



Northern Bus Garage Reconstruction Project

Memorandum of Agreement
Stipulation II and III: Streetcar Tracks and Wayside Interpretive Exhibits
Implementation Plan and Draft Exhibits



**Washington
Metropolitan Area
Transit Authority**

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Overview

May 9, 2024, a WMATA Northern Bus Garage project internal management meeting discussed implementation of the Section 106 Memorandum of Agreement (MOA), Stipulation projects. This draft implementation plan is based on information from that meeting. A copy of the MOA and the attachments can be found at <https://www.wmata.com/initiatives/plans/northern-bus-garage/upload/2022-Northern-Bus-Garage-MOA-Report.pdf>, Appendix A.

WMATA is responsible for implementing the MOA Stipulations or mitigation measures. These include up to three exterior exhibit panels, sidewalk installation of trolley tracks from a streetcar barn door to the 14th Street NW curb, and up to five wayside exhibit panels for the building's community room.

Project management determined WMATA would design the wayside exhibit panels, including research, copy and graphic development, and Clark Construction would be contracted to fabricate and install the exhibits, and complete the trolley track sidewalk installation.

Exterior exhibit themes identified in the MOA Exhibit 6: Architectural History, Transportation History, and Streetcar Lines and Tracks. Research and the drafting of copy are underway and will be ongoing. Draft copy and images are captured in separate plans for each exterior exhibit panels (Attachments 1-3). This information will be used to create the final graphic and copy exhibit panels.

WMATA AIT graphic designers are working on Community Room interior concept designs for MOA consulting parties to review and comment and provide additional guidance as part of the consultation process. (Attachment 4) The exterior exhibit frame and stand identified in the MOA Attachment 6 are Pannier Graphics <https://panniergraphics.com/> products. WMATA staff will develop three basic exhibit concepts for Community Room interior exhibits/display.

WMATA will work with Communications, Marketing and Government Relations to create community announcement about initiation of this project for the upcoming quarterly community meeting in August. A draft working schedule for the project will be developed.

Plan Outline Elements

- **Research**
 - Online Sources
 - Oral Histories
 - Historic Repositories
 - Historical Images/Graphics
 - Sources Consulted
- **Graphic Design**
 - Copy Development
 - Preliminary Panel Layout
 - Copy Revision and Editing

- Finalize Exhibit Panels
- Location of Exterior and Interior Exhibit Panels Finalized
- **Consultation**
 - Consulting Parties Meeting 1, followed by 2-week comment period.
 - Consulting Parties Meeting 2, followed by 2-week comment period.
 - Consulting Parties Meeting 3, followed by final 2-week comment period.
 - DC SHPO and FTA review, comment, revisions
- **Contracting**
 - DC Public Space Commission review
 - Embedded rails and 3 Exterior Wayside Exhibits
 - DDOT coordination as needed.
 - WMATA Maintenance review
 - Fabrication – Pannier specs, embedded rails plan to be determined.
 - Installation Spring 2027
 - MOA requires trolley tracks installed within one week of occupancy permit.
 - MOA requires exterior/and interior exhibits installed within 30 days of occupancy permit.

Description

Research

WMATA Architectural Historian will continue on-line research and draft copy development. Sources include National Register of Historic Places *Streetcar and Bus Resources of Washington, D.C., 1862-1962*, Multiple Property Document Form, and the *Capital Traction Company Car Barn nomination form*, as required in MOA Scope of Work. Additional on-line research materials include Mapping Segregation <https://www.mappingsegregationdc.org/>, *Washington Post*, DC Public Library, The People's Archive, <https://www.dclibrary.org/plan-visit/martin-luther-king-jr-memorial-library/peoples-archive>, and The Street Railway Review, <https://archive.org/details/streetrailway03amer>.

WMATA Architectural Historian will conduct research additional at the DC History Center, accessing the Capital Transit Company archive, and contacting the National Capital Trolley Museum in Colesville, Maryland to access relevant historical materials. Three oral histories, as specified in MOA Exhibit 6, will be conducted by Secretary of Interior's professional qualifications for Historian WMATA staff.

Graphic Design

Graphic design copies of exterior wayside interpretive panels (3 double-sided stand-alone exhibits, six total panels) and three format concepts for interior exhibit panels will be distributed for internal WMATA review. Exhibit panel plans will be developed by the WMATA Architectural Historian, based on NPS <https://www.nps.gov/subjects/hfc/upload/Wayside-Guide->

[First-Edition.pdf](#). Each plan will discuss the historical theme, location and justification, interpretive intent, and describe how people will experience the exhibit. Along with copy, the plans will contain historic images that could be used in the exhibit panels. See Attachments 1-3 for working draft exterior exhibit plans. WMATA AIT Graphic Designer will collaborate with Architectural Historian to draft and revise copy and images needed to develop final exhibit panels.

Oral history interviews will be conducted with individuals recommended by the consulting parties to the MOA, specifically Sixteenth Street Neighborhood Association, Uptown Main Street, Northern Busbarn Neighbors, and DC Advisory Neighborhood Commissions 4C02 and 4C03. Oral history interviews will establish interviewees' relation to the Northern Bus Barn and the neighborhoods it surrounds. Interviews will be transcribed, reviewed, and corrected by the interviewees. Revised transcripts will be shared with the consulting parties.

Oral history transcripts will drive the development of draft interior community room exhibits. WMATA will develop the concept formats for the interior interpretive exhibits. Draft content will be community oriented and contain stories from and about the community, along with photographs and visual images from the community. Consulting party comments and oral history transcript information will be used to develop the working draft preferred interior community room interpretive exhibits.

After Consulting party requested revisions and upon approval, two-to-three (as needed) "teams" meetings with consulting party representatives will be scheduled as part of the consultation process.

Consultation

Meetings conducted by WMATA Architectural Historian with the Consulting Party Representatives will consist of reviewing SOW in the MOA, discussing process for review and comment of drafts, and a presentation of each exterior panel and interior exhibit concept. Questions and comments for a pre-determined time (30 minutes) will follow each meeting. Attendees will be asked to submit further comments in writing, and email these comments to WMATA staff, within 2 weeks after the meeting. Comments will be reviewed, grouped by topic, and responses will be presented at next meeting with revised graphic panels. Submitted comments and questions will be saved and filed for retrieval as needed.

The second consulting party meeting will proceed in a similar manner. After two weeks and receipt of additional comments, a third and final meeting may be scheduled. A maximum of three review and comment meetings will be potentially conducted, after which all consulting parties will receive full-color digital files of the exhibit panels. These final panels and the consulting party meeting review comments and response will be shared with the DC State Historic Preservation Office and the Federal Transit Administration for review, comment, and approval.

Contracting

Clark Construction will receive a task order from Northern Bus Garage Reconstruction Project Management for fabrication and installation of the wayside exhibits (exterior and interior) and installation of trolley tracks from building to street as per diagram in MOA, Exhibit 5. Tracks salvaged from the bus barn demolition will be used if feasible. WMATA Northern Bus Garage Project Management will verify track installation is within base contractor scope of work.

For Draft Project Implementation Schedule see below.

Project Schedule

[illegible]

Attachment 1: Trolley Tracks in the City/Trolley Tracks in the Bus Barn

Exterior Exhibit 1

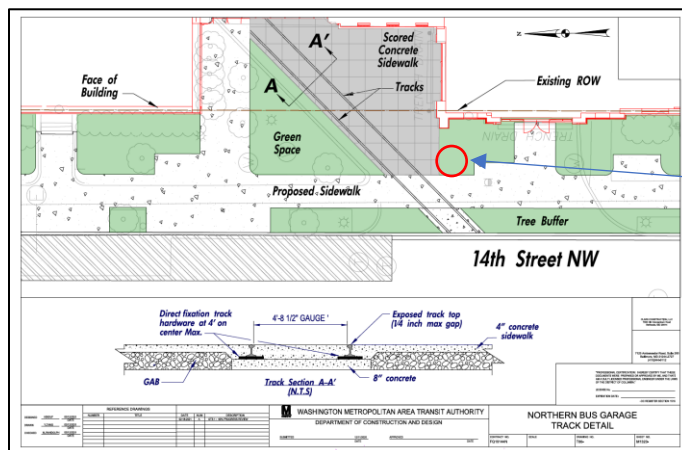
Trolley Tracks in the City/Trolley Tracks in the Bus Barn

Location

Exterior Wayside Exhibit 1 will be installed along 14th Street NW east sidewalk adjacent to installation/replacement of historic trolley tracks from street to curb to carbarn.



**Northern Bus Garage, Pre-Reconstruction
Potential Locations for Three (3) Exterior Wayside Interpretive Exhibits**



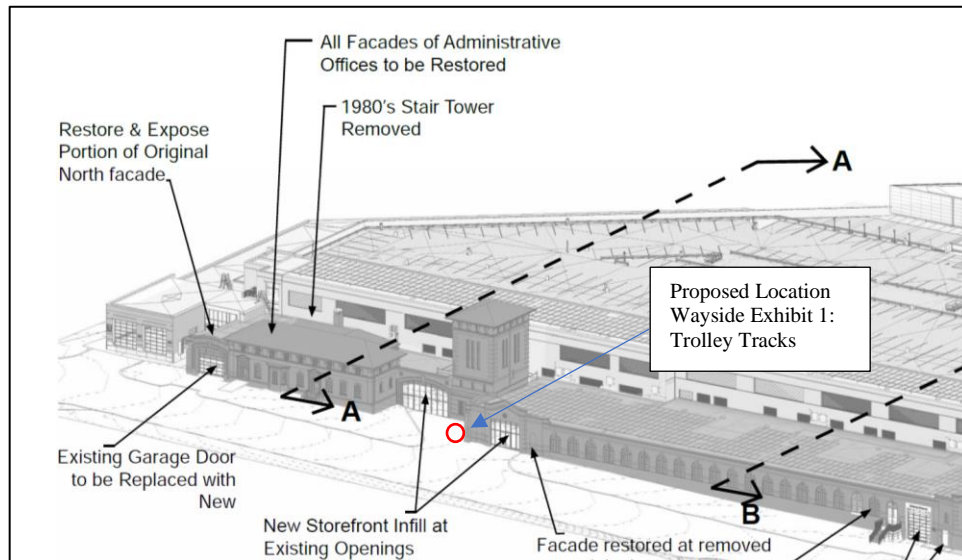
Proposed Location
Wayside Exhibit 1:
Trolley Tracks

Northern Bus Garage Track Detail. Attachment 5 MOA

Location justification

Trolley tracks must represent the replacement trolley tracks requiring the exhibit panel be proximate to the trolley tracks, which connect the street to the car barn.

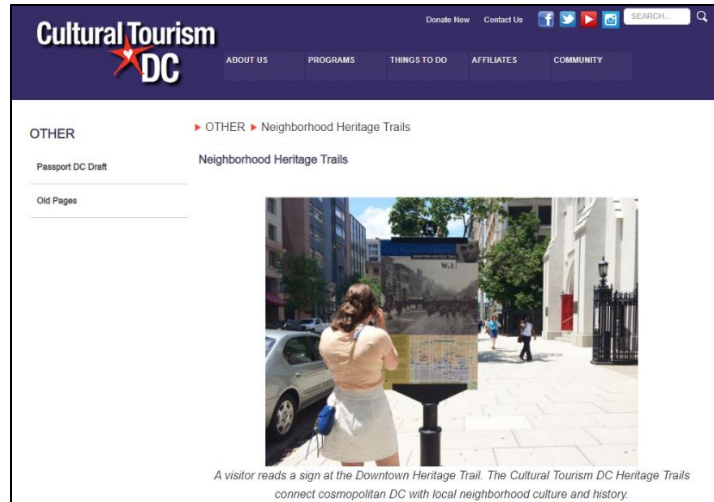
Plan rendering indicating that exhibit will be in an area between the 14th Street NW façade “New Storefront Infill at Existing Openings”. This will be a high pedestrian traffic area but not frequently used by garage staff, suggesting audience for exhibit is pedestrian traffic and commercial/retail customers.



Programmatic Massing of New Construction to Historic Building, October 2021

How will people experience the space/exhibit

The exhibit will be a free-standing rectangular metal black finished framed porcelain panel with graphics and copy on each side. People will experience the exhibit as pedestrians walking down the sidewalk or entering/exiting the retail storefront space. The exhibit will be mostly graphic with minimal copy. The experience will be a brief encounter that will provide information about the trolley tracks and the building connected to the tracks. The exhibit experience may satisfy a passing pedestrian's curiosity and may even encourage them to find additional information on the resource.



