GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE

HISTORIC PRESERVATION REVIEW BOARD
APPLICATION FOR HISTORIC LANDMARK OR HISTORIC DISTRICT DESIGNATION

New Designation ___
Amendment of a previous designation __X__
Please summarize any amendment(s) This nomination updates and replaces the November 2005 nomination for Western Bus Garage (Case 06-03), submitted by the Tenleytown Historical Society

Property Name: Western Bus Garage
*If any part of the **interior** is being nominated, it must be specifically identified and described in the narrative statements.*

Address 5230 Wisconsin Avenue NW, Washington, DC 20015

Square and lot number(s) Square 1657, Lot 0024

Affected Advisory Neighborhood Commission ANC 3E

Date of Construction: 1934 Date of major alteration(s) N/A

Architect(s) Arthur B. Heaton Architectural style(s): MODERN MOVEMENT/Moderne

Original use TRANSPORTATION/road-related Present use TRANSPORTATION/road-related

Property owner Washington Metropolitan Area Transit Authority (WMATA)

Legal address of property owner 300 7th Street SW, Washington, DC 20024

NAME OF APPLICANT(S) DC Preservation League, Tenleytown Historical Society

***If the applicant is an organization**, it must submit evidence that among its purposes is the promotion of historic preservation in the District of Columbia. A copy of its charter, articles of incorporation, or by-laws, setting forth such purpose, will satisfy this requirement.*

Address/Telephone of applicant(s) DC Preservation League, 641 S Street NW, Suite 300, Washington, DC 20001, (202) 783-5144; Tenleytown Historical Society, 5332 42nd Street NW, Washington, DC 20015, (202) 686-1446

Name and title of authorized representative: Rebecca Miller, Executive Director, DC Preservation League

Signature of applicant representative: Rebecca Miller Date: 3/6/2023

Name and telephone of author of application DC Preservation League, (202) 783-5144

Name and title of authorized representative: Jane Waldmann, President, Tenleytown Historical Society

Signature of applicant representative:  Date: 3/6/2023

Name and telephone of author of application Tenleytown Historical Society, (202) 686-1446

Date received _____
H.P.O. staff _____

OMB Control No. 1024-0018
expiration date 03/31/2022

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Western Bus Garage

Other names/site number: _____

Name of related multiple property listing**:**

_____

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 5230 Wisconsin Avenue NW

City or town: Washington State: DC County: _____

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

_____

Signature of certifying official/Title: **Date**

_____

State or Federal agency/bureau or Tribal Government

Western Bus Garage — Washington, DC
Name of Property — County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	X
District	

Western Bus Garage — Name of Property
Washington, DC — County and State

Site

Structure ☐

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register _____

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION / road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION / road-related

7. Description

Architectural Classification
(Enter categories from instructions.)
MODERN MOVEMENT / Moderne

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Brick, steel, limestone; metal, slag, and gravel roof

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Western Bus Garage is a bus transit service facility located within a large, paved lot on the east side of 44th Street, NW, between Harrison and Jenifer streets. The garage is a sprawling horizontal structure of reinforced concrete, steel, and brick. It is trapezoidal in plan, with three structural components: a central storage shed that runs the entire length of the building, flanked by secondary side blocks. On the rear side of the shed, a two-story flat-roofed section contains other service and support spaces, including five service bays. The one-story flat-roofed section between the shed and 44th Street is triangular in plan and contains the main bus entrances, wash rack area, and various service rooms. The main 44th Street façade is given a monumental treatment in tapestry brick and limestone, using modernistic motifs in the 1930s Art Deco/Art Moderne style. The façade is a symmetrical tripartite composition, with the dominant central element made up of three rectangular bus entrance bays separated by piers and flanked by small pylons. Between the pylons, the three bus entrance doors are inset at an angle, leaving a covered triangular apron with space for either a pedestrian door or window in the angled return. The sense of an architectural style is derived not from ornamental applique, but from subtle modeling of the façade and the polychrome texture of the brick. Though modernistic, the stylistic

expression of the façade is in the restrained and almost classical manner typical of the New Deal era in Washington, DC.

Narrative Description

The Western Bus Garage is a large storage and service facility located on an approximately 3¾-acre site on the east side of 44th Street, NW, between Harrison and Jenifer streets. The service garage fronts directly onto 44th Street at about mid-block, facing the former Lord & Taylor department store parking structure opposite. To the north of the garage is a large wall along 44th and Jenifer streets. Within this area are several more recent ancillary service buildings. The non-contributing storage lot continues on the east side of the garage to the Wisconsin Avenue building line, where there is another brick perimeter wall, running between the Friendship Heights Metrorail station entrance at the north end and PEPCO property at the south end. An alley runs along the southern edge of the property, intersecting 44th Street at the southwest corner of the garage. On the opposite side of this alley is a long row of multi-unit residential buildings facing onto Harrison Street.

The garage is a sprawling horizontal structure of reinforced concrete, steel, and brick. It is laid out as a trapezoid in plan, aligning with the original property lines that ran perpendicular to Wisconsin Avenue. The 44th Street (west) side measures 233 feet, the north side 148 feet, the east side 216 feet, and the south side 235 feet (figure 1). The open-plan building is made up of three structural components: a central storage shed that runs the entire length of the building, flanked by secondary side blocks. The shed is supported on concrete columns, with long-span steel trusses and a continuous monitor roof; the flanking sections are concrete-framed with flat roofs. The central trusses span about 95 feet, supporting a roof ridge about 42 feet above the main service floor. From the exterior, the shallow-pitched steps of the central monitor roof give the garage its distinctive massing (figures 17 and 18).

The central shed is aligned parallel to Wisconsin Avenue so that it runs diagonal to the main 44th Street building façade. The one-story flat-roofed section between the shed and 44th Street is triangular in plan and contains the main bus entrances, wash rack area, and various service rooms. According to the original building plans, these were originally used as the tire room and garage office on the north end and the workers' lockers, toilets, and supply room on the south end. On the rear side of the shed (east side of the building), the two-story flat-roofed section contains other service and support spaces (figure 17). According to the original plans, these included a boiler/incinerator room, coal bin, oil storage room, and service pits at the basement level; five service bays, a rear bus entrance, switchboard room, workers' toilet and locker on the ground floor, and a superintendent's office, cashier's office, cash and fare box room, operators' and trainmen's room, locker room, and toilets on the second floor. A large light shaft on the second floor opens to the service bays below.

The main 44th Street façade is given a monumental treatment in tapestry brick and limestone, using modernistic motifs in the 1930s Art Deco/Art Moderne style (figures 9-12). The façade is a symmetrical tripartite composition, with the dominant central element made up of three rectangular bus entrance bays separated by piers and flanked by small pavilions called "pylons"

on the architect's original drawing. Each pylon measures 27' 6" high and has a large window panel of multi-light industrial steel sash set under a recessed brick panel. Between the pylons, the three bus entrance doors are inset at an angle, leaving a covered triangular apron with space for either a pedestrian door or window in the angled return. Soffits in this triangular area are paneled sheet copper painted white. The left-hand bus entry has been bricked in.

Above the entrances are brick spandrels defined by top and bottom soldier courses and a slightly projecting sill, above which are large flat wall surfaces of basketweave brick surrounding limestone inscription panels. Bronze letters attached to the limestone originally read "Capital Traction Company," with one word over each entrance. These have been replaced with a modern flat panel sign above the center entry reading "Western Division" with the Metro logo.

The central door-and-pylon element is flanked by slightly lower blocks (about 22' 8" high), each composed of three-window bays delineated by pilasters and terminating in a solid pier at the outer corner. The windows are identical to those in the pylons, arranged in paired panels, with each panel divided into 15 lights, three-lights wide by five high. Some sections are hinged for ventilation. The two extreme right-hand window openings on the façade have been bricked in.

Though modernistic, the stylistic expression of the façade is in the restrained and almost classical manner typical of the New Deal era. The sense of an architectural style is derived not from ornamental applique, but from subtle modeling of the façade and the polychrome texture of the brick. The surfaces of the water table, pilasters, entablature, and parapets is recessed about four inches in succession as the building rises, in the manner of the stepped setbacks that typified tall buildings of the period. A slightly angled capstone on top of the central piers lends a slight geometric effect, as do simple vertical recesses hanging below the capitals of the piers (figure 12).

From a short distance the façade appears to be a light golden brown overall. At closer range, the face brick is a richly variegated palette of hard-fired gold, red, olive, and plum bricks with textured surfaces (figure 4). The brick is mostly laid in a plain running bond, but subtle variations of color and pattern emphasize architectural details. There is a molded brick course capping the water table, and brick sills made of dark headers. In the basketweave area above the three main doors, the bricks are slightly larger, and their overall color is a slightly more uniform reddish hue (figure 10). Just below the entablature on the two side wings, two courses of headers alternating in color and recess simulate a band of dentils. In contrast to the remainder of the all-brick elevation, shot-sawn limestone is used for the pier capitals, entablatures and parapets. The shot-sawn cuts in the limestone add textural interest and beauty to these features (figure 5).

The architect's plans dated October 1, 1934, indicate that the original façade design was modified slightly in revisions dated November 16, 1934, probably as a cost-saving measure. The pylons were first envisioned to have pyramidal tile roofs, which would have given them more of a three-dimensional quality. The original design also showed concave copper awnings above the bus entrances.

The rear or east elevation of the building is faced in common red brick with large evenly spaced panels of multi-light steel windows with a mixture of clear and obscure wire glass. The window panels are relatively uniform in configuration but there is some variation, particularly on the ground floor. Second floor window panels are generally triple units with 12 lights each; first floor panels are generally triple units with 15 or 18 lights each. Three-light and six-light sections are hinged and operable as awnings or hoppers.

At the north end of the rear elevation is a square smokestack 55' 6" high, corbelled slightly inward about halfway up. Southward from this is an areaway open to the partial basement, a stair tower, and then a large bus entry door. There are two plastic-enclosed steel egress stairs from the second floor. At the south end of the rear elevation is an attached one-story enclosure and large steel exhaust vent rising above the roof. There are other miscellaneous vents, louvers, and attachments at the rear. The monitor roof, about 150 feet long with steel sash windows (most replaced) and various ventilation hoods, is most clearly visible from the rear elevation.

The south elevation is also faced with common red brick (figure 14). There were originally four window panels in the central shed roof (triple panels of 24 lights each) and one panel in each of the flanking wings (triple panels of 16 lights each). Windows have two- and four-light operable panels, hinged as awnings or hoppers. One of the central panels has been converted to a bus entrance. At the west end of the elevation, a one-story brick bus service bay with glass block windows is attached to the original side wall (figure 13). This bay is entered from the alley. There are various ventilation louvers symmetrically placed above the window panels and at the gable end of the monitor roof.

The north elevation was originally a party wall but is now exposed. It appears to be common brick that has been covered by stucco and painted white (figure 19). A window has been added in the second floor toward the rear, and there are various attached pipes and conduits.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Western Bus Garage | Washington, DC
Name of Property | County and State

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)

Transportation
Agriculture / Community Planning

Period of Significance
1934 – 1960

Significant Dates
1934

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Arthur B. Heaton (architect)
Samuel J. Prescott Co. (builder)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Western Bus Garage at 5230 Wisconsin Avenue NW is an early purpose-built garage for servicing and storing transit buses, constructed in 1934 – with minor additions and alterations up to 1960 – to house and maintain the bus fleet of the Capital Transit Company. It is significant under National Register Criterion A because it is associated with events that have contributed to the broad patterns of our history, which include the development of mass transit systems in Washington, DC and the transportation-oriented commercial development of the Wisconsin Avenue corridor. Built as an adjoining structure to a complex that originally included a streetcar storage and maintenance barn, the garage signifies the crucial importance of mass transit in developing and sustaining Wisconsin Avenue as one of the key commercial and commuter corridors in northwest Washington throughout the twentieth century. After streetcar service along Wisconsin Avenue came to an end in 1960, the adjacent streetcar storage and maintenance barn was demolished.

The Western Bus Garage is significant under National Register Criterion C because it represents the work of a master, and it embodies the distinctive characteristics of its building type. Its designer was local architect Arthur B. Heaton, whose wide-ranging works include influential transportation-related structures of the early automotive era as well as numerous distinguished residences and apartment houses. A number of Heaton's works are listed on the DC Inventory of Historic Sites and the National Register of Historic Places. The Western Bus Garage's exceptional 44th Street NW façade demonstrates Heaton's mastery in creating a highly functional structure that conveys beauty and monumentality with its exquisite polychrome tapestry brick

and shot-sawn limestone entablature while at the same time achieving practical utility for the far-from-monumental task of serving as a bus garage.

The Multiple Property Document, *Streetcar and Bus Resources of Washington, D.C., 1862-1962*, states that, like the streetcar powerhouse, "the bus garage is a significant property type for its role in the continuing evolution of public transportation in Washington, D.C."[1]

The Western Bus Garage displays the massing and elements associated with its original use, as well as possessing integrity of design, setting, and workmanship. Character-defining elements include the large door openings to accommodate buses, an elegant multi-colored tapestry brick façade, limestone coping, and industrial steel windows.

The Western Bus Garage has continued to house and maintain bus fleets since it was constructed for the newly formed Capital Transit Company in 1934, including after Capital Transit was replaced by the DC Transit System in 1956 and after DC Transit was replaced by the Washington Metropolitan Area Transit Authority (WMATA) in 1972.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Mass Transit along the Wisconsin Avenue Corridor Before Buses

The earliest elements of mass transit in Washington, DC predated the introduction of streetcars. Twice-a-day stagecoach service began in May 1800 along Pennsylvania Avenue between Capitol Hill and Georgetown.[2] The Georgetown terminus for this earliest transit service was the present-day intersection of Wisconsin Avenue and M Street NW—the southern terminus of the Wisconsin Avenue route that would be developed later in the century and that ultimately would be supported by the Western Bus Garage. Horse-drawn streetcars first appeared in Washington during the Civil War, replacing the early stagecoach route on Pennsylvania Avenue and adding two additional north-south lines on 7th and 14th Streets. A large stables and car barn were built on M Street just off of Wisconsin Avenue in Georgetown to support the Pennsylvania Avenue line.

