NPS Form 10-900 OMB No. 1024-0018

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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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: Chapman Coal Company Garage and Stable
Other names/site number: J. Edward Chapman Coal Company
Name of related multiple property listing: **N/A**

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

2. Location

Street & number: 57 N Street, NW
City or town: Washington, D.C. State: District of Columbia 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Not For Publication: ☐ Vicinity: ☐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 _X_ 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 _X_ 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** _X_**local**

Applicable National Register Criteria:

_X_**A** ___**B** _X_**C** ___**D**

DAVID MALONEY, DC SHPO 8/29/2013

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

DC HISTORIC PRESERVATION OFFICE

State or Federal agency/bureau or Tribal Government

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**

Chapman Coal Company Garage and Stable
Name of Property

Washington, D.C.
County and State

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:) _____

for Edson H. Beall 10·23·13

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	
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	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION
COMMERCE/TRADE

Current Functions
(Enter categories from instructions.)
VACANT

7. Description

Architectural Classification
(Enter categories from instructions.)
_OTHER/Vernacular__

Materials: (enter categories from instructions.)
Principal exterior materials of the property: __Brick_____

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 Chapman Coal Company Garage and Stable at 57 N street, NW consists of a long, two-story, concrete frame and brick-clad garage building constructed in 1912, and a smaller, two-story brick stable at its rear, constructed in 1908, and incorporated into the garage structure. The combined building is located along a residential street, in a low-density, predominantly residential area known as the Bates/Hanover neighborhood, but immediately adjacent to the heavily trafficked North Capitol Street corridor in a burgeoning business area of Washington, D.C. The Bates/Hanover neighborhood is named for two of the area's streets—Bates and Hanover—both of which are minor streets that cut through the larger city squares that are bounded by N and Q Streets and North Capitol and 3rd Streets, NW.

The Chapman Coal Company Garage and Stable faces N Street, but historically the company consisted of a complex of other buildings and a coal yard, proper, that covered a series of lots that extended along Hanover Street and its adjacent alley, making up the interior of the square. Although remnants of the other buildings that were part of the Chapman Coal Company business exist, they are located on separate lots and are not included in this nomination due to lack of integrity.

The 1912 garage building, erected by J. Edward Chapman as a public garage dedicated to "automobiles and auto travel" with a capacity of 75 cars, is a long, two-story structure that extends 185 feet from a narrow, unnamed alley on the east to the side wall of a two-story row house on the west. The garage building is the most prominent building of the historic complex and was designed by local architect Albert S. J. Atkinson. The building is of concrete frame, but clad with brick and incorporates parts of older brick buildings into it, and is characterized by round-arched windows in the second story, grouped in threes, and by a projecting metal cornice that extends the full length of the building. The main entry to the building is located off-center below an elevator tower projecting above the roofline that was historically used to carry cars from the street to the second floor repair shops.

A 1908 two-story stable, designed by architect Nicholas T. Haller, is located at the rear of the garage and has been incorporated into it. The stable is legible only along the alleyway where a hay loft door indicates the building's original use. Similarly, the front façade of the garage has irregular brickwork that indicates where the 1906 coal office and other small buildings on the site were incorporated into the new garage structure.

On the interior, the building is divided longitudinally into three parallel sections—front shop rooms, rear open space that would have provided unencumbered parking for cars, and the former stable. The shops are divided from the garage parking area by metal sash windows, allowing natural light into the space. A line of structural concrete columns divides the end of the 1912 building from the 1908 stable forming the back wall. The upstairs is similarly arranged with work rooms in the front having the large arched windows, and work rooms at the rear lit by large monitor roof skylights.

Narrative Description

Exterior Description

The garage at 57 N Street, constructed by J. Edward Chapman in 1912, is a long, two-story concrete-frame and brick-clad structure. The principal elevation faces south to N Street and extends 185 feet along the street from a narrow alley on the east to the side wall of a row house on the west. The N Street façade incorporates the brick walls of two small pre-existing one-story buildings (coal offices) into it, but the second story all dates to 1912 and was carefully designed to lend a unifying, classically-inspired regularity to what was clearly intended to be the public face of the structure. The unifying elements include most notably a projecting pressed tin cornice that extends the full length of the building, and regularly grouped arched window openings at the second story. These windows all have stone sills and round arched openings formed by rows of header bricks. Many of these arched windows still contain the original two-over-two wood sash. Projecting stone stringcourses at the spring line of the arches serve to organize the windows into groups of three.

The façade is divided roughly into nine bays, marked by brackets in the cornice, with each bay featuring three arched window openings in the second story. Below is a description of the façade, beginning at the western end of the building and culminating at the eastern end where the building abuts the alleyway. The first and westernmost bay consists of the three arched windows on the second story above a large segmental-arched door and segmental arched window in the first story. The segmental arches on both the door and window are formed by two rows of header bricks. The second bay from the west consists of a grouping of three arched windows at the second story and a large double door and smaller window on the first story. The window features a segmental-arched header, while the double door has a flat wooden beam across the opening. Altered brickwork and the length of the beam indicate that the original entry was larger than the current one. Similarly, the irregular brickwork (along with map evidence) reveals that the first floor walls of these two western bays remain from an earlier building on the site.

The third bay is the primary entrance bay and is the only bay on the second story to not have arched openings. The first floor of this bay consists of two entrance doors. The larger, most western one has a metal replacement door with a wrought iron canopy over it. This door originally led directly into the elevator and carried cars up to the second floor of the garage for service. The smaller opening is a single pedestrian door that has been converted into a window. An original wrought iron stair leads from the ground level to the second story of this bay. A single pedestrian door leads from the second-story landing of this wrought iron stair into the second floor of the building. The opening has a replacement door with a three-light transom above it. To the east of this second-story door is a pair of eight-light casement windows.

The fourth bay is entirely regular with three 2/2 double-hung wood windows on the first floor surmounted by the standard grouping of three arched windows. The first floor windows have flat stone lintels and sills. The westernmost window is partially blocked by the fire stair leading to the second floor door.

The fifth bay similarly offers the regular grouping of three arched openings in the second story. A wide garage door opening, currently covered with plywood, and a single 2/2 wood window are located in the first story.

The sixth and seventh bays are identical. Each consists of the standard three-window grouping on the second floor and one-story, flat-roofed projecting bay additions on the first story. Both of these projections include large, four-part, multi-light, fixed-pane industrial window. These projections are additions, having filled in original garage door openings.

The eighth and ninth bays appear to incorporate the walls of one or two, small pre-existing buildings, based upon altered brickwork and historic maps (historic maps indicate that a small, one-story coal office stood on the site). The second floor of the eighth bay has a single round-arched window and a second, wider window with pairs of 2/2 wood sash. The first floor contains a single, segmental arched window, and a wide, roll-up door opening with a three-part, multi-light transom above. The segmental-arched window features a double row of header bricks and a stone sill.

