

HISTORIC AMERICAN BUILDINGS SURVEY

740 NORTH PULASKI STREET (WAREHOUSE)
(Midtown Edmondson Historic District)

HABS NO. MD-1434

Location: 740 North Pulaski Street, Baltimore, Maryland.

740 North Pulaski Street is located at latitude: 39.297039; longitude: -76.651617. The coordinates represent the approximate center of the building and were obtained in March 2023, using Google Earth (WGS84). There is no restriction on their release to the public.

Significance: Franklin Hidey, Jr., purchased the lot at 740 North Pulaski Street in 1950 and constructed a one-story masonry freight terminal building. From 1950 to 1996, Hidey's Transfer and Express operated a transport business from this location, taking advantage of a railroad siding on the adjacent B&P Railroad, known as the Philadelphia, Baltimore & Washington Railroad (a subsidiary of the Pennsylvania Railroad) in 1950 when the warehouse was constructed. 740 North Pulaski Street contributes to the National Register-eligible Midtown Edmondson Historic District due to its association with the growth of West Baltimore and the industrial development clustered along the railroad.

Description: 740 North Pulaski Street is a rectangular, flat-roofed, one-story warehouse set back approximately 75' west of the street. The building measures approximately 50' north-to-south parallel to North Pulaski Street and 35' east-to-west. The approximate overall building height is 19' measured from grade to top-of-coping on the east-facing façade. The building is constructed of concrete block that is painted on the façade and is left unfinished on all other exterior elevations.

The façade is dominated by three evenly spaced, boarded-up loading dock openings. At the southern end of the façade is a standard-sized door that has a steel mesh security gate and is accessed by a set of concrete steps with six risers. Approximately 8" north of the door is a 3'-0" square former window opening that is now partially boarded up and inset with a 2'-0" square window and covered by a steel mesh security gate. A modern exterior electric meter is mounted to the wall below the window along with exterior mounted electrical cables.

Between the window and the first loading dock is a wall-mounted red metal box that may be a component of an alarm system. This 1'-0" square box is mounted 8" above the loading dock steel header. Above the loading dock openings there are three evenly spaced metal suspension mounts that appear to be remnants of a former pendant-supported canopy. At the top of the façade, a parapet that rises approximately 8" above the flat roof is capped by ceramic coping tiles.

The north, west, and south exterior elevations, which are mostly obscured by vegetation, consist of unfinished concrete blocks. These elevations are devoid of any door or window openings and do not appear to have any gutters or leaders.

The roof is flat and covered by a black membrane. A concrete block chimney rises above the roof in line with the front portion of the south wall.

The interior of the building basically reflects the configuration of the façade. The door in the southeast corner leads to a small entry area and a single restroom partitioned with 8'-7"-high concrete block walls. In the southwest corner of the space, there is a wooden structure with a ladder accessing the roof. This area appears to have been used for storage. Between this wooden structure and the restroom enclosure is an open alcove with a modern water heater and wall-mounted electrical panels. Above the partitioned spaces is a shallow 5'-5"-high storage loft with a wood deck. The rest of the interior is approximately 14'-high unpartitioned storage space that corresponds with the façade's three loading bays.

All of the floors are natural unfinished concrete, and the concrete block walls within the partitioned spaces are painted; all other interior walls in the open warehouse space are left unfinished. The ceiling consists of wood rafters running north-to-south and supported by steel I-beams running east-to-west. The I-beams are supported by steel columns. Fixtures within the building include a toilet, sink, three overhead loading bay doors, and miscellaneous movable light fixtures clamped to the beams and rafters.

Although the site is overgrown, the building was in good condition at the time of the survey.

History: The 1914 Sanborn fire insurance map depicts the 740 North Pulaski Street property as vacant.¹ A 1940 map of railroad sidings in the City of Baltimore shows a railroad siding that serviced "Lawrence, A. F. Coal Co.; Von Heine, Henry G., Inc.," located north of West Lanvale Street, and that extended further south to the approximate location of 740 North Pulaski Street.² However, there appears to have not been any development of 740 North Pulaski Street until Franklin Hidey, Jr., purchased it in 1950.³ On June 29, 1950, the City of Baltimore issued Hidey a permit to build a one-story masonry freight terminal

¹ "Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland," Sanborn Map Company, Vol. 2, 1914, Image 59 of 124, Map 158, https://www.loc.gov/resource/g3844bm.g3844bm_g03573191402/?sp=59&st=image&r=-0.612,0.167,2.225,1.192,0, accessed 17 November 2023.

² Industrial Bureau, Baltimore Association of Commerce, *Location Map (and Key) of Railroad Sidings and Industrial Tracks in Baltimore*, 1940. (On file at Enoch Pratt Free Library, Baltimore, Maryland).