Pedestrian experiencing exhibit of similar type and size in a streetscape environment.

Exhibit's interpretive purpose/intention

The interpretive purpose of the double-sided exhibit panel is to explain the re-installed track in the sidewalk in terms of the city's streetcar track network and in terms of how the connecting track linked the car barn operations to the city's streetcar network. The pedestrians experiencing the panel exhibit should gain an understanding of the type of tracks that ran throughout the city and how they helped convey electrical power to the streetcars. Additionally, the viewer will learn how streetcars entered the building, the building's interior network of rail tracks and how this network was used to store and maintain the rolling stock.

Orientation or view

The north side of the Trolley Track exhibit panel will focus on the trolley system in the D.C area, and its importance to the growth and physical development of DC. The south side of the trolley tracks exhibit panel will focus on the tracks as part of Northern Bus Garage.

Landscape considerations

Landscape considerations include the actual location of the double-sided exhibit panel and the viewsheds that are needed to understand the intent of the exhibit panel. Because the installation of track in this location is a required stipulation in the Northern Bus Garage MOA, the wayside is site specific. The site is a concrete sidewalk between the building and the street with minimal landscaping – specifically grass buffer strips. Exact placement of the exhibit panel should include consideration of views of the panel not blocked by traffic and parking signs and landscaping trees. An additional site consideration is making sure the exhibit is fully accessible to all potential audiences.

Maintenance considerations

Maintenance of the exhibit panels will be incorporated into building maintenance and be the responsibility of WMATA. Maintenance staff are to be given the chance to review and comment on the design and material choice. The District Department of Transportation's maintenance of the sidewalk itself should be considered and DDOT shall be informed of the installation. Any agreement document needed with DDOT will be determined in future consultation with DDOT. Project files, including plans shall be archived for reference to ensure future repairs are done correctly. These materials shall be kept with building files and scanned into documentum as part of the Northern Bus Garage Redevelopment Project.

Exterior Exhibit 1 South Side Panel: Trolley Tracks in the City

Draft Copy

From 1862 to 1962 trolley cars rolled on the rails in the streets of Washington, D.C. Congress authorized the Washington and Georgetown Railway Company in 1862. The congressional authorization mandated DC trolley rails have the same gauge width as the Baltimore & Ohio Railroad to facilitate military supply transport during the Civil War. Horse-drawn trolleys on rails provided a smoother, faster ride than carriages, and horse drawn omnibus became a popular mode of transit. (1) As the city grew, so did the number of horses and their care and maintenance were sanitary problems. Congress passed legislation in 1889 ending horse-drawn traction in the city, requiring streetcar lines to find alternative forms of traction power within two years.

By 1900, Washington, D.C. and its immediate suburbs had about 190 miles of streetcar track owned and operated by twenty-nine separate companies. These tracks were concentrated in the downtown business district, with some connecting to streetcar suburbs in Maryland and Virginia. (2) The array of privately owned lines was confusing, so Congress acted in 1898, approving the right of railway companies to utilize the tracks of other companies, easing congestion, and facilitating more direct travel routes.

Other cities streetcar lines had already converted to the overhead electric wire or trolley. Washingtonians did not want the infrastructure clutter of wires and poles lining the streets of their city, and Congress banned overhead electric conduits for trolley cars. (3) Steam power, cable cars and battery technologies were tried but failed to support the city's transit needs. Burying the lines between the rails was the preferred option. Underground electric streetcars needed three tracks: two sidetracks for wheels and one middle track for running electric current conduit. (4) Each car had a "plow" on the bottom with two sliding shoes collecting positive and returning negative current from the center rail and sending it to the conductor outside rails. An underground moveable plate turned the current off and on at switch points.

After decades of delay, Congress and the Public Utilities Commission finally approved the merger and consolidation of the separate streetcar companies. By 1933 only one transit company remained: The Capital Traction Company. (5) The last streetcar to run in Washington, D.C. exited the Decatur Street Car barn in 1962, ending the one-hundred-year period of trolley cars on rails in the district. (6)

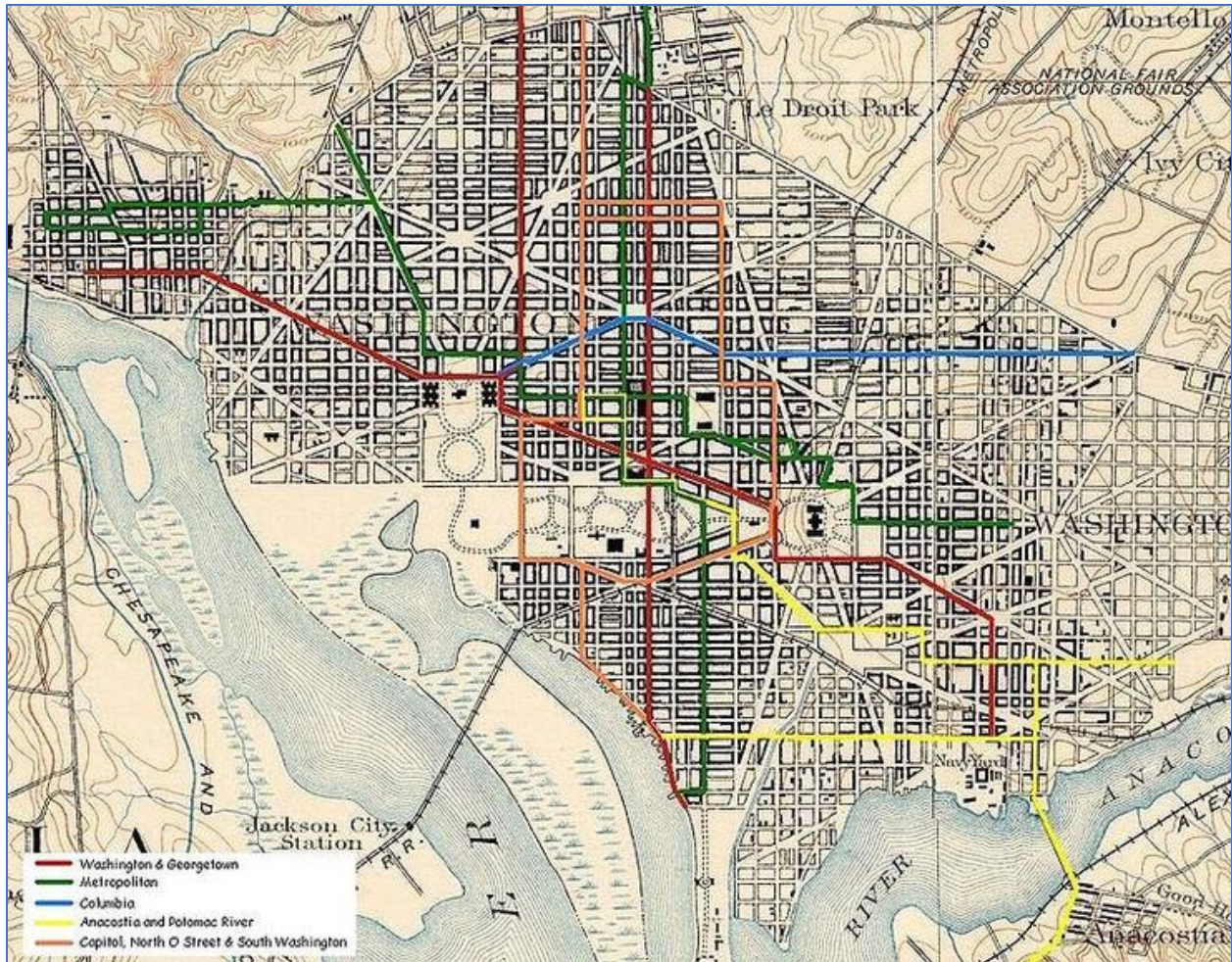
Although the trolley cars were gone, one hundred seven linear miles of embedded steel trolley tracks were still in the streets of Washington, D.C., creating slippery surfaces for cars. The last D.C. Transit owner and the city were to split the cost of removal, but not all tracks were removed. (7) The steel rails sat on large iron yokes anchored in blocks of concrete every 6 feet. Described as “big beefy sawhorses” these yokes had to be smashed and sometimes dynamited out. (8) (9)

Draft Graphics/Images



(1) Horse Pulled Streetcar in Snowy Street, Washington D.C.

DC Public Library, The People's Archive, David Sterman Photograph Collection
<https://digdc.dclibrary.org/islandora/object/dcplislandora%3A9945>

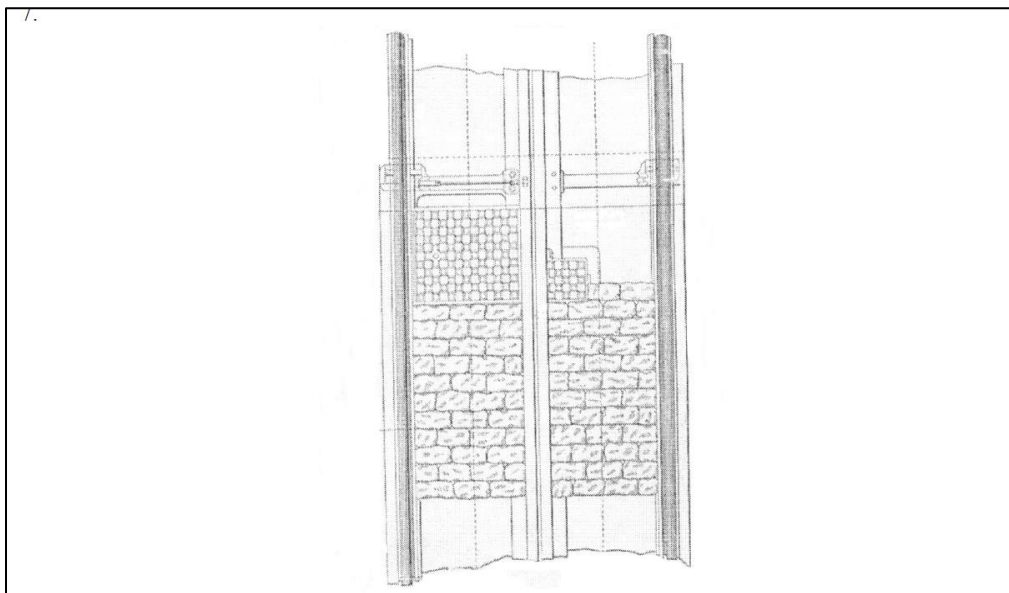


(2) 1888 Washington, D.C. Streetcar Map

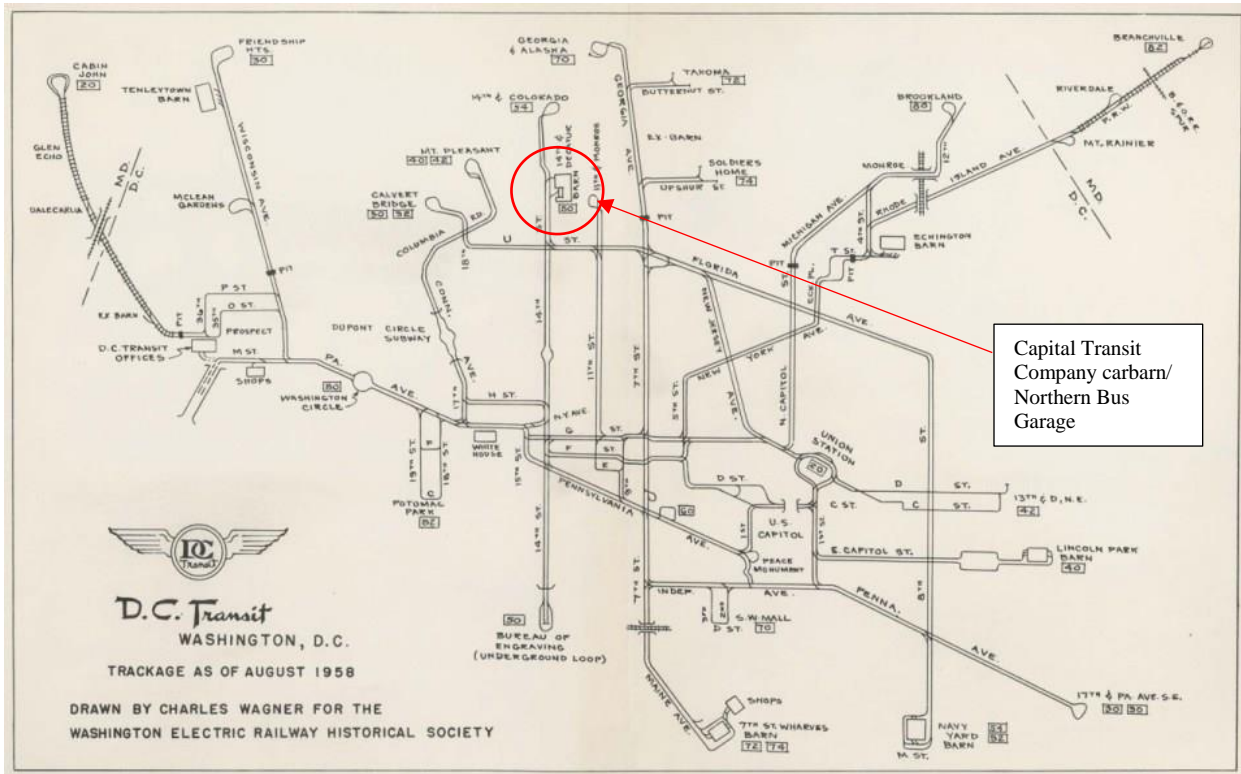
<https://i.pinimg.com/736x/cc/97/00/cc9700d46551f650bb8e16ccb45a6e85--horse-drawn-vintage-maps.jpg>