In the days of horse-powered transit, the steep hills along Wisconsin Avenue proved an insurmountable impediment to mass transit. They were simply too steep for horses to pull loaded streetcars, and thus no service was established north on Wisconsin Avenue to the village of Tenallytown (the name was changed to Tenleytown in 1922) and beyond until the era of electric streetcars. Once the practicality of electric streetcar systems was successfully demonstrated in Richmond, Virginia in early 1888, developers began eying suburban tracts of land for development with connections to Washington City via electric streetcar. New streetcar enterprises proliferated.

[1] Laura V. Trieschmann, Robin J. Weidlich, Jennifer J. Bunting, Amanda Didden, and Kim Williams, *Streetcar and Bus Resources of Washington, D.C., 1862-1962*, Multiple Property Documentation (Washington, DC, 2005), E64.
[2] Trieschmann, E8; John DeFerrari, *Capital Streetcars: Early Mass Transit in Washington, D.C.* (Charleston, SC: The History Press, 2015), 17.

Mass transit finally came to the Wisconsin Avenue corridor with the establishment of the Georgetown and Tenallytown Railway Company in August 1888.[3] One of the pioneers of electric traction in the District of Columbia, the railway began operations on April 25, 1890, connecting Georgetown to the Maryland line via High Street in Georgetown and its extension, then known as the Tenallytown Road and now Wisconsin Avenue.

The Georgetown and Tenallytown Railway, which unlike other suburban streetcar lines connected communities that had already been in existence before it was built, proved very successful. When the line opened in April 1890, a ceremonial first run carrying company officials was met with much celebration. "It was just a little past 3 o'clock when the excursionists entered the beautifully painted coaches at M and Thirty-second streets and were sent whizzing over the new line," *The Washington Post* reported. "Hundreds of men, women, and children gathered along the street to witness the inauguration, and from the windows ladies waved their handkerchiefs as the electric cars went speeding along." The line's first president, retired Brig. Gen. Richard C. Drum (1825-1909) spoke to the assembled dignitaries: "Gentlemen…I feel that this road is a big thing, and that it will be of great benefit to the entire population of the District." Drum was among a group of investors that were quite pleased with their new venture, as their real estate investments in Upper Northwest had appreciated nicely. "Phenomenal has been the advance in property along the route during the past year," the *Post* observed. "President Drum has a farm near Tennallytown for which he paid $187. Since then he has refused forty times that amount."[4]

While the line ran only as far as Massachusetts Avenue (Cathedral Heights) on opening day, it was soon extended to a final terminus just north of the Maryland border. Soon, two additional streetcar lines would be built in Maryland to connect with the Georgetown and Tenallytown. In 1889, the Glen Echo Railroad was chartered to build a line running west from the end of the Georgetown and Tenallytown line to Glen Echo and Cabin John; it began operating in June 1891. In 1890, the Tenallytown and Rockville Railroad was chartered to run from the end of the Georgetown and Tenallytown line north to Bethesda via Rockville Pike and the Old Georgetown Road.[5] The success of the Georgetown and Tenallytown Railway and its extension via separate companies into Maryland would establish the Wisconsin Avenue corridor as a major commuter transit artery in the 20th century. This artery would eventually be supported by the Western Bus Garage.

In 1895, financier Oscar T. Crosby (1861-1947) purchased the Georgetown and Tenallytown Railway as his first foray into gaining control of the majority of streetcar companies operating in Washington. Born in Ponchatoula, Louisiana, Crosby graduated from West Point to join the Army Corps of Engineers in the early 1880s, at a time when electrical power was on the cusp of widespread adoption. Learning the ins and outs of electrical power while in the Corps, he

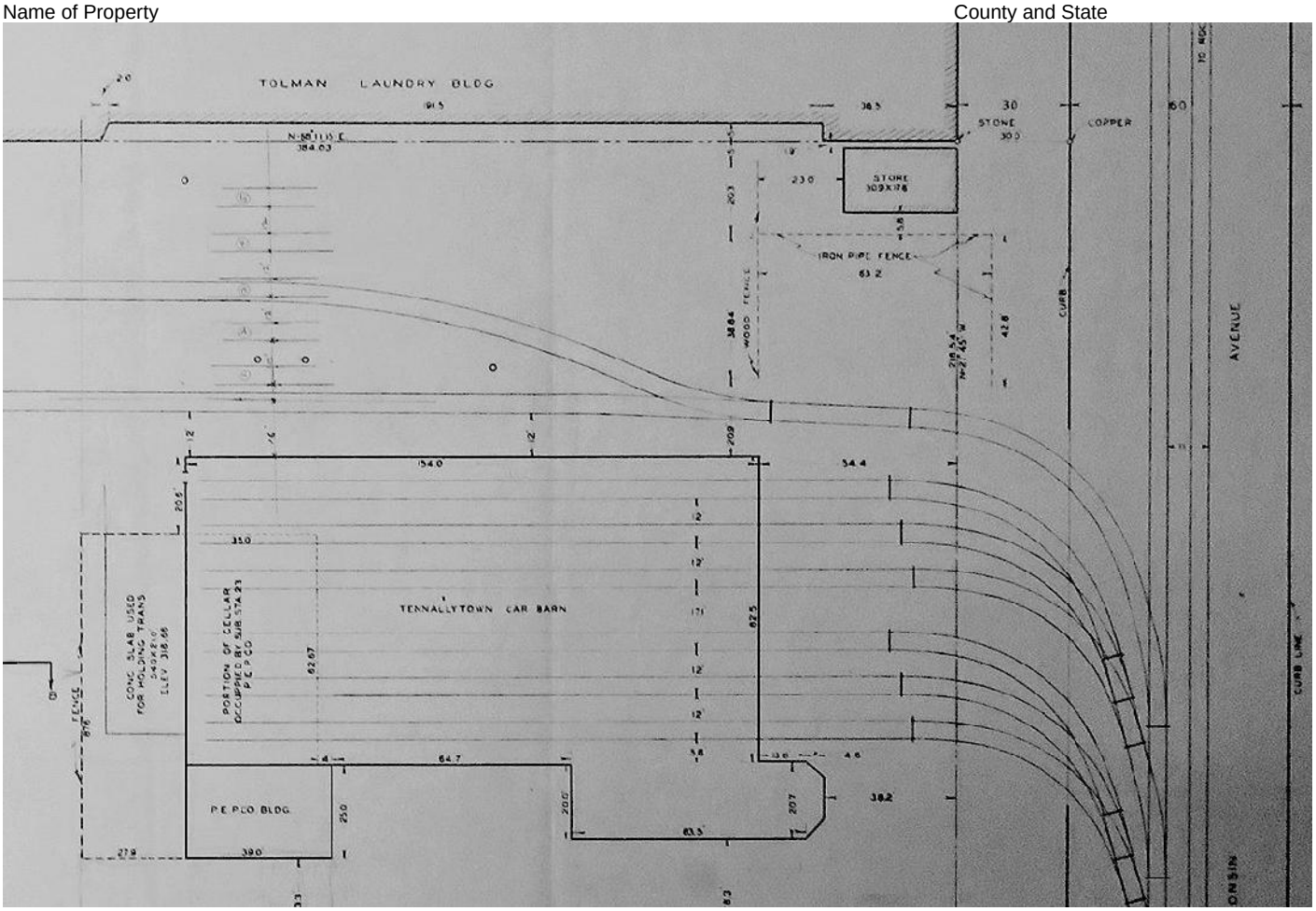
[3] "The Georgetown and Tennallytown Railroad Bill Awaits the President's Signature," *Washington Post*, Aug. 9, 1888, 6.
[4] "New Car Line Opened" in *The Washington Post*, Apr. 25, 1890; DeFerrari, 94-5.
[5] King, 42.

resigned in 1887 to join in building the nascent industry. He served for a time as general manager of the Sprague Electric Railway and Motor Company, which had built the first practical electric streetcar system in Richmond, Virginia. After acquiring the Wisconsin Avenue streetcar company and with the financial backing of New York investors, Crosby in 1896 became the first president of the local Potomac Electric Power Company (PEPCO), which built a large power plant on the Virginia side of the Potomac River at Chain Bridge. Once the source of electric power for the D.C. area was under their control, Crosby and his partners set their sights on acquiring their most important potential customers, the street railway companies, and converting all that were still horse-powered to electric power. The same year as the PEPCO founding, Crosby and his associates formed the Washington Traction and Electric Company (WTEC), a holding company that over the next several years acquired almost two dozen streetcar lines.[6]

In the early 1900s, the pace of mergers among DC streetcar companies increased, and the consolidated companies invested in larger car barns and other facilities. In 1902, the WTEC collapsed from accumulated debt, and its stock was purchased by the Washington and Great Falls Railway Company, forming a new, consolidated firm called the Washington Railway and Electric Company (WRECO).[7] The streetcar lines' electrical generation facilities were merged with other holdings to become part of PEPCO, a WRECO subsidiary. For the next twenty years, WRECO expanded its routes and continued to acquire smaller lines, rivaled only by the Capital Traction Company as the city's dominant transit provider.

Originally the Georgetown and Tenallytown Railway had a car barn and maintenance facility on the east side of the tracks at Calvert Street NW in what is now Glover Park. However, this facility proved inadequate for the railway's operations, and a new car barn was constructed in 1909 near the end of the streetcar line at what is now 5230 Wisconsin Avenue NW, adjoining the property where the Western Bus Garage would later be built. The 1909 facility became the central car barn and maintenance facility for mass transit on Wisconsin Avenue.[8] The car barn was constructed by the Samuel J. Prescott & Co., Inc., the same firm that would build the Western Bus Garage some two decades later.

[6] DeFerrari, 93.
[7] Trieschmann, E64.
[8] LeRoy O. King, Jr., *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital*, (Dallas: Taylor Publishing Co., 1972) 39-42; Trieschmann, E43.



WRECO Tenleytown Car Barn, June 1932, indicating layout of streetcar tracks that feed on to Wisconsin Avenue (Library of Congress).

Streetcars had been the first type of public accommodation to be desegregated by law in the District of Columbia. Soon after service began in 1862, Republicans in Congress were alerted to the difficulties that Blacks were experiencing riding on streetcars, including being forced to ride outside on the driver's platform or not being allowed on at all. In 1865, Congress passed a law prohibiting race-based regulations on any streetcars in the District of Columbia.[9]

Of course, having a law on the books and enforcing it are two different things. Racism was rampant in the city, and the law was weakly enforced at first. Prominent civil rights activist Sojourner Truth tells in her memoirs of several incidents in which she was thrown off streetcars and even sustained an injury to her shoulder in one case. She sued under the equal access law and won, and after 1866, active attempts by the streetcar companies to shun or mistreat Blacks declined.[10]

[9] DeFerrari, 51-55.
[10] Nell Irvin Painter, ed., *Narrative of Sojourner Truth: A Bondswoman of Olden Time* (New York: Penguin Books, 1998), 124-6; DeFerrari, 55-60.

The biggest threat to integrated transit service came in the early years of the twentieth century, when several southern senators and congressmen introduced bills in Congress to segregate DC streetcars. However, none of these attempts was successful. District streetcars remained officially integrated throughout their history. In practice, Blacks understood that many whites expected them to sit in the rear of streetcars (and later buses), but there were no laws or regulations requiring them to do so. If whites were annoyed to have to sit next to Blacks, there was nothing they could do about it. This "informal" segregation would continue until the civil rights era of the 1950s and 1960s.[11]

The Introduction of Buses

According to *The Washington Post*, the first "horseless carriage" rode the streets of the nation's capital on April 2, 1897, and was an immediate sensation, startling pedestrians and horses alike. The machine in operation that day ran on compressed air, but gasoline-powered vehicles were not far off. The *Post* reporter who tagged along for the joyride in the new contraption was clearly thrilled with the cutting-edge technology and speculated about how motorized buses might soon be built:

This may be done by attaching a tractor, or powerful motor, to the front of the bus, and drawing it about the streets. The motor, in such a case, would be condensed to the exact space occupied by horses, and will take the sharpest curves even easier than did the flesh and blood tractors. If this is not desired, the motor may be attached directly to the wheels of the vehicle, and driven in the same way as a carriage.[12]

In May 1900, just three years later, automobiles were beginning to appear around the city, and people were already talking about getting rid of streetcars. The *Post* reprinted a brief article from *The Chicago Record* making a prescient forecast:

There are those bold enough to predict that the car designed to run on rails laid in the streets will in time give way entirely to self-propelled vehicles, that require no other street foundation than the ordinary pavement…. It will only be necessary for the authorities to provide first-class pavements throughout the city, when all who desire to engage in the business of carrying passengers can do so. Thus cost and quality of service could be left to regulation by competition, which is now out of the question, because but a single corporation can be permitted to lay tracks and to operate cars in any given street.[13]

Buses had been competing with streetcars on and off since at least the 1870s. In 1875, the Washington Chariot Company offered regularly scheduled horse-drawn coaches seating 16 people on benches along the sides of their passenger compartments. These coaches even had straps hanging in the aisles for passengers to grasp. Nine of them ran continuously in each

[11] DeFerrari, 134-7.
[12] "Motor Carriage Here: The Horseless Vehicle Caused a Street Sensation," *Washington Post*, Apr. 3, 1897.
[13] "The Street Car of the Future," *Washington Post*, May 2, 1900.

direction along Pennsylvania Avenue, but they lasted only a few years. The Washington Chariot Company was succeeded by the Philadelphia-based Herdic Phaeton Company, which was founded in 1879 by Peter H. Herdic (1824-1888), an energetic Pennsylvania entrepreneur who had patented his own omnibus design. First deployed on the reliable Pennsylvania Avenue route, they were later extended to other major thoroughfares.

