moores, Charles H. and Gervais B. Wainwright, “Storage Vault,” United States Patent 1,530,570, filed 15 May 1922, issued 24 March 1925, <https://patentimages.storage.googleapis.com/05/94/aa/02764f9345a9eb/US1530570.pdf>, accessed 15 August 2024; Charles H. Moores, “Transfer Car for Moving Boxes in Warehouses and the Like,” United States Patent 1,675,722, filed 24 August 1923, issued 3 July 1928, <https://patentimages.storage.googleapis.com/d8/28/91/3bd58c97475800/US1675722.pdf>, accessed 15 August 2024; Charles H. Moores, “Storage Box,” United States Patent 1,793,118, filed 25 August 1925, issued 17 February 1931, <https://patentimages.storage.googleapis.com/5d/ec/2b/8d27bb63788059/US1793118.pdf>, accessed 15 August 2024.

⁷ Ibid.

⁸ Baltimore City Circuit Court (Land Records), XAC 26642, 0308, MSA_CE164_35799, accessed 9 August 2024.

one mile directly east of 2126 Edmondson Avenue.⁹ Both Rukert brothers became leaders within the warehouse industry. In the early 1920s, Cap served as Secretary of the Maryland Warehousemen's Association and George served as Treasurer of the newly established Van Owners Association of Baltimore.¹⁰

In 1921, the same year that the brothers formed their joint business, an industry publication described Cap as also owning the Block Street Wharf & Warehouse Company.¹¹ Cap's interest in stevedoring continued to grow and in 1927 he formed Rukert Brothers, Inc. as a new division of the Atlas Safe Deposit and Storage Company. In October 1930, the two brothers legally separated their businesses, leaving George as the sole owner of the Atlas Safe Deposit and Storage Company. Cap Rukert led Rukert Terminals Corporation, which was located at Pier 5 in the Canton neighborhood and has remained in business for over 100 years.¹²

In December 1924, when the Rukert brothers were constructing the new Atlas headquarters in order to relocate their storage warehouse operations and offices from George Street, the building was featured in a trade publication, *Distribution and Warehousing*. The article called the new warehouse a "striking example of the high standard of modern household goods warehouses" and provided a detailed description of the building and its proposed use (see Section 5, "Original Plans and Construction)."¹³

When 2126 Edmondson Avenue first opened, the Baltimore Trust Company occupied the office space in the front of the first floor, using 2130 Edmondson Avenue as its street address (see Figure 1).¹⁴ It is unclear how long the bank operated in the building. According to newspaper reports, the bank had financial problems in the early 1930s and was in receivership by early 1935.¹⁵ Although the bank is not included in city directories throughout the 1930s and 1940s, it is listed

⁹ Norman Rukert, *The Rukert Story: 60 Years of Private Enterprise* (Baltimore: Rukert Terminals Corporation, 1981), 2, <https://www.rukert.com/docs/Rukert%20Story1981.pdf>, accessed 31 August 2024.

¹⁰ "Association News," *Bulletin of the American Warehousemen's Association*, no. 255 (May 1921): 169, <https://babel.hathitrust.org/cgi/pt?id=uc1.b3042387&seq=181>, accessed 24 August 2024; "Baltimore Van Owners' Association," *Distribution and Warehousing* 21, No. 5 (May 1922): 46, https://archive.org/details/sim_distribution_1922-05_21_5/page/6/mode/2up?q=Baltimore+Van+Owners%E2%80%99+Association%E2%80%9D, accessed 27 June 2024.

¹¹ "Association News," 169.

¹² *The Rukert Story*, 3-6.

¹³ "What's What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore," 26.

¹⁴ Baltimore Trust Company, "Now Open at Edmondson Avenue and the Bridge," Advertisement, *The Evening Sun*, 1 June 1925, 23, <https://www.newspapers.com>, accessed 26 Sep 2019; the map shows three addresses for Atlas: 2126-2128-2130 Edmondson, Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland, Vol. 2, 1914, updated 1950, Image 53, Map 147, https://www.loc.gov/resource/g3844bm.g3844bm_g03573191402/?sp=60&st=image&r=0.228,0.527,1.545,0.662,0, accessed 24 August 2024.

¹⁵ J. S. Armstrong, "Of 69 Closed State Banks, 59 Now Open," *The Sun*, 24 October 1934, 22, <https://www.newspapers.com>, accessed 18 August 2024.

on the 1950 Sanborn Map, but not on the 1952 edition.¹⁶

On December 30, 1937, the Atlas Safe Deposit and Storage Company filed a charter amendment to change its name to the “Atlas Storage Company.”¹⁷

Archival newspaper articles and directories indicate that during the time that the Atlas company owned the property—up until 1977—numerous other businesses operated out of 2126 Edmondson Avenue. It is unknown how many of these businesses were related to Atlas; however, one business that was almost certainly connected was Baltimore Fumigators, Inc. As promoted in a 1931 *Baltimore Sun* advertisement, this business offered fumigation service for personal furnishings (see Figure 2).¹⁸ The likely connection between Atlas and the fumigation business was illustrated in a 1935 article in *Distribution and Warehousing* that described how the Atlas Storage Warehouse Company in Philadelphia (different ownership) developed a fumigation business. According to the article, Atlas in Philadelphia started off with an in-house fumigation department to treat furniture, carpets, drapes, etc., before putting them into their storage facility. The company then expanded this business to offer fumigation services for household products other than those stored in their warehouse.¹⁹ It is therefore likely that Baltimore Fumigators, Inc., which operated out of 2126 Edmondson Avenue, was either part of—or related to—the Atlas company at the same address.

Company names listed in either newspaper advertisements or in business or telephone directories at 2126 Edmondson Avenue include (shown below with the date of the respective listing):

Baltimore Fumigators, Inc. – ca. 1931
Bryant Gas Heating, Inc. – ca. 1932
Bryant Heater & Manufacturing Co. – ca. 1932
Hubbell F D fumigating – ca. 1932
Linhardt Charles Jr. heating – ca. 1932
Meyers Refrigeration Co. – ca. 1932
Rukert Geo ofc – ca. 1932
Servel Authorized Refrigeration Service Co. – ca. 1932

¹⁶ “Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland,” Vol.2, 1914 (updated 1950), Image 53, Map 147, 1950, https://www.loc.gov/resource/g3844bm.g3844bm_g03573195002/?sp=53&st=image&r=0.007,0.183,0.961,0.669,0; Sanborn Map Company, Baltimore, Maryland, 1952, 1971, 1974, and 1982. “Sanborn Fire Insurance Maps,” Collection of Environmental Data Resources, Inc.

¹⁷ Baltimore City Circuit Court (Land Records), XAC 26642, 0308, MSA_CE164_35799, accessed 9 August 2024.

¹⁸ Baltimore Fumigators, Inc., Advertisement, *The Sun*, 1 November 1931, 92, <https://www.newspapers.com>, accessed 18 June 2023.

¹⁹ K. H. Lansing, “How Atlas Company Has Developed a Profitable Side Line with a Pest-Exterminating Department,” *Distribution and Warehousing*, 34, no. 4 (1935): 10, https://archive.org/details/sim_distribution_1935-04_34_4/page/10/mode/2up?q=Distribution+and+Warehousing%2C+1935, accessed 20 August 2024.

Weil-McLain Co. – ca. 1933
 Atlas Moving Co. – ca. 1936
 Atlas Sales Co. mfrs. agts. – ca. 1936
 Baltimore Floor Covering Sales Co. – ca. 1940
 Rudd Mfg. Co. (water heaters) – ca. 1940
 Atlas Storage Co. – ca. 1942
 Automatic Lite Co. – ca. 1942
 Balto Floor Covering Sales Co. – ca. 1942
 Harmel Floorroof Co. – ca. 1946
 Meyerwitz Harry – ca. 1946
 Meyerwitz Melvin L – ca. 1946
 Wilson Henry F ofc. – ca. 1946
 Arvin-Salmanson Co. – ca. 1947
 America Stove Co. – ca. 1950
 Detrex Corp. – ca. 1950
 Economic Laboratory Inc. – ca. 1950
 Goodwin Arthur A - ca. 1950
 Magic Chef Gas Ranges – ca. 1950
 Soilax Co. – ca. 1950
 Colombia Boiler Co. Inc. – ca. 1952
 Columbia Casualty Co. Equi. Libl. Bg. – ca. 1952
 Deltrex Corp. – 1952
 Detroit Brass & Malleable Works fitgs – ca. 1952
 National Stove Co. – ca. 1955
 Perfection Stove Co – ca. 1956
 Atlas Stge. Co. transfer 4 GI – ca. 1958
 The Tappan Co. – ca. 1965²⁰

Atlas Storage Company continued to operate the facility until 1977. When George Rukert, company founder and president, passed away at age 80 on May 1, 1973, his stepson Raymond W. Auld Jr. took over as president.²¹ In 1977, Mr. Auld became ill and the company dissolved.²² On July 20, 1977, the Atlas Storage Company sold the property to Goldmar Sales Corporation, the owners of Best

²⁰ Environmental Data Resources, Inc., *The EDR-City Directory Abstract*, 2140 Edmondson Avenue, Baltimore, MD 21217, 20 May 2019; The Chesapeake and Potomac Telephone Company of Baltimore City, annual telephone directories (on file at Enoch Pratt Free Library, Baltimore, Maryland); Baltimore Fumigators, Inc., Advertisement, *The Sun*, 1 November 1931, 92, <https://www.newspapers.com>, accessed 18 June 2024; Weil-McLain Co., “Raydiant Radiators,” Advertisement, *The Sun*, 7 May 1933, 16, <https://www.newspapers.com>, accessed 18 June 2024; Harmel Floorroof Co., “Help Wanted—Female,” Advertisement, *The Sun*, 7 Apr 1946, 39, <https://www.newspapers.com>, accessed 18 June 2024; National Stove Co., Advertisement, *The Sun*, 4 June 1955, 26, <https://www.newspapers.com>, accessed 18 June 2024; Arvin-Salmanson Company, “Help Wanted—Female,” Advertisement, *The Sun*, 9 Feb 1947, 43, <https://www.newspapers.com>, accessed 18 June 2024.

²¹ “George Rukert, President of Storage Firm,” Obituary, *The Evening Sun*, 2 May 1973, 12, <https://www.newspapers.com>, accessed 28 August 2024.

²² “R. W. Auld was head of storage firm,” Obituary, *The Sun*, 13 March 1978, 8, <https://www.newspapers.com>, accessed 28 August 2024.

Used Appliances.²³ The new owners sold second-hand and slightly damaged appliances out of the Atlas complex until December 6, 2023, when Goldmar Sales Corporation sold the property to Amtrak.²⁴

4. Builder: Consolidated Engineering Company of Baltimore was the contractor for the primary office/warehouse at 2126 Edmondson Avenue.²⁵

5. Original plans and construction:

On October 24, 1923, the city of Baltimore passed Ordinance No. 34, “granting authority to the Inspector of Buildings of Baltimore City to issue a permit to the Atlas Safe Deposit and Storage Company to construct a building on the northeast corner of Edmondson Avenue and Pennsylvania Railroad Bridge near Pulaski Street, and relieving the said Atlas Safe Deposit and Storage Company in the construction of said building from compliance with certain requirements of the Building Code of Baltimore City.”²⁶ It is unclear if the ordinance was passed due to the innovative structural design proposed for the new warehouse building; however, the ordinance does provide an extensive amount of structural engineering information about the building’s construction.

The December 1924 article in the *Distribution and Warehousing* publication provided the following detailed description of the building’s architectural features and use, and included an artist’s rendering (see Figure 3):²⁷

A striking example of the high standard of modern household goods warehouses now being built is the new structure being put up by the Atlas Safe Deposit & Storage Co., Baltimore. It will stand six stories high, with full basement and mezzanine. Fireproof throughout and located on one of Baltimore’s main boulevards, it will contain the company’s headquarters offices as soon as it has been completed.