(3) General Electric Company, *Street Railway Journal*, September 1898



(4) Plan showing wheel tracks with slot rail and manholes. Drawing from "Conduit of the Metropolitan Railroad Company at Washington." *The Street Railway Review* 5, no. 1 (January 15, 1895)



(5) DC Transit, Washington, D.C. Trackage as of 1958

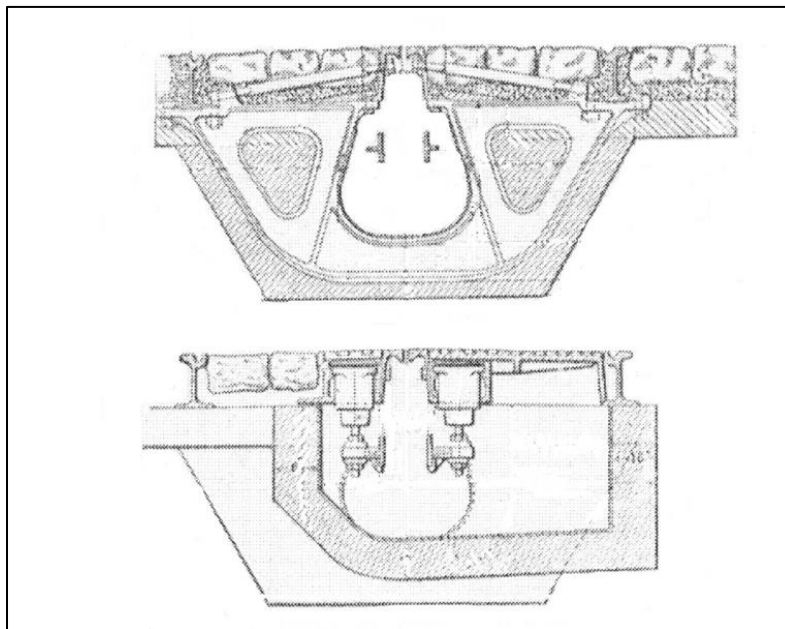


(6) Last trolley car leaving barn, 1962.



(7) Removing DC Streetcar Tracks, 1960

https://www.flickr.com/photos/washington_area_spark/20913827939



(8) Section of yoke (top) and manhole with insulator (bottom) Drawing from "Conduit of the Metropolitan Railroad Company at Washington," "The Street Railway Review 5, no 1 (January 15, 1895)



(9) Abandoned Excavated Yoke and Tracks
<https://www.dctrolley.org/history>

Exterior Exhibit 1 North Side Panel: Trolley Tracks in the Bus Barn

Draft Copy

The Northern Bus Garage was built as the Decatur Street Carbarn to store and service electric trolley cars. Both street and basement levels of the streetcar barn were accessed by rail through large wooden car doors facing 14th Street. Each morning the cars left the carbarn and each night they returned. The streetcars were stored in north-south oriented spaces separated by two transfer tables on the first floor, which had a total of 50 parking or repair spaces. (1) The basement provided one transfer table with fifteen parking spaces. (2) The perpendicularly oriented transfer tables were used to move the cars around inside the barn, relocating them to maintenance or storage bays. (3) (4)

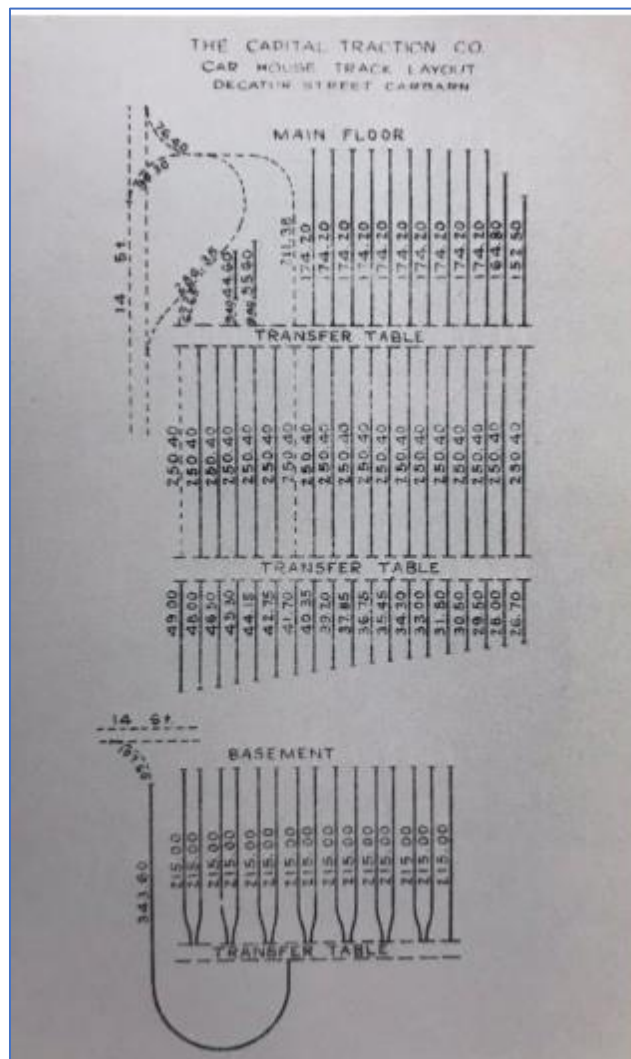
The interior was divided into spaces by large concrete chamfered poles supporting a coffered ceiling. Pits located between rails allowed repairmen to access the underside of the streetcars. (5) (6) A 1914 valuation book of the Decatur Streetcar Barn shows the electrically operated transfer tables cost \$2,750 each. In 1959 the carbarn was converted to a bus garage, and the transfer tables were removed, and the streetcar rails were also removed or simply paved over.

The WMATA reconstruction of the Northern Bus Garage uncovered several lengths of concrete-embedded interior trolley tracks. A restored section of one of these rails is embedded in the sidewalk here to illustrate how the Decatur Street Carbarn was connected by rail to the street and the city.

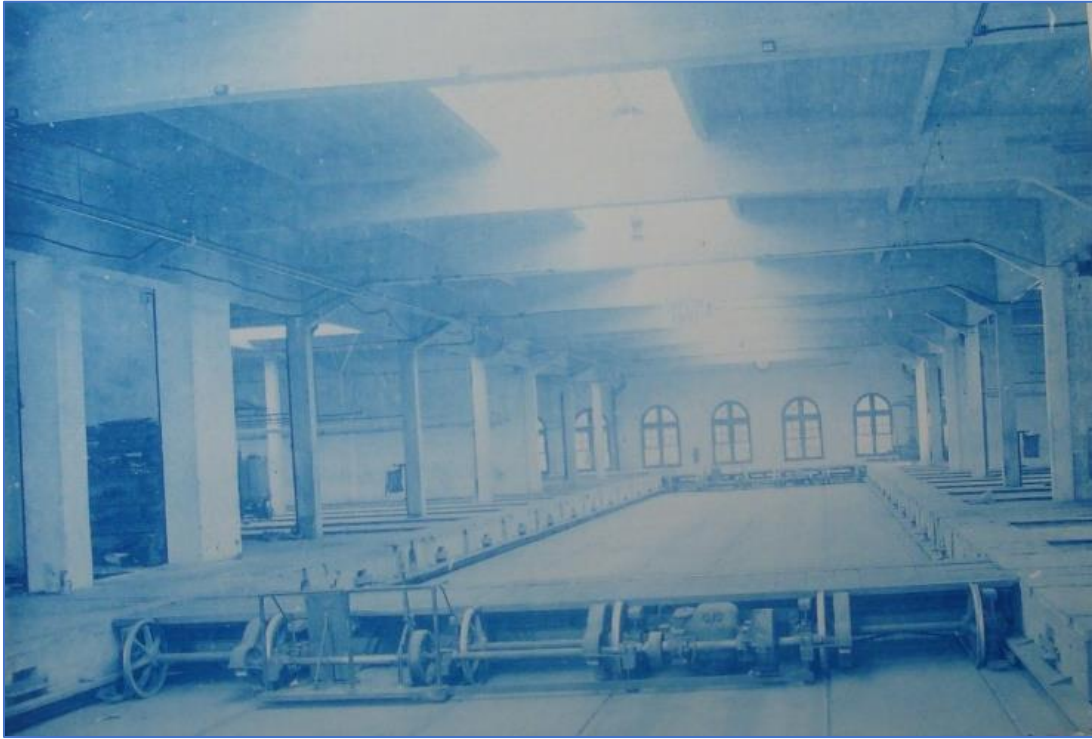
Draft Graphics/Images



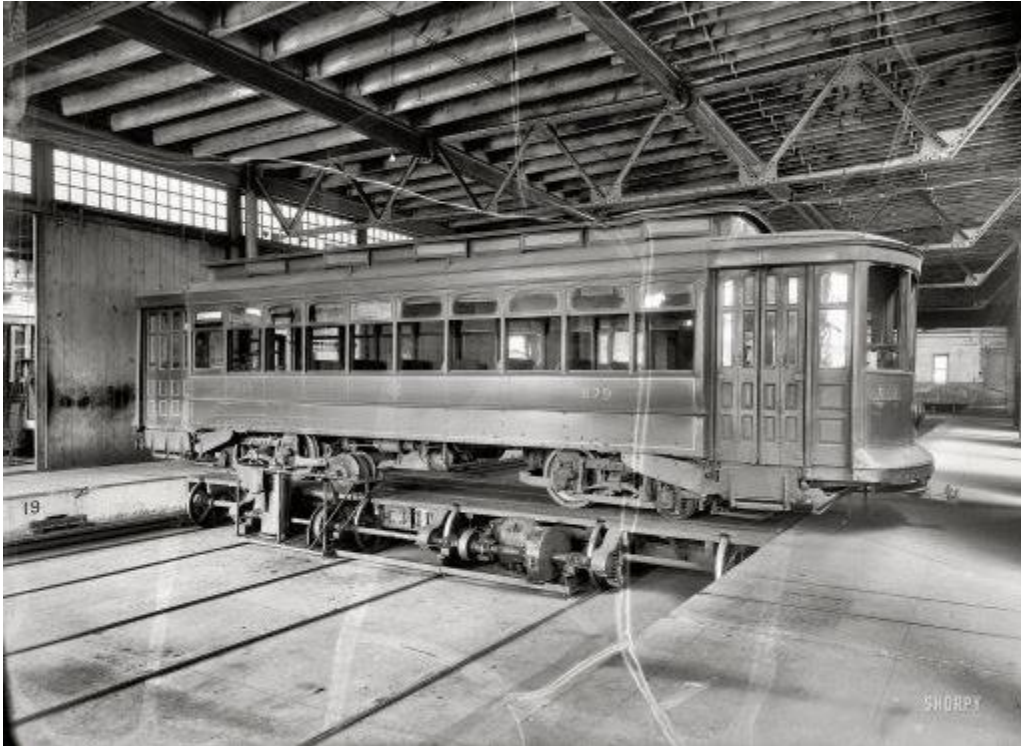
(1) Trolley car exiting Decatur Street Car barn building before reaching sidewalk. 1914 Photograph.