The first Herdic Phaeton Company went out of business in 1896, but within a year it was replaced by the Metropolitan Coach Company, which found that it could fill an important niche by providing service on major routes not served by streetcars, such as 16th Street NW, a major north-south artery. Early twentieth-century Washingtonians grew to depend on "herdics" as an alternative to streetcars, but they were expensive to operate, and service was often unreliable. Struggling to earn a profit, the Metropolitan Coach Company converted to primitive motorized buses in 1909. Service became erratic and maintenance of the rickety vehicles declined, all the while that the company fought in court (to no avail) to get the streetcar companies to accept transfers from its vehicles. The motorized herdics eventually became notorious for their bad service.

The herdic company went out of business in 1915, the same year that the Public Utilities Commission authorized "jitney" bus service for the first time in the District. Jitneys, which had been invented in Los Angeles the preceding year, were cars or small trucks converted to passenger service that, like the herdics, offered rides for a nickel ("jitney" was a slang term for a nickel). They generally seated only a few passengers.

Suddenly, jitney buses were everywhere. They drew scorn and resentment from streetcar companies, which were constrained as much by elaborate regulations and high taxes (including fees to pay for traffic cops at major intersections) as they were by the rails that defined their routes. In contrast, the carefree jitneys had few overhead costs and could change routes on a whim.

Often unreliable and even unsafe, the unregulated jitneys did not last long. The Public Utilities Commission soon brought bus service under tight regulation, essentially driving jitneys out of business. Officially sanctioned buses were not allowed to compete directly with streetcars, which were recognized as more efficient for transporting large numbers of people along major commuter routes. Instead, buses were permitted primarily on routes not served by streetcars. Early bus routes included 16th Street, several cross-town lines, and commuter routes connecting northeast residential neighborhoods with downtown.[14]

A sea change occurred in 1921, when local investors formed the Washington Rapid Transit Company (WRTC) to operate a new generation of modern buses on 16th Street. For the first time, traditional streetcar service faced real competition. Among the features of the new buses were pneumatic tires, which significantly improved passenger comfort on paved roads, sharply contrasting with the hard metal wheels of streetcars screeching and grinding over their rails. The buses also had more spacious and comfortable passenger compartments than their predecessors.

[14] DeFerrari, 145-148.

Within its first six months, the WRTC had carried 750,000 passengers and added several new routes.[15]

Finally, buses posed serious competition to streetcars, competition that would eventually bring streetcar service to an end in the coming decades. The president of WRECO began testifying against the chartering of more bus lines before the Public Utilities Commissioner.[16] Although the commissioners limited the licensing of jitneys, they continued to approve new bus routes. WRECO responded by filing formal complaints to the PUC about "unfair competition." By April 1922, the *Washington Post* editorialized against the "unseemly squabble" between the companies, which it blamed on "the apparent belief of the railroad companies that they own the streets and have the right to control basic transportation thereon."[17]

The bus lines had powerful allies beyond the *Post*. One ally was the Federation of Civic Associations, which heavily represented outlying neighborhoods whose residents frequently complained about high fares and infrequent service from the streetcar lines that essentially held a monopoly on public transportation in and out of downtown. Another ally was a large segment of the public that saw streetcars as "road hogs" whose track beds caused congestion on downtown streets and considered them slow, uncomfortable, and inefficient when compared with buses that maneuvered through traffic on rubber-tired wheels. Since they could move to the curb for boarding and alighting, buses eliminated the need for passengers to wait on narrow, crowded loading platforms in the middle of the street. They also were seen as helping to relieve traffic congestion because they could steer with the traffic around obstacles. Streetcars, in contrast, were wedded to fixed routes. All of the cars on a given line would quickly be brought to a stop if just one of them developed a problem and blocked the tracks. Given these advantages, few people questioned the idea that buses were technologically superior to streetcars.

Soon, WRECO began supplementing some of its streetcar lines with connecting bus service and converting a few lines entirely to buses. By December 1922, WRECO was running a bus line that connected its Connecticut Avenue and Wisconsin Avenue car lines via Woodley Road, and in January 1923, it replaced streetcars with buses on a connecting segment at the Georgetown end of the Wisconsin Avenue line.[18] Streetcar ridership continued to drop,[19] and, by 1925, WRECO was operating numerous bus lines, covering such routes as Dupont Circle to 45th and Fessenden streets NW. [20] For 1928, WRECO blamed a 2 percent loss in revenue passengers to competition from automobiles, whose registration increased 18 percent that year.[21]

[15] "Buses In Capital Will Be Increased," *Washington Post,* Sep. 25, 1921, 49.
[16] "Oppose More Busses," *Washington Post,* Nov. 17, 1921, 13.
[17] "Protests New Bus Lines: W. R. & E. Co. Declares Competition Is Unfair," *Washington Post,* Mar. 18, 1922, 1.
[18] "Through Car Service To Potomac Park Ends," *Washington Post,* Jan. 31, 1923, 12.
[19] "New Bus Line In Operation," *Washington Post,* Dec. 15, 1922, 16; "W.R. & E. To Request Additional One-Man Cars, Ham Admits," *Washington Post,* Oct. 16, 1924, 2.
[20] "W.R. & E. To Get Permit For Dupont Bus Line," *Washington Post,* May 2, 1925, M9.
[21] "Potomac Electric To Spend $5,176,250 For Improvements," *Washington Post,* Jan 20, 1929, M22.

WRECO's bus fleet grew steadily in the late 1920s. In 1925, the company operated 44 buses accommodating an estimated 999 passengers at full capacity.[22] By 1929, it ran 97 buses, capable of carrying 2,418 persons.[23] During this period, bus fleets were apparently serviced and garaged at streetcar barns and other traction facilities.

Despite increasing fleets and expanding routes, overall transit ridership was declining during the late 1920s. The Great Depression had an even more dramatic effect on ridership. For 1930, WRECO reported a revenue passenger decline of about 8 percent. The company blamed increased competition from taxis, noting that the city's cab and limousine fleet had grown 41 percent during the previous year, which likely reflected the newly unemployed turning to hacking.[24] An unmentioned cause was that the unemployed no longer commuted to work and those fortunate enough to have jobs watched even their trolley tokens closely.

After litigating for a fare increase from eight to ten cents in 1930, WRECO remained barely profitable, principally from its PEPCO subsidiary. While the company reported a slight loss on bus operations in 1930, it increased its fleet by over 20 percent, to 119 buses with a capacity of 2,973 passengers.[25] In 1931 the company had 122 buses accommodating 3,172 passengers.[26] The portrait that emerges of these years is that the company struggled to expand just to stay in place. As ridership declined, it formulated "liberal plans… for extension… of bus service," and sought to maximize efficiency by increasing its annual investment in its buildings by about 7 percent in 1930. This prompted praise from the *Washington Post*, which noted that "the company has fallen into line with President Hoover's plan to stimulate business recovery."[27]

Construction of the Western Bus Garage

In 1931, WRECO opened the first purpose-built garage in DC for servicing and storing transit buses at 2112 Georgia Avenue NW. The distinctive structure, clad in polychrome tapestry brick, was designed by Arthur B. Heaton, architect of the Western Bus Garage. It was designated a DC historic landmark in 2013 and added to the National Register of Historic Places in 2014.[28] The garage defined Heaton's distinctive *streamlined moderne* approach for transit facilities, establishing design elements that he would reuse and refine with the Western Bus Garage.

Two years after the Georgia Avenue Garage was built, a major organizational change came to mass transit in Washington. In 1933, the financial strains of the Great Depression compelled Congress to permit the long-proposed merger of the city's transit lines.[29] The new Capital Transit

[22] *Annual Report of the Public Utilities Commissioners for 1925*, (Washington, DC Government,1926), 116.
[23] *Annual Report of the Public Utilities Commissioners for 1929*, (Washington, DC Government,1930), 149.
[24] "Unregulated Taxi Competition Hit By Traction Line," *Washington Post.* Jan 18, 1931, M22.
[25] *Annual Report of the Public Utilities Commissioners for 1930*, (Washington, DC Government,1931), 103.
[26] *Annual Report of the Public Utilities Commissioners for 1931*, (Washington, DC Government,1932), 86.
[27] "Unregulated Taxi Competition," *Washington Post,* Jan 18, 1931, M22.
[28] Peter Sefton, National Register form, *Washington Railway and Electric Company (WRECO) Garage*, Washington, DC, 2013.
[29] While this merger undoubtedly allowed consolidation of functions, it also illuminates the labyrinthine nature of the city's regulated public utilities in the twenties and thirties. Since 1922, WRECO's largest shareholder was a New

Company brought together WRECO, the competing Capital Traction Company, and eventually the independent bus lines of the Washington Rapid Transit Company into one company. The merger brought the city's entire streetcar system under single management for the first time. Once it was complete, the new Capital Transit Company set to consolidating operations and building infrastructure for the future. Two large bus garages designed by Heaton were constructed in 1934: the Western Bus Garage and the Southeast Garage (Half and M Streets SE, demolished in 2006).

The Western Bus Garage project was announced in June 1934, when a newspaper article mentioned that Heaton was preparing plans for the new garage.[30] Capital Transit applied for a building permit for the two-story structure in November, stating that the brick, steel, and concrete structure would contain 24 rooms and cost $275,000. The garage would be constructed on a 3.77-acre site immediately behind (west of) the existing 1909 streetcar barn, facing 44th Street NW, and the builder would be Samuel J. Prescott, Co., Inc., the builder of the 1909 car barn.[31]

A week later, newspapers reported that William A. Roberts, the D.C. People's Counsel, was investigating the award of the contract for the Western Bus Garage to the Prescott company.[32] Capital Transit had selected the Prescott Company even though it had not submitted the lowest bid. Bids were between $282,500 and $305,223, with Prescott's the fourth from the lowest at $295,959. Nonetheless, despite obvious questions about favoritism, Prescott's bid was not overturned by Roberts' investigation, and the company was awarded the contract at the end of November.[33]

Born in New Hampshire, Samuel J. Prescott (1867-1957) entered the construction business when he was just 15 years old. He was still a teenager when he came to Washington in 1886. While working in the building trade, he took courses in engineering, mechanical drafting, and architecture, and spent two years traveling around the country studying architecture and construction. He returned to Washington in 1890 and began his construction career, incorporating the Samuel J. Prescott & Company in 1906. His firm specialized in heavy and commercial construction, building the first power plant for PEPCO, the Brightwood Car Barn, Tenallytown Car Barn, and numerous office buildings, including the old Washington Post building on Pennsylvania Avenue, the Victor J. Evans Building on 9th Street, and several bank buildings. His firm also built the Foundry Methodist Church on 16th Street and the current National Theater building. He served as president of the D.C. Board of Trade and was active in

York-based holding company called the North American Company. By 1925, NAC was also the majority shareholder in WRECO's erstwhile competitor, the Washington Rapid Transit Company.

[30] "Heaton Designs Garage For Capital Transit Co.," *Washington Post*, Jun. 17, 1934, R1.

[31] "$275,000 Garage Permit Is Asked," *Washington Post*, Nov. 3, 1934, 7.

[32] The People's Counsel is an independent entity in the DC government created in 1926 to serve as advocate for the public before the Public Utilities Commission and authorized to investigate the operation of companies regulated by the commission.

[33] "Capital Transit Deal Probed by Roberts," *Washington Times*, Nov. 10, 1934, 5; "New Bus Garage to Cost $295,959," *Evening Star*, Nov. 11, 1934, D7; "Bus Garage Lifts Permits For Week To Above $500,000," *Evening Star*, Nov. 24, 1934.

politics, organizing the National Capital Republican Club and chairing the local Republican State Committee.[34]

While the Western Bus Garage was being built, the Capital Transit Company was consumed with trying to reorganize, modernize, and streamline its operations. WRECO had been known for years for poor service and deferred maintenance (due to the overall unprofitability of its lines), and the new Capital Transit Company was supposed to make things better. In 1934, it began the extensive process of "rerouting," which involved not just creating simpler and more efficient streetcar routes in congested downtown areas but also replacing some less used and less well-maintained streetcar routes with buses. The reduction in streetcar lines would mean more buses traveling along routes in the upper northwest section of the city and greater traffic for the new Western Bus Garage under construction.

In 1935, the streetcar line along Connecticut Avenue was converted from streetcar to bus service, the first major streetcar line in the District to convert. The long Connecticut Avenue line had been running express bus service alongside streetcars for ten years, and there was surprisingly little contention about converting it entirely to buses. At the same time, several Maryland feeder lines were also converted to buses, including the Rockville line that connected with the Wisconsin Avenue line at the terminal just north of the District line.[35]

These changes took place just as the Western Bus Garage was coming into service, and the surge of new buses brought growing pains to the local community. In November 1935, the Friendship Heights Citizens Association lodged complaints about a vacant lot on Harrison Street adjacent to the new garage that was being used for tuning up and repairing buses. The citizens stated that "the noise and flood lights disturb the entire neighborhood, making sleep and rest almost impossible." A company official explained that "owing to the increased number of busses to supplant street car service discontinued on Connecticut Avenue and other lines it became necessary to service 140 busses at the Harrison Street garage, which has a capacity for only 100." The company had been issued a temporary permit to use the empty lot for one year while they built a more permanent bus servicing facility in the northeast.[36] The temporary lot was indeed closed by the following year, when a development of garden apartments, designed by Appleton P. Clark, Jr., was erected on the Harrison Street lot, creating a buffer with the bus garage.