A long, continuous and projecting cornice extends across the front façade of the building. The cornice is metal and features metal brackets articulating the nine vertical bays of the façade. An elevator tower projects above the roofline at the third bay from the east. The tower is brick-clad and features a circular window on center of its front wall and a projecting cornice extending across this wall at the roofline. The elevator tower is covered with an intersecting gable roof with projecting gables on center of the long side elevations.

The east elevation of the Chapman Coal Company Garage and Stable building faces a narrow alleyway leading to the interior of the square. This elevation is complicated as it incorporates three components: the end wall of the two-story 1912 garage; the front façade of the 1908 stable that faces the alley; and a one-story, concrete block wall that is furred out from the 1908 stable and 1912 garage walls and extends past them to enclose what had been an open court area between the front and rear buildings of the commercial complex and the rear alleyway.

The east end wall of the garage building is of brick and is three bays deep, with the abutting stable forming a fourth bay to the elevation. Together the rear bays and abutting stable appear as an ell to the front bay of the garage. This front bay has a pair of double-hung windows in the second story and no openings in the first story. The two rear bays are fairly recessed from the front bay and are flush with the façade of the 1908 stable. Each of the two bays contains single, double-hung windows with stone sills and stone lintels on the second story. The original first story has been obscured by a concrete block addition that brings the rear bays and stable wall flush with the wall of the front bay. This concrete block wall contains a single large freight door and two pedestrian doors. This alteration is not sympathetic to the historic building, but could be easily removed and the historic condition returned.

As constructed, the stable was a two-story brick structure whose façade fronted the alley. While the first story of the stable is obscured by the concrete block wall, the second story is characteristic of a city stable. Its second-story hayloft opening is centered on the wall and while the hardware is no longer intact, an opening in the brick that housed the block (for the block and tackle) is readily apparent. A corbelled brick cornice rises above the hayloft indicating the original roofline of the stable. A brick wall extends above the cornice, enclosing the roof of the stable which was raised when it was incorporated into the garage.

The north side wall of the former stable forms the north wall of the combined garage and stable building. This wall creates an edge to an interior court area that evolved over time from coal storage area to parking for a commercial fleet of buses. This interior court is closed off from the narrow side alley by the concrete block wall with a large roll-up door providing access to it from the alley. It is further closed off at the rear from Hanover Street by a large one-story brick warehouse that is a remnant of a 1906 three-story brick stable and by a 1928 garage that was built on the site of older stables to house buses. The boundaries of this National Register property are limited to the lot upon which the garage and stable building sits, however, and do not include either the interior court area, the warehouse, or garage buildings.

The north elevation of the former stable was essentially re-built at the time of construction of the garage in 1912. The wall is divided into narrow bays with shallow brick buttresses defining the bays and providing structural support. A double door is located near the center of the wall of the courtyard, while two single windows are located in the second story level. The 1929 bus garage abuts the western portion of the wall obscuring it from view.

Interior Description

On the interior, the building is divided longitudinally into three parallel sections—front shop rooms, rear open space that would have provided unencumbered parking for cars, and the former stable space. The front shop area is undivided space on the first floor from an office area on the east end to the elevator bay towards the west end. Large metal industrial sash windows are located on the front wall. These windows occupy the bays that were likely garage door openings historically. A concrete slab ceiling divides the first and second floors, while a lower ceiling structure of wood sills and beams is dropped beneath it. It is not clear when or why this wood system as put in place.

The rear open space section of the garage, which likely served as the automobile storage area, is separated from the front shops by industrial steel sash. These windows allow ample light to penetrate from the front to the rear of the building. This rear space is entirely open with a concrete ceiling supported by concrete columns and beams and concrete floors. It is assumed that this open area provided the automobile storage. At the rear of this space, a column of concrete columns carries a metal beam that runs the length of the building. The former stable building is located just beyond this row of columns. The stable, again one long open space, may have continued to serve as a stable after construction of the garage, or it may have been re-used for storage or repair facilities.

The upstairs is similarly arranged into three longitudinal spaces. The front section has work rooms lit by the large arched windows. The rear area is closed off from the front rooms and is lit by large monitor skylights. The stable is one long space with the front wall facing the alley being the main survivor from its original period of construction. The ceiling in the stable has clearly been raised, as noted from the exterior, and is covered with hollow tiles.

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.

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
COMMERCE
ARCHITECTURE

Period of Significance
1906-1912

Significant Dates
1906; 1908; 1912

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

Cultural Affiliation

Architect/Builder
Albert S.J. Atkinson, architect
Nicholas T. Haller, architect

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 Chapman Coal Company Garage and Stable is an important surviving building in what was an historically evolving light industrial complex established by local businessman J. Edward Chapman in the early 20th-century. In 1906, Chapman – an established local coal dealer – moved his coal business from downtown to the edge of the city at N and North Capitol Streets NW. There he expanded several sizeable lots into a coal yard with stable buildings and a small coal office facing N Street. One of the stables, a three-story brick structure built by Chapman in 1906, housed at least 103 horses on the lower stories, and a box factory in the third story, before it was destroyed by fire in 1910 and converted into a single-story box factory and warehouse that it remains today. The coal yard, stables and box factory and work spaces essentially filled the center of the square located between N Street and Hanover Place and North Capitol and First Streets, NW.

As the city turned from horse-drawn carriages and carts to autos and trucks, Chapman—also an auto dealer for some time—evolved with it, building, in 1912, a garage building on the site of his coal yard. Chapman incorporated his small coal office (1906) facing N Street, and a stable building (1908) facing the alley into the garage building. The Chapman Garage and Stable building, essentially a single building today, included parking for 75 cars on the first story and automobile repair facilities on the second floor.

In 1929, Chapman converted several of the stable buildings on the site into a one-story garage and an open court area between the buildings into parking for a fleet of commercial buses. While the three-story stable-cum-warehouse and the 1929 bus garage survive on the site, along with the garage and stable, only the garage and stable building retains sufficient integrity for listing in the National Register.

The Chapman Coal Company Garage and Stable is eligible for listing in the National Register at the local level of significance with Transportation, Commerce and Architecture as the Areas of Significance. The Chapman Coal Company Garage and Stable meets National Register Criterion A for its associations with the city's light-industrial history of the late 19th and early 20th centuries, especially at the edges of the city and in its alleyways. Although D.C. was not an industrial city *per se*, the interior of the city's squares, including its alleyways were teeming with businesses that housed local industry and that provided important services to the city, such as coal storage, stabling horses and housing automobiles. Since the mid-20th century, much of this interior square infrastructure has been eliminated as the industry and businesses stationed there became obsolete and as larger buildings came to fill the city's lots from the front street to the rear alleyways. Indeed, a survey of the city's historic alleyways currently underway by the D.C. Historic Preservation Office (2012-1013) documents that such commercial complexes as the Chapman Coal Company no longer exist, or only exist as remnants of larger establishments.