³ Fidelity National Title Insurance Company, "60 Year Title Search, Property Title File No. BP210018, 740 North Pulaski Street, Baltimore, MD 21217," 28 April 2021, 48 of 57.

building, with the cost anticipated to be \$10,000.⁴ His business, named Hidey's Transfer and Express Company, is one of many industrial facilities within the Midtown Edmondson Historic District that developed in the early-to-mid twentieth century along the former B&P Railroad alignment.⁵

The 1914 Sanborn map, updated as of December 1950, depicts the building constructed in 1950 as being one-story, 12' x 15', with an office in the southeast corner, and describes it as "Motor Frt. Sta., Pilast'd Walls, Cin. Bl., 2 W.G. Skylts, Conc Fl."⁶ These dimensions differ significantly from the size of the current building (50' x 35'); however, it is unclear why there is such a discrepancy because a physical inspection of the building reflects that it was constructed at one time and not incrementally. Historic aerial photographs confirm consistent dimensions dating back to 1957.⁷

Prior to moving to the North Pulaski Street property, Hidey's transfer business operated at 209 North Greene Street in downtown Baltimore. The 1905 *Polk's Baltimore (Maryland) City Directory* listed Franklin Hidey at the North Greene Street address. In 1914, *The Tri-State Business Directory of Maryland, Virginia, North Carolina, and District of Columbia* listed Hidey's Transfer and Express Company at the same address.⁸ A June 1919 advertisement in *The Evening Sun* (Baltimore) offered an "overland touring car" for sale by Hidey's transfer business at its North Greene Street location.⁹ In September 1919, the City of Baltimore authorized "Hidey's Express to reconstruct and enlarge" its one-story frame shed at the rear of 209-13 North Greene Street.¹⁰ The following year, *The Sun* reported on a break-in attempt at the company's North

⁴ "Building Permits," *The Evening Sun* (Baltimore), 30 June 1950, 31, <https://www.newspapers.com>, accessed 27 May 2023.

⁵ Eli Pousson, "Midtown Edmondson Historic District," National Register of Historic Places Nomination Form (draft), Washington, DC: U.S. Department of the Interior, National Park Service, 2015, 8-1.

⁶ Sanborn Fire Insurance Map from Baltimore, Independent Cities, Maryland, Vol. 2, 1914 (updated December 1950), Image 59 of 126, Map 158, https://www.loc.gov/resource/g3844bm.g3844bm_g03573195002/?sp=59&st=image&r=-0.311,-0.049,1.318,0.832,0, accessed 20 April 2024.

⁷ Netroline, "Historic Aerials," <https://www.historicaerials.com/viewer>, accessed 9 August 2024.

⁸ *Polk's Baltimore (Maryland) City Directory, 1905-1906* (Baltimore: R. L. Polk & Company, December 1905), 219, <https://archive.org/details/polksbaltimorema1905rlpo/page/n5/mode/2up>, accessed 30 May 2023; *The Tri-state Business Directory of Maryland, Virginia, North Carolina, and District of Columbia* (Baltimore, Maryland: Maryland and Tri-state Business Directory Company, 1914), 30, https://www.google.com/books/edition/The_Tri_state_Business_Directory_of_Mary/E0tXAAAAYAAJ?hl=en&gbp v=1&bsq=Hidey%27s+Transfer,+Tri-State+Business+Directory&dq=Hidey%27s+Transfer,+Tri-State+Business+Directory&printsec=frontcover, accessed 30 May 2023.

⁹ "For Sale," classified advertisement, *The Evening Sun*, 5 June 1919, 27, <https://www.newspapers.com>, accessed 27 May 2023.

¹⁰ Baltimore (Md.) City Council, First Branch, "Journal of Proceedings of the First Branch City of Baltimore at the Sessions of 1919-1920," 15 September 1919, 224, https://www.google.com/books/edition/Journal_of_Proceedings_of_the_First_Bran/NDctAQAAMAAJ?hl=en&gbp v=1&dq=Hidey%27s+Baltimore&pg=PA224&printsec=frontcover, accessed 30 May 2023.

Greene Street address.¹¹

In 1937, thirteen years before the business relocated from North Greene Street to 740 North Pulaski Street, the Interstate Commerce Commission (ICC) approved Hidey's Transfer and Express to serve as a common carrier between Maryland, Washington, D.C., Virginia, and Pennsylvania.¹² On July 15, 1955, the ICC issued Certificate No. MC 62978 to "Hidey's Transfer & Express, 740 N. Pulaski St.," for the following operating rights:

General commodities, except those of unusual value, livestock, liquor, high explosives, household goods, commodities in bulk, commodities requiring refrigeration or special equipment, and those injurious or contaminating to other lading, between Baltimore, Md. and Washington, D.C., over U.S. Highway 1, serving the intermediate points of Hyattsville and Mt. Rainier, Md., and the off-route points of Chevy Chase and Silver Spring, Md.; roofing materials and uncrated furniture, between Baltimore, Md., on the one hand, and, on the other, points in Fairfax, Prince William, Stafford, and Spotsylvania Counties, Va., and that part of Pennsylvania south of a line extending from Warfordsburg, Pa., through McConnellsburg, Harrisburg, and Lancaster, Pa., to Oxford, Pa.; and advertising displays, between Baltimore, Md., on the one hand, and, on the other, Philadelphia, Pa.¹³

City business directories from the mid-to-late twentieth century list Hidey's transport business at the 740 North Pulaski Street location.¹⁴ By 1956, the Baltimore City telephone directory also included multiple listings at the 740 North Pulaski Street address, including Hidey's Express, Hidey's Transfer, Mack Brothers Motor Freight Company, and Nelms Eugene Motor Line.¹⁵ Although there is little documented information on the relationship of these various freight companies, they clearly had a strong tie to the adjacent Pennsylvania Railroad. However, news stories reflect the rising crime in the area, as indicated by Frank Hidey having been personally robbed twice leaving his property, once on April 6, 1960, and again on August 12, 1964.¹⁶

In 1977, All Freight Distribution Company, Inc., located at 340 West North

¹¹ "Cracksmen Attack Safes," *The Sun* (Baltimore), 27 April 1920, 2, <https://www.newspapers.com>, accessed 27 May 2023.