The final step in the merger that created the Capital Transit Company was its formal absorption of the bus-operating Washington Rapid Transit Company, which was not accomplished until 1936. However, Capital Transit was already well on its way to improving the city's transit system by replacing outmoded streetcars on lines where more flexible, modern bus transit made sense. The Rockville and Connecticut Avenue lines were two of five major lines across the metropolitan area that were replaced by bus service in 1935.

[34] "Samuel J. Prescott & Co., Well-Known Builders," *Washington Post*, Jun. 12, 1912. L80; "Prescott, 90, Dies; Active Republican," *Washington Post*, Sep. 1, 1957, A19.
[35] Peter C. Kohler, *Capital Transit: Washington's Street Cars: The Final Era 1933-1962*, (Colesville, MD: National Capital Trolley Museum, 2001), 28-30; DeFerrari, 154-6.
[36] A.J. Driscoll, "Bus Lot Noise Is Scored By Citizens," *Washington Times*, Nov. 7, 1935, 16.

After making numerous adjustments to other existing lines, Capital Transit announced in 1936 a comprehensive new system for designating streetcar and bus routes. The major streetcar lines were given numeric designations, such as the Route 30 series for the Wisconsin Avenue streetcar, while bus lines were given a combination of alphabetic and numeric characters, such as the L2 service on Connecticut Avenue. The same designation scheme remains in use today, though buses now serve all the routes.

Streetcar service saw a temporary resurgence during the World War II years, when gasoline and rubber were strictly rationed. Automobile usage was severely curtailed, and many people had little choice but to return to using the streetcars. However, this resurgence went against the overall trend, and once the war was over, streetcar patronage resumed its decline.

The World War II years brought the issue of work discrimination at Capital Transit to a head. The company employed hundreds of African Americans in menial positions, primarily maintenance and custodial work, barring them from "platform" jobs—operating streetcars and buses. Blacks kept the transit vehicles in good working order and maintained the infrastructure that powered them but were denied the ability to operate passenger-carrying streetcars and buses outside of maintenance yards. Despite a wartime shortage of manpower that had led the company to temporarily hire white women as bus and streetcar operators, Blacks were still barred from bus and streetcar operator positions. In 1941, under pressure from labor leader A. Philip Randolph and Mary McLeod Bethune, president of the National Council of Negro Women, President Roosevelt issued an executive order establishing the Fair Employment Practices Commission (FEPC) to investigate cases of discrimination in the workplace such as the Capital Transit case. The FEPC ordered Capital Transit to cease its discriminatory hiring practices, but the company resisted, arguing that white employees would refuse to work if African Americans were hired, crippling transit service in the city. The motormen's union bitterly opposed allowing Blacks to serve as operators. The stalemate continued until March 1955, when the company was facing serious management problems (see below). By then, theaters, restaurants and other public accommodations had been desegregated, and the beleaguered company finally dropped its discriminatory practices.[37]

The "artificial" prosperity of the war years had meant that Capital Transit was flush with cash reserves in the late 1940s. Rather than ensuring the company's long-term stability as would seem logical, this situation instead made the company vulnerable to takeover by corporate raiders. In 1939, a federal law had been passed prohibiting holding companies from owning both power and transit companies. As a result, the North American Company was forced to divest either Capital Transit or the highly profitable PEPCO, and it naturally chose to dump Capital Transit. Local investors were loath to jump into the public transit business; instead, a Florida financier named Louis Wolfson (1912-2007) bought Capital Transit in 1949.

Wolfson and his associates proceeded to drain Capital Transit of its reserves and ruin it financially, cutting service, investment, and maintenance.[38] As service declined and complaints

[37] DeFerrari, 167-71.
[38] For details of Wolfson's actions at Capital Transit, see DeFerrari, 178-90.

from the public increased, the company faced a crisis in 1955 when streetcar operators and bus drivers went on strike for five weeks, shutting down mass transit across the city. At the urging of the Public Utilities Commission, lawmakers intervened, passing a law signed by President Eisenhower that settled the strike, but also revoked the Capital Transit Company franchise as of August 14, 1956. The law required that a new transit operator be chartered, and that a plan be developed to phase out streetcars by 1963 and replace them with an all-bus system.

New York airline executive O. Roy Chalk (1907-1995) took over the new franchise, which he called the D.C. Transit System. He worked to improve and modernize transit service, including buses. Assets of the old Capital Transit Company, including the Western Bus Garage, were transferred to D.C. Transit and continued to serve their original purposes. Reluctantly, Chalk proceeded to fulfill the terms of D.C. Transit's charter by phasing out streetcar service. On January 3, 1960, streetcars made their last runs on Wisconsin Avenue and two other major lines.[39] The city's four remaining streetcar lines would be eliminated two years later. A few years after that, the 1909 Tenleytown car barn on Wisconsin Avenue was demolished to allow the site to be given over completely to bus parking.

A D.C. Transit System streetcar waits in front of the Tenleytown Car Barn on February 8, 1959. The car barn was being used primarily for bus storage and would soon be torn down. Note the steam stack and water tower of the Tolman Laundry facility visible in the background (authors' collection).

[39] Sam Eastman, "D.C. Streetcars End Runs on Three Lines," *Sunday Star*, Jan. 3, 1960, A1; "Last Streetcars Run Today on 3 Major Lines," *Washington Post*, Jan. 2, 1960, D1.

While D.C. Transit initially drew praise from customers for its improved service and modernized fleet of buses, the company increasingly had trouble making a profit, and service began to decline again. In January 1973, the Washington Metropolitan Area Transit Authority (WMATA) purchased the transit assets of the D.C. Transit System from Chalk for $38.2 million, and the buses began running under the Metrobus moniker.[40]

WMATA continued to operate the Western Bus Garage in support of its Metrobus operations as it had under Capital Transit and D.C. Transit. In 1978, developers proposed replacing the garage and surrounding bus parking areas with a 50-store retail mall; however, city planners concluded that such a redevelopment would be inconsistent with the then-current Friendship Heights plan, and no action was taken.[41] Instead, the garage has remained in service as a bus facility to this day.

Arthur B. Heaton and Auto-Age Architecture

Born in 1875, Arthur B. Heaton was a native Washingtonian and graduate of Central High School. He began architectural training in 1894 as an apprentice to Frederick B. Pyle, and worked for Paul Pelz from 1895 to 1896, for William J. Marsh from 1896 to 1899, and for Marsh & Peter from 1899 to 1900. His earliest credits included row houses in Foggy Bottom and small multi-unit "sanitary houses" on Bates Street NW.[42] In 1900, Heaton opened his own office and in 1902 joined the American Institute of Architects, with endorsements from Robert Head, William J. Peter, and Glenn Brown. That same year he won a breakthrough commission, the five story Washington Heights Apartments at 1910 Connecticut Avenue NW. Numerous commissions for upscale dwellings and apartment houses followed. During his enormously prolific career, Heaton also designed stores, churches, schools, offices, banks, a swimming pool, and a cancer hospital, as well as such industrial facilities as laundries, printing plants, and equipment garages.

Heaton's first work for WRECO came in 1920, when he began to design or modify its PEPCO subsidiary's substations, including one designed by his mentor, Frederick B. Pyle. As the twenties progressed, he was commissioned to design service and administrative buildings, and he is generally credited with the design of the major PEPCO electrical generation plant on Benning Road NE.

Heaton's first major automobile-oriented building was the ten-story Capital Garage of 1926, at 1314 New York Avenue NW (demolished 1974). Designed to accommodate 1,200 cars, the Capital Garage was Washington's first large public parking structure. Designed in a "modified Gothic Style," incorporating auto-themed medallions, lion-gargoyles, and long vertical stripes of

[40] Jack Eisen, "Metro's First Day as City's Bus Operator," *Washington Post*, Jan. 16, 1973, C2.
[41] William H. Jones, "D.C. Planner Doubtful on Metro Plan Proposal," *Washington Post*, Jan. 12, 1978, C2.
[42] Biographical information for Heaton is derived from Stephen Calcott, National Register Form, *Babcock-Macomb House*, (1994), Section 8, 6-7, American Institute of Architects Registration Form: Arthur B. Heaton (1901), and "A.B. Heaton Dies: Noted Architect." *Washington Post*, December 7, 1951, B2. Information about his building portfolio comes from the DC Historic Preservation Office Building Permits Database.

window, the garage included a gasoline station, a waiting room for chauffeurs, a ladies room, and two stores in its lower stories.

The Capital Garage was followed three years later by the WRECO Bus Garage on Georgia Avenue NW. One week after the garage was permitted, Heaton obtained a permit for one of his most noteworthy automobile-oriented projects, the Park and Shop development at 3501 Connecticut Avenue NW. This project, to which Heaton added an auto laundry and gasoline station (both now demolished), is a contributing element of the Cleveland Park Historic District. It has been called:

> *a nationally significant work in the evolution of the shopping center which was widely publicized and praised during the 1930's, a prototype for a number of other complexes in the metropolitan area and elsewhere in the U.S. during the 1930's and 1940's is among the most architecturally significant commercial properties in the National Capital*[43]

In November 1934, Heaton was commissioned by the newly formed Capital Transit Company to design the bus garage at 44th Street NW, now known as the Western Bus Garage. In 1936, he designed a much smaller, single-story Eastern Garage for Capital Transit at 17 M Street SE. Capital Transit subsequently erected several other bus garages and shops in the city and suburbs for which Heaton provided designs, although no architect was credited on building permits. These garages, located in less-visible industrial areas, were utilitarian in character and lacked the visual flair of his earlier projects.

Eastern Bus Garage, west façade, looking north on Half Street SW from Van Street SW, circa 2005 (authors).

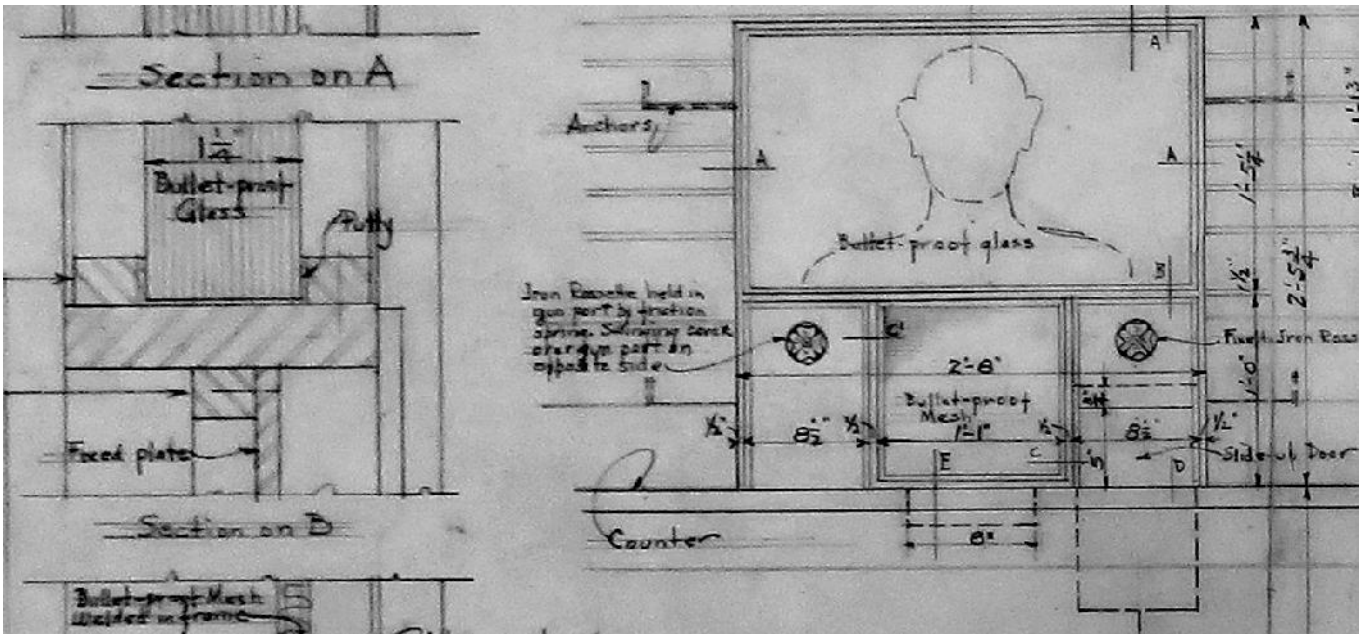
[43] National Register Form, *Cleveland Park Historic District*, E5.

In addition to several Lord Baltimore service stations, Heaton's commissions included several restaurants for the Blue Bell chain, one of which became the Waffle Shop at 1404 Park Road NW. His final credited project in the District of Columbia was for an Alley Dwelling Authority housing project at 7th and I Streets NW in 1940. During World War II, Heaton designed garden apartment complexes and the Hillside Defense Worker Housing Development in Virginia. He died in 1951 at age 76.

The Western Bus Garage as a Work of Architecture

Rather than a simple storage facility for buses, the Western Bus Garage was to be a full-service transportation facility. Besides the technical requirements this imposed, the commission presented an additional set of contradictory challenges. The building was to be erected for a client whose business was declining with the nation's economy. Plainly, the financial need was acute for the project to be moving forward in such a bleak economic climate, and the architect needed to achieve maximum economy and efficiency. The times dictated that its design be austere for an additional reason. Capital Transit's fares and capital expenditures were regulated by the District's Public Utilities Commission, and a structure with any trace of ostentation would have fanned public resentment and opposition to future fare increases.