(2) Decatur Street Car barn interior track layout, 1914

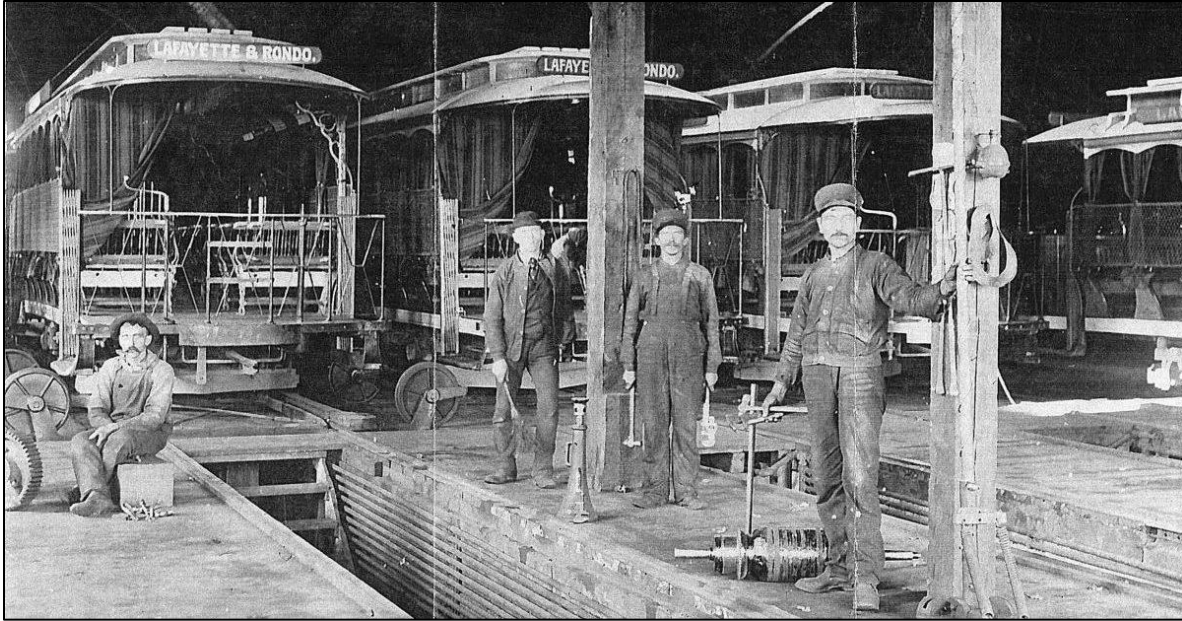


(3) Decatur Street Car Barn Transfer Tables, 1914



(4) Capital Transit Streetcar on Transfer T-table. 1931

<https://www.bing.com/images/search?view=detailV2&ccid=wcORc1Xt&id=FED060D443293E0872435F39D90950910BC53F28&thid=OIP.wcORc1XtXuwAC3fJBv7VuAHaF6&mediaurl=https%3A%2F%2Fi.pinimg.com%2F736x%2F6a%2Fdb%2F8e%2F6adb8ea42a686e8b9f754cc657f4d0a0--traction-transfer.jpg&exph=409&expw=512&q=historic+trolley+car+transfer+tables&simid=608041321101218756&form=IRPRST&ck=C625677F1585B7F85841C5912EB40F8E&selectedIndex=0&itb=0&ajaxhist=0&ajaxserp=0&vt=0&sim=11&cdnurl=https%3A%2F%2Fth.bing.com%2Fth%2Fid%2FR.c1c3917355ed5ecc000b77c906fed5b8%3Frik%3DKD%252fFC5FQCdk5Xw%26pid%3DImgRaw%26r%3D0>



(5) Four mechanics inside a St. Paul carhouse interior. Taken between 1896 - 1900. Minnesota Streetcar Museum.

<https://streets.mn/2019/06/19/65-years-later-twin-cities-streetcars/>



(6) University of Cincinnati Motor Repair Work Traction Company
Foote, Elmer L., Photographer

<https://digital.cincinnati.library.org/digital/collection/p16998coll2/id/72/rec/2>



(7) Northern Bus Garage interior, embedded tracks removed from floor. May 2023

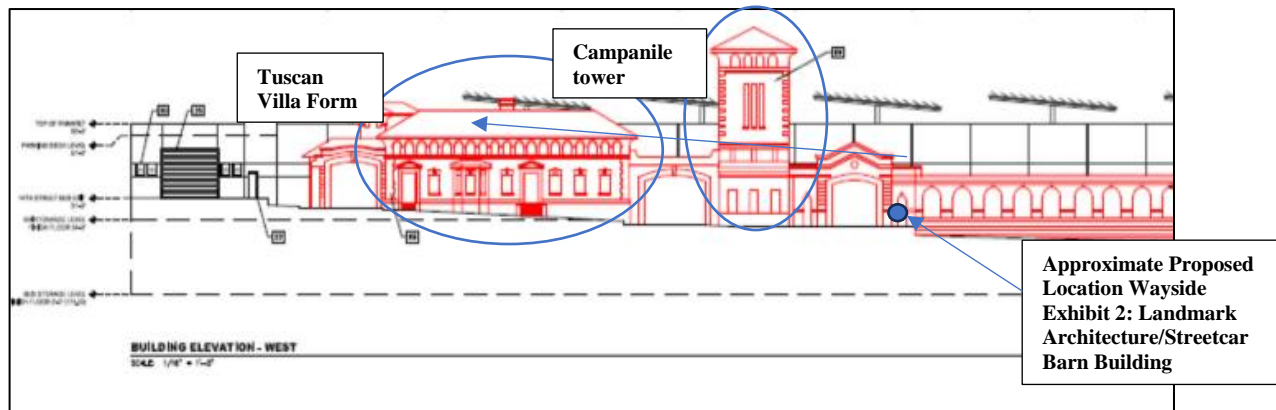
Attachment 2: Landmark Architecture/Streetcar Barn Buildings

Exterior Exhibit 2

Landmark Architecture/Streetcar Barn Buildings

Location

Location of the wayside exhibit is a 14th Street NW east sidewalk location sufficient for pedestrians to see the campanile tower and the Italian Renaissance Revival Tuscan villa massing of the administration office. The architectural importance of the building will be discussed on the south side of north-south oriented vertical panel. Streetcar barn architecture will be presented on the opposite side.



Northern Bus Garage Replacement Project Plans
Building Elevation 1, MOA 2021

Location justification

The National Register of Historic Places nomination for the Capital Traction Company Car Barn (#13000029, April 5, 2013), describes the building as two Tuscan villas separated by a grand campanile (tower). The villa and tower forms are character defining elements representing the Italian Renaissance Revival architectural style. The exhibit needs to have a clear view of these elements for the pedestrian to understand the building as an architectural “calling card” for the Capital Traction Company.

How will people experience the space/exhibit

The exhibit will be a free-standing rectangular black metal framed porcelain or fiberglass panel with graphics and copy on each side. People will experience the exhibit as pedestrians walking down the sidewalk or entering/exiting the nearby retail storefront space. The exhibit will be mostly graphic with copy. The experience will be a brief encounter that will provide information about the building the pedestrian is next to -- the architectural significance of the building and the role it played in developing the neighborhood and larger community. The exhibit experience may satisfy a passing pedestrian’s curiosity and may even encourage them to find additional information on nearby exhibit panels about the resource.



Pedestrian experiencing exhibit of similar type and size in a streetscape environment.

Exhibit's interpretive purpose/intention

The interpretive purpose of the double-sided exhibit panel is to assist pedestrians in understanding the architectural elements of the building's style and the deliberate choice of the style as an impetus for development of the neighborhood. In addition to referencing existing scholarship on the architectural evaluation of the Capital Traction Company Decatur Street Car barn, copy and graphics will include period references and promotions of the facility and burgeoning neighborhood. The Streetcar Barn Buildings panel will discuss this property type as a dominant presence in the late 19th and early 20th century Washington D.C. streetscape.

Orientation or view

The south side of the Landmark Architecture exhibit panel will focus on the character-defining features of the building that convey the Italian Renaissance Revival style and the Tuscan farmhouse building type. The north side will create a context of the streetcar barns that were in Washington, D.C., noting those that remain. These images will provide a comparison of the Decatur Streetcar Barn to the earlier and contemporary examples.

Landscape considerations

Landscape considerations include the actual location of the double-sided exhibit panel and the views of the building that are needed to identify and understand the content of the exhibit panel. The exhibit must allow pedestrians clear view of the architectural elements of the building highlighted in the images and copy of the exhibit panels. The exhibit site is a concrete sidewalk between the building and the street with minimal landscaping – specifically grass buffer strips. Exact placement of the exhibit panel should include consideration of views of the panel not being blocked by parked cars, signs, and landscaping trees. An additional site consideration is making sure the exhibit is fully accessible to all potential audiences.

Maintenance considerations

Maintenance of the exhibit panels will be incorporated into WMATA building and site maintenance. Maintenance staff are to be given the chance to review and comment on the design and material choice. The DDOT maintenance of the sidewalk itself should be considered and DDOT shall be informed of the installation. Project files, including plans, shall be archived for reference to ensure future repairs are done correctly. These materials shall be kept with building files and scanned into Documentum as part of the Northern Bus Garage Redevelopment Project.

Exterior Exhibit 2 South Side Panel: Landmark Architecture

Draft Copy

When completed in 1906, the Decatur Street Car barn was regarded as being “by far the most attractive in the city.” (1)(2) Praised for its historical stylistic references and state-of-the-art electronic conduit technology, the building was also commended for clearly separating interior functions. Despite the building façade’s projecting and receding sections, distinct interior functions, and number and type of openings -- including the generously large car door openings - the building achieves a symmetrical balanced massing. (3)

The Capital Traction Company streetcar barn was built in the Italian Renaissance Revival style. Characterized by decorative masonry keystones, quoins, molded stringcourse and cornice, along with scroll work, buttresses, and pedimented entablatures. (4)(5)(6) This architectural style was popular in the late 19th and early 20th century and is associated with the mansions of the wealthy and used for grand public buildings. A famous example of the style is Vanderbilt’s Breakers mansion in Newport, Rhode Island. (7) The streetcar barn building is designed as two villas separated by a campanile tower evocative of Italian, Tuscan architecture with low broad hip roof, small second floor windows, expansive façade, and interior wooden ceiling and beams (8)(9).

The streetcar barn was designed by the prominent D.C. architectural firm of Wood, Dunn, and Deming which also designed several federal government buildings and private residences for the district’s prominent and powerful. Notable works by the firm include the Union Trust Bank located at 740 15th Street N.W, the city’s first high-rise bank building, and the Italian Renaissance Revival Style Masonic Temple (now the National Museum of Women in the Arts at 1250 New York Ave NW,). (10)(11)

Draft Graphics/Images



(1) Northern Bus Garage, looking south to north, 2000 National Register nomination



(2) 1914 Photograph (DC History Center) looking north to south



(3) Car barn and administration building, 1949 (DC History Center)



(4) Door and pediment surround, administration offices



5) Garage door opening with molded surrounds, decorative keystone, voussoirs, and decorative plaque.



(6) Campanile with stone quoins, molded stringcourse and cornice, stuccoed upper story with small, rounded arch windows.