The contour of the ground is such that the office section and main entrance are at the second-floor level, with the first floor and basement below the street level, with full light on three sides of the building from the first floor up. The property is provided with a side track to accommodate three cars

²³ Baltimore City Circuit Court (Land Records), XAC 26642, 0309, MSA_CE164_35799, accessed 9 August 2024.

²⁴ Baltimore City Circuit Court (Land Records) XAC 26642, 0308 _CE164_35799, accessed 9 August 2024.

²⁵ “Real Estate Deals and Building News,” *The Evening Sun*, 17 Oct 1924, 19, <https://www.newspapers.com>, accessed 30 May 2019.

²⁶ No. 34, “Ordinances and Resolutions of the Mayor and City Council of Baltimore Passed at the Annual Session 1923-24,” Baltimore: King Brothers, 1924, 65-82, <https://archive.org/details/ordinances24balt/page/n7/mode/2up?q=%22Atlas+Safe+Deposit%22> accessed 26 July 2024.

²⁷ In contrast to this 1924 description that the Edmondson Avenue entrance is on the second floor, the current building description used throughout this HABS documentation labels street level as the first floor, with two basements below it.

at one spotting. The structure will be 50 x 100 feet, and the company has provided sufficient ground on which to duplicate the building as business may warrant.

The superstructure will be of reinforced concrete, all floors self-supporting, with curtain walls of brick and interlocking tile. In the use of the brick and tile for enclosing walls the necessary rigidity and strength are attained, and a great advantage is obtained from the insulating properties of the wall protecting the house from extreme heat in the summer time and cold in the winter time.

The design is of a simple but effective type of architecture. The front elevation is treated with a blood-red, wire-cut brick trimmed with imitation stone. The front windows and doorway are protected with grilled steel bars of Verdi antique finish, suggesting security as well as adding much to the beauty of the front elevation.

The main entrance is directly in the center and through a fifteen-foot arch. In this enclosure a semi-elliptical transom effect floodlights the offices and mezzanine floor. Below are two side lights and the main door, giving a pleasing effect, being a practical way of lighting the interior of the main offices.

On entering the lobby, one is impressed with the wholesomeness and beauty of the interior treatment, which, although simple, is effective and thoroughly practical. The main lobby is 15 by 26 feet. A terrazzo floor with border is provided and marble wainscoting. A marble counter containing a bookkeeper's space grilled off at the right-hand side, and a cashier's space with grills at the left-hand side, with the main public counter in between, separates the main lobby from the clerical working space. Underneath the counters art metal cabinets are provided for all the paper work, files, etc.

Directly to the rear is the silver vault, with the vault door showing facing the lobby. In the front and to the right is the private office, and to the left the manager's office.

"Everlastic" cork tile floors are provided for the two offices and for the clerical space at the rear of the counter.

An arched doorway leading to the left of the lobby enters an alcove from which the men's and women's lavatories may be entered. To the left a corridor leads through a door directly to the stairwell or to the entrance to the clerical space in the rear.

Room for rug storage is provided directly in the rear of the lavatories, with

entrance from the rear of the building. On the right-hand side a room for storage of trunks is provided. The balance of the second-floor space is utilized for storage.

The first floor, beneath the main floor, is for open storage of merchandise or household goods, with doors leading directly to the rear for trucks and with side openings for immediate access to freight cars.

A twenty-foot elevator is provided, at the rear of the building at the right-hand side, which runs to the ground level or to the basement, in order that new automobiles, if stored in the building, may be unloaded at grade.

The basement is provided with packing room, excelsior vault, room for coal storage, and boiler room in the first forty feet of the building. A lavatory and a shower bath also are in the basement. The balance is used for open storage.

The first floor above the main floor at the street level is the mezzanine floor, which extends the full length of the building and is open through to the first floor above the corridor and clerical space. Piano storage is provided on both the right and left-hand sides of the balcony.

The rear sixty feet of the building is divided into small private rooms, which can be used either for small lots or rented out for the storage of commercial papers and records.

The floor above the mezzanine, termed the third floor, is for open storage. The fourth floor is divided into private rooms ranging in size from one to three van loads.

The total square foot area of this house is a trifle more than 30,000 sq. ft. In the rear, well laid out driveways and shipping platforms are provided so that additional carloads may be unloaded.

Throughout this design thought has been given to utility and conservation of space, and the entire lay-out provides a compact, efficient, workable plant, using every available cubic foot of space for an earning power through the elimination as far as possible of any waste space, and yet avoiding restrictions that would interfere with the maximum operation.²⁸

6. Alterations and additions:

The two renderings (Figures 1 and 3) developed around the time of the construction of 2126 Edmondson Avenue indicate that the overall original

²⁸ "What's What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore," 26, 40.

appearance has changed little over the years. These renderings differ from the building's current condition only in minor, mostly ornamental details. The most significant difference between the preconstruction rendering and the current building is the automobile service station that currently abuts the east elevation, obscuring the lower south end of the east elevation (see description under "Secondary Structures").

The property the Atlas Safe Deposit and Storage Company purchased in 1923 was limited to the land on which the 2126 Edmondson Avenue office/warehouse was constructed and a small 10'-wide strip of land that ran parallel to and north of the east-west alley behind the building. There were two subsequent real estate transactions. First, on June 16, 1927, Atlas Safe Deposit and Storage Company sold a portion of its property to the Edmondson Amusement Company. It is unclear the exact boundaries of the land sold at that time; however, it would have almost certainly consisted of land at the eastern end of the 10'-wide strip due to the amusement company's pending construction of a theater at the intersection of Edmondson Avenue and Pulaski Street. Three months prior to the sale, on March 23, the amusement company posted a notice in *The Sun* newspaper that an ordinance would be introduced to authorize them to construct and operate "a moving-pictures theater on the north side of Edmondson Avenue, 144 feet west of Pulaski Street, and running parallel with Edmondson [A]venue 124 feet."²⁹ In March 1930, the Bridge Theater at the corner of Edmondson Avenue and Pulaski Street, opened, replacing two earlier theaters, i.e., the Edmondson and the Bridge Theaters, that had been on the site.³⁰ The 1930 theater was extant at the time of this survey, although it had been altered for use as a church.

The second subsequent real estate transaction was the Atlas Storage Company's 1942 purchase of additional property, on which the company constructed in 1946 the secondary warehouse and in 1948 the truck garage. At or about the time when the secondary warehouse was constructed, a shared concrete loading dock was built and attached to the north and west side of the primary warehouse and the south side of the secondary warehouse. The addition of the loading dock facilitated access between the two warehouses, but it blocked several sub-basement windows of the primary warehouse even though the interior window sashes and glass remain in place.

The December 1924 rendering (see Figure 3) shows five stories of the east elevation wall to be above grade. The grade on the east side of the building is one story below the first-floor level at Edmondson Avenue. At some point between the creation of this rendering and 1934 when the neighboring automobile service station was constructed, the grade east of the main building was raised to align with both the first-floor level of the warehouse and the sidewalk level of Edmondson Avenue. This grade change allowed automobiles to access the

²⁹ Edmondson Amusement Company, "Special Notices," *The Sun*, 23 March 1927, 24, <https://www.newspapers.com>, accessed 4 November 2024.

³⁰ "Bridge Is To Be Opened," *The Sun*, 9 March 1930, 51, <https://www.newspapers.com>, accessed 2 March 2024.

attached service station from Edmondson Avenue, but it buried the basement level of the warehouse building. This grade condition exists today and only four stories of the east warehouse wall are currently visible from the exterior.

Alterations have also been made to the façade of the truck garage. Physical evidence indicates that the west façade wall originally had three wide vehicular masonry openings with industrial width overhead doors. Two of the wide openings have been partially infilled with modern concrete block and have had their wide doors replaced with a single swing pedestrian door and a residential-width garage door.

B. Historic Context

In 1925, the year that the Atlas Safe Deposit and Storage Company office/warehouse at 2126 Edmondson Avenue was constructed, Clarence A. Aspinwall authored the book *Household Goods Warehousing in the United States*. According to Aspinwall, the storage of household goods started in the United States around the time of the Civil War. The number of men going off to war created a demand for facilities to store personal household items in order to protect them. In the beginning, buildings that had been constructed for other purposes were utilized for storing household items. However, by the 1880s, there was a growing interest in building fireproof facilities.

Late nineteenth century improvements in the processing of Portland cement provided a solution. In 1883, the Lincoln National Bank in New York City built one of the first fireproof buildings to house the Lincoln Safe Deposit Company, which had safes for securities, vaults for silver (including silverware, jewelry, linens, and other valuables) and a storage warehouse. In 1890, the American Security and Trust Company constructed a fireproof warehouse in Washington for its safe deposit and storage department.³¹

By the early twentieth century, reinforced concrete was widely used for the construction of warehouses.³² This building technology offered greater strength, which was important for the storage of heavy items, and also offered the advantage of being fireproof, which was vital for the storage of personal items that had monetary and emotional value. According to historian Betsy Hunter Bradley, fireproof construction is “building construction in which structural members are of noncombustible materials,” although it is “an absolute quality that does not exist; the term is used to denote highly fire-resistant material or

³¹ Clarence A. Aspinwall, *Household Goods Warehousing in the United States* (Washington, DC: American Warehousemen's Association, 1925), 1-4, 231.

https://www.google.com/books/edition/Household_Goods_Warehousing_in_the_United/NzbZAAAAMAAJ?hl=en&gbpv=1&dq=Household+Goods+Warehousing+in+the+United+States&printsec=frontcover; accessed 12 August 2024.

³² Betsy Hunter Bradley, *The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 155-156.

construction.”³³

In 1913, the architecture team of Charles H. Moores and Samuel H. Dunford, who would later design 2126 Edmondson Avenue, designed the Scobey Warehouse in San Antonio, Texas, one of the first of many warehouses that they were to design in their careers. The Scobey Warehouse had several architectural features that would be seen in later household (or “sentimental”) warehouses, including the use of reinforced concrete mushroom columns on concrete slabs. Originally conceived of by Claude Allen Porter (C.A.P.) Turner of Minneapolis, this new construction technique eliminated the need for reinforcing concrete floors with beams, and instead relied on the shaped columns to distribute the load evenly. The technology also meant that concrete slabs didn’t need to be as thick, thus reducing overall costs for concrete. The columns could be poured into sheet metal or cast-iron molds, resulting in quick construction and speeding the building process.³⁴ Moores and Dunford utilized Turner’s reinforced concrete mushroom column technique for constructing the Atlas office/warehouse.

Aspinwall’s 1925 book provided guidance on both site selection and the architectural design of household warehouses. The book listed eleven characteristics that were recommended for warehouses constructed for household goods. The recommended characteristics are listed below along with annotations to reflect how each of the items are represented in 2126 Edmondson Avenue:

- *Fireproof construction.*³⁵ Built using reinforced concrete mushroom columns supporting concrete slab floors, 2126 Edmondson Avenue was described in 1924 as “fireproof throughout”³⁶ because its concrete structural members are noncombustible.
- *Simple architectural lines; reflect security and strength.*³⁷ Ornamentation on 2126 Edmondson Avenue was limited to the Edmondson Avenue façade that was described with words such as “simple,” “suggesting security,” and “adding much to the beauty of the front elevation.”³⁸
- *Convenience and accessibility to both residential area and business district.*³⁹ In 1925, 2126 Edmondson Avenue was located within a commercial and industrial zone on a four-lane-wide street described in 1924 as “one of Baltimore’s main boulevards.”⁴⁰ In addition, the warehouse was in close proximity to residential neighborhoods in west Baltimore.
- *Opportunity to expand (or extra land to sell for a profit).*⁴¹ In 1923, Atlas only

³³ Ibid, 262-263.

³⁴ Post Oak Preservation Solutions, 8-25.

³⁵ Aspinwall, 9.

³⁶ “What’s What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore,” 26.

³⁷ Aspinwall, 9.

³⁸ “What’s What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore,” 26.

³⁹ Aspinwall, 6.

⁴⁰ “What’s What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore,” 26.