In addition to its interest as a light-industrial commercial complex, the Chapman Coal Company Garage and Stable meets National Register Criterion C as and one of the city's earliest known

commercial garage buildings, and as a good example of the evolution of the building type. Commercial garages, as a building type, emerged as automobile use and ownership became more prevalent in the first decade of the 20th century and a need to house, fuel, maintain and repair cars became necessary. For this reason, early commercial garages were generally multi-functional buildings that included car storage areas; battery charging and fueling rooms; repair facilities; car wash rooms; and employee lounge rooms for repair technicians and chauffeurs. In some instances, garages also included display areas for the sale of cars. While dozens of private and commercial garages were built in the city beginning around the turn of the 20th century, Chapman's Garage is one of only a handful of surviving purpose-built commercial garages built in the early years following introduction of the building type.

The Period of Significance for the property extends from 1906 when J. Edward Chapman established his coal business on the site to the construction of the garage in 1912.

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

Commerce and Transportation--The Chapman Coal Company Garage and Stable property is significant in the Areas of Commerce and Transportation for its contribution to the city's 19th-century light industrial heritage and as an illustration of the evolution of the city's industrial and commercial needs over the decades. J. Edward Chapman, an entrepreneurial businessman, established his coal yard on the site in 1906, but by 1912, as the mode of transportation began its transition away from horses to automobiles, Chapman anticipated a new commercial need, and built an automobile garage on his coal yard. Over the next two decades, Chapman continued to expand his garage business, building a bus garage on the site and housing a fleet of commercial buses in it and the adjacent open court area, once his coal storage yard. The property is a tangible reminder of the efforts of one prominent local businessman to expand the commercial life of our city, and to adapt to new developments in business and transportation.

Architecture—The Chapman Coal Company Garage and Stable is an early, purpose-built commercial garage building that incorporates older buildings into its structure, including a former stable. The building provides an excellent example of the rise of a new building type and is one of the oldest surviving public garages in the city. Designed by Albert S. J. Atkinson, the building has many of the characteristic features of early garages, including its non-combustible concrete and brick structure; large windows on the second story and monitor skylights on the roof to allow light into the automobile repair rooms; large interior open spaces for the easy storage and maneuverability of cars; and a visible elevator that was used to carry automobiles from the street level to the second floor.

Integrity

Of the several buildings historically making up what began as the Chapman Coal Company complex, only the combined garage and stable building retains integrity and is thus the only building on the stie being designated. The garage is both readily recognizable for its original use

and has distinguishing characteristics defining that use. As noted above, the garage features important features of the building type, including large arched windows, monitor skylights, open floor area on the interior, and an elevator tower. The large garage doors which historically opened on N Street have been filled in, but those bays are clearly readable as such and could be returned to their historic condition. The stable building, incorporated into the garage, does not retain integrity as a stable building, but it is structurally an integral part of the garage. The alley elevation of the building does retain its hayloft door, providing evidence of the building's original use before being incorporated into the garage.

In contrast to the garage and stable building, the 1906 three-story stable and box factory was converted around 1928 into a storage warehouse leaving only the first floor walls of the original stable structure intact. The building is not recognizable as a stable and other than the stall window openings (now bricked in) no longer retains any of the distinguishing features of a stable building. As a storage warehouse, the building has minimal distinguishing characteristics and no artistic distinction. The 1929 bus garage building is clearly a garage, based upon its large garage door opening facing Hanover Place. However, the building has no distinguishing features and lacks architectural value.

Historical Background

Building and Site History

The Chapman Coal Company Stable and Garage is a complex collection of commercial buildings that were constructed in several building campaigns over the course of two decades from 1906 to 1929. To summarize the various phases of development, J. Edward Chapman purchased his first lots on the square in 1906 from William A. Collis[1] and thereupon constructed a three-story stable along Hanover Street[2] and established a coal yard and wagon shed between the stable and N Street with a one-story office facing N Street in front of the coal yard.

In building his stable, Chapman overcame several legal battles brought on by unhappy neighbors of Hanover Place.[3] Then, in 1908, he built another stable on the property, this one a two-story building that extended longwise in a way that separated the coal yard from the rear stable

yard.[4] This 1908 stable, now part of the garage, was designed by architect Nicholas T. Haller. At the time of its construction, the 1906 stable at the rear of the coal yard housed at least 103 horses on the lower stories, and a box factory in the third story. Chapman rented the stables principally to Russ and Bayly, identified as the contractors for cleaning the streets of the city,

[1] *The Washington Post*, Aug . 31, 1906, p. SP2; *The Washington Times*, April 9, 1907, p. 11. This same Collis worked for Chapman – he died in 1942, having been with the coal company (finally as manager) since about 1895 (*The Washington Post*, July 23, 1942, p. 10).

[2] Permit #2763 dated April 17, 1906 indicates construction of a two-story stable with 80 stalls for horses. Permit #403 dated August 6, 1906 added the third story to the building.

[3] See "Hanover Place a Street," *The Washington Post*, October 23, 1906, and "Problem is Knotty: Whether or Not Hanover Place is a Street," *The Sunday Star*, September 23, 1906, Pt. 1, p. 14.

[4] D.C. Permit to Build #188, dated July 6, 1908.

and the third story to the J.E. Smith Paper Box Company. Together the stables would likely have provided stalls for more than 150 horses.

The coal yard and stable complex was an active enterprise when, in 1910, the three-story stable suffered a devastating fire.[5] Despite the loss of 27 horses and burned-out stables, the building was repaired and continued to serve as a box factory until 1928. At that point, the building was re-modeled into the one-story structure it is today, serving primarily as a storage warehouse after that. This building has the present-day address of 54-64 Hanover Place and although it serves as a warehouse, evidence of its stable past is visible in its bricked-in horse stall window openings.

In 1912, at the cusp of the transition from the horse-drawn to automobile era, J. Edward Chapman built a two-story garage on the site of his coal yard, moving his coal yard back to what had been the stable yard. This garage, the Chapman Coal Company Garage and Stable, is the public-facing, two-story brick building with round-arched windows facing N Street and having the present-day address of 57 N Street, NW. Chapman hired architect Albert S.J. Atkinson to design this structure and incorporated the one-story brick coal offices on N Street and the two-story stable facing the side alley into the building. Construction of the garage came at the same time that Chapman and his business partner, Jack Moss took the distributorship of the G. M. C. and Universal Truck lines. The local press reported that "The new garage is rapidly nearing completion and will be thoroughly up to date in all particulars."[6] This building would cover all the area between the existing stable and N Street, as shown on historic maps. Daily reports filed with the Building Inspector's office record "taking down old shed" and "taking down existing building" in October 1912, and project completion in May 1913. Although the reports record demolition of the earlier buildings on the site, a visual inspection of the existing N Street façade shows that the front walls of the smaller buildings[7] were incorporated into the new garage as was the stable along the side alley.