¹² "City Firm Gets Carrier Permit," *The Sun*, 4 June 1937, 10, <https://www.newspapers.com>, accessed 27 May 2023.

¹³ Interstate Commerce Commission, "Motor Carrier Board Transfer Proceedings," *Federal Register* 42, no. 113, 30267, 13 June 1977, <https://babel.hathitrust.org/cgi/pt?id=uc1.31210024961656&seq=417>, accessed 30 May 2023.

¹⁴ Environmental Data Resources, Inc., *The EDR-City Directory Abstract, 2100 West Lanvale Street, Baltimore, MD 21217*, 20 May 2019.

¹⁵ The Chesapeake and Potomac Telephone Company of Baltimore City, annual telephone directory, 1956 (on file at the Enoch Pratt Free Library, Baltimore, Maryland).

¹⁶ "Owner of Express Company Hit, Robbed," *The Sun*, 6 April 1960, 26; "Truck Firm Owner Robbed of \$225," *The Evening Sun*, 13 August 1964, 33, <https://www.newspapers.com>, accessed 27 May 2023.

Avenue in Baltimore, applied to the ICC to purchase Hidey Transfer & Express's operating rights that the company had received in 1955.¹⁷ On September 3, 1996, following Hidey's death, his representative, Barbara Ann Mullinix, sold the property to James Boyd.¹⁸ James Boyd passed away in 2001, and Shirley M. Boyd, representative of the estate of James Boyd, acquired ownership of the property as an individual in 2002.¹⁹ In 2006, Kevin Davenport purchased the property at 740 North Pulaski Street from the estate of Shirley Boyd.²⁰ He operated businesses under several names, including "Kevin's Moving and Hauling," "Kevin's Fast Cash & Junk Cars," and "Super King Kevin's Moving, Hauling, & Junk Car Removal." Davenport owned the property until 2019.²¹

- Sources:
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https://www.google.com/books/edition/Journal_of_Proceedings_of_the_First_Bran/NDctAQAAMAAJ?hl=en&gbpv=1&dq=Hidey%27s+Baltimore&pg=PA224&printsec=frontcover, accessed 30 May 2023.
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<https://www.newspapers.com>, accessed 27 May 2023.

¹⁷ Interstate Commerce Commission, "Motor Carrier Board Transfer Proceedings," *Federal Register* 42, no. 113, 20267, 13 June 1977.

¹⁸ Fidelity National Title Insurance Company, 43 of 57.

¹⁹ Baltimore City Circuit Court (Land Records), FMC 2857, 310, MSA_CE_164_12008, accessed 10 August 2024.

²⁰ Baltimore City Circuit Court (Land Records), FMC 8301, 0008, MSA_CE_164_17453, accessed 10 August 2024.

²¹ Baltimore City Circuit Court (Land Records), XAC 25997, 286, MSA_CE_164_35154, accessed 9 August 2023.

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____. Sanborn Map Company, Vol. 2, 1914 (updated 1950), Image 59 of 126, Map 158.

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https://www.google.com/books/edition/The_Tri_state_Business_Directory_of_Mary/E0tXAAAAYAAJ?hl=en&gbpv=1&bsq=Hidey%27s+Transfer,+Tri-State+Business+Directory&dq=Hidey%27s+Transfer,+Tri-State+Business+Directory&printsec=frontcover, accessed 30 May 2023.

“Truck Firm Owner Robbed of \$225.” *The Evening Sun*, 13 August 1964.

<https://www.newspapers.com>, accessed 27 May 2023.

Historians: Nancy L. Zerbe; Steven Patrick, ARCH², Inc., 2022-2024.

Project

Information: The documentation of 740 North Pulaski Street was undertaken in 2022-2024 as mitigation in accordance with the Section 106 Programmatic Agreement for the Frederick Douglass Tunnel Program, formerly the Baltimore & Potomac (B&P) Tunnel Replacement Program. 740 North Pulaski Street will be demolished to make way for the realignment of the Northeast Corridor associated with a new 1.9-mile-long tunnel north of the existing tunnel alignment. The documentation project was sponsored by the United States Department of Transportation Federal Railroad Administration (FRA) and the National Railroad Passenger Corporation (Amtrak), in coordination with the Maryland Historical Trust. It was prepared by Nancy L. Zerbe, Principal Investigator, and Steven Patrick, Historian. Renee Bieretz prepared the large-format photography. Christopher H. Marston, HAER Architect, advised the project.