⁴¹ Aspinwall, 6.

acquired a small amount of land beyond what they needed to construct the primary office / warehouse building; however, the area they selected had adequate adjacent property for expansion. In the 1940s, Atlas fulfilled this goal by purchasing adjacent property and constructing the secondary warehouse and a truck garage.

- *Vehicular access, preferably on a main artery.*⁴² Atlas had access for cars on Edmondson Avenue and for loading trucks via South Harlem Avenue.
- *Trackage.*⁴³ 2126 Edmondson Avenue had wide doorway openings on the basement level of the west elevation that opened up to a rail siding on the adjacent Baltimore & Potomac Railroad (part of the Pennsylvania Railroad). The siding could concurrently accommodate three rail cars.⁴⁴
- *Deep lot (150'-200') with streets, lanes, or alleys at side or rear.*⁴⁵ The property that Atlas selected had adequate adjacent property for expansion that provided access to Harlem Avenue and two adjacent alleys.
- *Silver vaults and trunk rooms should be on the first floor.*⁴⁶ 2126 Edmondson Avenue had a silver vault in the front room of the first floor and rooms for trunks on the first floor behind the rest rooms.⁴⁷
- *Automatic push button type of passenger elevators are a recognized necessity.*⁴⁸ Both Atlas warehouses have push button-operated, semi-automatic freight elevators.
- *Freight elevator near center of the warehouse.*⁴⁹ The elevator in 2126 Edmondson Avenue was located in the rear of the building, with direct access to the loading lock. The elevator in the secondary warehouse was centrally located within the building.
- *Auto storage.*⁵⁰ It is unknown if Atlas stored cars in the building, but the 1924 description did indicate that was a possibility. The 20'-deep freight elevators had automobile capacity.⁵¹

Following the 1899 initiation of streetcar service along Edmondson Avenue, there was a significant amount of development in the Edmondson Avenue area of West Baltimore. Developers then constructed many blocks of rowhouses. In 1917, the Pennsylvania Railroad constructed a new passenger station at the southwest corner of the intersection of the tracks and Edmondson Avenue (see HABS MD-1438), and in 1924, the city replaced the Edmondson Avenue Bridge over the PRR tracks.⁵²

⁴² Aspinwall, 6.

⁴³ Ibid.

⁴⁴ "What's What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore," 26.

⁴⁵ Aspinwall, 6.

⁴⁶ Aspinwall, 16.

⁴⁷ "What's What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore," 26.

⁴⁸ Aspinwall, 17.

⁴⁹ Ibid.

⁵⁰ Ibid.

⁵¹ "What's What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore," 26.

⁵² Eli Pousson, "Midtown Edmondson Historic District," National Register of Historic Places Nomination Form

As one of several industrial facilities that was located along the PRR, Atlas provided employment opportunities for the surrounding residential areas. In the 1940s and 1950s, the Baltimore newspapers contained multiple classified Atlas Storage Company ads offering employment. A typical example, included in *The Sun* on June 9, 1952, advertised that Atlas was looking for:

Man—Colored, 30 to 40 yrs. Of age. Chauffeur on moving van and warehouse work. Guaranteed steady work. Atlas Storage, 2126 Edmondson Avenue.⁵³

Trade publications contemporaneous with the construction of the Atlas warehouse depict the growing competition between the rail lines and both short- and long-distance trucking companies. An article in the April 1923 issue of *Distribution & Warehousing* discussed how the long-distance transport of furniture and household effects was being handled by trucks, which could handle the transport more cheaply than by rail. However, the freight companies that handled long-distant transport were increasingly becoming competition for companies such as Atlas that focused on local transport of household goods. Long-distance transport companies typically had more equipment than the average local transport company such as Atlas. With the increased equipment, long-distance transport companies could enter into the local transport business, resulting in competition for companies such as Atlas. As a result, members of the National Furniture Warehousemen's Association, including Atlas, formed the Big 4 Transfer Company, Inc., a Washington-based company that provided long-distance service for affiliated warehouses. Big 4 Transfer Company, Inc. only handled the transport of household and office goods for a distance of 100 miles or more, thereby providing companies such as Atlas assistance with long-distance transport that did not attempt to compete with their local transport. In addition, Big 4 paid commissions to the affiliated warehouses.⁵⁴

In the mid-1940s, Atlas Storage Company expanded its facilities by constructing the secondary warehouse and the adjacent truck garage. Throughout this timeframe, classified advertisements in the Baltimore newspapers included notices of “warehouseman’s sales” of “lots” of “furniture and household effects stored” at Atlas, including bedroom, dining room, living room, and kitchen furniture, glassware, wardrobes, stoves, bed springs, mattresses, pictures, ornaments, bureaus chiffoniers, washstands, wardrobes, chairs, rockers, pictures, china, glassware, carpets, rugs, ornaments, brass and enamel beds, springs and mattresses, trunks and boxes and contents, gas ranges, radios, etc. Each ad listed

(draft), Washington, DC: U.S. Department of the Interior, National Park Service, 2015.

⁵³ Atlas Storage Company, “Help Wanted—Male,” Advertisement, *The Sun*, 9 June 1952, 30, <https://www.newspapers.com>, accessed 28 August 2024.

⁵⁴ K. H. Lansing, “Warehousemen Cooperate To Retain Long Distance Moving Business,” *Distribution & Warehousing* 22, No. 4 (April 1923): 10, https://archive.org/details/sim_distribution_1923-04_22_4/page/10/mode/2up?q=Distribution+Warehousing%2C, accessed 18 August 2024.

examples of the types of the items to be auctioned as well as the names and addresses of the persons who had stored the items at Atlas.⁵⁵

Part II. Architectural Information

2126 Edmondson Avenue

A. General Statement:

- 1. Architectural character:** The Atlas Safe Deposit and Storage Company building at 2126 Edmondson Avenue rises four stories above the Edmondson Avenue sidewalk. It has a walk-out basement and a below-grade sub-basement. The building plan is a parallelogram with the shorter walls running east-to-west, parallel to Edmondson Avenue, and the longer angled walls running north-to-south, aligned with the adjacent railroad. The building is distinguished on the exterior by its restrained Classical Revival façade that features limestone detailing set within a red brick field and a monumental wood and glass central entranceway set within an arched masonry opening framed by limestone quoins. In contrast with the Classical Revival façade, all other elevations of this building are utilitarian in nature and express the structure of the building by exposing the poured concrete structural grid and brick infill curtain walls. The formal façade reflects the public nature of the office and former bank lobby spaces found on the first and second interior floors, while the remaining unadorned elevations reflect the warehouse function of the remaining interior spaces. This combination of formal decorative façade with utilitarian side and rear elevations is representative of urban commercial building design of the era.
- 2. Condition of fabric:** The condition of the main building reflects years of heavy warehousing and commercial use, yet many original elements remain, albeit in poor condition. The poured concrete portions of the walls have eroded in places, exposing the metal rebar to the elements, and the original decorative wood detailing surrounding the main entry door is warped and faded.

The Atlas building retains its Classical Revival masonry ornamentation on the façade. Although the original entry door panel has been replaced by a modern residential-style unit, the original surrounding wood framing and fenestration are mostly still in place. The third and fourth floor awning-style windows appear to be original, but the two windows originally on the second floor have been removed and the openings infilled with brick. The remaining elevations of the main building appear to be mostly original except where windows have been removed and infilled with masonry.

⁵⁵ “Auction Sales,” *The Sun*, 15 September 1940, 46, <https://www.newspapers.com>, accessed 18 August 2024; “Auction Sales,” *The Sun*, 26 February 1939, 38, <https://www.newspapers.com>, accessed 18 August 2024; “Auction Sales,” *The Sun*, 8 March 1957, 45, <https://www.newspapers.com>, accessed 28 August 2024.

B. Description of Exterior:

1. **Overall Dimensions:** The Atlas building is three bays wide east-to-west (approximately 59' wide) and five bays deep north-to-south (approximately 116' long). It is four stories tall with a walk-out basement and a sub-basement. An elevator shaft enclosure is visible rising above the roofline at the northeast corner.
2. **Foundation:** The building has a poured concrete foundation.
3. **Walls:** The principal (south) red brick-veneer façade of the main building incorporates restrained Classical Revival detailing that includes a limestone band near the roofline, geometrically arranged limestone tiles set into the running-bond brick field, a carved limestone molding defining the stringcourse that rises to the top of the first floor, and an ornate wood and glass central entrance at the first-floor level framed by limestone quoins and a carved limestone arch. Brick patterning above the main entrance repeats the curve of the transom and together they form an integrated decorative design motif extending from sidewalk level to the coping.

The simple lines and restrained ornamentation of the façade are characteristic of early twentieth century large warehouses, which were purposely designed to imply security and strength advertising safe storage of furniture and merchandise that was available to potential clients.

The east, north, and west elevations exhibit an exposed poured-concrete structural grid system with red brick infill walls laid in a common bond pattern. The concrete structural elements retain their unfinished gray concrete color.

The southern portion of the east elevation's first and second story is partially obscured by an adjoining vehicular service station that is not part of the Atlas complex.

The first, second, third, and fourth stories of the building are visible above grade on both the south façade and the east elevation. On the north and west elevations, where the grade descends to railroad track level, the wall of the building's basement is also exposed to view. Both the north and west elevations have an adjoining poured concrete loading dock that is accessible from the basement floor level.

The west elevation wall is slightly concave in plan and follows the curve of the adjacent railroad track alignment.

4. **Structural system:** The building has a poured-concrete foundation that supports a poured-concrete structural system that is infilled with common bond brick curtain walls. The resulting utilitarian grid pattern is visible on all sides except for on the more formal south façade.

5. **Exterior loading platforms.** A concrete loading platform is attached to the north and west elevations of the building at basement level. The loading dock platform adjoins the first floor of the adjacent secondary warehouse located approximately 44' north of the main building.
6. **Chimneys:** A brick chimney rises above the parapet at the north end of the west elevation. This chimney can also be seen on all of the building's interior floor levels projecting from the center of the north side of the west walls.

7. Openings

- a. **Doorways and doors:** The principal south façade has a large, arched central masonry opening that serves as the main entrance to the building. The mostly original wood and glass assembly, with a non-original single residential-type swing door, is set within the masonry opening of a limestone arch with quoins.
The basement story of the north wall elevation has a single-hinged pedestrian door in the center, a wide roll-up freight door on the east end, and a hinged double steel door on the west end. All of the basement level doors are level with the concrete loading dock platform adjoining the north elevation.
- b. **Windows:** The main entrance door on the south façade is flanked by two single-light casement windows with security bars on the exterior and solid panels below. The ensemble is topped by an original, arched wood-framed transom twenty-five light stationary window assembly. The arched transom window extends into the second story, bringing natural light into the two-story interior lobby.

On the façade, rectangular masonry openings housing three barred, fixed-sash windows flank the entry ensemble on the first floor. On the second floor, there are two original window openings that are now infilled with brick. On the third and fourth floors, there are two symmetrically arranged operable rectangular metal sash, nine-light, windows. All operable windows present on the building are nine-light industrial units with the lower three-light row housed in a fixed sash and the upper six-light section being an operable awning-type window.

The east elevation has a rectangular infilled masonry opening on the north end of the second floor and another on the south end of the third floor. The third floor also has an operable nine-light rectangular window on the north end of the third floor. The fourth story has an operable nine-light window located toward the south end and another toward the north end. All of the windows on the east elevation match the operable industrial units on the façade.

The north wall elevation has three infilled masonry openings on the first-floor level and two symmetrically arranged operable windows on the second, third, and fourth floors. All of the windows on the north elevation match the

operable industrial units on the façade and east elevation.

The west wall has one boarded-up window on the south end of both the first and second floors.