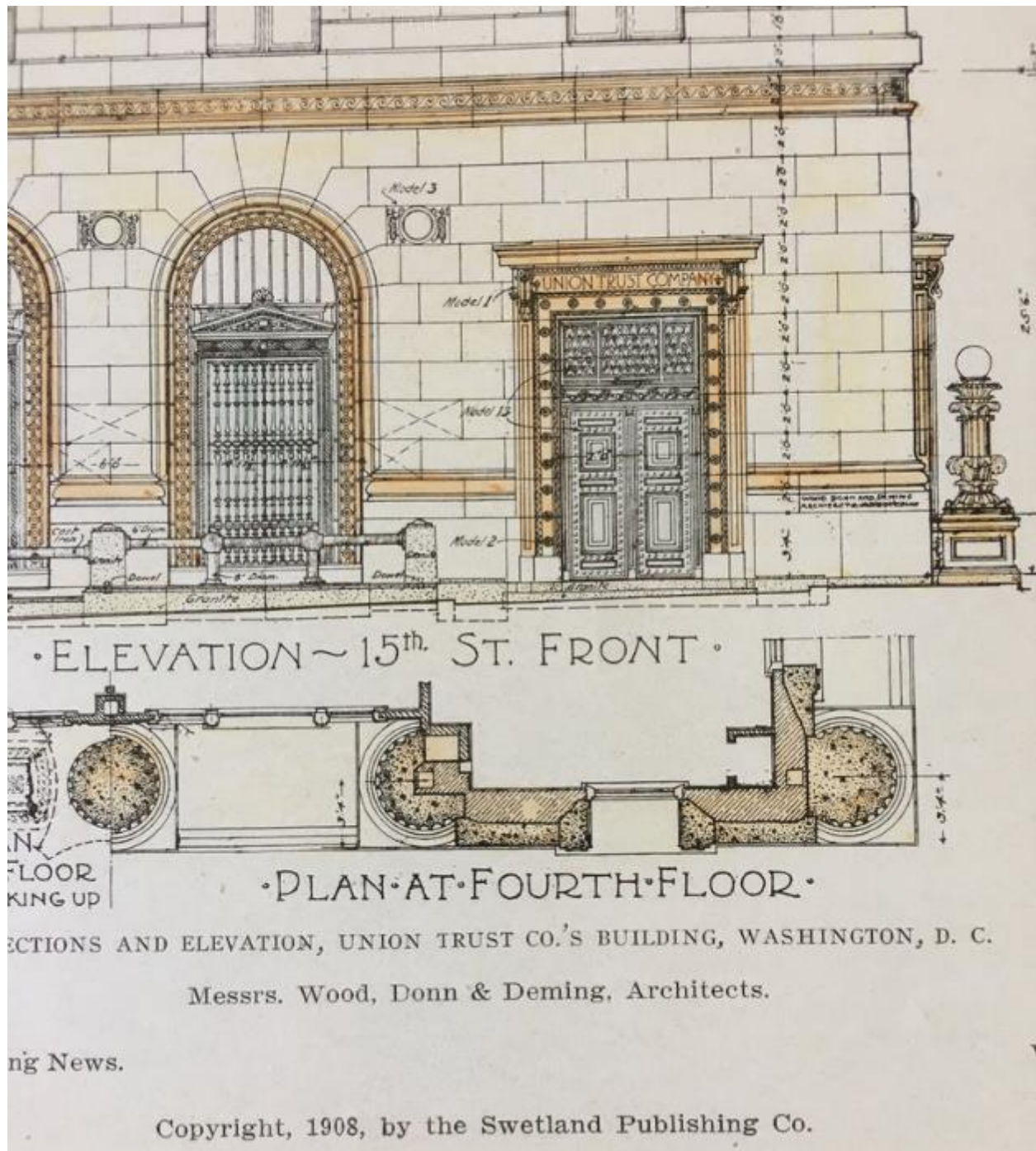
(7) The Breakers, Newport Rhode Island, 1895
<https://buildingsofnewengland.com/2021/12/24/the-breakers-1895/>



8) Left, Rustic Tuscan Villa, Italy. Right, Capital Traction Co. Administration Offices
<https://buildingscience.com/documents/building-science-insights-newsletters/bsi-107-tuscan-villas>



(9) Interior wood beam rustic ceiling campanile



(10) Detail of Plan for Union Trust company, Wood, Donn & Deming.

<https://www.stcroixarchitecture.com/products/union-trust-washington-dc-1908-wood-donn-deming-original-hand-colored>



(11) The Washington Masonic Temple, 1905
Now the National Museum of Women in the Arts
<https://historicsites.dcpreservation.org/items/show/359>

Exterior Exhibit 2 North Side Panel: Streetcar Barn Buildings

Draft Copy

Streetcar-dependent Washington, D.C., had several streetcar barns as each privately owned streetcar line had to provide for the maintenance and storage of their cars. Most streetcar barns were freestanding buildings with horizontal massing. The earliest examples were built between 1862 and 1889. Typically constructed of wood and rectangular in plan, these barns had horse stables to feed and house the primary motive power of this early mass transit system. Later, cable car barns with winding drums and shafts were followed by electric streetcar barns housing large generators to provide electric current.

Most of the district's car barns were constructed before 1900, but the majority were constructed in the 1890s when electrification came to the trolley lines. Many were designed in the Romanesque Revival architectural style, emphasizing round arches and heavy, massive stone or masonry walls with deep recesses. This style was popular in the 1880s and 1890s throughout the country and was often used for large public buildings for companies trying to convey a sense of permanence and protection. The Italian Renaissance Revival style Northern Bus Garage stands out among the DC Streetcar barns having a lighter less massive look.

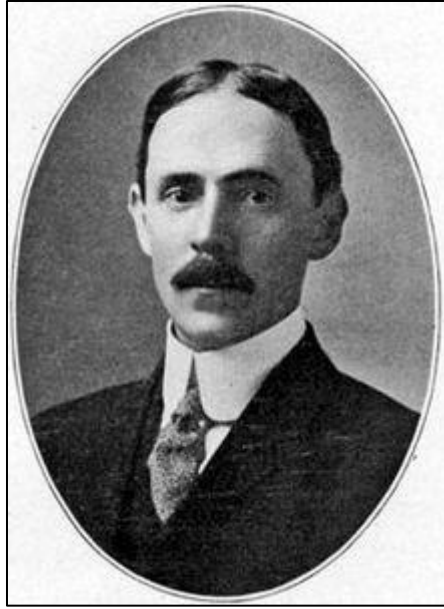
The 1895 Union Georgetown Capital Transit Streetcar barn was designed by district architect (1), Waddy Butler Wood. (3) who also designed the 1896 East Capitol Streetcar Barn, and was one third of the firm Wood, Deming and Dunn, that designed the Decatur Street Capital Transit Company streetcar barn, now the WMATA Northern Bus Garage. (4)

Along with the Decatur Streetcar barn and the Georgetown Streetcar barn, three other car barns have been listed in the DC Inventory of Historic Sites and the National Register of Historic Places: 14th & Boundary Street Car Barn (now known as Manhattan Laundry, 1877) (5); the 1896 East Capitol Street Car Barn, (6) and the 1891 Navy Yard Car Barn, (7). The Columbia Railroad Trinidad Car Barn (8) and the Brightwood Car barn, (9) were demolished in 1971 and 2012 respectively.

Suggested Images/Graphics



(1) Capital Transit company Car Barn, Georgetown, Washington, D.C. 1895



(2) Architect Waddy Butler Wood, c 1900
<https://alchetron.com/Waddy-Butler-Wood>



(3) Decatur Street Bus Garage, 1914



(4) The Manhattan Laundry, Streetcar Barn
<https://historicsites.dcpreservation.org/files/show/3375>



(5) East Capitol Street Car Barn at 1400 East Capitol Street, NE (1896).
<https://historicsites.dcpreservation.org/files/show/201>



(6) 1891 Navy Yard Car Barn
<https://theclio.com/entry/124255>



(7) Columbia Railroad Trinidad Car Barn (demolished)

<https://www.loc.gov/resource/hhh.dc0265.photos?st=gallery>



(8) Brightwood Car Barn (demolished)

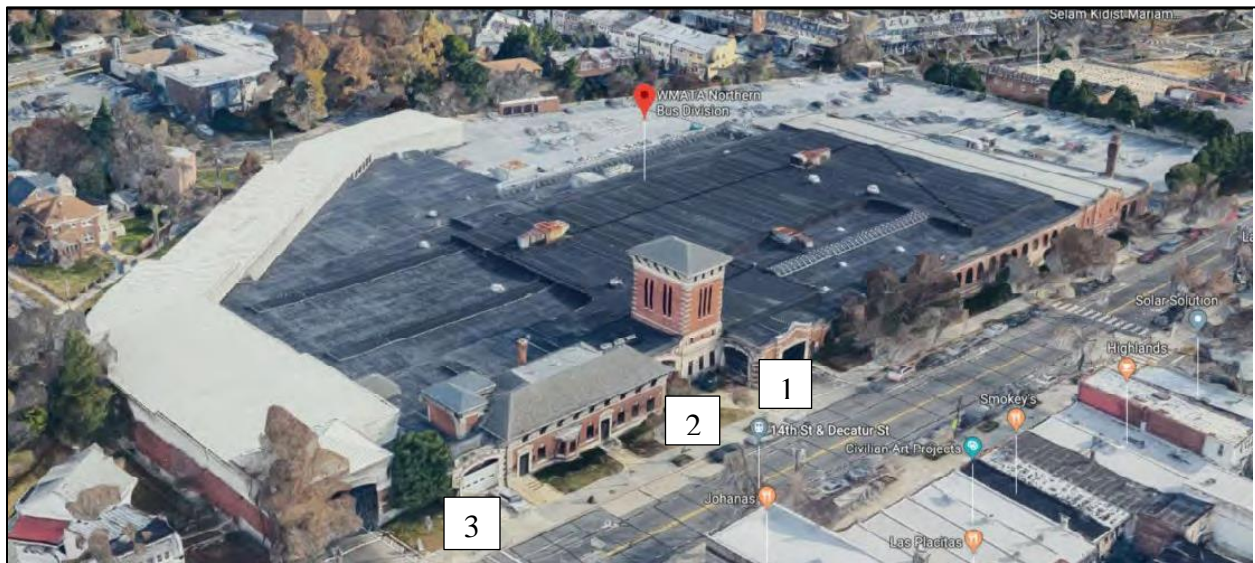
<https://www.shorpy.com/node/15306>

Attachment 3: Streetcar Barn Neighborhood/Racism and Worker Strikes

Exterior Exhibit 3 Streetcar Barn Neighborhood/Racism and Worker Strikes

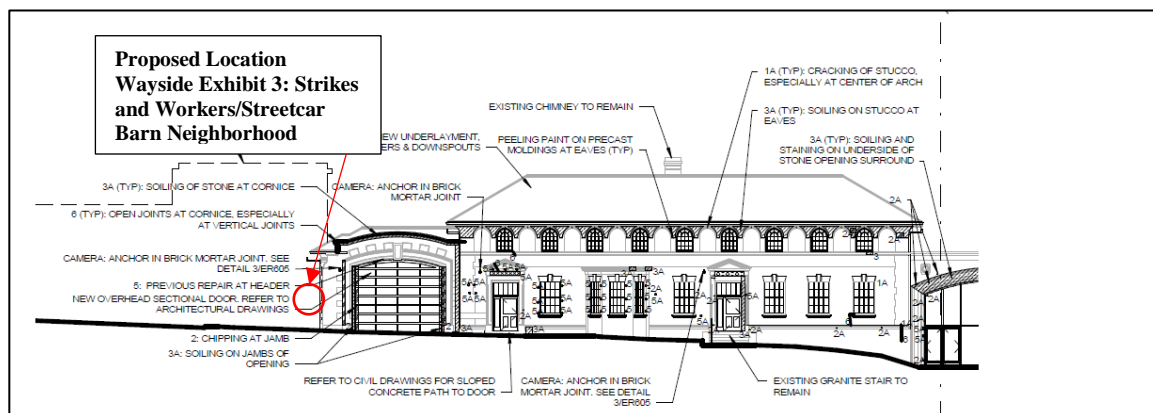
Location

Location of wayside Exhibit 3 is a 14th Street NW east sidewalk location across from Decatur Street.



Northern Bus Garage, Pre-Reconstruction Potential Locations for Three (3) Exterior Wayside Interpretive Exhibits

Location of the wayside exhibit is a 14th Street NW east sidewalk location across from Decatur Street. The location should allow pedestrians to see the exhibit panels and see into the surrounding neighborhood if only to a limited extent.

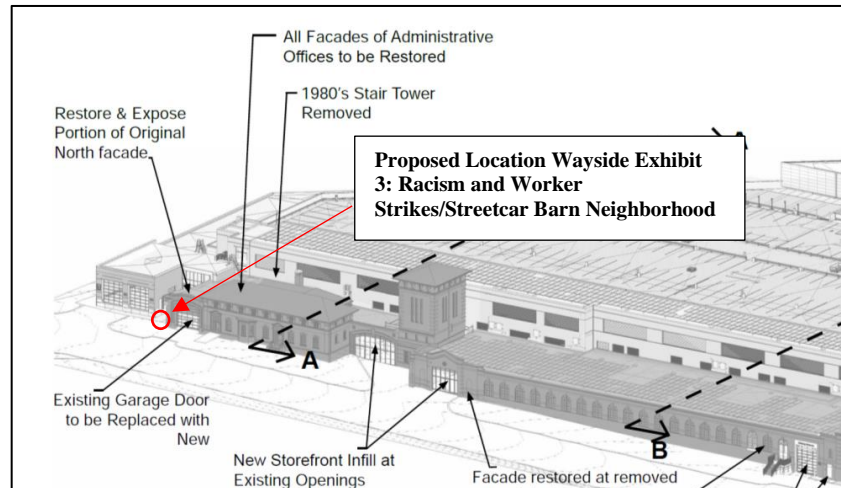


Suggested location for Exhibit Panels #3: Strikes and Workers / Streetcar Barn Neighborhood

Location justification

Exhibit panel should have physical association with original façade of the Capital Transit Company car barn and be within general viewing distance of Decatur Street and rowhouses that characterize early 20th century residential development typical of the neighborhood.