J. Edward Chapman, Businessman

When J. Edward Chapman began construction of this complex in 1906, he was an already well-established coal dealer and local developer-builder. Before moving his business to 57 N Street, he had operated from 224 14th St NW, which he retained and operated as a stable. During the late 19th and early 20th centuries, Chapman regularly advertised his coal for sale in local newspapers and also apparently held important and sought-after government contracts, including that of supplying coal to Saint Elizabeths Hospital. At the same time that he ran his coal dealership, Chapman was also engaged in speculative development, building residential and commercial buildings across the city. By 1906 when he established his coal yard on N Street, Chapman had already built more than 20 residential buildings nearby and in other parts of the city. Chapman would continue as a builder until the early 1920s, building a total of 85 buildings according to the D.C. Historic Building Permit database. Of particular note, Chapman built a row of five

[5] "Horses Burned Up," The Evening Star, October 19, 1910.

[6] The Washington Post, November 3, 1912, p. 17 and December 8, 1912, p. 12. The latter article describes the building as a "big service station and garage."

[7] Different brickwork on the exterior clearly indicates re-use of the older structures. Similarly, the original side walls of older buildings are still intact on the interior of the garage structure and separated out as interior offices.

dwellings at 22-30 Hanover Place in 1912, adjacent to and simultaneous to construction of his garage on N Street.

Construction of this garage further illustrates Chapman's entrepreneurial spirit and reveals his desire to engage in a newly emerging business model that was of particular interest to him. According to the local press, it seems that Chapman was an automobile enthusiast from the early years of the rise of the automobile. He regularly entered a float in the Motor Truck Parade, and in 1912, was named to the Board of Governors of the Washington Automobile Dealers' Association. Chapman represented the White Line Universal Truck and GMC Trucks in Washington. According to maps of the site, the garage was a public garage and housed 75 cars on the first story and an auto painting business and other auto-related concerns on the second story. City directories indicate that Chapman also continued to run his coal business out of the building.

J. Edward Chapman was, indeed, the kind of enterprising and creative businessman who brought extraordinary expansion to Washington's financial and physical presence at the turn of the twentieth century. His obituaries describe him as "wealthy" and a "millionaire."[8] Chapman was born in Richmond, Virginia in 1861 and moved to Washington at age five, and was later described as being "one of the old resident families of the District." He entered the coal business in 1888, becoming "one of the most prominent individual coal dealers in Washington."[9] He suffered a heart attack in 1933 while playing checkers (or cards; he "was winning the game and was in the best of spirits") with his wife. Chapman was buried at Mt. Olivet Cemetery.[10]

Numerous mentions of Chapman in the Washington newspapers allow us to fill in at least the outlines of his public life. The citations given below represent only a selection of items relating to Chapman, but give some indication of the breadth of his activities.

Business: Throughout his career Chapman was known as a leader in the local coal trade. He regularly sold to the municipal and federal government (WT, 7 May 1897 p. 4, 4 June 1904 p. 12; WP, 20 June 1891 p. 8, 30 May 1902 p. 12) and helped form the Coal Merchants' Board of Trade (WT, 22 May 1919 p. 1). This work often involved him in lawsuits (WT, 8 Oct 1903 p. 1; WP, 11 Nov 1902 p. 10, 16 Nov 1905 p. S3); caused him tax problems (ES, 24 Mar 1898 p. 11); found him conducting mule purchases (the mule was Maud; Chapman was "a lover of good mules"; WT, 28 Aug 1912 p. 6, 2 Sept 1912 p. 9); and was cited in traffic accidents between his and other companies' trucks (WT, 15 July 1913 p. 2; WP 13 July 1917 p. 9, 22 July 1922 p. 12) and at least once a car stolen from the garage (WT, 28 July 1913 p. 2). His nephew, Stewart Chapman, was the company's superintendent (WP, 11 Oct 1930 p. 13).

Chapman also dealt in wholesale wood, at least in his earlier years (ES, 7 June 1888 p. 5; WT, 7 May 1897 p. 4; WP 5 Aug 1903 p. 12), and gasoline (WP, 6 Mar 1926 p. 24). Chapman's firm

[8] See *The Evening Star*, July 4, 1933 p. B1 with his photo; *The Washington Post*, July 5, 1933 p. 5; and the *Washington Herald*, July 4, 1933 p. 3

[9] *The Washington Post*, Aug 15, 1917 p. 7.

[10] Chapman and his first wife's substantial gravestone – clearly a recent replacement – carries no inscription other than "Chapman". Their son and his wife are buried nearby.

fielded a bowling team to the community league (WP, 17 Nov 1931 p. 15 among many), a common company activity at the time.

Real estate was another regular business venture for Chapman. The D.C. Historic Permit database indicates that Chapman constructed approximately 76 buildings over his career. His real estate interests[11] included residential (WP, 4 Mar 1896 p. 4, 21 Feb 1903 p. 2) and transport-related ventures: stables/garages, repair shops and gas stations. Other ventures included a blacksmith shop (WT, 9 Apr 1907 p. 11), neighborhood stores (WP, 28 Nov 1920 p. 46, 6 Dec 1931 p. R4), and a boiler house (WP, 15 May 1924 p. R3). These buildings were generally located in the older downtown section of the city but reached into southwest Washington and beyond Rock Creek to the northwest.

The transport business clearly attracted Chapman and he became prominent in the fledgling auto industry. He represented the White Line (WT 10 Dec 1912 p. 13; WP 6 Feb 1903 p. 11), Universal Truck (WP, 28 Dec 1912 p. 3), and GMC Trucks in Washington (WP, 13 Oct 1912 p. 15), and was a member of the Washington Automobile Dealers' Association (WP 18 Dec 1912 p. 9, 2 Feb 1913 p. A2 with his photo). References to this activity seem confined to this period. He entered a truck in the 1919 annual Truck Parade on Motor Transport Day (WP, 25 June 1919 p. 8), but this seems to have been as an owner (of the coal company) rather than a dealer.

Other business activities included banking. He was a director of the North Capitol Savings Bank (WT, 22 Jan 1913 p. 12; WP, 22 Jan 1914 p. 9) and organized a bank in Mount Pleasant/Columbia Heights (WP, 18 May 1909 p. 2; WH, 18 May 1909 p. 2). We also find him connected with the Lewis Manufacturing Company (WT, 29 July 1903 p. 10), as a member of the Merchants and Manufacturers Association (WP, 10 Nov 1927 p. 22), and the Chamber of Commerce (WP, 23 Dec 1917 p. 8).