8. Roof

- a. **Shape, covering:** The building has a flat black waterproof membrane roof. The west, north, and east parapets are brick, topped by clay tile coping. The south façade parapet is slightly higher than the others and is topped by a rectangular-section stone coping.
- b. **Cornice:** A simple, rectangular-section stone coping is at the top of the front façade parapet that projects several inches from the brick south façade wall surface, visually serving as a simple decorative cornice. No cornices are present on the west, east, or north elevations.
- c. **Towers:** A freight elevator tower projects one story above the roof at the northeast corner of the building. The tower measures approximately 16' east-to-west and 30' north-to-south and is a parallelogram shape in plan. It is accessible from the roof via a single steel pedestrian door situated on the south elevation of the tower. The tower roof is sealed with white waterproof membrane material and is surrounded by brick parapets that are topped by clay tile coping.

C. Description of Interior:

- 1. **Floor plans:** The overall building plan is an irregular parallelogram with the shorter east-to-west walls measuring approximately 59' and the longer north-to-south walls measuring approximately 116'. All six levels of the building are linked by an enclosed stairwell attached to the approximate center of the east wall and a freight elevator in the northeast corner.

The sub-basement is the lowest level of the building and is entirely below grade. It is not directly accessible from the exterior and can only be accessed from the upper floors via either the enclosed staircase or the large freight elevator. A mechanical room housing a derelict furnace is in the northwest corner. The interior of the sub-basement is mostly unpartitioned warehouse space, except for the freight elevator, stairwell, and mechanical room. The mechanical room is enclosed by brick partition walls, while the stairwell and elevator partition walls are constructed of terra-cotta block. A brick wall running east-to-west divides the warehouse space into a large south area and a smaller north section. A structural grid of eight massive, smooth-textured concrete columns with cylindrical lower shafts and mushroom-shaped capitals is visible throughout the sub-basement. Five of these mushroom columns are freestanding and three engage masonry partition walls. The ceiling of the space is exposed concrete with a linear patterned texture imprinted by the

wood plank construction formwork from when the concrete deck was originally poured. Seven high original sub-basement windows are still present on the north and west walls but have been blocked on the exterior by the construction of an exterior concrete loading platform that is level with the basement floor above.

The basement level is the second lowest level of the building and due to the sloped site, is below grade on the south (street) side and above grade on the north side. A structural grid of eight massive freestanding smooth-textured concrete columns with cylindrical lower shafts and mushroom-shaped capitals is visible throughout the basement. Like the sub-basement level below, there is an enclosed stairwell attached to the middle of the east wall and an enclosed freight elevator in the northeast corner. A nonfunctioning restroom is attached to the north side of this stairwell enclosure. Interior finishes are the same as within the sub-basement spaces. Unlike the sub-basement, the basement level has two doorways on the north wall that open to the exterior loading dock. At the west end of the wall is a wide double-swing steel industrial door, and in the center of the wall is a single-swing steel pedestrian door. In addition, there is a large roll-up door at the east end of the wall that leads directly into the freight elevator.

The first-floor level has the same column, stairwell, restroom, and freight elevator locations as the basement floor, but it is partitioned into additional rooms and spaces that include offices, a lobby, and three vaults. This level is completely above grade and incorporates the main public building entrance that is located on the south façade wall, level with the Edmondson Avenue sidewalk. This entrance opens into a two-bay central interior lobby space on the south end of the building that is open to the second-floor space above and is the beneficiary of abundant natural light from the sidelights and arched transom fenestration surrounding the central entry door. Like the basement story, there is an exposed array of massive concrete columns with cylindrical shafts and mushroom-shaped capitals. West of the central lobby space is a one-story office with an original ornate wood and glass partition that incorporates windows and a door. This partition spans the length of one column bay. The next bay has a masonry partition wall separating the lobby and office. This masonry wall does not appear to be original. The office area is partitioned into three adjoining offices and a small vault with a steel door labeled York Safe & Lock Co. Each of the offices has a window and a door. The space east of the central two-story area is a continuation of the open-plan lobby area but is only a single story in height.

The north wall bordering the open-plan lobby area is masonry and features a large, black-painted metal walk-in safe door with a massive hinge that appears to be original. This unique door accesses the silver vault located behind the north wall. Where this wall intersects a mushroom column, it opens to a corridor leading to the warehouse area in the northern portion of the first floor. The east wall of the corridor has a doorway opening into the adjacent stairwell

and a second door opening into a small single toilet/single lavatory restroom. The west corridor wall has a large metal industrial swing door that accesses a storage room. The north end of the first floor consists of open warehouse space with two freestanding mushroom columns.

All interior masonry surfaces, including walls, columns, and ceilings, within the south portion of the first floor are smooth concrete painted white. The wood office partition is finished with a brown walnut stain. The main entryway assembly framing is painted gray as are the interior frames of the two tripartite window assemblies flanking the entry on the south wall. The entry door itself is painted white. The flooring in the central lobby area is light tan terrazzo with a darker border, while the east side of the lobby floor is unfinished concrete. Some of the office area floors are carpeted. The interior wall materials, including within the north section of the first floor are a variety of masonry types painted white. The columns are smooth concrete painted white and the ceiling is white painted concrete with a board patterned texture created by the original wood formwork. The flooring in the north section of the first floor is unfinished natural concrete.

It is interesting to note that it was a desirable practice in early twentieth-century storage warehouse design to provide “storefront” tenant spaces on the street level of the warehouse façade that could be seen and accessed from the sidewalk because storefront rentals typically provided greater revenue than storage spaces. The plan and façade design of 2126 Edmondson Avenue incorporates this feature in its design. Since it was also desirable to impart an impression of strength and security to potential warehouse customers, it was likely advantageous to the owners of the Atlas complex to have a prominent bank as a tenant occupying the “storefront” section of the main building for many years.

The second-floor level shares the same column, stairwell, and freight elevator layout with the lower floors. A portion of the floor plan is open to the first-floor level below, giving the appearance of a “mezzanine.” This second-floor opening is one bay wide (east-to-west) and two bays long (north-to-south) and adjoins the center bay of the south wall. The opening is surrounded by railings. The railings on the east and west side of the opening have vertical wrought-iron pickets with a wooden top handrail and there is an all-wood vertical picket railing on the north side. Like the first-floor level, all interior masonry surfaces within the south portion of the second floor including walls, columns, and ceilings are white painted smooth concrete. The interior wall materials within the north section of the second-floor spaces are a variety of masonry types painted white including smooth concrete, brick, and terra-cotta block. The mushroom columns are smooth concrete-painted white and the ceiling is white-painted concrete with a board-patterned texture left by the original wood formwork. All second level floor finishes are unfinished concrete.

The third-floor level shares the same column, stairwell, and freight elevator layout with the lower floors, but has a continuous concrete floor plate with no opening to the floor below. The interior wall materials are a variety of unpainted masonry types that include smooth concrete, brick, and terra-cotta block. The columns are smooth unpainted concrete, and the ceiling is unpainted concrete with a board-patterned texture left by the original wood formwork. The massive freestanding columns on this floor have cylindrical shafts with mushroom-shaped tops like the lower floors. The third floor consists of unpartitioned open warehouse space with the exception of the enclosed freight elevator and stairwell.

The fourth-floor level shares the same column, stairwell, and freight elevator layout with the lower floors; however, the columns are rectangular and thinner than those on the lower floors. Like the third floor, the fourth floor has a continuous concrete floor plate with no opening to the floor below. There are five small, enclosed storage rooms attached to the east wall and another larger enclosed storage room attached near the center of the north wall. The six storage rooms have terra-cotta walls and are accessed via industrial steel swing doors that appear to be original to the building. A roof hatch and ladder are located just south of the freight elevator.

2. **Stairway:** The stairway linking all floor levels is enclosed within a masonry stairwell adjoining the approximate center of the east perimeter wall. The stairwell walls are constructed of terra-cotta blocks and the steps and risers are unfinished concrete. The simple handrail is tubular steel.
3. **Flooring:** The center section of the lobby within the south portion of the first-floor level is tan terrazzo, and some of the first-floor offices are carpeted. All other floors throughout the building are unfinished natural concrete.
4. **Wall and ceiling finish:** The wall and ceiling finishes on the sub-basement, basement, and third and fourth floors consist of a variety of masonry finishes that are similarly arranged. The wall materials include smooth unpainted concrete, red brick, and terra-cotta blocks. The ceilings on these levels are unpainted concrete with a linear board-patterned texture left by the original wood formwork. The concrete mushroom columns are unpainted.

The wall materials on the north portion of the first and second levels include smooth concrete, brick, and terra-cotta block painted white. The ceilings on the north portion of the first and second floors are concrete with a linear board-patterned texture left by the original wood formwork, and they have been painted white.

All interior surfaces including walls, columns, and ceilings within the south portion of the first and second floor are smooth concrete painted white except for the first-floor wood office partition, which is finished with a brown walnut stain.

5. Openings:

a. Doorways and doors: A variety of industrial sliding and hinged steel doors can be found within the warehouse spaces on all levels. Each level has a paneled steel single-swing pedestrian door accessing the stairwell, with similar doors accessing the various enclosed storage rooms on the second and fourth floors. A wide metal vertical bi-parting door assembly (with the top half going up and the bottom half going down) accesses the freight elevator on each floor.

On the first floor, a wood and glass walnut-stained pedestrian door is set within the wood and glass office partition that separates the office area from the lobby space. A hinged, black-painted metal safe door is located on the north wall of the lobby space. Within the office area there is a modern flush-panel door accessing the front office, a modern single-window door leading to the rear office, and a steel security door accessing a vault of the rear office. A second steel industrial door accesses a storage room from the corridor linking the southern lobby area with the northern warehouse area.

b. Windows: There is an ornate wood and glass partition separating the central first-floor lobby space from the office area. The partition incorporates four large rectangular windows and two smaller rectangular windows arranged symmetrically around a centrally located wood and glass swing door. The windows are located toward the top of the partition and have wood lower panels. Eight slender, wood Ionic pilasters divide the window and door sections. There is a wooden crown molding spanning the top of the partition that incorporates a diminutive dentil trim.

6. Decorative features and trim: Other than the wood trim surrounding the office partition windows as described above, the only other decorative interior features are the original portions of the railings that are located on the east and west sides of the second level opening in the floor plate. These railings have decorative wrought-iron balusters and painted-wood handrails.

7. Hardware: The silver vault located on the north wall of the first-floor lobby incorporates massive iron hinges and hardware that appear to be original.

8. Mechanical equipment:

a. Heating: A large iron furnace is located in the northwest corner of the sub-basement. It is not known whether this unit is original to the building, but it appears inoperable. A modern water heater is installed on the sub-basement level north of the stairwell enclosure.

b. Lighting: No original light fixtures were identified in the building at the time of the survey. Illumination was provided by modern surface-mounted strip fluorescent luminaires throughout the sub-basement, basement, first

floor, and second floor levels, with the exception of the central two-story lobby area on the first and second levels, which was lit by a modern centrally mounted row of industrial pendant fluorescent luminaires. The third and fourth levels of the building utilized arrays of surface-mounted single screw-in socket fixtures with compact fluorescent bulbs installed.

c. Plumbing: Two restrooms, each with a lavatory and a water closet, are on the first floor behind the stairwell. Two lavatory sinks are set into a counter in what appears to have been a restroom on the basement level. None of these plumbing fixtures are original to the building.

d. Freight Elevator: A large freight elevator that accesses all levels of the building is located in the northeast corner of the building. The mostly steel elevator apparatus is housed within a masonry wall shaft.

9. Original furnishings:

Interior furnishings original to the building are limited to the wood and glass wall partition assembly dividing the central first-floor lobby space from an enclosed office space along the west outside wall. This partition wall features a center-swing wood- and glass-panel door and six stationary windows divided by columnar wood pilasters topped by miniature Ionic capitals. The windowsills are approximately 3' above finished floor and are set atop a wooden sill and lower paneling. The entire wall assembly shares a marble base as well as a continuous stepped wood cornice that incorporates small dentils. The partition appears to be in very good original condition.