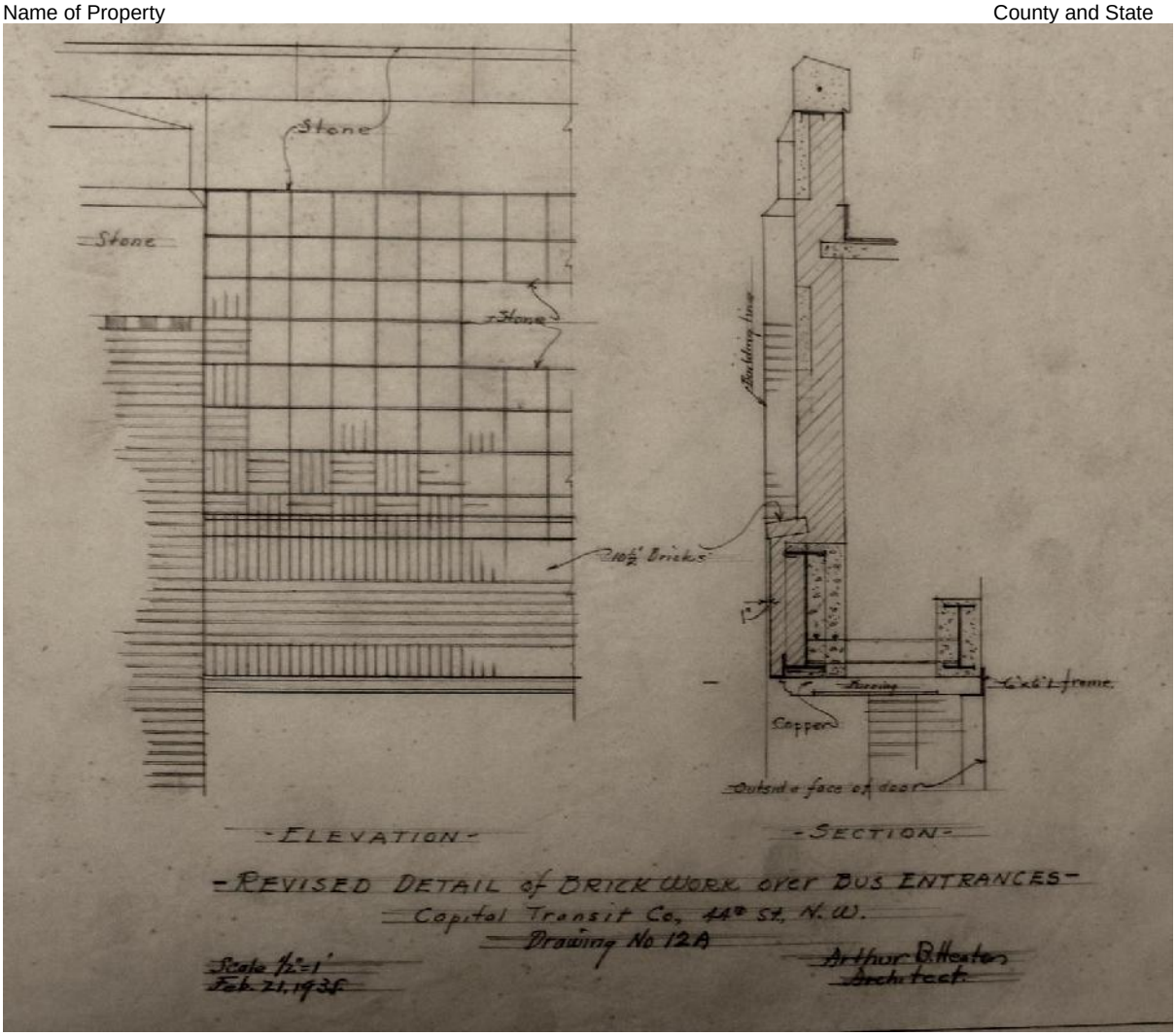
Plans in the Heaton archive at the Library of Congress show the architect's meticulous attention to centralized fuel, hydraulic fluid, and lubricant storage and distribution systems. They depict not only the ventilation system and monitor system for illuminating the cavernous service garage, but even their grease pits and workbenches. The cashier's station, which collected fare receipts from the buses, was drawn down to its bulletproof glass window and gun ports.



Detail of Cashier's Booth Protective Screen (Arthur B. Heaton Archive, Library of Congress).

Yet, Capital Transit was a corporation formed only recently in a time of economic crisis, and it was useful for Heaton's design to project an image of a company vigorous in the face of adversity and symbolizing corporate permanence.

In the late nineteenth century, DC streetcar companies had built imposing castle-like powerhouses and car barns, such as the Navy Yard and Georgetown car barns (both on the DC Inventory of Historic Sites). Later structures, like the bus garage's 1909 car barn neighbor, were more utilitarian structures. Heaton used *streamlined moderne* massing and accents to lend the Western Bus Garage a note of grace and modernity not associated with earlier industrial buildings. This accent on massing, geometric patterns, abstracted classical forms, and contrasting material textures without applied ornament or elaborate detailing, allowed Heaton to compose a massive structure which was both economical and visually attractive. Heaton split his long horizontal façades into bays with pilasters and created smaller visual planes with protrusions and setbacks of the bays within their elevations, avoiding flat, broad expanses of brick. His plans show such decorative details as the dark bricks of the pylon headers and the intricate basket-weave brickwork above the west façade's center garage entrances.



Detailed Sketch of Brickwork Pattern Above West Façade Bus Entrances, February 21, 1935 (Arthur B. Heaton Archive, Library of Congress).

Streetcar and Bus Resources of Washington notes that the selection of a prominent architect like Arthur B. Heaton illustrates the architectural importance of his bus garages and notes Heaton's employment of such devices as "pilasters and brick stringcourses to break the large massing of the building and ornamental brickwork to relieve the monotony of the long façades elevating these bus stations from industrial structure to public building."[44] These stylistic characteristics are present in the Western Bus Garage, along with other defining elements such as a three-part elevation, which includes a central pavilion with large bus doors, and steel sash windows. This garage stands with Heaton's finest buildings of any type.

[44]*Streetcar and Bus Resources of Washington*, E87.

The Western Bus Garage and the Development of Tenleytown and Friendship Heights

In addition to the evolution of transportation architecture and the development of public transit city-wide, the Western Bus Garage is significantly associated with the development of the Tenleytown and Friendship Heights neighborhoods, and the upper Wisconsin Avenue commercial corridor. The garage represents a stage in the neighborhood's long history as a locus of facilities that support public transit, which began with the construction of the streetcar barn (and nearby terminal), stretched through the building of the Metro station in the same square, and will likely extend into the future when a planned electric bus facility is constructed. It also represents the early phase of a cycle in which public transit created growth, declined in influence during the private automobile transportation era, and then reasserted its primacy in the post-automotive era of urban development. The garage is one of only a few remaining structures that link to the period in which the now densely developed northernmost blocks of Wisconsin Avenue represented an edge-of-the-city district whose open land attracted such infrastructural activities.

The Western Bus Garage is situated in an area that is known as "Friendship Heights" today but was historically considered part of Tenleytown. The Multiple Property Documentation Form *Tenleytown in Washington, D.C.: 1791-1941*, delineates this "Greater Tenleytown" as roughly corresponding to the area served by the Tenleytown Post Office. Its northern boundary runs northeast along Western Avenue from Massachusetts Avenue to Military Road, east along Military Road to the west side of 41st Street, and then south to the north side of Fessenden Street, along which it proceeds east.[45] Much of this area lay within the 3000-acre estate called "Friendship," established by a royal grant before the Revolutionary War.[46] Starting in the early twentieth century, this northern section of the Wisconsin Avenue corridor increasingly became known as "Friendship Heights," which is also the name of a subdivision that Georgetown developer H.W. Offutt established north of the Maryland border circa 1900.[47]

Even in the late eighteenth century, the future Wisconsin Avenue was a link in a chain of roads that connected the port town of Georgetown with Maryland towns, including Rockville and Frederick. By the turn of the nineteenth century, the strategically located hamlet of Tennallytown surrounded a tavern at the junction of River Road and the Tennallytown Road, which ran north to Rockville. By 1825, the road between Georgetown and Tenleytown had been macadamized and, by 1840, a toll road extended to Rockville along the present-day route of Wisconsin Avenue.[48] During the mid-nineteenth century, the Tenleytown settlement became the nexus of a road network that extended east and west across the District and Maryland. The Civil War saw the building of Fort Reno and a nearby settlement of African American support workers which became Reno City, a racially diverse, working-class community with small frame houses. However, new residents more commonly built farmhouses and modest two-story frame

[45] Kimberly P. Williams. *Multiple Property Documentation Form: Tenleytown in Washington, D.C.: 1791-1941* (2003, unpublished). G1.
[46] Williams, E2-3.
[47] Williams, G1, and Friendship Heights Village Council. *The Village of Friendship Heights* (1981) (pamphlet, online at https://chevychasehistory.pastperfectonline.com/archive/5962A468-923A-40FE-AB94-150635295119}
[48] Williams, E3-4.

dwellings in clusters along the east side of present-day Wisconsin Avenue, Belt Road, and the north and south sides of Grant Road.[49]

Tenleytown and upper Wisconsin Avenue became more closely linked to the developed portions of the city in 1890, when the Georgetown and Tennallytown Railway Company began running to Georgetown down Tenallytown Road, whose name was changed to Wisconsin Avenue the following year. Suburban style developments were platted soon after. By 1908, Tenleytown had gained such essentials as a firehouse, police substation, schools, sewer lines, and water mains, yet nearby subdivisions continued to develop slowly until clusters of new houses rose just before World War I. By 1916, fifty houses had been built in the Wisconsin Avenue Park subdivision, which straddles the modern-day Tenleytown and Friendship Heights neighborhoods at Fessenden Street.

However, even after the war, the 1919 Baist Real estate atlas map (Map 4) shows the upper Wisconsin Avenue corridor as sparsely developed.[50] Fessenden Street was the only paved road to cross Wisconsin Avenue north of River Road. Most side streets on the east side of the avenue remained unpaved, while, to its west, such important modern-day thoroughfares as Harrison, Garrison, Jenifer, 43rd, 44th, and 45th streets, existed only as rights-of-way. Others, such as Ellicott, Brandywine, and Chesapeake streets, were represented only by short, discontinuous segments of largely unpaved road.

Only a dozen houses stood on the east side of Wisconsin Avenue between Fessenden Street and the Maryland border. The west side of Wisconsin Avenue was a succession of large tracts that swept north and west toward the District line, as well as the American University Park subdivision and site of Fort Bayard west of River Road. Farmhouses and barns were scattered across these parcels, with some sitting in the rights-of-way for future streets. Most land north of Fessenden Street in the triangle formed by River Road, and Western and Wisconsin avenues was owned and, in some cases, farmed by members of the Shoemaker family, whose lands straddled the Maryland border.[51] Two other large parcels were owned by developer H.W. Offutt and relatives. Save a single frame house, the car barn, which stood within the route of the unconstructed Ingomar Street, was the only building that fronted directly on Wisconsin Avenue north of Ellicott Street.

By the late 1930s, the landscape of the upper Wisconsin Avenue corridor had changed dramatically. Reno City, which lay a block east of Wisconsin Avenue between Chesapeake and Fessenden streets, had remained a racially integrated working-class community. Between the 1920s and World War II, it was largely removed by government-sponsored construction projects that created parkland and schools exclusively for white children on its site.[52] Beginning in the mid-1920s, the side streets west of Wisconsin Avenue were extended and began to fill in with

[49] Williams, E6-8.
[50] References from G.W. Baist and Company. *Baist's Real Estate Atlas: Surveys of Washington, DC* Volume 3, (Philadelphia: 1919), Plates 1 and 33.
[51] Circuit Court for Montgomery County Case No. 447344V: Nancy Werner, Et Al. V. Paramount Construction, Inc. (2019), online at https://www.millermillercanby.com/wp-content/uploads/2020/08/2401s19.pdf

houses. Between 1925 and 1927, row house architect Claughton West designed 33 paired houses in the 4400 blocks of Fessenden, Harrison, and Garrison streets and the 5100 block of 45th Street. By 1940, middle-class dwellings by such prolific architects as George Santmyers, Joseph Abel, Dana B. Johannes, and Mihran Mesrobian, as well as H. L. Walther, a member of the Shoemaker family, had filled in most of the neighborhood's side street lots.

However, the northern blocks of Wisconsin Avenue retained an edge-of-the-city character, with numerous used car lots and filling stations surrounded by large lots.[53] The 1937 Baist Real Estate Atlas (Map 5) shows Square 1657, the location of the Capital Transit parcel that contained the car barn and the Western Bus Garage, delineated by the extensions of Harrison and Jenifer streets west from Wisconsin Avenue, and 44th Street along its west side. Its land use remained largely non-residential. The square's largest structure was the Tolman Laundry complex, whose major building in the square's northwest corner had been constructed in 1931. Though the laundry's main façade faced 44th Street, a long, narrow wing extended across the square to provide a customer entrance on Wisconsin Avenue. The main building and wing formed two sides of a square lot occupied by a service station at the corner of Jenifer Street and Wisconsin Avenue.

The Capital Transit parcel, which spanned the square, lay to the laundry building's south. The bus garage, which connected to the car barn via a narrow hyphen extension, faced 44th Street with its surrounding lot and the laundry filling out that block. The remainder of the original car barn parcel, which was used for parking, now lay west of 44th Street. On Wisconsin Avenue, the laundry's long entrance wing ran to the north of the car barn.