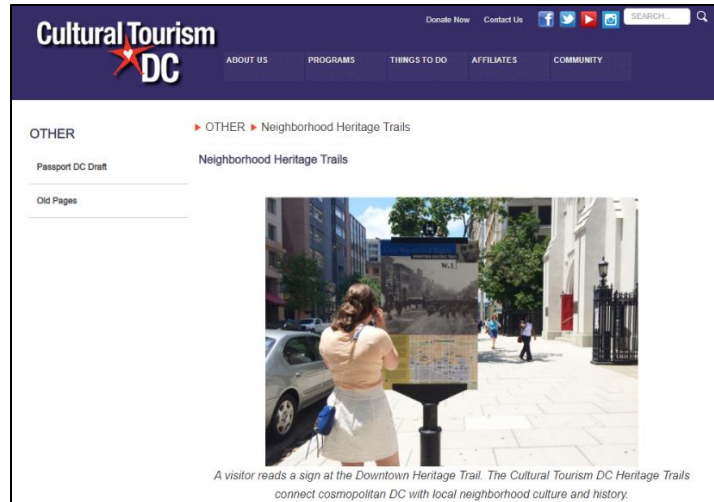
Plan rendering indicates that exhibit will be in an area along the historic 14th Street NW façade and adjacent to recessed new opening for Uptown Main Street offices, which should attract sufficient pedestrian activity for people to notice the exhibit panel.



Programmatic Massing of New Construction to Historic Building, October 2021

How will people experience the space/exhibit

The exhibit will be a free-standing rectangular metal black finished framed porcelain or fiberglass panel with graphics and copy on each side. People will experience the exhibit as pedestrians walking down the sidewalk or entering/exiting the Uptown Main Street offices. The exhibit will be mostly graphic with copy. The experience will be a brief encounter that will provide information about the surrounding residential neighborhood, transit workers, and desegregation of the Capital Transit Company and the surrounding neighborhood. The exhibit experience may satisfy a passing pedestrian's curiosity and may even encourage them to find additional information on community history and the historic resources.



Pedestrian experiencing exhibit of similar type and size in a streetscape environment.

Exhibit's interpretive purpose/intention

The interpretive purpose of the double-sided exhibit panels is to explain the role the streetcar barn and the surrounding neighborhood played in the development of 20th century Washington, D.C., including the desegregation of employment opportunities and housing. The pedestrians experiencing the panel exhibit 3 should gain an understanding of the evolution of the neighborhood, housing opportunities, and the role transit employment played in civil rights for African Americans and other minorities.

Orientation or view

The north side of the exhibit panel will focus on the racist employment practices in mass transit and workers strikes. The south side will focus on residential developments surrounding the streetcar barn.

Landscape considerations

Landscape considerations include the actual location of the double-sided exhibit panel and the viewsheds that are needed to understand the intent of the exhibit panel. Ideally, views of rowhouses on Decatur Street would be visible from this wayside exhibit panel, but this may not be possible. The site is a concrete sidewalk between the building and the street with minimal landscaping – specifically grass buffer strips. Exact placement of the exhibit panel should include consideration of views of the panel not being blocked by parking, signs, and landscaping trees. An additional site consideration is making sure the exhibit is fully accessible to all potential audiences.

Maintenance considerations

Maintenance of the exhibit panels will be incorporated into building and site maintenance and be the responsibility of WMATA. Maintenance staff are to be given the chance to review and comment on the design and material choice. The District Department of the Transportation's maintenance of the sidewalk itself should be considered and DDOT shall be informed of the installation. Project files, including plans shall be archived for reference to ensure future repairs are done correctly. These materials shall be kept with building files and scanned into documentum as part of the Northern Bus Garage Redevelopment Project.

North Side Panel: Developing the Neighborhood

Draft Copy

The 1906 streetcar barn extended the 14th Street line north, beyond the city's original boundaries. New areas for residential development became accessible to downtown, such as Maple Grove Farm, purchased by landscape architect John Hennessy Saul in 1854, (1) who designed landscapes for Washington D.C. monumental sites.

In 1892 Saul's son, Bernard Francis Saul, divided the farm into individual lots. (2)(3) The lots sold by Saul came with restrictions, limiting construction to single family, fully detached residential units and the deeds for these lots came with covenants that restricted the properties from being sold or rented to people of color or Jews. (5)

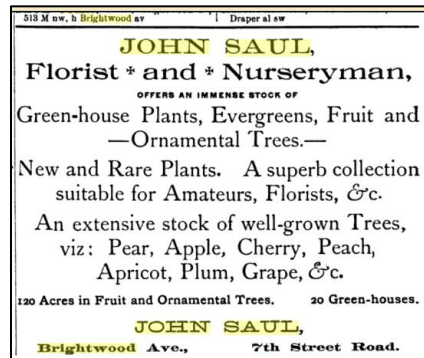
From 1906 to 1909 area farmlands were purchased by developers. By 1925, these residential communities made up of rowhouses by local developer Harry Wardman, had become fully functional with schools, churches and stores. (6) The Wardman rowhouses, built for the middle and working classes quickly became known for their high-quality construction and materials but also came with racially restrictive deed covenants. Overwhelmingly residential, these new neighborhoods had clusters of commercial buildings along 14th Street NW. Many shop owners were Jewish and African American employees who lived nearby.

After the Supreme Court decisions of 1948 in Shelley v. Kraemer and the district's Hurd v. Dodge, which ruled that racially restrictive deed covenants were unconstitutional and no longer enforceable, the demographics of the 14th Street NW corridor and areas east of Rock Creek Park started changing. (9) Ward 4, which was predominately white in 1950, had become predominately African American by 1970. Since then, growing population in D.C. has increased racial diversity in the district and in Ward 4.

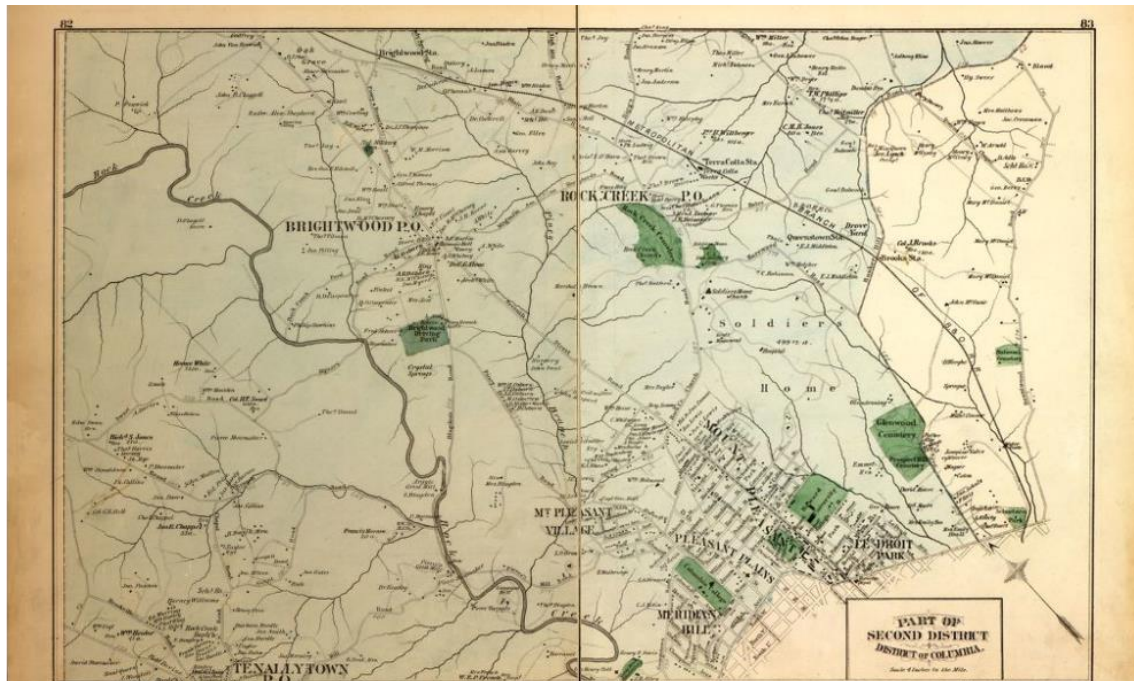
Draft Graphics/Images



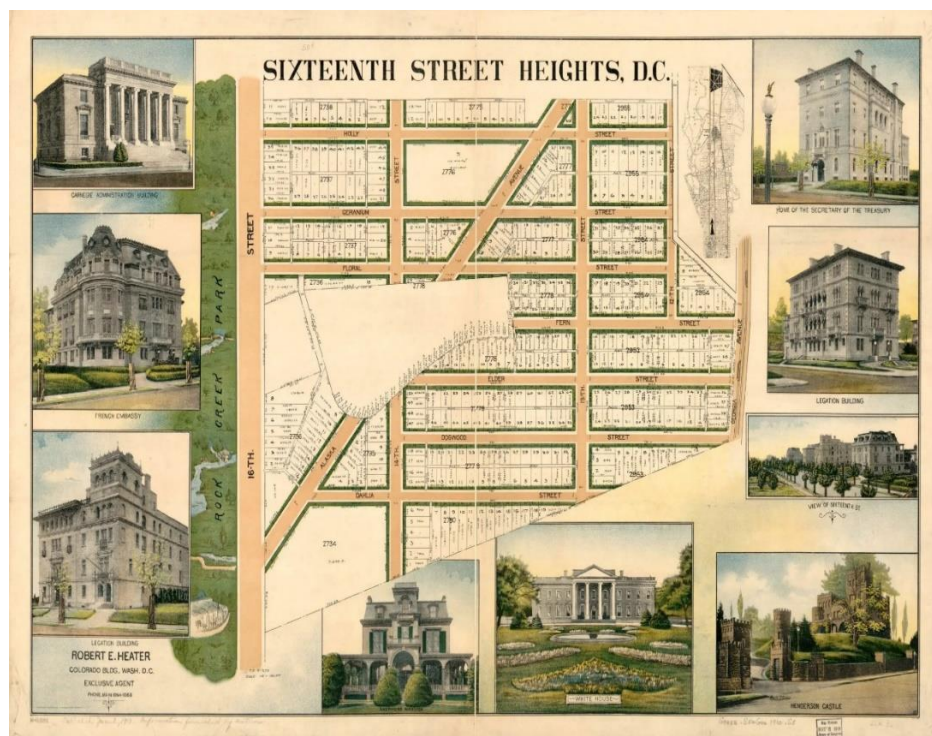
- (1) Saul, John A. "Tree Culture, or a Sketch of Nurseries in the District of Columbia." *Records of the Columbia Historical Society, Washington, D.C.*, vol. 10, 1907, pp. 38–62. *JSTOR*, www.jstor.org/stable/40066955. Accessed 9 July 2020



Boyd's Directory of the District of Columbia
William Henry Boyd, Andrew Boyd, Elizabeth S. Boyd ("Mrs. William Henry Boyd, "),
R. L. Polk & Company, 1892
the University of Michigan
Digitized Dec 9, 2008

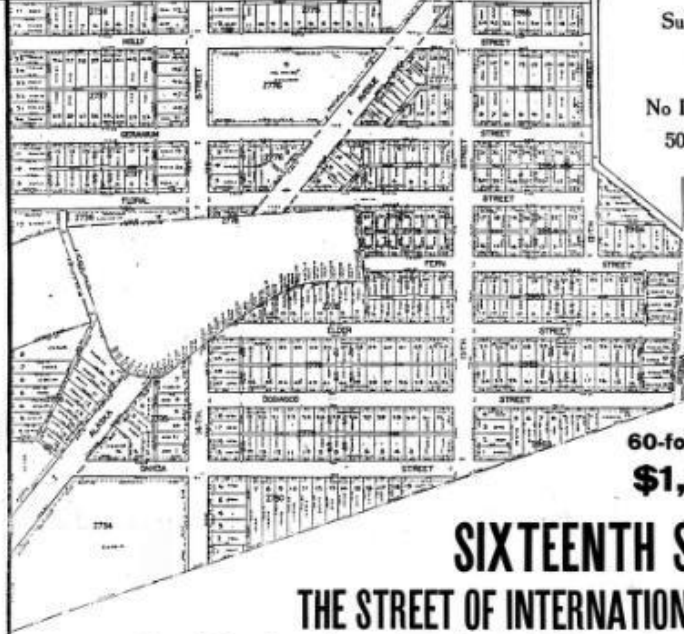
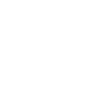
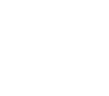


Atlas of fifteen miles around Washington, including the county of Montgomery, Maryland
Hopkins, Griffith Morgan, Jr.
 Philadelphia: G.M. Hopkins, 1879, c1878



(2) Sixteenth Street Heights, Washington DC
<https://www.loc.gov/resource/g3852s.ct005326/>

SIXTEENTH STREET HEIGHTS, D. C.