D. Site:

1. Location:

The Atlas Safe Deposit and Storage Company warehouse complex is situated on a 1.02-acre irregularly shaped two-parcel lot. The Atlas complex is located with street frontage directly facing Edmondson Avenue and is adjacent to the former Baltimore & Potomac / Philadelphia, Baltimore and Washington Railroad / Pennsylvania Railroad (now part of the Amtrak Northeast Corridor). Rail connections were important for all early twentieth century warehouses, but for warehouses storing household goods, access to a main thoroughfare such as Edmondson Avenue was even more important.⁵⁶ The Atlas site was almost certainly selected to accommodate both aspects of the storage business and was also located a short distance from the B&P Railroad's Edmondson Avenue passenger station. The sloping Atlas site was also advantageously accessible to moving vans that would enter the north side of the property from Harlem Avenue and make deliveries or retrieve goods from the basement-story loading bay or elevator located at grade level. The 1924 rendering shows the entire east elevation basement level wall to be exposed, but later photos and existing conditions indicate that a major

⁵⁶ Aspinwall, 6.

regrading was undertaken to raise a portion of the site southeast of the main building to accommodate the construction of the adjacent 2124 Edmondson Avenue auto service building in 1934 (see Figure 3). Raising the grade of this portion of the site allowed direct at-grade access to vehicles entering the service station, but it also buried the formerly exposed southeast basement story wall of the main warehouse building below grade, rendering it inaccessible. Between 1934 and 1946, a raised concrete loading dock was added to the north side of the main warehouse building.

The selection of this site also made possible the accommodation of street level “storefront” tenant spaces facing Edmondson Avenue and future warehouse-facility expansion north of the main building.

2. Historic landscape design:

Because the Atlas complex is and has long been an industrial commercial site, landscape features including vehicular driveways, loading docks, and railroad spurs have been arranged around the buildings in a purely utilitarian manner without consideration for aesthetics. Vehicular access to the site is through a gated entrance at the western end of South Harlem Avenue north of the complex and follows a paved road that culminates in a courtyard linking the main warehouse building fronting Edmondson Avenue, the secondary warehouse behind it, the loading dock adjoining the two warehouse structures, and the single-story truck garage. The rail siding that accommodated the loading of railcars to the west has been removed. The macadam paving and the concrete loading docks are worn from weather exposure and hard use, but they were still functional at the time of the survey. All pervious areas of the site were overgrown with wild vegetation.

3. Secondary structures:

The 1.02-acre Atlas Safe Deposit and Storage Company warehouse complex consists of three buildings: the main office/warehouse building at 2126 Edmondson Avenue that has been described in detail above, the secondary warehouse located at 2150 South Harlem Avenue, and the single-story truck garage. A former Sinclair gasoline filling station building at 2124 Edmondson Avenue is physically adjoined to 2126 Edmondson Avenue, but it is not part of the Atlas property.

a. Atlas Storage Company, Warehouse, 2150 South Harlem Avenue

(HABS MD-1436-A): This secondary two-story warehouse built in 1946 is located approximately 40' north of the 2126 Edmondson Avenue office/warehouse building. It is of similar construction to the main building, exhibiting an exposed poured concrete structural grid system with red brick infill walls laid in a common bond pattern. Unlike the round concrete interior columns with mushroom-shaped capitals employed on most levels of the main building, the secondary warehouse utilizes square-section mushroom columns topped by inverted pyramidal capitals throughout. Although detailed period calculations are not available, it is likely that these inverted pyramidal

columns distribute loads in the same manner as their mushroom-shaped counterparts, thereby allowing the specification of thinner concrete floor plates than with standard post and beam concrete construction. All concrete structural elements retain their original unfinished gray concrete color. An exterior, concrete first-floor loading platform is shared with the adjacent main building attached to the south façade and accessed via a wide roll-up door in the center and a single swing door on the west side. The following doors are found on the first-floor level of the east elevation: a single steel door on the north end, a double-swing steel door located further to the south, and a freight door located in the center. The second-floor level of the east elevation has a steel access door located in the center and a single masonry opening on the north end. No masonry openings are present on the north and west elevations. The trackside west elevation bears large white letters painted over a black painted background covering three bays that spell out **ATLAS STORAGE CO.** with smaller letters below spelling out **MERCHANDISE STORAGE.** This painted wall sign is still clearly visible despite the extensive graffiti painted on the lower portion of wall (see Figure 4).

The building has a flat black waterproof membrane roof with brick parapets topped by clay tile coping. A flat-roofed single-story brick elevator tower, with a single-access door, houses the elevator hoist machine. A vintage electric elevator cable-hoist motor is still in place within the rooftop elevator machine room. Two single-story stairwell towers also project above the roof – one at the northeast corner, and the other at the southwest corner. Both stairwell towers have access doors linking the stairwells to the roof. Like the primary warehouse at 2126 Edmondson Avenue, 2150 South Harlem Avenue is a fireproof building. All structural columns, beams, floors and ceilings are constructed of fireproof concrete. Exterior and interior walls are constructed of fireproof brick or hollow tiles.

The floor plan of 2150 South Harlem Avenue is a trapezoid measuring approximately 152' north-to-south by 80' east-to-west. The south façade wall is broken into two angular planes and the west wall is slightly concave appearing to align with the curvature of the adjacent rail line. Both floor levels are designed for warehouse storage and utilize the same unfinished utilitarian masonry materials as the main building warehouse spaces. There is a freight elevator in the center of the east wall, a brick enclosed concrete stairwell in the northeast corner, and another brick enclosed concrete stairwell in the southwest corner. The staircases provide access to the two warehouse floors and to the roof. The interior is broken up into bays by the concrete columns and pilasters.

This building appeared to be in fair condition at the time of the survey, although the roof was leaking.

b. 2150 South Harlem Avenue Garage: This single-story truck garage built in 1948 is located northeast of the 2126 Edmondson Avenue primary

office/warehouse building and due east of the secondary warehouse across a paved courtyard. Rectangular in plan, it measures approximately 68' north-to-south and 31' east-to-west. Exterior walls are primarily brick construction with some modern concrete block infill panels. The building has a flat black waterproof membrane roof surrounded by brick parapets topped by clay tile coping. The west façade has a man-door on the north end and three equal width wide bays to the south. The three wide bays appear to have originally been vehicular access openings for storing trucks. The northernmost bay has been completely infilled with modern concrete blocks. The center bay has been partially infilled with modern concrete block but has a modern residential-style garage door installed centered within the infill wall. The southernmost bay retains what appears to be its original opening and steel roll-up door, both of which appear wide enough to accommodate a large truck.

The south wall of the truck garage is common-bond red brick atop a poured concrete foundation wall and has a single-swing industrial steel man-door on the west end. The east and west walls are also red brick atop a poured concrete foundation wall and have no doors or windows. The east wall is eight brick courses lower than the other three perimeter walls, allowing the monoslope roof to drain to the east. There are no gutters or leaders on the building.

The interior of the southernmost vehicle bay has red brick walls atop a poured concrete foundation wall. The interior walls, ceilings, and floors are also concrete. The interior of the northern vehicle bays was not available for inspection at the time of the survey.

The building was vacant at the time of the survey and appeared to be in fair to poor condition.

c. 2124 Edmondson Avenue auto service building:

On April 9, 1934, an ordinance was introduced to the Baltimore City Council to authorize Arthur M. Andrews to construct a gas station at 2124 Edmondson Avenue. The ordinance was referred to William A. Parr, Buildings Engineer, for a report and recommendation.⁵⁷ In October, the Sinclair Refining Company filed plans for the station with the Bureau of Buildings, with an estimated cost of \$7,000.⁵⁸ One week later, a lease was filed with the Land Record Office, indicating that Arthur D. Anderson had leased the gas station, which was still under construction, to the Sinclair Refining Company. The lease, which began on July 1, 1934, and ran for fifteen years at \$225 per month, included an option to purchase the land, buildings, and equipment for \$30,000.⁵⁹

⁵⁷ “2 Filling Station Permits Sought,” *The Sun*, 10 April 1934, 9, <https://www.newspapers.com>, accessed 18 August 2024.

⁵⁸ “Real Estate Deals and Building News,” *The Sun*, 24 October 1934, 21, <https://www.newspapers.com>, accessed 18 August 2024.

⁵⁹ *Ibid.*

This single-story auto service building constructed in 1934 is attached to the east elevation wall of the Atlas Safe Deposit and Storage Company main office/warehouse building located at 2126 Edmondson Avenue. Originally built as a Sinclair gasoline filling station, it is currently occupied by LA Auto Service, a business that services and repairs automobiles, but does not dispense gasoline. The building was designed by Sinclair Refining Company architects and consists of an office on the south end fronting Edmondson Avenue and two auto service bays on the north end facing east. The building is irregular in plan with a flat roof and measures approximately 48' north-to-south by 28' east-to-west. The north, east, and south exterior wall finish is yellow-painted stucco. Because the building is attached to the east wall of 2126 Edmondson Avenue, the west elevation is not visible.

The façade wall is topped by a Mission-style parapet of varying height and detail that is capped with pitched terra-cotta roof tiles, terra-cotta coping, or painted concrete. There are two pedestrian doors located on the west end of the façade and a third located within an angled corner wall on the east end that serves as the main office entrance. All doors appear to be modern replacement units. A single masonry opening infilled with glass blocks is located near the center of the façade. This glass block window is approximately 1' in height by 6' in width and has a concrete sill at approximately 6' above finished floor. The angled wall at the east end is detailed with two parapets flanking the doorway, a curved-top niche recessed above the door and a curved-top parapet, all of which visually suggest a corner bell tower. Three painted signboards bearing the business name, phone number and service information are attached to the façade.

The east elevation is also topped by a Mission-style parapet of varying height and detail. This coping is similarly capped with pitched terra cotta roof tiles, terra-cotta coping, or painted concrete. A glass block window is on the south end, and two auto-service bay doors are to the north. A double-stepped pilaster separates the northern service bays from the office wall to the south and a single pilaster is located at the northeast corner of the elevation. A variety of painted signs are attached to the wall.

Unlike the ornamental treatment of the façade and east elevation, the north elevation consists of a plain utilitarian wall topped with two industrial windows separated by a center pilaster. This wall is capped by a straight terra-cotta tile coping.

The small service station appears to be in good condition with most of its historic fabric intact. Notably absent were gasoline pumps, which were likely removed when the gasoline filling station was converted to a service/repair facility.

Part III. Sources of Information

Armstrong, J. S. "Of 69 Closed State Banks, 59 Now Open." *The Sun* (Baltimore), 24 October 1934, 22. <https://www.newspapers.com>, accessed 18 August 2024.

Arvin-Salmanson Company. "Help Wanted—Female." Advertisement. *The Sun*, 9 Feb 1947, 43. <https://www.newspapers.com>, accessed 18 June 2024.

Aspinwall, Clarence A. *Household Goods Warehousing in the United States*. (Washington, DC: American Warehousemen's Association), 1925.
https://books.google.com/books?id=NzbZAAAAMAAJ&printsec=frontcover&dq=Clarence+A.+Aspinwall,+Household+Goods+Warehousing+in+the+United+States&hl=en&newbks=1&newbks_redir=1&sa=X&ved=2ahUKEwiTsNq2_7GIAxUeEFkFHZ8RNYcQ6AF6BAgLEAI, accessed 12 August 2024.

"Association News." *Bulletin of the American Warehousemen's Association*, no. 255 (May 1921):169. <https://babel.hathitrust.org/cgi/pt?id=uc1.b3042387&seq=181>, accessed 24 August 2024.

Atlas Storage. "Help Wanted—Male." Advertisement. *The Sun*, 9 June 1952, 30. <https://www.newspapers.com>, accessed 28 August 2024.

"Auction Sales." *The Sun*, 26 February 1939, 38. <https://www.newspapers.com>, accessed 18 August 2024.

"Auction Sales." *The Sun*, 15 September 1940, 46. <https://www.newspapers.com>, accessed 18 August 2024.

"Auction Sales." *The Sun*, 8 March 1957, 45. <https://www.newspapers.com>, accessed 28 August 2024.

Baltimore City Circuit Court (Land Records), XAC 26642, 0308, MSA_CE164_35799, accessed 9 August 2024.