The office and service center for a car dealer, surrounded by a large parking area, stood south of the car barn. To its south, a PEPCO electrical substation was built in 1940 in the general configuration of a house.[54] A small, long-since demolished commercial structure stood at the corner of Harrison Street, whose 4300 block was the only residential face of the square. In 1936, prominent architect Appleton P. Clark, Jr., designed a row of ten two-story brick and concrete block flats, each of which had four apartments. Clark, who had served as an official of the Washington Sanitary Housing Company, had wide experience in designing housing affordable to working-class tenants.[55] The 1940 census shows that the flats attracted mostly blue collar and clerical workers, including clerks, salespeople, switchboard operators, machinists, and construction workers. The largest group was twelve bus operators and a streetcar motorman,

[53] References from G.W. Baist and Company. *Baist's Real Estate Atlas: Surveys of Washington, DC* Volume 3, (Philadelphia: 1937), Plate 33.
[54] Kent Boese. *National Register of Historic Places Registration Form: Potomac Electric Power Company Harrison Street Substation* (2016, unpublished) presents a detailed description of the development of this landmarked structure.
[55] See Kendra Parzen and EHT Traceries. *National Register of Historic Places Registration Form: Harrison Street Flats* (DC HPRB Case 17-16) (2017, unpublished). E8. This nomination presents a detailed description of the apartments in the context of working-class housing.

working six days a week or more for the Capital Transit Company, showing the direct impact of the bus garage on its surrounding neighborhood.[56]

The 1960 Sanborn Fire Insurance Map (Map 6) is a snapshot of the final stage of Upper Wisconsin Avenue's early twentieth century development, as well as harbingers of what it was to become.[57] These included telecommunications and broadcast towers, the first of which was the National Register-listed Western Union Telegraph Company microwave relay tower (Tenley Tower) that rose at 41st Street and Wisconsin Avenue in 1947.[58] The avenue's northernmost blocks remained a mix of such utilitarian commercial uses as filling stations, used car lots, and small-scale retail establishments such as restaurants and bank branches. The west side of the 5300 block was lined with low-rise postwar commercial buildings, including the innovative Voight Office Building (1954), which combined second story office suites with street-level retail space and interior parking. However, the block's east side, which was comprised of Square 1657, showed few changes besides the removal of the car barn and the expansion of the bus garage and power substation.

Upper Wisconsin Avenue's first omen of change had been the large Sears, Roebuck & Company department store that had been built in 1940 at Albemarle Street near the original Tenleytown settlement.[59] The store, situated far from the downtown business district, heralded a new era of large-scale retailing which relied increasingly on customer travel by automobile across a wide area that included suburbs not well served by mass transportation. The Washington-based Julius Garfinckel Company soon followed suit by opening a branch in the Spring Valley Shopping Center at 4820 Massachusetts Avenue NW in 1942. After World War II, the local Woodward &. Lothrop Company constructed a branch store across the Maryland state line on Wisconsin Avenue. Four years after its opening in 1950, a shopping center of 17 small convenience and specialty stores was constructed directly across the street.[60]

Richard Longstreth, a leading historian of midcentury commercial development, has suggested that the building of the Woodward & Lothrop store, despite initial community opposition, indicated officials' and merchants' intention to lay the foundation for a new retail district at this now strategic suburban crossroads.[61] One harbinger of this trend was a branch of the prestigious New York-based Lord & Taylor chain, which opened in 1960 just one square northwest of the bus garage. These upscale stores' location was advertised as "Chevy Chase" after the prestigious suburb the straddles the District line.

[56] Details about residents from 1940 Census results for the District of Columbia. See also Parzen and EHT Traceries. Section 8, 16-17.
[57] *Sanborn Fire Insurance Maps* (1927-1960 edition), Volume 8. Sheet 828.
[58] David S. Rotenstein, *National Register Form: Western Union Telegraph Company – Tenley Site* (DC HPRB Case 08-05) (2003).
[59] John DeFerrari. *National Register of Historic Places Registration Form: Lord & Taylor Chevy Chase Branch Store* presents a detailed description of Friendship Heights development as a retail center.
[60] DeFerrari, Section 8, 24-25.
[61] Richard Longstreth, *The American Department Store Transformed, 1920-1960* (New Haven: Yale University Press, 2010), 166. Referenced in DeFerrari, Section 8, 25.

In 1964, Saks Fifth Avenue opened a store just north of the shopping center in Maryland which cemented Friendship Heights' position as the Washington area's most fashionable shopping district. The area's retail cachet was further burnished in 1977, when the Mazza Gallerie mall opened at 5300 Wisconsin Avenue, in the block north of the bus garage's lot. The mall, designed by architect John Carl Warnecke, was anchored by the first Washington branch of the opulent Dallas-based Neiman Marcus department store.[62] This development closely followed the construction of a Metro subway station and large parking garage with street level retail at the northeast corner of Square 1657 in 1973-75. Along with expanded WMATA facilities, these buildings replaced the Tolman Laundry complex and the service station on the corner of Jenifer Street.

Development boomed through the turn of the millennium as large, mixed-use retail and office buildings were constructed north of the bus garage lot on the east side of Wisconsin Avenue. This led the *Washington Post* to label Friendship Heights "Washington's New Uptown."[63] The neighborhood's commercial expansion continued in the early 2000s, when a multi-use complex that included a branch of New York's prestigious Bloomingdale's department store replaced the original Woodward & Lothrop branch at Western Avenue.

However, by the 2010s the luster of the Friendship Heights shopping district was dimming as consumers flocked to newer shopping destinations and department stores struggled in the face of competition from online retailers. By the decade's end, many of Friendship Heights' larger retail spaces were vacant and their buildings awaited redevelopment. The bus garage has, however, continued in active use for its original purpose.

[62] DeFerrari, Section 8, 26-27.
[63] DeFerrari, Section 8, 27 and Kirstin Downey, "Washington's New Uptown," *Washington Post*, Mar 4, 1990. 42.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _1.76_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 38.957827 Longitude: -77.085703
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

Western Bus Garage is located in the southwest portion of Square 1657, Lot 24. The boundaries correspond with the bus garage building, the only contributing resource in this nomination.

Boundary Justification (Explain why the boundaries were selected.)

Lot 24 of Square 1657 was aggregated from several contiguous parcels after the construction of Western Bus Garage in 1934. Originally, the bus garage stood in parcel 26/85, which it shared with the streetcar storage and maintenance barn. The Tolman Laundry complex occupied Parcel 26/36 to its north, while Parcel 25/120, a smaller, triangular tract, lay to its south. Present-day Lot 24 is an amalgam of these parcels. The sole contributing resource, the bus garage building, stands within the historic boundaries of Parcel 26/85, with an addition that crossed the boundary of the former Parcel 25/120. Therefore, the boundaries have been drawn to encompass only the bus garage building.

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11. Form Prepared By

name/title: John DeFerrari and Douglas Peter Sefton (DCPL Trustees), Jane Waldmann (Tenleytown Historical Society), Zachary Burt (DCPL Staff)
organization: DC Preservation League (DCPL)
street & number: 641 S Street NW, Suite 300
city or town: Washington state: DC zip code: 20001
e-mail: info@dcpreservation.org
telephone: (202) 783-5144
date: March 6, 2023

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

#	Title	Camera Facing	Date	Photographer
1	West (44th Street NW) façade – from near intersection with Harrison Street	NE	10/14/2022	John DeFerrari
2	West (44th Street) façade – from near intersection with Jenifer Street	SE	10/14/2022	Peter Sefton
3	West (44th Street) façade – roofline profile	S	10/14/2022	Peter Sefton
4	West (44th Street) façade – brick bond detail	E	10/14/2022	John DeFerrari
5	West (44th Street) façade – northwest corner pilaster treatment	E	10/14/2022	John DeFerrari
6	West (44th Street) façade – window apertures showing steel sashes	E	10.14/2022	Peter Sefton
7	West (44th Street) façade – cornice frieze	E	10/14/2022	Peter Sefton
8	West (44th Street) façade – bus entrance block	E	10/14/2022	John DeFerarri
9	West (44th Street) façade – entrance	S	10/14/2022	Peter Sefton
10	West (44th Street) façade – entrance entablature and brickwork	E	10.14.2022	Peter Sefton
11	West (44th Street) façade – pavilion close-up	E	10/14/2022	John DeFerarri
12	West (44th Street) façade – south wing	SE	10/14/2022	Peter Sefton
13	South addition – south façade facing alley showing glass block infill	NE	10/14/2022	Peter Sefton
14	South façade of garage showing bus entrance, roofline, and steel sash windows	N	10/14/2022	John DeFerrari
15	South lot line along alley	W	10/14/2022	John DeFerrari
16	East lot line along Wisconsin Avenue showing southwest corner of lot and PEPCO substation as backdrop	S	10/14/2022	Peter Sefton
17	East (rear) garage façade, facing west	SW	10/18/2022	John DeFerrari

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18	Roof detail with monitors, looking west	W	10/18/2022	John DeFerrari
19	North and west garage façades, looking southwest	W	10/18/2022	John DeFerrari
20	Original north lot line between garage and former Tolman Laundry site and 1983 WMATA building	W	10/14/2022	Peter Sefton
21	Northwest corner of Lot 24 showing Tolman site	W	10/14/2022	John DeFerrari

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Western Bus Garage
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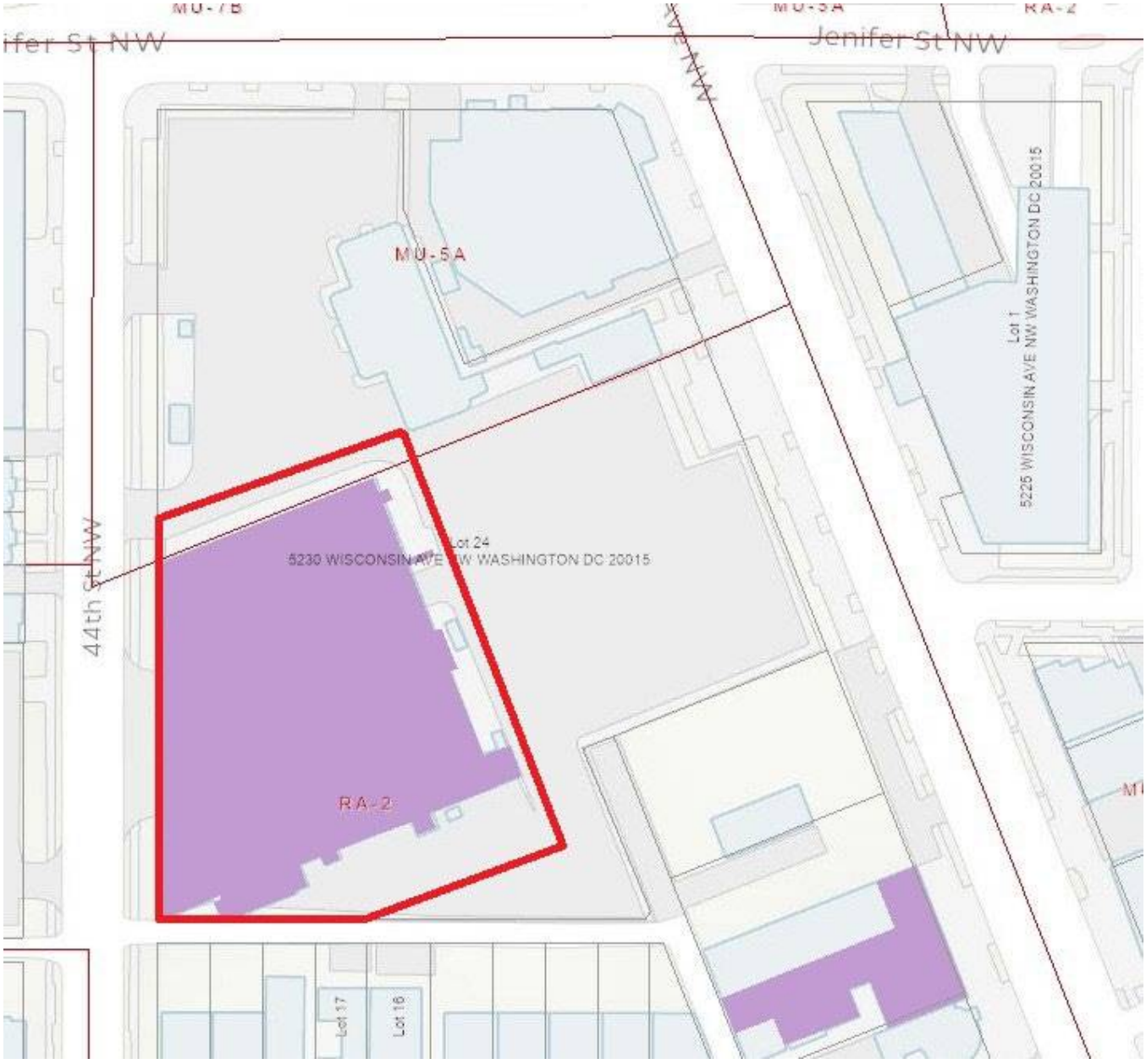
Section number Maps Page 1



Map 1. Western Bus Garage building boundaries (PropertyQuest DC).

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Map 2. Western Bus Garage building boundaries (Google Maps).