Such constant and varied business activities led Chapman into regular lawsuits, such as employee theft (ES, 24 Jan 1890 p. 8; WT, 16 May 1919 p. 27, among many such notices) and others as important as a federal anti-trust suit (WP, 9 Oct 1924 p. 2). He once testified on behalf of an employee (MT, 7 Jan 1897 p. 6). But notices of many, many legal actions appeared in the papers of the period (as with his realty transactions) with no explanation of their nature.

In addition to his property on N Street, Chapman also owned a two-story "livery stable and garage" at 1351 Ohio Avenue, NW which could accommodate at least 30 horses and 20 carriages (#2156/22 Apr 1893; WP, 16 Oct 1902 p. 4, 15 Aug 1911 p. 2). His Hanover Place stable had a significantly larger capacity; "the stables . . . housed some of the finest draft animals in the city" (see WH, 19 Oct 1910 p. 12). According to the D.C. Historic Permits database, Chapman owned stables at 1503 S St. NW (1892) and 1824 15th St. NW (1893). He built garages at 2018 17th St. NW and 1101 Rhode Island Ave. NW (both after 1922), gas stations at 700 7th St. NW and 200 Florida Ave. NW (after 1927), and an auto accessory shop at 1524 11th St. NW (1927).

[11] Only a few specific examples are cited; the permits database gives many.

Personal: Chapman's personal life, at least as reflected in the public newspapers, seems that of a successful and public-spirited man. He belonged to the Association of Oldest Inhabitants (ES, 4 July 1933 p. B1), Columbia Athletic Club (ES, 30 Mar 1889 p. 8), Odd Fellows (WP, 20 Mar 1927 p. A6), was active in the local Democratic Party (WP, 4 Apr 1888 p. 1), and was prominent in various Catholic charities both as a member of St. Paul's Parish and the Church of the Blessed Sacrament in Chevy Chase and of the Knights of Columbus (WP, 2 Dec 1894 p. 16, 8 Nov 1913 p. 2, 3 May 1927 p. 7). He donated to charities such as the Newsboys' Home (one ton of coal; ES, 30 Dec 1892 p. 3).

The Chapman family lived in a succession of houses following the outward movement of the city's wealthy toward the northwest. The first listing of the Chapman family in the City Directories is 1890, when they lived at 316 14th St NW, near his coal and wood business. Subsequent directories to 1912 show the family at 1824 15th St NW, 1343 Park Rd NW, and The Portner apartments (listed as 15th and U St NW). Newspaper articles give other addresses: 1851 15th St NW by 1891 (SH, 1 Feb 1891 p. 9), 1522 U St. NW in 1907 (nine rooms with marble vestibule and a "spacious carriage house" (WT, 17 Mar 1907 p. 6), "16th Street near U Street" NW in 1915 (the architect was Nicholas Haller; WP, 20 June 1915 p. R7), 3901 Livingston St NW (1923 telephone directory), and finally 5301 Chevy Chase Parkway NW (a house of his own construction) in 1930 (WP, 21 Dec 1930 p. R1).

Chapman's first wife, Alice, died in 1917 (WP, 15 Aug 1917 p. 7) and was the mother of his five children (one son, four daughters). He later married Annette Searle Chapman. Both of the Mrs. Chapman and their children appeared regularly in the society pages of the newspapers: "enjoying the breezes at Asbury Park" in 1891 with the baby (SH, 9 Aug 1891 p. 6), at the bridge club (WH, 12 Feb 1911 Sec. 2 p. 3), and as "at home this afternoon . . . from 4 to 6 o'clock with her daughter" (WH, 22 Feb 1915 p. 4). After her husband's death, Annette Chapman stayed on in the Chevy Chase Parkway house where she was very active in local musical activities (WP, 17 June 1934 p. AM3, 21 Jan 1941 p. 18, 26 Apr 1942 p. L4). Mrs. Chapman, then residing at 2737 Devonshire Place NW, died in 1957 (WP, 8 Sept 1957 p. B2). She is buried in Rock Creek Cemetery.

Albert S. J. Atkinson, Architect

Albert S. J. Atkinson, who designed the Chapman Coal Company Garage and Stable in 1912, is variously shown in City Directories from 1903 to 1948 as civil engineer, inspector, superintendent of buildings, and architect. The permit database credits him with approximately 262 buildings in a very wide spread of locations and types, though he later specialized in garage buildings. Transportation-related buildings by Atkinson include three stables, one wagon house, over 20 garages and 26 gas stations, and an "auto laundry." In addition to the garage building, Atkinson designed a row of houses in the 200 block of N St NW for J. Edward Chapman.

Albert S.J. Atkinson was first listed in the D.C. permit database as architect in 1903, the year he was first employed by the District's Engineer Department and his last entry was 1945, the year of his death. He stated on his 1926 registration application that he had been practicing architecture since 1905. He first listed himself in the city directory as architect in 1910, using his

home address at 3801 Macomb Street, N.W., and he remained at that address to the end of his life. Although for most of his architectural career Atkinson was also working full-time for the District of Columbia, he designed a large number of buildings. When he applied to register as an architect in the District on the basis of his twenty-year career (rather than by examination), he estimated that he had acted as architect "on approximately four hundred different operations."

Albert S. J. Atkinson was born on October 2, 1878, in Selma, North Carolina. His father was a farmer. He attended high school in the nearby town of Smithfield and then went to Soule College, a business and commercial school in New Orleans. The 1900 census recorded Atkinson as living with his older brother, a civil engineer, in New Orleans and working as a rodman (responsible for carrying the leveling rod used in surveying). In 1903 he married Sarah Belle Holden in New Orleans, the couple returning to Washington by steamboat. Two years after Sarah died in 1923, Atkinson married Marie Dalzell, secretary to the city's Municipal Architect. The couple appears in accounts of society events regularly in the 1930s and '40s. He died in 1945 and is buried in Rock Creek Cemetery. His wife was much involved in charity work and was still living at the time of her son Wade's wedding in 1955.

For most of his professional career, Atkinson worked for the District of Columbia's Engineer Department. He was an assistant building inspector from 1905 until 1917. He was then assigned to the Board for Condemnation of Insanitary Buildings within the Engineer Department. From 1917 to 1932 he served the Board in various capacities including inspector, secretary and executive officer.