Baltimore City Circuit Court (Land Records), XAC 26642, 0309, MSA_CE164_35799, accessed 9 August 2024.

"Baltimore Fumigators, Inc." Advertisement. *The Sun*, 1 November 1931, 92. <https://www.newspapers.com>, accessed 18 June 2024.

Baltimore Trust Company. "Now Open at Edmondson Avenue and the Bridge." Advertisement. *The Evening Sun*, 1 June 1925, 23. <https://www.newspapers.com>, accessed 26 September 2019.

"Baltimore Van Owners' Association." *Distribution and Warehousing* 21, No. 5 (May 1922): 46. https://archive.org/details/sim_distribution_1922-

05_21_5/page/6/mode/2up?q=Baltimore+Van+Owners%E2%80%99+Association%E2%80%9D, accessed 27 June 2024.

Bradley, Betsy Hunter. *The Industrial Architecture of the United States*. New York: Oxford University Press, 1999.

“Bridge is To Be Opened.” *The Sun*, 9 March 1930, 51. <https://www.newspapers.com>, accessed 2 March 2024.

The Chesapeake and Potomac Telephone Company of Baltimore City. Annual telephone directories (on file at Enoch Pratt Free Library, Baltimore, Maryland).

Dovetail Cultural Resource Group. “Maryland Historical Trust Determination of Eligibility Form. Atlas Safe Deposit & Storage Company Warehouse Complex, B-5118-2,” Determination of Eligibility Form. Crownsville, MD: Maryland Historical Trust, 10 September 2015.

Edmondson Amusement Company. “Special Notices.” *The Sun*, 23 March 1927, 24. <https://www.newspapers.com>, accessed 4 November 2024.

Environmental Data Resources, Inc. *The EDR-City Directory Abstract, 2140 Edmondson Avenue, Baltimore, MD 21217*, 20 May 2019.

“George Rukert, President of Storage Firm.” Obituary. *The Evening Sun*, 2 May 1973, 12. <https://www.newspapers.com>, accessed 28 August 2024.

Harmel Floorroof Company. “Help Wanted—Female.” Advertisement. *The Sun*, 7 April 1946, 39. <https://www.newspapers.com>, accessed 18 June 2024.

Lansing, K. H. “How Atlas Company Has Developed a Profitable Side Line with a Pest-Exterminating Department.” *Distribution and Warehousing*, 34, No. 4 (1935): 10. https://archive.org/details/sim_distribution_1935-04_34_4/page/10/mode/2up?q=Distribution+and+Warehousing%2C+1935, accessed 20 August 2024.

Lansing, K. H. “Warehousemen Cooperate To Retain Long Distance Moving Business.” *Distribution & Warehousing*, 22, No. 4 (April 1923): 10-14. https://archive.org/details/sim_distribution_1923-04_22_4/page/10/mode/2up?q=Distribution+Warehousing%2C, accessed 18 August 2024.

Moores, Charles H. “Storage Building.” United States Patent 1,593,665, filed 18 August 1923, issued 27 July 1926. <https://patentimages.storage.googleapis.com/97/ba/f5/5225bbcabf6069/US1593665.pdf>, accessed 15 August 2024.

Moore, Charles H. "Transfer Car for Moving Boxes in Warehouses and the Like." United States Patent 1,675,722, filed 24 August 1923, issued 3 July 1928.
<https://patentimages.storage.googleapis.com/d8/28/91/3bd58c97475800/US1675722.pdf>,
accessed 15 August 2024.

Moore, Charles H. "Storage Box." United States Patent 1,793,118, filed 25 August 1925, issued 17 February 1931.
<https://patentimages.storage.googleapis.com/5d/ec/2b/8d27bb63788059/US1793118.pdf>,
accessed 15 August 2024.

Moore, Charles H. and Wainwright B. Gervais. "Storage Vault." United States Patent 1,530,570, filed 15 May 1922, issued 24 March 1925.
<https://patentimages.storage.googleapis.com/05/94/aa/02764f9345a9eb/US1530570.pdf>,
accessed 15 August 2024.

"Moore, Charles Henry." *Biographical Dictionary of Architects in Canada 1800-1950*.
<http://www.dictionaryofarchitectsincanada.org/node/1737>, accessed 2 November 2004.

National Stove Co. "For Sale." Advertisement. *The Sun*, 4 June 1955, 26.
<https://www.newspapers.com>, accessed 18 June 2024.

No. 34. "Ordinances and Resolutions of the Mayor and City Council of Baltimore Passed at the Annual Session 1923-24." Baltimore: King Brothers, 1924, 65-82.
<https://archive.org/details/ordinances24balt/page/n7/mode/2up?q=%22Atlas+Safe+Deposit%22>, accessed 26 July 2024.

Post Oak Preservation Solutions. "Scobey Fireproof Storage Company," National Register of Historic Places Nomination Form (SBR Draft). Washington, DC: U.S. Department of the Interior, National Park Service, 2023.
https://www.thc.texas.gov/public/upload/preserve/national_register/draft_nominations/SanAntonio%2C%20Scobey%20Fireproof%20Storage%20Company%20NR%20SBR%20Draft.pdf, accessed 25 June 2024.

Poussin, Eli. "Midtown Edmondson Historic District," National Register of Historic Places Nomination Form (draft). Washington, DC: U.S. Department of the Interior, National Park Service, 2015.

"Real Estate Deals and Building News." *The Evening Sun*, 17 Oct 1924, 19.
<https://www.newspapers.com>, accessed 30 May 2019.

"Real Estate Deals and Building News." *The Sun*, 23 October 1934, 21.
<https://www.newspapers.com>, accessed 18 August 2024.

"Real Estate Deals and Building News." *The Sun*, 24 October 1934, 21.
<https://www.newspapers.com>, accessed 18 August 2024.

Rukert, Norman. *The Rukert Story: 60 Years of Private Enterprise*. Baltimore: Rukert Terminals Corporation, 1981. <https://www.rukert.com/docs/Rukert%20Story1981.pdf>, accessed 31 August 2024.

“R. W. Auld, was head of storage firm.” Obituary. *The Sun*, 13 March 1978, 8. <https://www.newspapers.com>, accessed 28 August 2024.

Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland,” Vol. 2, 1914 (updated 1950), Image 53, Map 147, 1950. https://www.loc.gov/resource/g3844bm.g3844bm_g03573195002/?sp=53&st=image&r=0.007,0.183,0.961,0.669,0, accessed 24 August 2024.

Sanborn Map Company, Baltimore, Maryland, 1952, 1971, 1974, and 1982. “Sanborn Fire Insurance Maps.” Collection of Environmental Data Resources, Inc.

“2 Filling Station Permits Sought.” *The Sun*, 10 April 1934, 9. <https://www.newspapers.com>, accessed 18 August 2024.

Tucher, Rob. “Baltimore & Potomac Railroad,” photograph MD-202-9, HAER No. MD-202. Historic American Engineering Record, National Park Service, U.S. Department of the Interior, 2019.

Weil-McLain Company. “Raydiant Radiators.” Advertisement. *The Sun*, 7 May 1933, 16. <https://www.newspapers.com>, accessed 18 June 2024.

“What’s What in New Buildings, Atlas Safe Deposit & Storage Co., Baltimore.” *Distribution and Warehousing* 23, no. 12 (December 1924): 26, 40. https://archive.org/details/sim_distribution_1924-12_23_12/page/26/mode/2up?q=Atlas+Safe+Deposit, accessed 12 August 2024.

Part IV. Project Information

The documentation of the Atlas Safe Deposit and Storage Company warehouse complex was undertaken in 2021-2024 as mitigation in accordance with the Section 106 Programmatic Agreement for the Frederick Douglass Tunnel Program, formerly the Baltimore & Potomac (B&P) Tunnel Replacement Program. The secondary warehouse building located at 2150 South Harlem Avenue will be demolished to make way for the realignment of the Northeast Corridor associated with a new 1.9-mile-long tunnel north of the existing tunnel alignment. The primary office/warehouse building fronting Edmondson Avenue and the truck garage will be retained. The documentation project was sponsored by the United States Department of Transportation Federal Railroad Administration (FRA) and the National Railroad Passenger Corporation (Amtrak), in coordination with the Maryland Historical Trust. It was prepared by Nancy L. Zerbe, Principal Investigator, and Steven Patrick, Historian, of ARCH², Inc. Renee Bieretz prepared the large-format photography. Christopher H. Marston, HAER Architect, advised the project.

Part V. Supplemental Materials

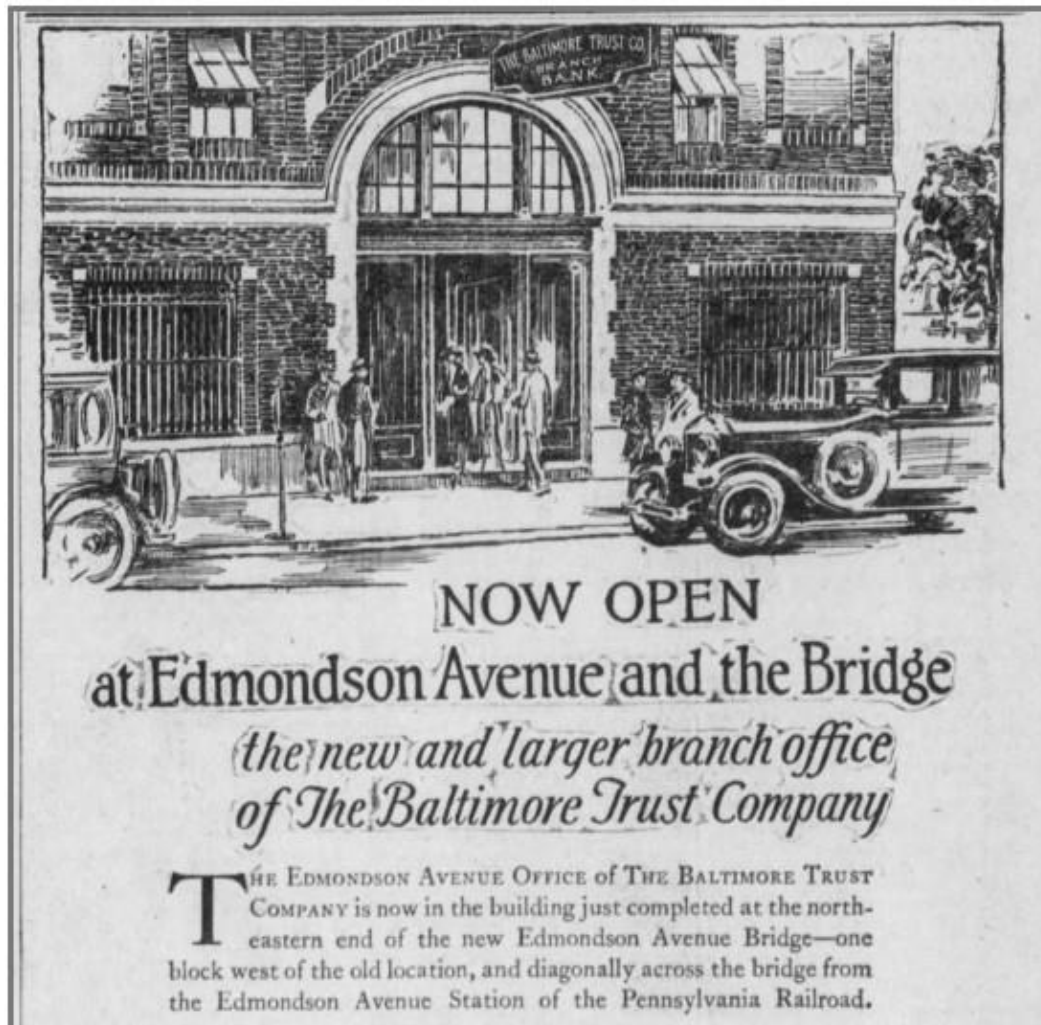
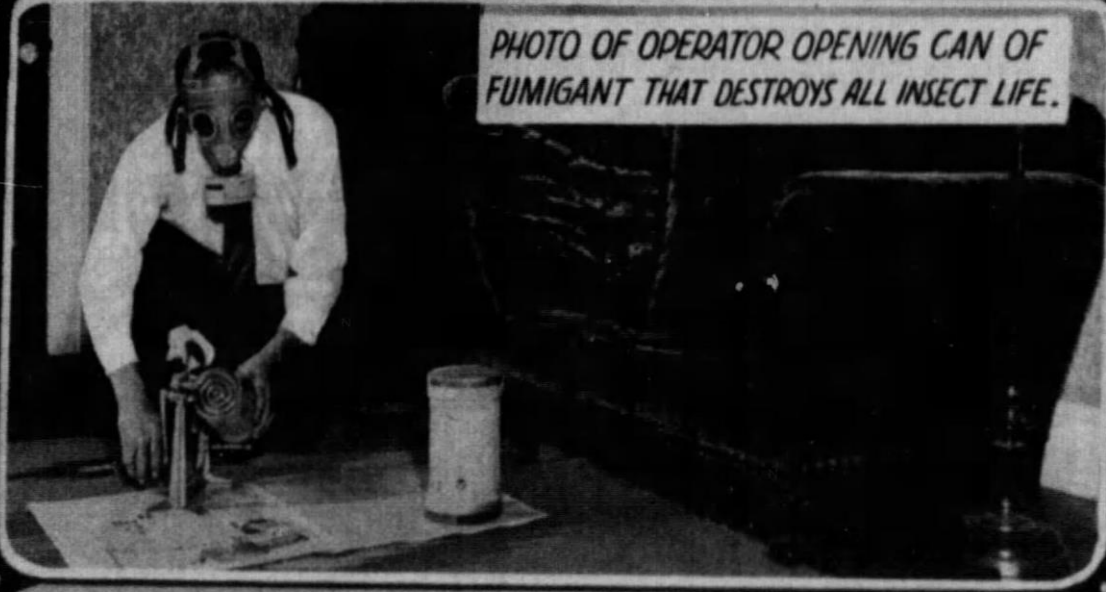