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Western Bus Garage
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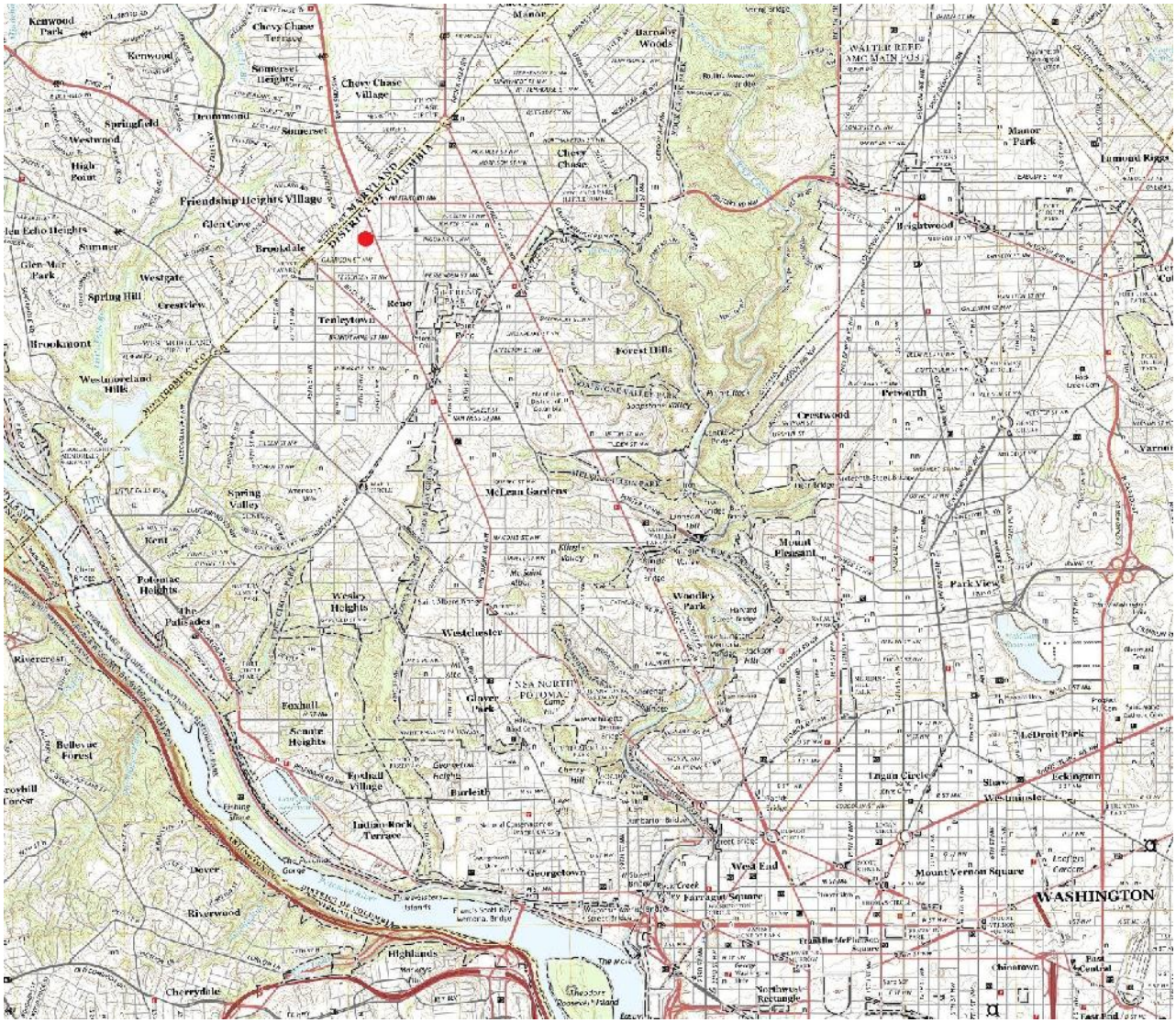

Map 3. Excerpt of USGS Map with Western Bus Garage indicated by a red dot (USGS, 2016).

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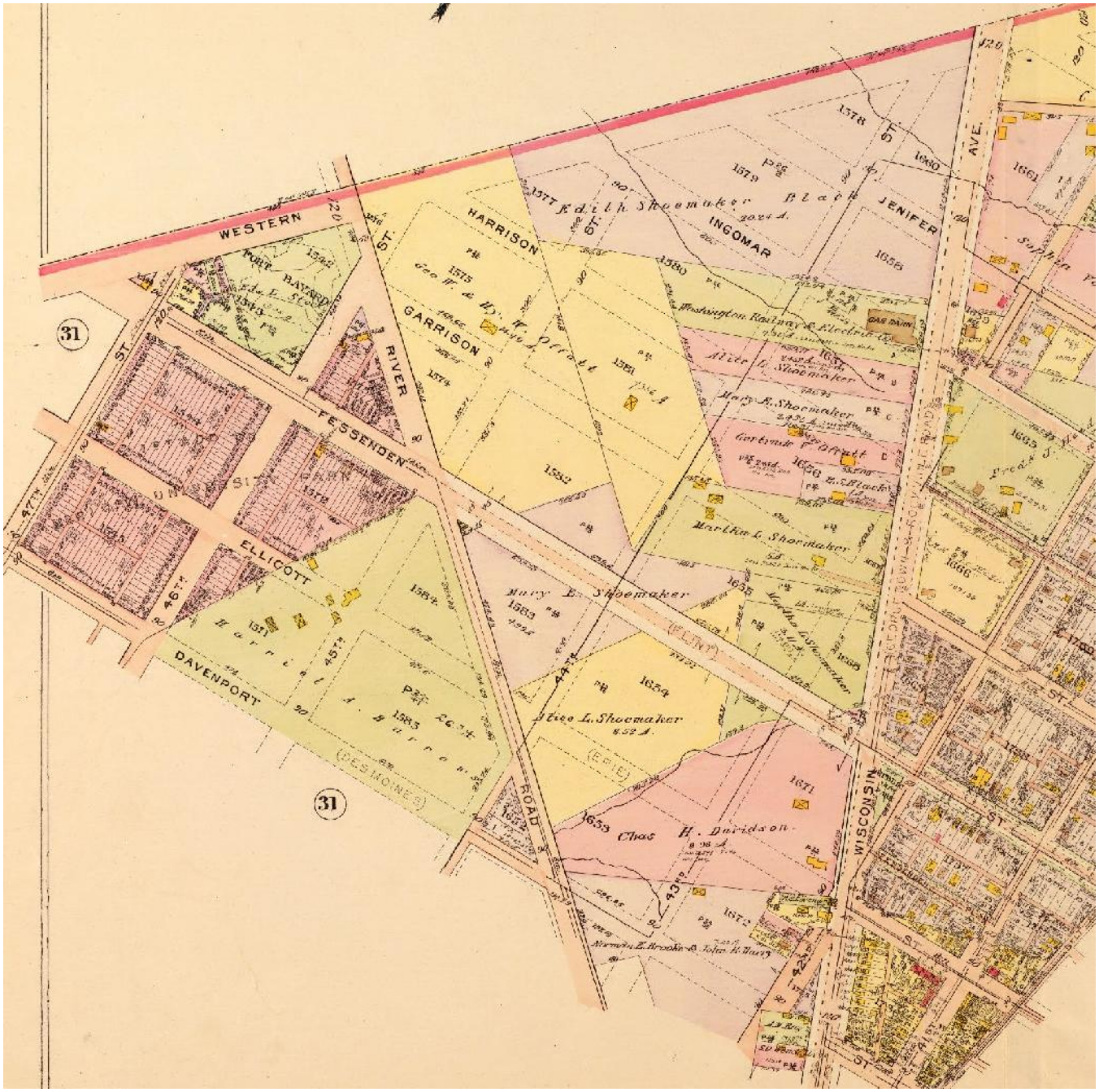

Map 4. Excerpt from Baist Atlas Volume 3, Sheet 33 (1919) showing Friendship Heights area with car barn location (Library of Congress).

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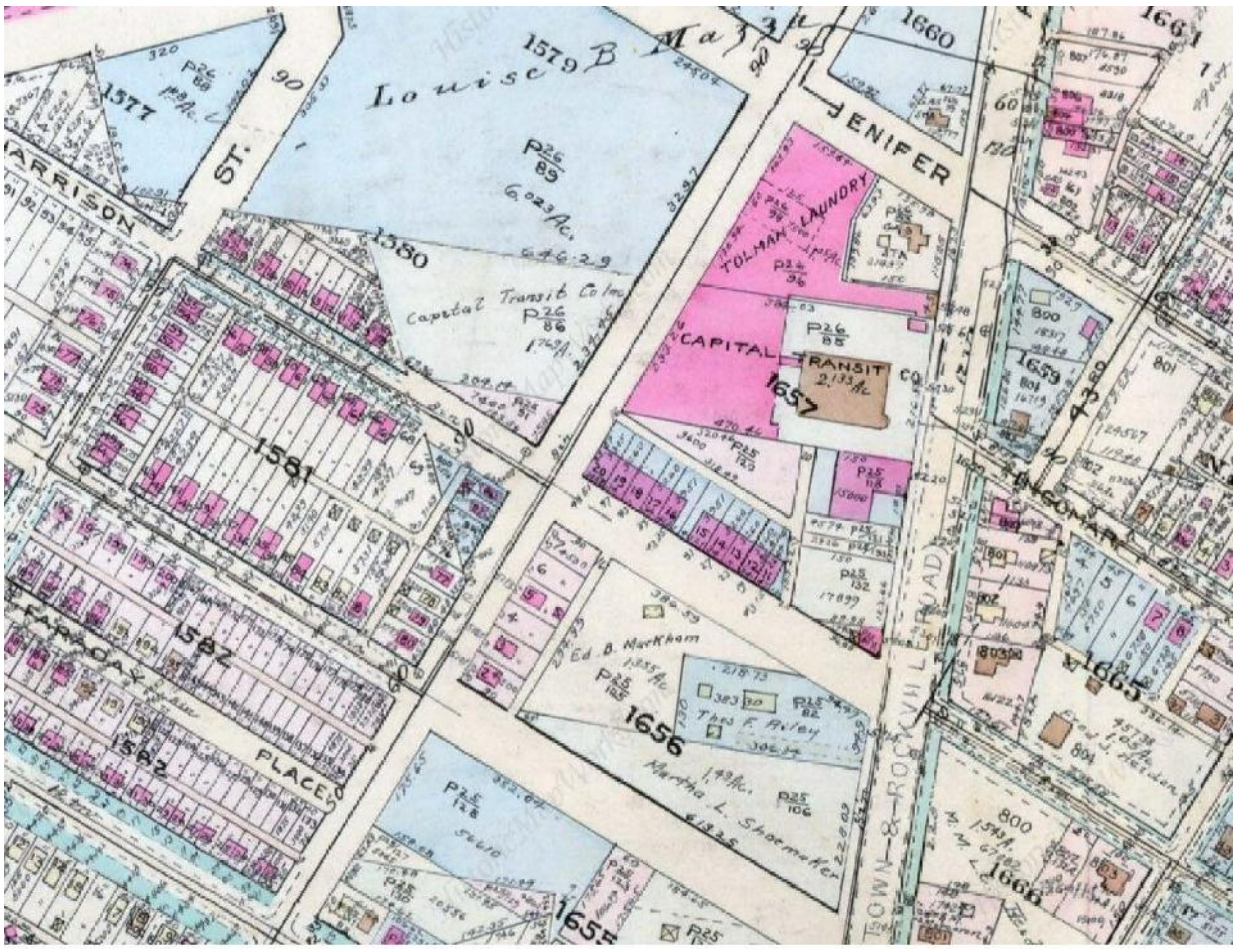

Map 5. Excerpt from Baist Atlas Volume 3, Sheet 33 (1937) showing Friendship Heights area with bus garage and car barn (Historic Map Works).

Map 6. Sanborn Fire Insurance Maps Volume 8, Sheet 828 (1927-1960) showing Friendship Heights area circa 1960 (George Mason University Library).