Suitable Building Restrictions

No Lots Less Than 50 Feet Front

No Rows

No Apartments

Every House Detached

60-foot Lot
\$1,150

SIXTEENTH STREET THE STREET OF INTERNATIONAL FAME

On which are located more foreign legation buildings and costly residences than any other street in Washington—and soon to become the grandest boulevard in America, 160 feet in width, extending from the front door of the White House to the Battlefield of Gettysburg, a distance of about 89 miles.

What does it mean to own property on this Magnificent Boulevard?
Only five years ago ground along the recent extension of Sixteenth Street was considered high at 25 cents a square foot. To-day it finds a ready market at \$1.50 a square foot.
Sixteenth Street Heights fronts one mile on this Famous Thoroughfare, with a view over Rock Creek Park. Here you can purchase a lot from 20 cents to 50 cents a square foot.

LOOK AT THE ELEVATION

Sixteenth and H Streets N. W.	63½ Feet Above Sea Level
Sixteenth Street and Florida Avenue N.W.	126 Feet Above Sea Level
Sixteenth and Kennedy Streets N.W. (Opposite Reservoir)	267½ Feet Above Sea Level
SIXTEENTH STREET HEIGHTS	376 FEET ABOVE SEA LEVEL

THINK OF THE MAGNIFICENT VIEW FROM THIS HEIGHT OVER ROCK CREEK PARK AND THE ENTIRE NORTHWESTERN SECTION OF THE DISTRICT.

Geo. B. Mullin, the well-known contractor, is now engaged with a large force of men and teams in grading the property, with instructions to complete the improvements at the earliest possible moment.

The average roadbeds in subdivisions in the District of Columbia are graded 30 to 33 feet wide. The roadbeds in Sixteenth Street Heights are being graded to a width of from 50 to 70 feet, making our streets from 80 to 160 feet wide, from building line to building line.

Take Georgia Avenue Car and get off at big sign just north of the Walter Reed Hospital Grounds. Beautifully Illustrated Plat and Full Particulars will be furnished on application.

ROBERT E. HEATER,

Northwest Suburban Real Estate Specialist, Exclusive Agent.

411-413 Colorado Building

Phones Main 1064-1065

(3) Sixteenth Street Heights DC
<https://www.bfsaul.com/history.html>



(4) B. F. Saul

<https://bfsaul.com/about-us/history/>

ELEVENTH. The W. C. and A. N. Miller Development Company expressly reserves to itself, and its successors, and it is hereby granted the right, in case of any violation of any of the conditions, or, upon a breach of any of the covenants or agreements herein contained, to enter the property upon which, or as to which, such violation or breach exists, and to summarily abate and/or remove the condition or thing, that may exist or be thereon, contrary to the intent and meaning of the provisions hereof, as interpreted by said company. The W. C. and A. N. Miller Development Company shall not, by reason thereof, be deemed guilty of any manner of trespassing for such entrance, abatement, or removal, which shall be at the cost and expense of the owner of the property. Failure by the W. C. and A. N. Miller Development Company to enforce any of the covenants or conditions of this deed shall in no event be deemed a waiver of the right to do so thereafter, or of the covenant or condition itself.

TWELFTH. No part of the land hereby conveyed shall ever be used, or occupied by, or sold, demised, transferred, conveyed unto, or in trust for, leased, or rented, or given, to negroes, or any person or persons, of negro blood or extraction, or to any person of the Semitic Race, blood, or origin, which racial description shall be deemed to include Armenians, Jews, Hebrews, Persians and Syrians, except that; this paragraph shall not be held to exclude partial occupancy of the premises by domestic servants of the said parties hereto of the second part, their successors and assigns

THIRTEENTH. The herein enumerated protective covenants shall apply only to lots in the above mentioned subdivision and shall bind the said parties hereto of the second part, their successors and assigns until the first day of Jan. 1949, in any event; and continuously thereafter, unless and until, any proposed change shall have been approved in writing by the owners of the legal title to

(5) Deed for 4920 Upton Street NW, Spring Valley neighborhood

<https://www.flickr.com/photos/131635569@N05/16925709779/in/album-72157651781502916/>



(6) Wardman Houses
Wardman's Washington Celebrating a Century of Wardman Houses
wardmanswashington.com



(7) Harry Wardman, 1895
https://en.wikipedia.org/wiki/Harry_Wardman



(8) District Grocery Society Store

<https://www.huffpost.com/entry/dsg-delicatessen b 1497595>

RESTRICTIVE COVENANTS OUTLAWED

THE AFRO AMERICAN
Published by the Afro-American Publishing Co., Inc., 1212 Broadway, New York 5, N.Y.
 Entered as Second-Class Matter, May 12, 1947, Post Office at Baltimore, Md., under No. 100,000. Accepted for mailing at special rate of postage provided for in Act of October 3, 1917, authorized on May 1, 1948.
 THE COMPLETE NEWSPAPER WITH 12-PAGE MAGAZINE and 4-PAGE COMIC SECTIONS
 8th Year, No. 29 BALTIMORE, MD., MAY 8, 1948 24 PAGES NATIONAL EDITION

5 AME BISHOPS FACE RETIREMENT
 Segregation Big Methodist Issue
 Bishop Oxnam Lashes Racists in Stirling Episcopal Address
 BY DOUGLASS HALL
BRYANT...In a stirring denunciation of racial prejudice...

They're Proud of Daddy


3 Over Age, 2 Under Charges
 Dr. Wesley Urged to Attend Sessions COUNCIL, PROPOSED Means Suggested
By The Staff of The Afro

Freedom to Buy, Live Anywhere Upheld
 Supreme Court Ruling Had Been Requested by Solicitor General
ENTIRE NATION COVERED
 Property in St. Louis, Detroit, Washington Involved in 4 Cases
 WASHINGTON
 The U.S. Supreme Court on Monday, by a unanimous decision of 6 to 0, reaffirmed President Truman's requested Fifth Freedom—the right of each man to live anywhere in this country he wishes.
 By their unanimous vote, the six Supreme Court justices who heard debate on four covenant cases in January ruled that it is illegal to deny to any person the right to own or occupy property solely because of his color, religion or national origin.
The much-awaited decision which had been...

(9) "Restrictive Covenants Outlawed" The Afro American

Mapping Segregation in Washington D.C. <https://www.mappingsegregationdc.org/>

Exterior Exhibit 3 North Side Panel: Racism and Worker Strikes

Draft Copy

The federal government and population of D.C. grew immediately prior up to the U.S. entry into World War II in December of 1941. Transit service became overburdened. The military draft created a shortage of men available for transit operator jobs (1), and despite increased demands for public transit, available streetcars sat idle as the Capital Transit Company (CTC) refused to hire African Americans as operators, sparking an intense campaign to desegregate the company.

Likewise, defense industries across the country increased capacity and production but refused to hire African Americans. On Jan. 25, 1941, A. Philip Randolph, who started the country's first African American labor union, called for a national March on Washington to end segregation in defense industries. This prompted President Roosevelt to sign Executive Order 8802 creating the Fair Employment Practice Committee (FEPC) and the march was called off.

In 1942, the newly organized Committee on Jobs for Negroes in Public Utilities pressured the federal Fair Employment Practices Committee (FEPC) to force the CTC to desegregate. On May 7, 1943, the Committee on Jobs for Negroes in Public Utilities organized a March on Washington that attracted thousands of people. The marchers heard Rep. Vito Marcantonio (ALP-NY) proclaim "If colored people...can drive tanks right into the heart of battle in Tunisia, they can drive streetcars and buses here."

Increased pressure compelled the CTC, which previously only hired African American employees in non-skilled labor positions, to hire African American Bernard Simmons for the position of streetcar operator trainee in 1943. When Simmons reported for training, the assigned operator refused to work with him. Other white operators threatened to resign. Simmons was then offered a janitorial job. Upon his refusal, the CTC fired Simmons.

With increased demand for more streetcar operators ongoing, the CTC formed the Women's Auxiliary Transit Service (WATS) with the plan to recruit one hundred women a week and opened a "charm school" teaching make-up, hair styling, and skin care. (3)

A women's committee was formed and opened a women's lounge in a building across the street, in 1944. At its peak, the CTC had approximately 70 female drivers and operators. (4) Post WWII, the number of female employees immediately decreased to twenty-five.

Sarah Grayson, an African American recruited under the WATS program recalled that no one asked her about her race. However, after a neighbor applied for a CTC job and was turned down because of her race and protested, Ms. Grayson was fired.

During World War II the FEPC repeatedly found the transit company was violating the Executive Order, but CTC refused to desegregate.

Capital Transit workers went on strike over wage disputes twice in 1945, and President Truman ordered the seizure of the company. (5)(6) With the company under control of the federal government, the FEPC order to desegregate could be enforced. Truman, however, refused to order desegregation, fearing local reaction and losing southern state support of his agenda.

Post war, activists such as the NAACP and the Americans for Democratic Action continued to object to CTC segregation even though desegregation was increasing in the greater Washington, D.C. area.

In 1955 The Public Utilities Commission pressured CTC to promote African Americans applying for operator positions from the maintenance department. In March of 1955, Robert S. Pettigrew and James Richard Russell became the CTC first African American bus operator and streetcar operator

Suggested Images/Graphics



(1) Capital Transit help wanted: 1942.
CTC advertised daily for new operators.

https://www.flickr.com/photos/washington_area_spark/8079355689/in/album-72157631751265251/

WASHINGTON TRAFFIC DEMANDS NEGRO TROLLEY OPERATORS



On a Transportation is Essential to National Defense

There are many unemployed Negro bus and street car operators right here looking for jobs. Yet, Capital Transit refuses to hire a single one.

This is foolish. It is un-American. It hinders the war effort in the nation's capital. THIS POLICY MUST BE CHANGED!

OTHER CITIES USE NEGRO OPERATORS

Mr. Otto S. Bayer, Director of the Division of Transport Personnel, Office of Defense Transportation, recently told the American Transit Association Operators that it should make special use of Negro bus drivers and conductors. We don't leave ANY in Washington.

Mr. Bayer cited the successful employment of Negro operators in New York City, New Jersey, Florida and California. He might also have listed Detroit, Cleveland, and a number of other cities.

If other communities can solve their problem by using Negro operators, why can't we in Wash., D.C.?

LET US ACT!

We are fighting a war for democracy. The underground and phlegm refused to hire all available bus and street car operators together with our war effort.

The citizens of Washington can correct this horrible condition. HERE IS WHAT TO DO:

1. Demand the employment of qualified Negro bus and street car operators. Write to Capital Transit Company and to President Roosevelt. Send no copies of your letters.
2. Organize your organization to affiliate with the Committee on Jobs for Negroes in Public Utilities, and send three delegates to our next meeting. (Fee \$5.00)
3. Become an individual member of the Committee. (Fee \$2.00 or more.)

★ **ATTEND OUR MASS MEETING ON NOVEMBER 3** ★
HEAR A. CLAYTON POWELL JR., CITY COUNCIL OF NEW YORK
(Watch for Announcement)

COMMITTEE ON JOBS FOR NEGROES IN PUBLIC UTILITIES
301 11th Street, N. W. DOWNEY 6200

(2) Washington Traffic Demands Negro Trolley Operators

<https://transcription.si.edu/project/24491>

TRANSPORTATION IS VITAL!

A CHANCE FOR PATRIOTIC WOMEN TO OPERATE STREET CARS AND BUSES

JOIN THE WATS
(WOMEN'S AUXILIARY TRANSIT SERVICE)

Your work as a Street Car-Bus Operator helps every mother's son on our far-flung battle fronts. For they're dependent upon Washington's and the efficiency of the Capital's war workers, in turn, depends upon efficient transportation. It's a wheel within a wheel—with you at the hub. Women 21 to 45 in normal health should apply on weekdays, before noon. Call John St. Co., Route 25, direct to door.