Figure 1. Baltimore Trust Company. “Now Open at Edmondson Avenue and the Bridge.” Advertisement. *The Evening Sun* (Baltimore), 1 June 1925, 23. <https://www.newspapers.com>, accessed 26 September 2019.

[Advertisement.] [Advertisement.]

PHOTO OF OPERATOR OPENING CAN OF FUMIGANT THAT DESTROYS ALL INSECT LIFE.



FUMIGATION

Done by experts with the most powerful fumigant known and absolutely without damage of any kind to your furnishings. We definitely guarantee to destroy all forms of insect life in your home by our process.

BALTIMORE FUMIGATORS, Inc.
2126 Edmondson Ave. - - - - - Gilmore 7070

Figure 2. Baltimore Fumigators, Inc. Advertisement. *The Sun*, 1 November 1931, 92.
<https://www.newspapers.com>, accessed 18 June 2023.

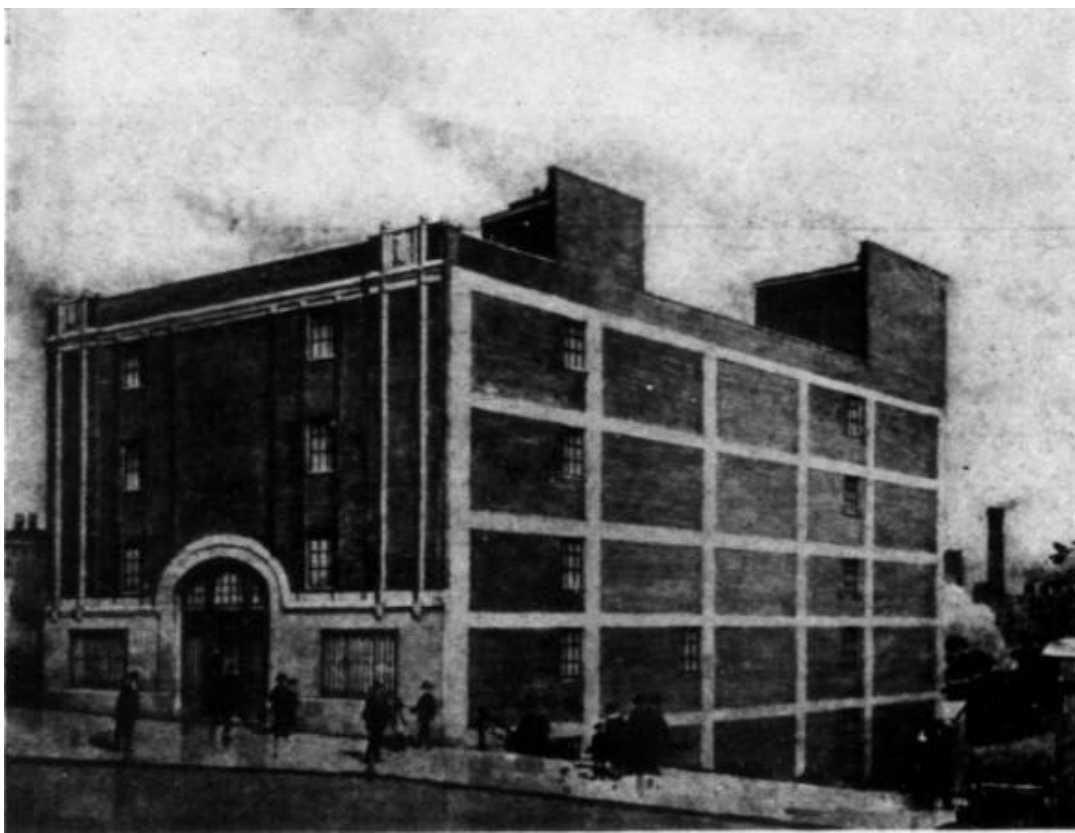


Figure 3. Atlas Storage and Deposit building preconstruction artist's rendering.
"Baltimore Atlas is Building New Plant." *Distribution and Warehousing* XXIII, no. 12 (December 1924): 40. https://archive.org/details/sim_distribution_1924-12_23_12/page/40/mode/2up?q=Atlas+Safe+Deposit, accessed 25 June 2024.



Figure 4. View of the Baltimore & Potomac Railroad corridor with the 1946 Atlas Storage Company Warehouse in the right foreground. Note “Atlas Storage Co. Merchandise Storage” painted on the wall above the graffiti. Rob Tucher, 2019, HAER No. MD-202-9.

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

ATLAS SAFE DEPOSIT AND STORAGE COMPANY

HABS MD-1436

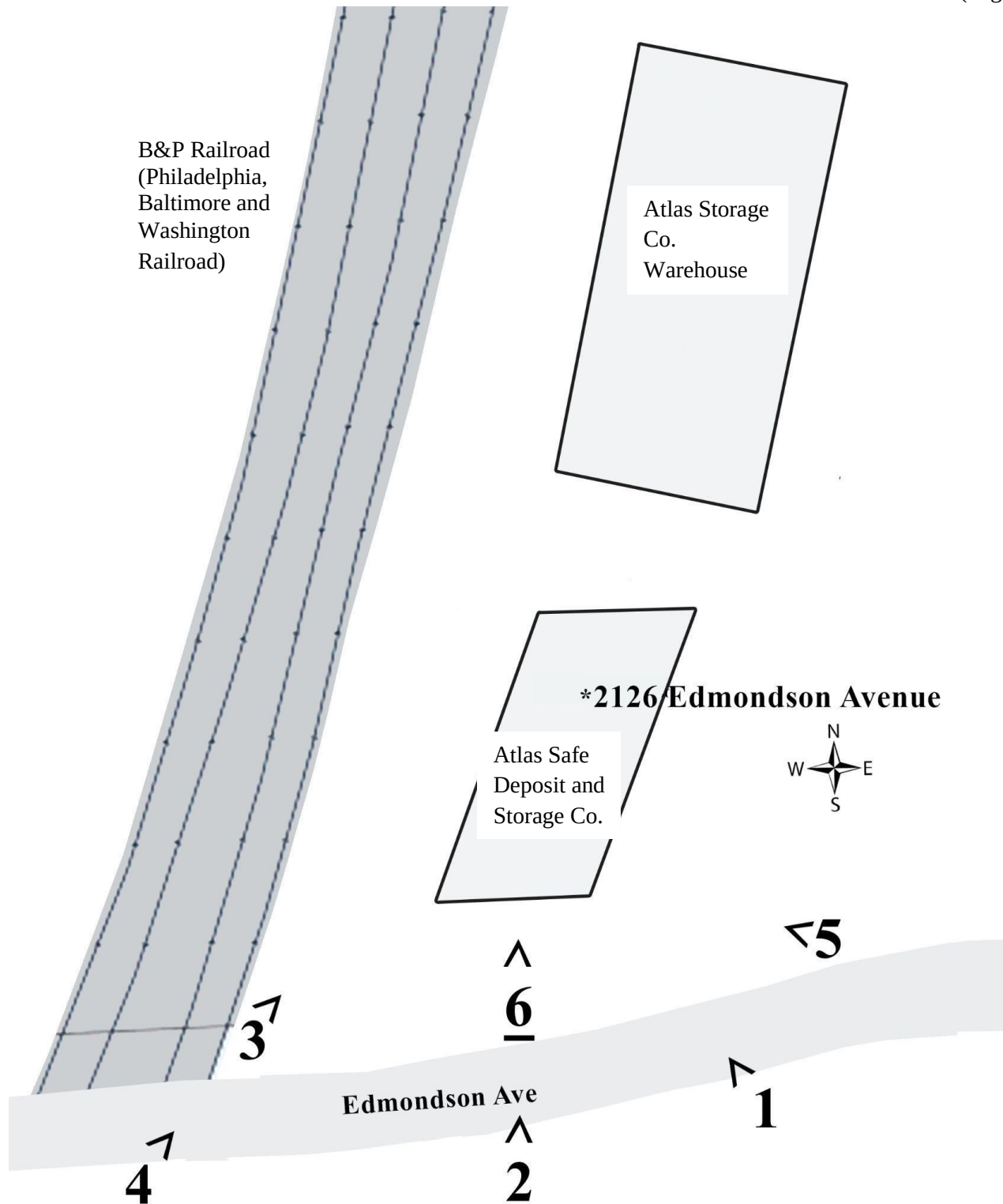
(Midtown Edmondson Historic District)
2126 Edmondson Avenue
Baltimore
Maryland

INDEX TO BLACK AND WHITE PHOTOGRAPHS

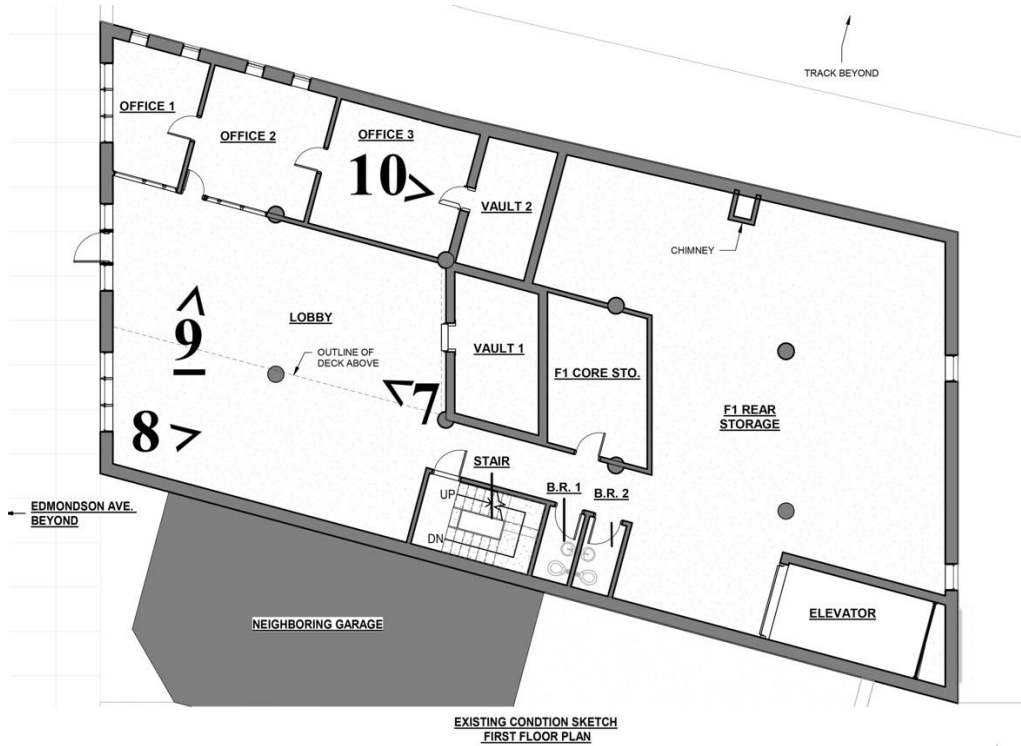
Renee Bieretz, photographer, September 2021 (views 1-6); April 2024 (views 7-12)