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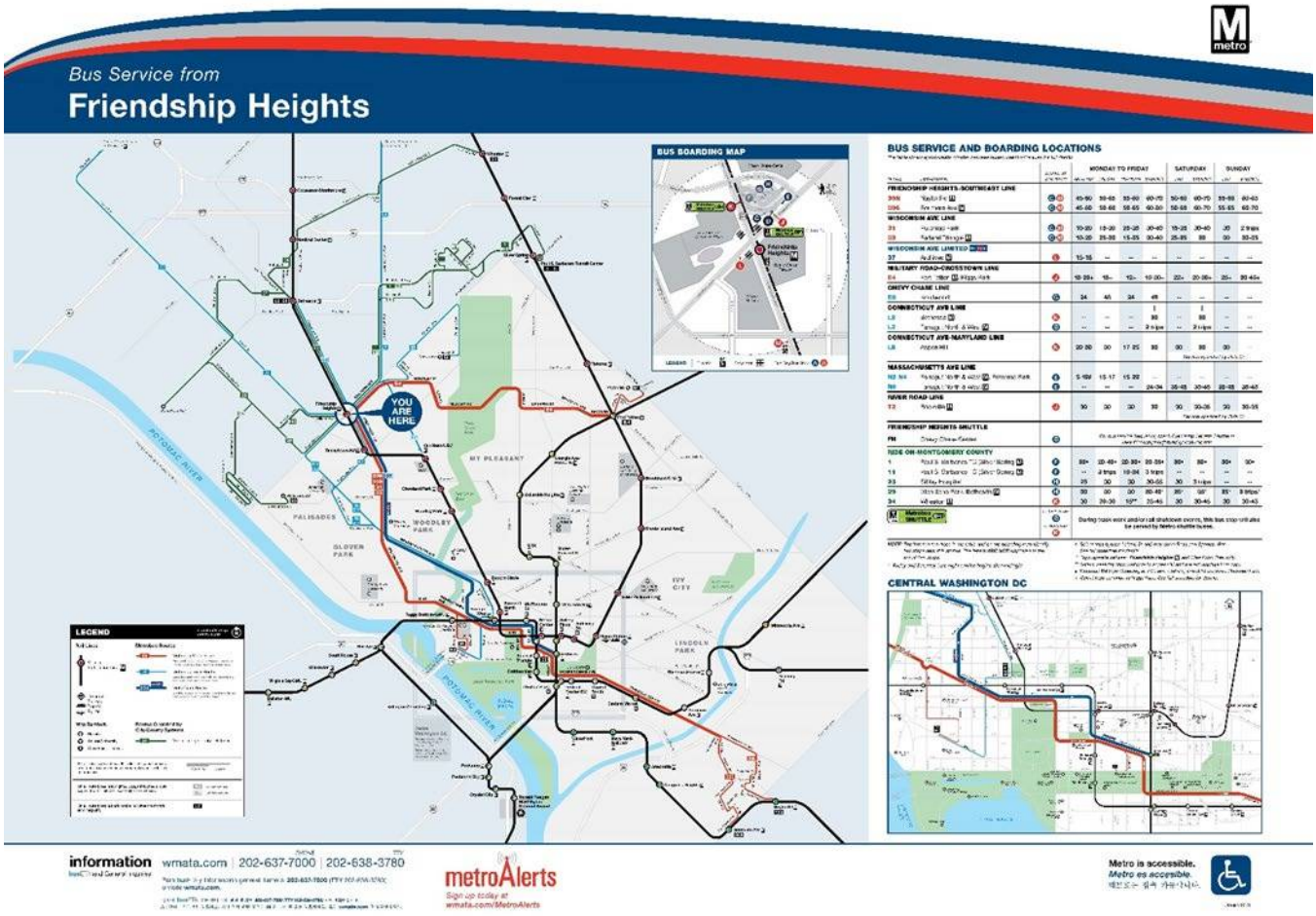
Map 7. Excerpt from Baist Atlas Volume 3, Sheet 33 (1968) showing Friendship Heights area (DC Officer of the Surveyor).



Map 8. Bus Routes from Friendship Heights, 2022 (WMATA).

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1. West (44th Street NW) façade – from near intersection with Harrison Street.

2. West (44th Street) façade – from near intersection with Jenifer Street.

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3. West (44th Street) façade – roofline profile.

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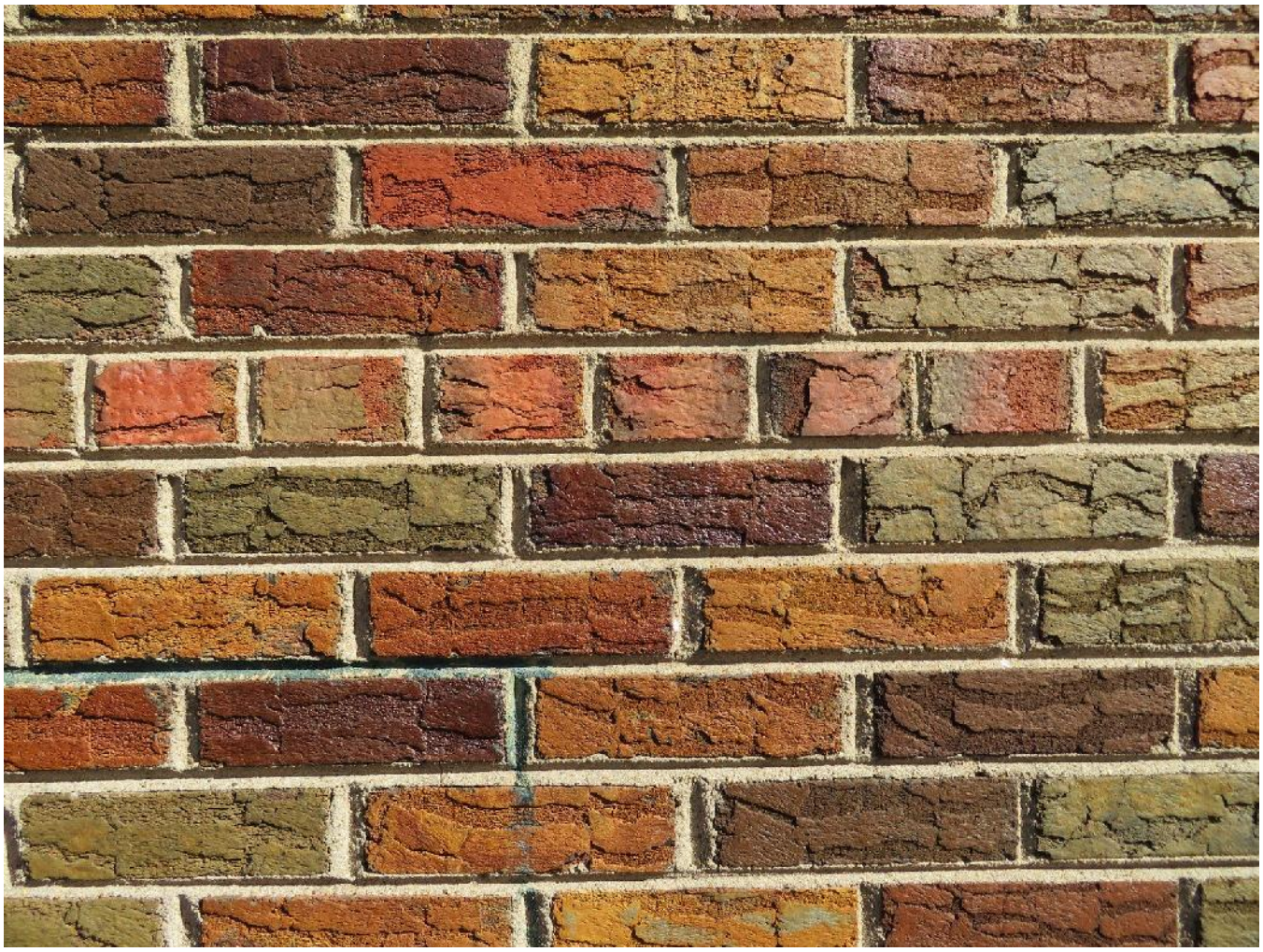

4. West (44th Street) façade – brick bond detail.

5. West (44th Street) façade – northwest corner pilaster treatment.

6. West (44th Street) façade – window apertures showing steel sashes.

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7. West (44th Street) façade – cornice frieze.

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8. West (44th Street) façade – bus entrance block.

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9. West (44th Street) façade – entrance.

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10. West (44th Street) façade – entrance entablature and brickwork.

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11. West (44th Street) façade – pavilion close-up.

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12. West (44th Street) façade – south wing.

13. South addition – south façade facing alley showing glass block infill.

14. South façade of garage showing bus entrance, roofline, and steel sash windows.

15. South lot line along alley.

16. East lot line along Wisconsin Avenue showing southwest corner of lot and PEPCO substation as backdrop.

17. East (rear) garage façade, facing west.

18. Roof detail with monitors, looking west.

19. North and west garage façades, looking southwest.

20. Original north lot line between garage and former Tolman Laundry site and 1983 WMATA building.

21. Northwest corner of Lot 24 showing Tolman site

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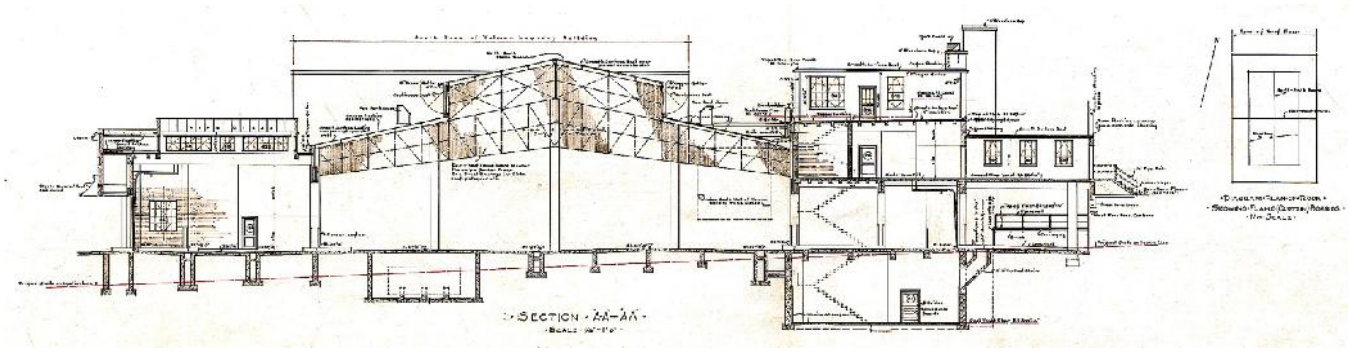
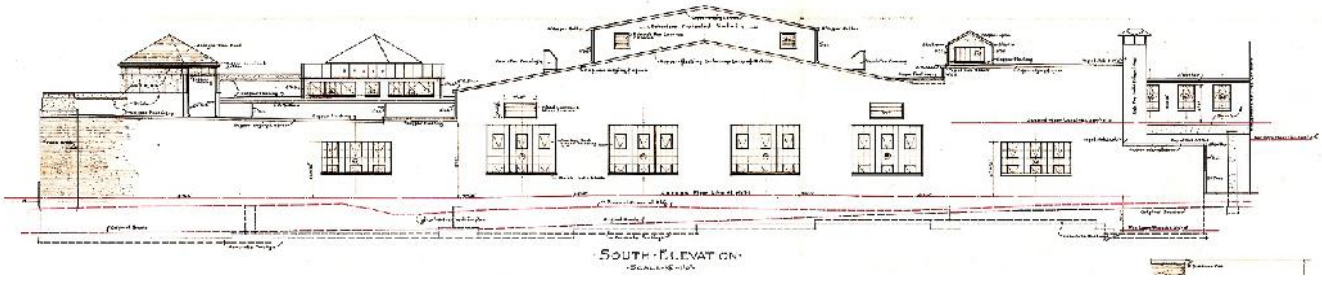
Section number Additional Items Page 1

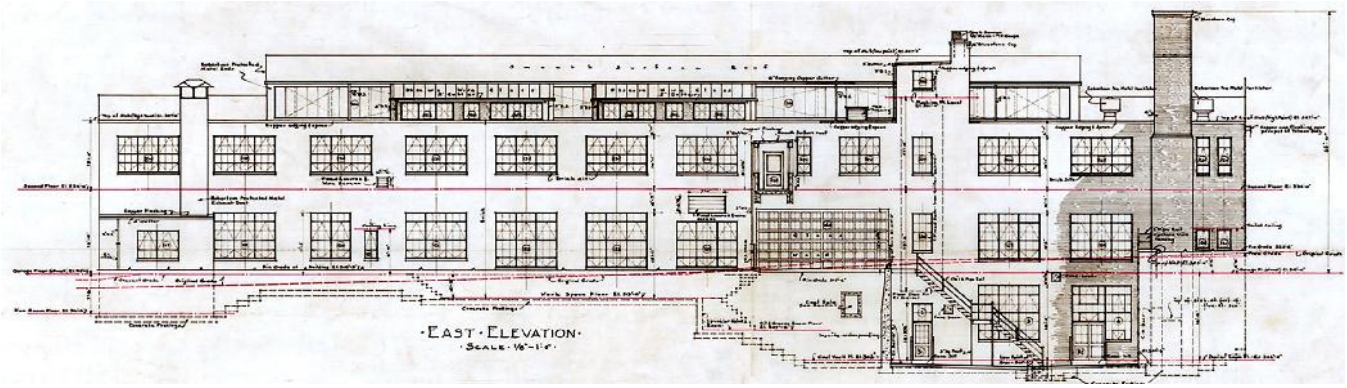
The following elevations are from the Arthur B. Heaton Archive, Library of Congress, October 1, 1934.



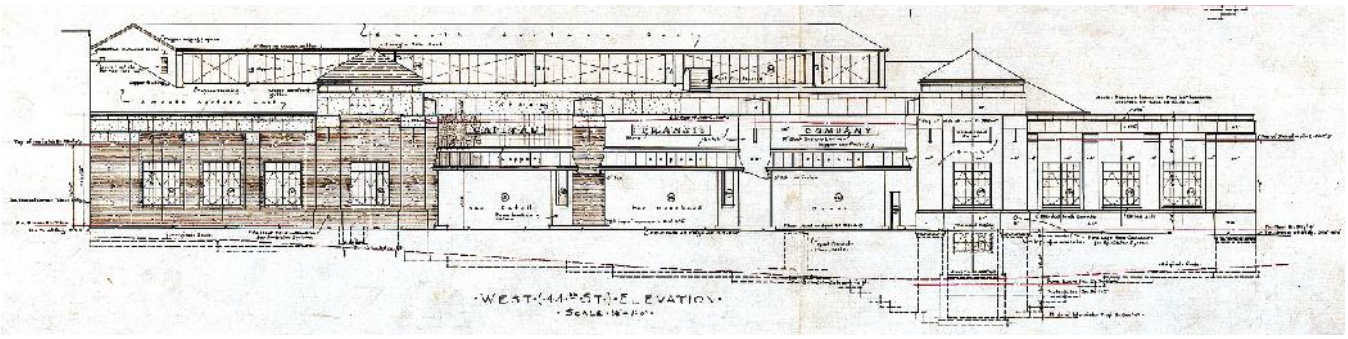
Elevation 1. Section, facing south wall of Tolman Laundry building.



Elevation 2. South Elevation, facing toward Harrison Street NW.



Elevation 3. East Elevation, facing toward Wisconsin Avenue NW.



Elevation 4. West Elevation, facing 44th Street NW.