Capital Transit Co.
816 1/2 Prospect Ave., N.W., Georgetown
Don't apply if maximum skill is already employed in another war industry.

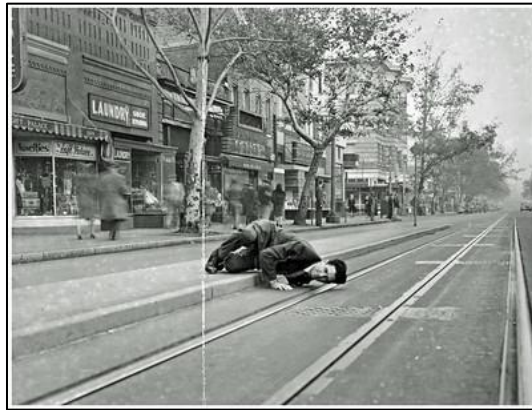


(3) WATS Advertisement in June 1943

Source: <https://washingtonareaspark.com/2013/03/20/the-dc-women-streetcar-operators-of-world-war-ii/>



(4) Women streetcar operators shown at 14th St. barn, June 1943.
Photo by Esther Bubley, courtesy of the Library of Congress.



(5) “Idol is idled by 1945 Streetcar Strike”
Man listens to rail for sound of running streetcar
https://www.flickr.com/photos/washington_area_spark/with/17356850626



(6) Idled streetcars during second strike: 1945.
https://www.flickr.com/photos/washington_area_spark/with/17356850626



(7) Robert Pettigrew: First African American Bus Operator for Capital Transit: 1955 b Washington Area
[Robert Pettigrew: First African American Bus Operator for ... | Flickr](#)

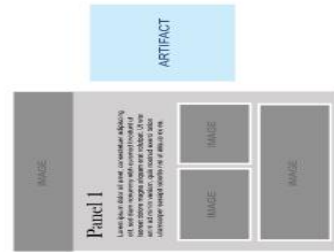
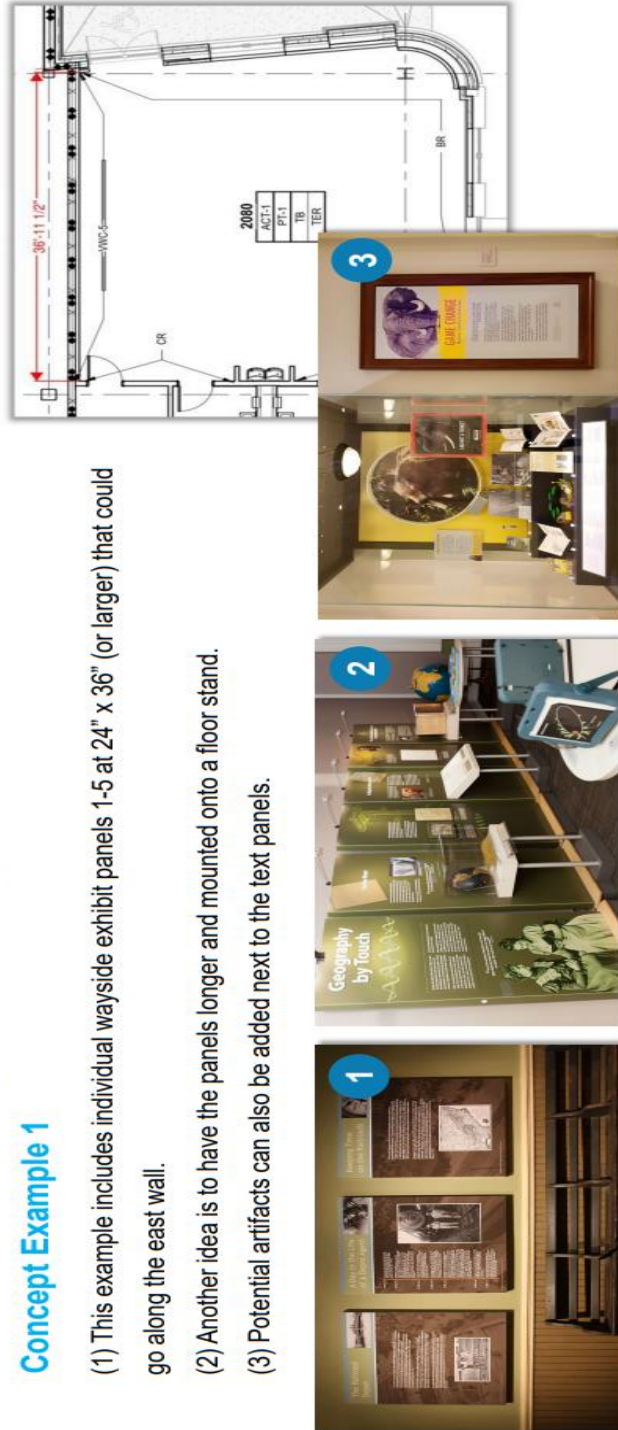
Attachment 4: Community Room Exhibit Concept Designs

Exhibit Concept Designs

Northern Bus Garage – Community Room

Concept Example 1

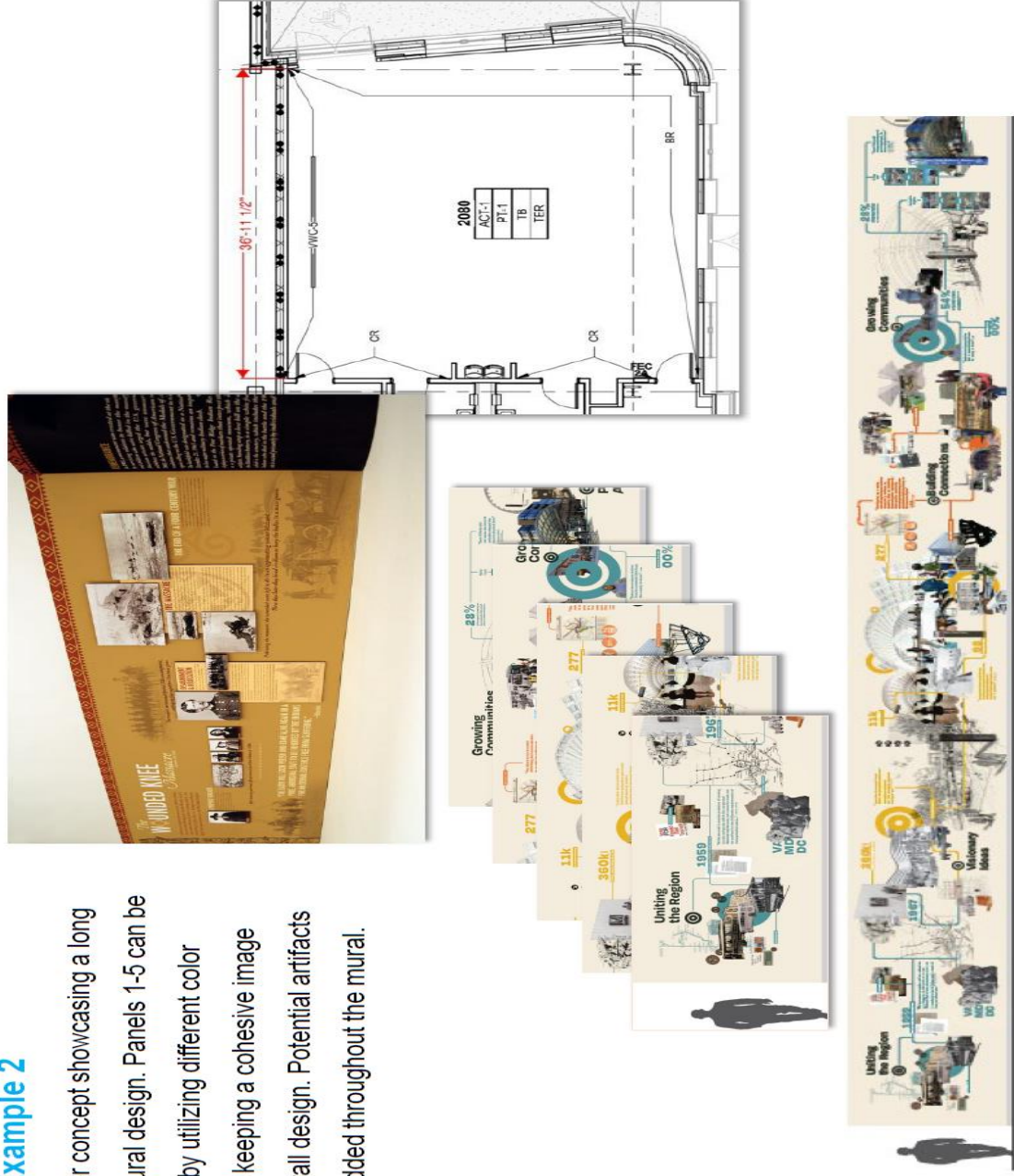
- (1) This example includes individual wayside exhibit panels 1-5 at 24" x 36" (or larger) that could go along the east wall.
- (2) Another idea is to have the panels longer and mounted onto a floor stand.
- (3) Potential artifacts can also be added next to the text panels.



Northern Bus Garage – Community Room

Concept Example 2

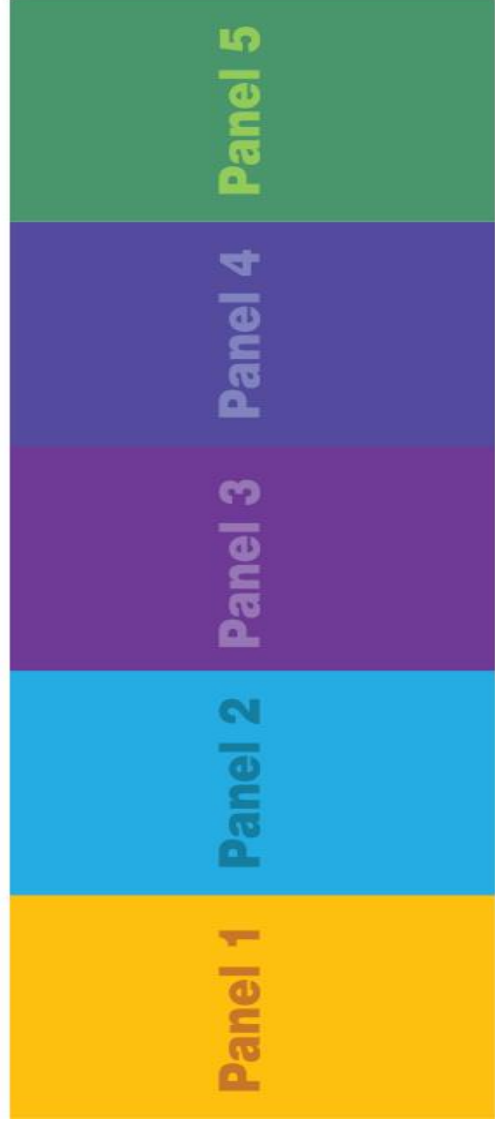
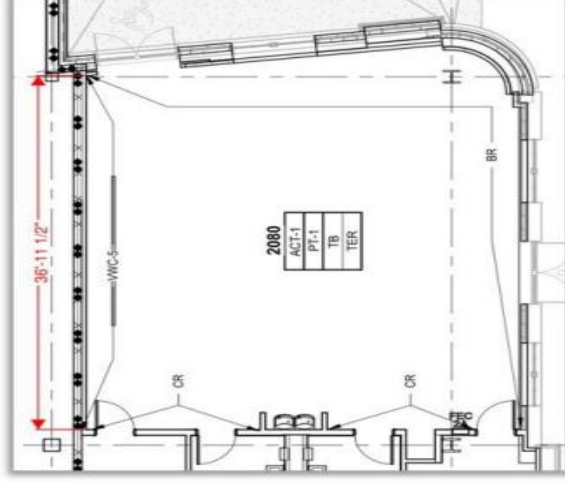
This is another concept showcasing a long continuous mural design. Panels 1-5 can be distinguished by utilizing different color palettes while keeping a cohesive image style and overall design. Potential artifacts can also be added throughout the mural.



Northern Bus Garage – Community Room

Concept Example 3

As showcased in Example 2, this idea consists of the same design concept without a continuous mural. Instead, the wall would include five visible sections for panels 1-5 that could have a different color background. Potential artifacts can be added on each section, as well.



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1914 Photograph of barn, DC History Center

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