In his first years of practice, Atkinson's work was predominantly residential. Beginning in 1911, Atkinson began designing commercial buildings and within a few years these dominated his practice. Many were one-story buildings to house small neighborhood stores, including laundries and dry cleaners. He also designed larger laundries, warehouses, machine shops and other industrial buildings. Over the course of his career, Atkinson designed many buildings for automotive use. He designed his first garage in 1906, a still extant structure at 645 Maryland Avenue, N.E. Its permit was the eighth permit issued for the construction of a garage in D.C. and it is the oldest public garage still in automotive use today. Beginning in 1912, Atkinson was commissioned to design numerous private and public garages that were just coming into general use.

In 1924, Atkinson began designing gas stations of which at least 25 were built in D.C. along with repair shops, show rooms, tire stores, and car washes. He designed similar buildings in the Washington suburbs.

The Chapman Stables/Garages in the Context of Their Neighborhood

The community where Chapman built his stables was not one with an established industrial character, nor would it have such until at least two decades after his first construction. In the first decade of the century the neighborhood west of North Capitol Street was steadily filling up with houses, churches and schools. Square 617 never had any industrial buildings except those Chapman built and one other warehouse facing O Street – all other buildings were houses or stores. Neighboring squares contained a certain number of industrial uses – other coal/wood and stone yards, laundries and breweries, for example – but these were by far the minority use. East of North Capitol – an area generally industrial in later years – new rowhouses were built in the same period, almost all in the blocks hugging that street inasmuch as the area east of 2nd Street was designated for future railroad tracks and other uses.

In the mid 1920s (over fifteen years after Chapman's constructions) the area west of North Capitol was still largely residential with a few garages and a dairy north of Q Street, while that east of the street below M Street had gone almost entirely industrial. Above M Street the eastern neighborhood was a mix of industrial and residential building.

Chapman Garage in the Context of the Building Type in Washington, D.C.

Automobiles came to Washington DC in 1897, the first Washington Automobile Show was held in 1901, the same year as the earliest newspaper ad for cars, and city-issued driver licenses were initiated in 1903 (858 had been issued by mid-1904). The first local auto club was formed in 1905, speed limits were introduced in 1906; and uniform license plates first issued in 1907. In the latter year Washington boasted 2,200 cars on the read. Although it is not certain when the "first" garage was constructed in the city, both private and commercial garages were being constructed by 1904. The first listing of "Garage" in city directories came in 1907 with three listed; the following year, six were listed. These numbers rose steadily to 108 in 1925.

Commercial garages, as a building type emerged as automobile use and ownership became more prevalent in the first decade of the 20th century and a need to house, fuel, maintain and repair cars became necessary. For this reason, early commercial garages were generally multi-functional and included storage areas for cars (live and dead storage for frequent and infrequent comings and goings); battery charging rooms for charging battery-supplied cars; fueling rooms with gasoline storage tanks for gasoline-operated cars; repair facilities for the maintenance and repair of cars; car wash rooms for washing cars; and employee lounge rooms for repair technicians and chauffeurs. In some instances, garages also included display areas for the display of cars for sale. Commercial garages generally charged a monthly fee for storage and additional fees for other services.

While dozens of private and commercial garages were built in the city beginning around the turn of the 20th century, Chapman's Garage is one of a handful of known surviving early purpose-

built commercial garages. The other known early garages include the Belmont Garage at 1711 14th Street, (built 1904, B.Stanley Simmons, architect), and the Mount Pleasant Garage Company garage (built 1912 and 1916 at 2412 (Rear) 18th Street and 2424 18th Street, respectively). Although smaller in scale, the still extant one-bay garage at 645 Maryland Avenue, NE was built in 1906 to the designs of Albert S. J. Atkinson, architect of Chapman's Garage.

As an early and transitional example of its type that included an older stable building and coal office in it, the Chapman Coal Company Garage was also characteristic of the building type. In particular, the Chapman Garage was constructed of fireproof materials; it features large arched windows on the second floor which would have provided essential natural light into the repair shops; monitor skylights on the roof to allow light into the storage areas; open floor space on the interior to allow for the easy maneuverability and storage of cars; and an elevator tower indicating an elevator that carried cars to the various levels of the building.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form.)
Major Bibliographical References:

DC Building Permits
City Directories
DC telephone directories
Maps (Hopkins, Baist)
DC Office of the Surveyor files
Mt. Olivet Cemetery burial records
District of Columbia, Annual reports of the Commissioners

Newspapers:

Alexandria Gazette (available from the Library of Congress's Chronicling America site)
Baltimore Sun (ProQuest database)
Evening Critic (Library of Congress's Chronicling America site)
Evening Star (NewsInHistory.com, GenealogolyBank.com)
Morning Times (Library of Congress's Chronicling America site)
Sunday Herald (Library of Congress's Chronicling America site)
Sunday Morning Globe (Library of Congress's Chronicling America site)
Washington Herald (Library of Congress's Chronicling America site)
Washington Post (ProQuest database)
Washington Times (Library of Congress's Chronicling America site)

Sinclair, A. Leftwich, Jr., "History of the Automobile in the District of Columbia," Records of the Columbia Historical Society, vol. 48-49. c. 1946.

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): _____

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10. Geographical Data

Acreage of Property 12,592 square feet

Use either the UTM system or latitude/longitude coordinates

UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: 18	Easting: 3 25 577	Northing: 43 08 202
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The Chapman Coal Company Garage and Stable at 57 N Street, NW occupies Lot 215 in Square 617 in Washington, D.C.

Boundary Justification (Explain why the boundaries were selected.)

The Chapman Coal Company Garage and Stable has been associated with this lot since the garage was constructed on the site in 1912.

11. Form Prepared By

name/title: Hayden Wetzel
organization: D.C. Preservation League
street & number: 401 F Street, NW Room 324
city or town: Washington, D.C. state: _____ zip code: DC
e-mail _____
telephone: 202 783-5144
date: December 2012

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

Name of Property: Chapman Coal Company Garage and Stable
City or Vicinity: Washington, D.C.
County: State:
Photographer: Kim Williams
Date Photographed: February 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

View looking east along N Street at south elevation of garage
1 of 11.

View looking west along N Street at south elevation of garage
2 of 11.

View looking northwest of elevator bay of garage
3 of 11.

View looking west along N Street showing altered front bays of south elevation of garage
4 of 11.

View looking south from open court area at north elevation of the garage (rebuilt side wall of historic stable building).
5 of 11.

View looking south along alleyway at east side wall of garage (note front elevation of 1908 stable incorporated as rear bay of garage).
6 of 11.

Interior view looking west from car storage area (front shop rooms are to left of windows in photo; former stable is to right of row of concrete columns).
7 of 11.