MD-1436-1	Perspective view of Atlas Safe Deposit and Storage Company building with former filling station (LA Auto Service) at right and Ward Baking Co. water tower at left in the distance, looking northwest.
MD-1436-2	Front elevation from across Edmondson Avenue, looking north.
MD-1436-3	Perspective view of main Atlas building from east abutment of Edmondson Avenue Bridge, with Atlas Warehouse in background, looking northeast.
MD-1436-4	Perspective view of Atlas, looking northeast.
MD-1436-5	East elevation of Atlas with former filling station in foreground, looking west.
MD-1436-6	Detail of arched entrance into Atlas, looking north.
MD-1436-7	Interior view of first floor lobby, looking south towards street entrance.
MD-1436-8	Round and angular mushroom columns on first floor, looking north. Door to silver vault at left rear.
MD-1436-9	Wood-paneled office wing, looking west.
MD-1436-10	Detail view of York vault door, looking north.
MD-1436-11	Mushroom columns in basement storage space, looking northeast towards rear doors.
MD-1436-12	Basement mushroom columns, looking southwest.

ATLAS SAFE DEPOSIT AND STORAGE COMPANY
HABS MD-1436
INDEX TO PHOTOGRAPHS
(Page 2)



ATLAS SAFE DEPOSIT AND STORAGE COMPANY, WAREHOUSE
HABS MD-1436
INDEX TO PHOTOGRAPHS
(Page 3)



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-1



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-2



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-3



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-4



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-5



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-6



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-7



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-8



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-9



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-10



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-11



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-12



HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

ATLAS STORAGE COMPANY, WAREHOUSE

(Midtown Edmondson Historic District)
2150 Harlem Avenue
Baltimore
Maryland

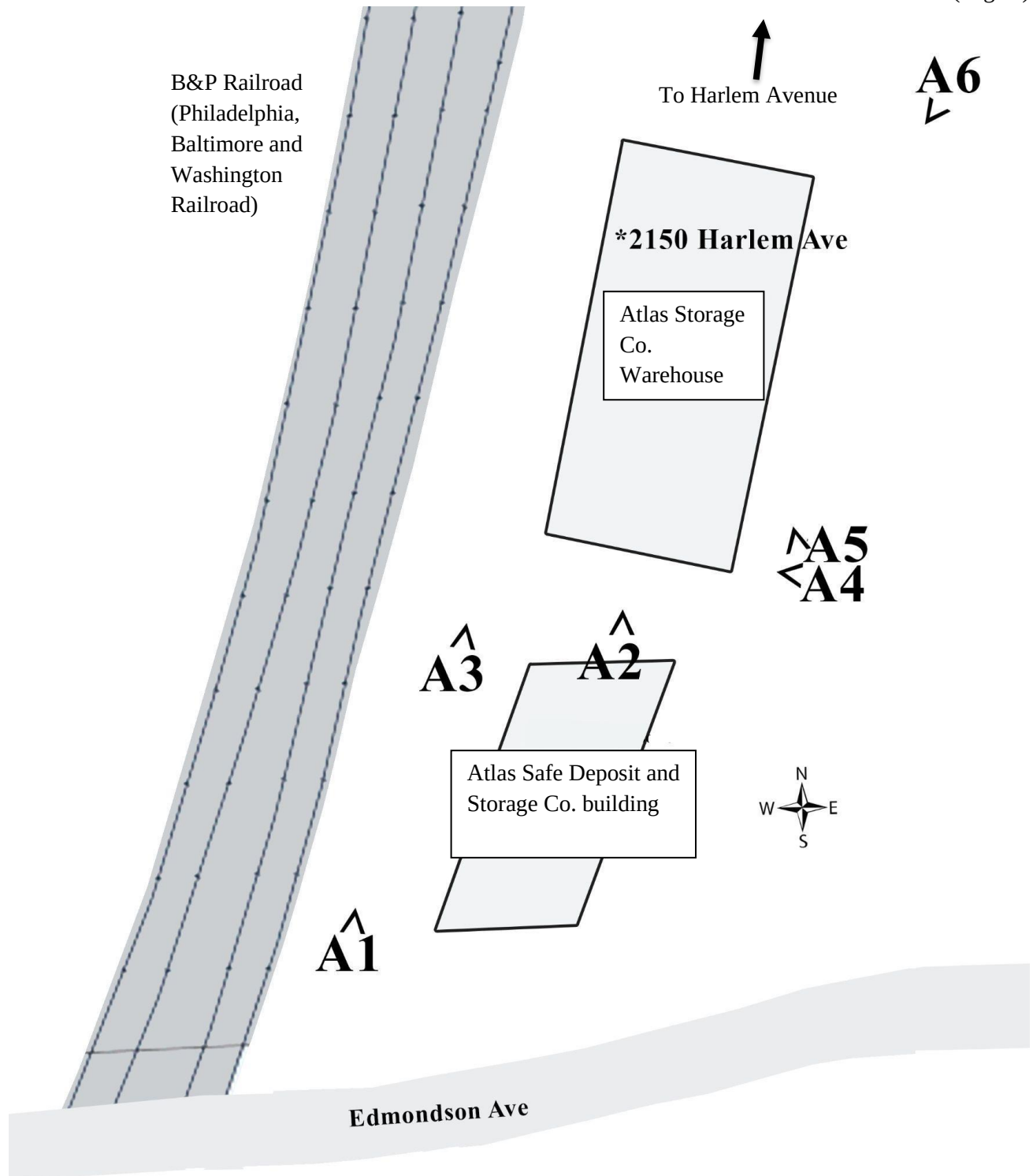
HABS MD-1436-A

INDEX TO BLACK AND WHITE PHOTOGRAPHS

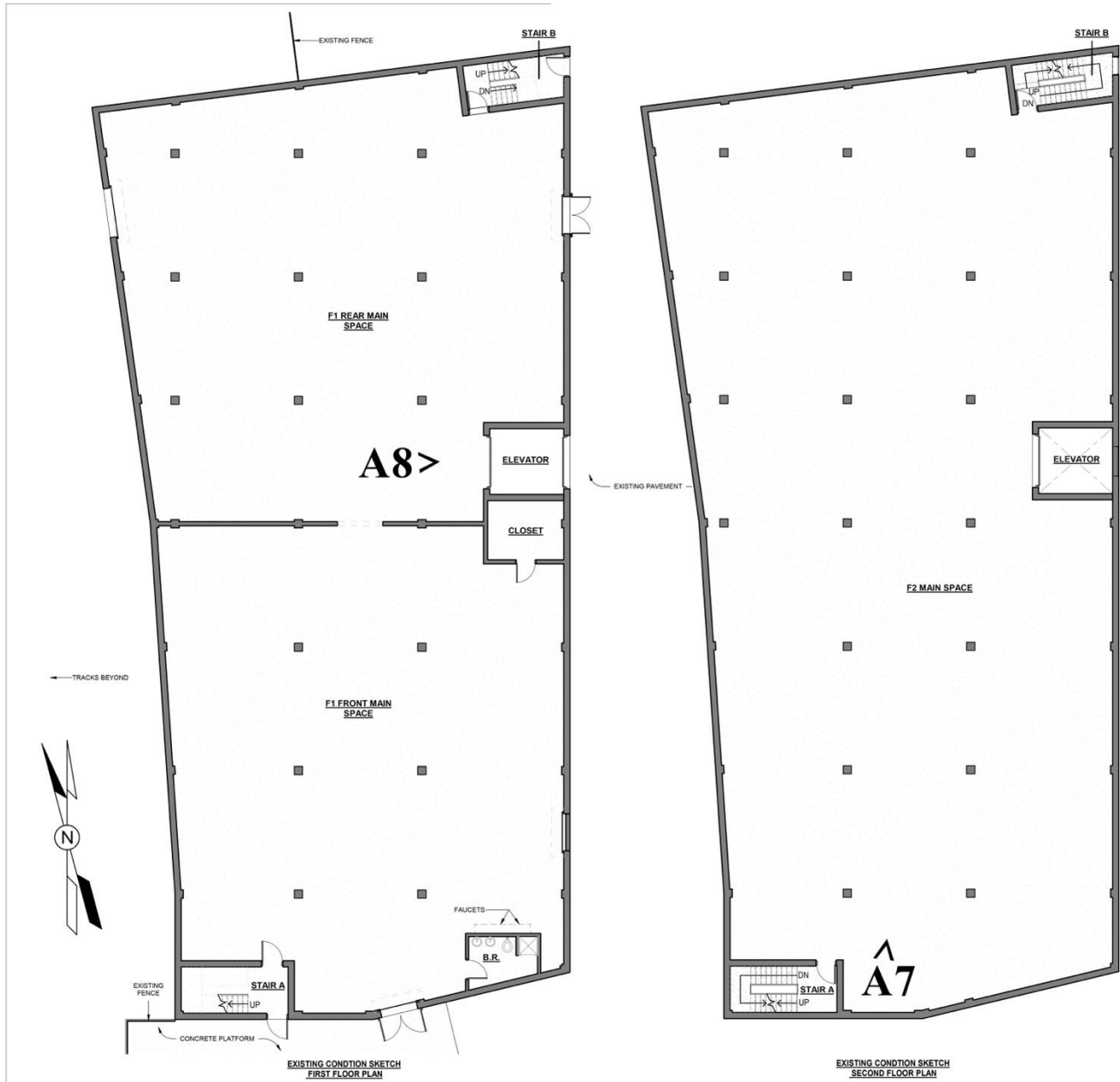
Renee Bieretz, photographer, September 2021 (views 1-6); April 2024 (views 7-8)

MD-1436-A-1	View of two-story Atlas Storage Company Warehouse in distance alongside B&P (Amtrak) right-of-way with five-story Atlas Safe Deposit and Storage Company building in foreground, looking north.
MD-1436-A-2	South elevation of warehouse with loading dock in foreground, looking north.
MD-1436-A-3	Detail of stair tower on south elevation, looking north.
MD-1436-A-4	Detail of southeast corner, looking west.
MD-1436-A-5	Perspective view with elevator tower in center, looking northwest.
MD-1436-A-6	Perspective view of warehouse, looking southwest from Harlem Avenue entrance.
MD-1436-A-7	Interior view showing square mushroom columns on second floor, looking north.
MD-1436-A-8	Interior view of freight elevator on first floor, looking east.

ATLAS STORAGE COMPANY, WAREHOUSE
HABS MD-1436-A
INDEX TO PHOTOGRAPHS
(Page 2)



ATLAS SAFE DEPOSIT AND STORAGE COMPANY, WAREHOUSE
HABS MD-1436-A
INDEX TO PHOTOGRAPHS
(Page 3)



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-1



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-2



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-3



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-4



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-5



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-6



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-7



HISTORIC AMERICAN BUILDINGS SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS

HABS No. MD-1436-A-8