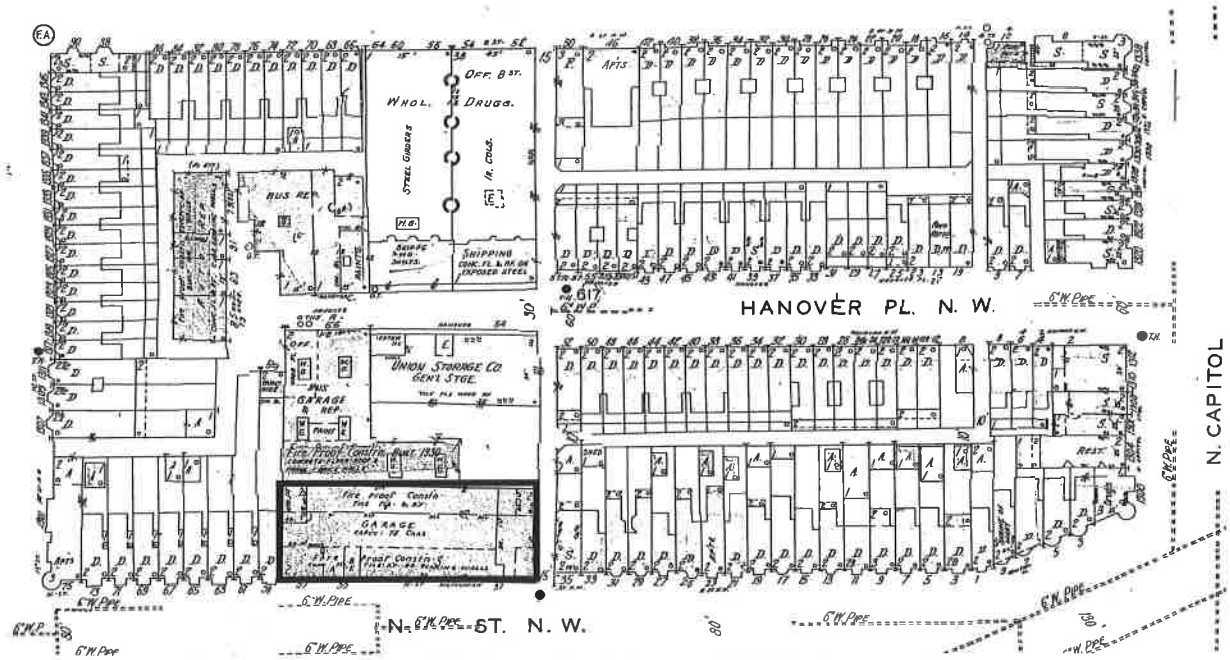
Interior view looking west from front shop rooms (windows to right are interior windows dividing front shop rooms from storage bays).
8 of 11.

Interior view at second floor showing monitor skylight.
9 of 11.

Interior view from front work rooms looking south toward front wall windows.
10 of 11.

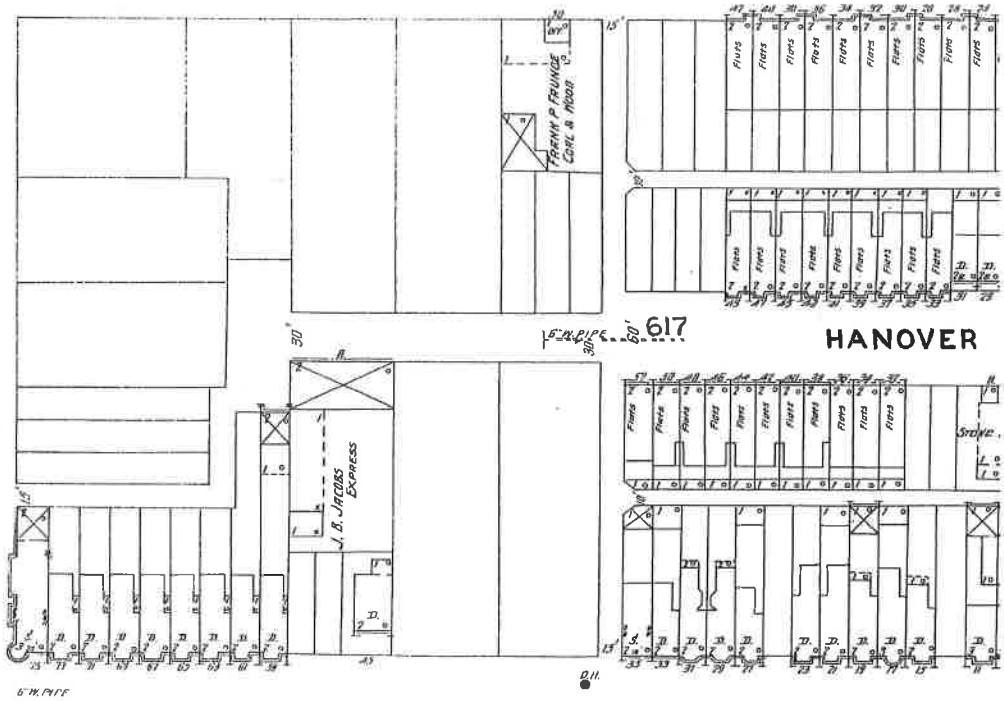
Interior view of stable looking east toward front wall of stable facing side alley.
11 of 11.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

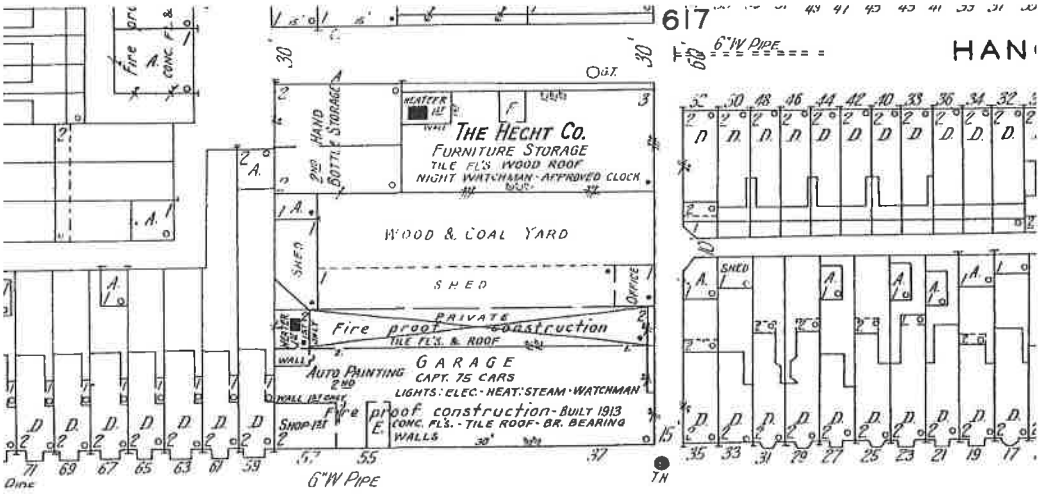


Map Showing Chapman Garage and Stable at 57 N Street, NW, Washington, D.C.
(*from Sanborn Fire Insurance Maps, Vol. 1, plate 59, updated 1960*)

Map Showing National Register Boundaries of Chapman Coal Company Garage and Stable on Lot 215 Square 617 at 57 N Street, NW, (District of Columbia Geographic Information System, 2004)



Map Showing Vacant Lots at 57 N Street, NW on Square 617 (Sanborn Fire Insurance Map, 1904)



Map Showing Chapman Coal Company complex including the 1912 garage on N Street and the 1908 garage at rear (Sanborn Fire Insurance Map, 1928)

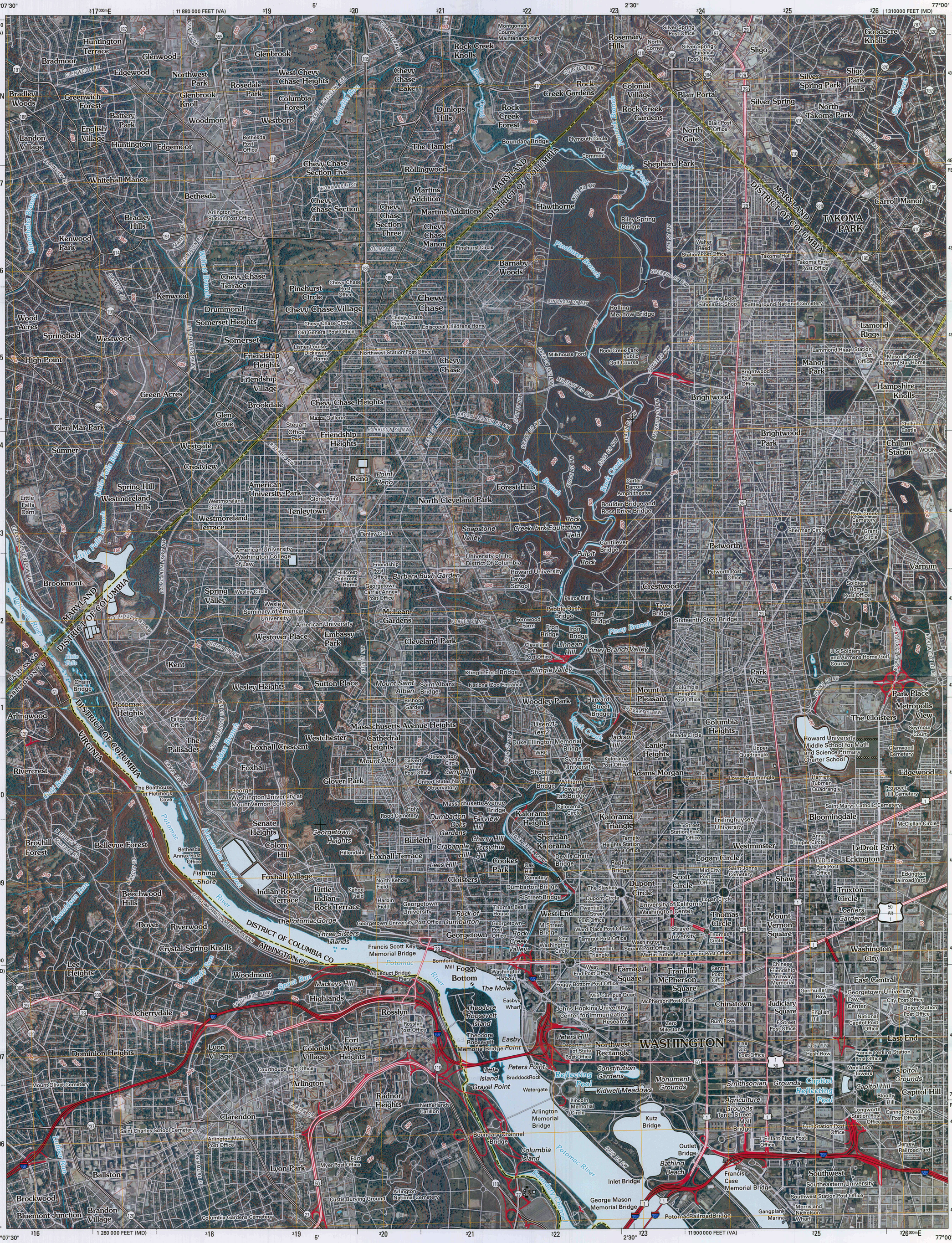
Chapman Garage and Stable, Washington, DC

USGS
science for a changing world

U.S. DEPARTMENT OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

The National Map
US Topo

WASHINGTON WEST QUADRANGLE
DISTRICT OF COLUMBIA-MARYLAND-VIRGINIA
7.5-MINUTE SERIES



Produced by the United States Geological Survey
North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and 1 000-meter grid: Universal Transverse Mercator, Zone 18S
10 000-foot ticks: Maryland Coordinate System of 1983, Virginia Coordinate System of 1983 (north zone)

Imagery.....NAIP, June 2009
Roads.....©2006-2010 Tele Atlas
Names.....GNIS, 2010
Hydrography.....National Hydrography Dataset, 2009
Contours.....National Elevation Dataset, 2008
Boundaries.....Census, IBWC, IBC, USGS, 1972 - 2010

MN
10° 47'
192 MILS
GN
1° 18'
23 MILS

UTM GRID AND 2011 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

U.S. National Grid
100,000-m Square ID
UJ
Grid Zone Designation 18S

SCALE 1:24 000

KILOMETERS 1 0.5 0 1 2
METERS 1000 500 0 1000 2000
MILES 1 0.5 0 1
FEET 1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

CONTOUR INTERVAL 10 FEET
NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with version 0.5.10 of the USGS US Topo Product Standard.
A metadata file associated with this product is draft version 0.5.15

DISTRICT OF COLUMBIA

QUADRANGLE LOCATION

Rockville	Kensington	Beltsville
Falls Church	Washington West	Washington East
Annandale	Alexandria	Anacostia

ADJOINING 7.5' QUADRANGLES

ROAD CLASSIFICATION

Interstate Route
US Route
Ramp
State Route
Local Road
4WD

Interstate Route
US Route
State Route

UTMs
18 325 577
4308 202

WASHINGTON WEST, DC-MD-VA
2011

FOR LEASE

FOR LEASE
Commercial / Retail Space
202-359-4555
SPEED HUMP
25
FOR LEASE
202-359-4555

FOR LEASE
Commercial / Retail Space
35,000 SF +/- (subdividable)
202-359-4555

67 NST. REAR

EXIT

DELTA
10" POWER MITER SAW
SP-1600

iMac