

United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

23 1994

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name W.H. Penland & Company/Mount Vernon Stables

other names/site number Proctor Alley Livery Stable

2. Location

street & number 1211(R)-1219(R) 13th Street, N.W. not for publication N/A
city or town Washington vicinity X
state District of Columbia code DC county N/A code N/A
zip code 20005

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide X locally. (See continuation sheet for additional comments.)

Robert L. Mallett 10/25/94
Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
(See continuation sheet).
- determined eligible for the
National Register
(See continuation sheet).
- determined not eligible for the
National Register
- removed from the National Register

Edson H. Beall 12-29-94

other (explain): _____

Entered in the
National Register

[Signature] Signature of Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	<u>TRANSPORTATION</u>	Sub:	<u>road-related</u>
	<u>COMMERCE/TRADE</u>		<u>warehouse</u>

Current Functions (Enter categories from instructions)

Cat:	<u>TRANSPORTATION</u>	Sub:	<u>road-related</u>
	<u>COMMERCE/TRADE</u>		<u>warehouse</u>

7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN

Materials (Enter categories from instructions)

foundation	<u>CONCRETE</u>
roof	<u>METAL/Tin</u>
walls	<u>BRICK</u>
other	

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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)

- 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.
- C Property embodies the distinctive characteristics of a type, period, or method of construction 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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE
TRANSPORTATION

Period of Significance 1894

Significant Dates 1894

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

William Penland Company
Elbert S. Maloney

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>18</u>	<u>324040</u>	<u>4308100</u>	3	_____	_____
2	___	_____	_____	4	_____	_____
	___ See continuation sheet.					

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Stephen Callcott, Architectural Historian

organization D.C. SHPO date July 19, 1994

street & number 614 H Street, N.W. telephone (202) 727-7360

city or town Washington state DC zip code 20001

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Mr. David S. Prendergast

street & number 14639 Bauer Drive, #305 telephone _____

city or town Rockville state MD zip code 20853-2405

name Ms. Ann Prendergast

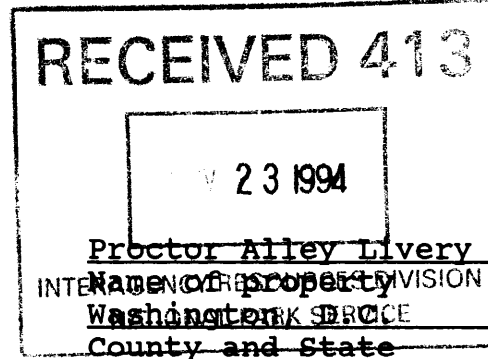
street & number 3040 Idaho Avenue, N.W. #230 telephone _____

city or town Washington, DC state _____ zip code 20016-5436

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Proctor Alley Livery Stable
 Name of property
 WASHINGTON FIELD OFFICE
 County and State

The Proctor Alley Livery Stable is a three-story building with a footprint measuring 85' x 50'. The structure is comprised of brick load-bearing exterior walls, with metal structural framing and wood joists. The exterior is red brick laid in common bond and is capped by a gradually sloping metal roof.

The building's major facade is oriented to the east toward Proctor Alley. It contains two large flat-topped garage doors, one pedestrian door and three pairs of two-over-two sash windows on the ground floor. The second floor has eleven small casement windows and two sash windows. The third floor has nine two-over-two sash windows. Several of the windows are boarded up; one window opening on the first floor is filled with brick.

The north facade has five openings on each of the three floors; those on the first floor include a central door and large segmental arched opening for an elevator. The south facade is unfenestrated on the first and third floors, but contains ten small casement windows on the second floor. The building is unfenestrated on the west wall. While the window and door openings are aligned in each bay, the spacing of bays on the three facades provides a balanced, rather than precisely symmetrical composition.

Each of the three floors of the building are open in plan, with a row of decorative steel columns located at the midpoint of the building's transverse axis. The interior walls are brick. The floors on the first two stories are finished in concrete; the third story floors are wood. An enclosed wood stair and a large freight elevator are located at the building's northern end. Six skylights provide natural light to the third floor rooms.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

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The Proctor Alley Livery Stable is a free-standing three-story structure located in mid-block on Square 281, between 12th, 13th, M and N Streets, N.W. The building was constructed in 1894 as a horse stable and carriage barn for an existing livery business which was headquartered in two buildings which fronted 12th Street. The Proctor Alley Stable served as a horse stable until 1908, at which time it was adapted to use as a parking and service garage for automobiles. The building continues to serve as an automobile service garage.

City Directories indicate that a livery business was first opened at 1232 12th Street in 1877, and changed ownership as many as seven times in the next ten years, until it was purchased by the Tennessee-based William H. Penland Company in 1887. D.C. Permits to Build show that Penland, together with a local representative, Elbert S. Maloney, constructed a two story stable at 1236 12th Street in 1889 and a two story building for the storage of carriages at 1232 12th Street in 1891. The subject building, a three-story stable located on the alley behind these buildings, was constructed in 1894.¹ The Penland Company's buildings were either sold or changed names to the Mount Vernon Stables in 1898.

The Proctor Alley Stable remained a part of the Mount Vernon Stables complex until it was sold separately to the Terminal Taxicab Company in 1908, at which time it was converted to use as a parking and service garage for automobiles. A D.C. Permit to Build from 1908 indicates that the conversion including the removal of the horse runway to the second floor, with a stair installed in its place, and the removal of the horse stalls on the second floor. Additional work included unidentified renovations to the coach room on the third floor for use as a work area, and the installation of a low-pressure heating system. While the conversion of stables to automobile garages would become common, due to their similar loading requirements and open plan configurations, this represents a very early conversion.² The building has served primarily as an automobile garage since 1908, with short periods of vacancy and alternate uses.³

The buildings at 1232-1236 12th Street, N.W., which at one time made up the remainder of the original Penland/Mount Vernon Stable complex, were razed in 1972 by the Redevelopment Land Agency. The stable building at 1211(R)-1219(R) 13th Street is the only remaining building of the complex. While once part of a larger complex, the subject building alone retains an integrity of design and conveys important information about the 19th century urban transportation system.

¹ The D.C. Permit to Build was issued on August 20, 1894.

² Washington had only 2,200 registered automobiles in September 1907, when the city first issued standardized license plates. "History of the Automobile in the District of Columbia," Records of the Columbia Historical Society, vol 48/49, 1946, pp. 143-153.

³ A table listing the tenants of the building is included in the appendix, Section 8, page 5.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

While utilitarian in appearance, the Proctor Alley stable's function is clearly expressed in its design. The two large flat-topped openings on the east side served as the entrance and exit for the horses and carriages, allowing an orderly procession for the carriages to go through the building. The first floor was used as an assembly area for the horses to be harnessed and hooked up to the carriages. An interior ramp, once located in the northwest corner of the building, was used to bring the horses down from their stalls on the second floor. The interior ramp was removed in 1908, and the present stair was added. The horse stalls themselves are clearly expressed by the twenty-one small casement windows on the south and east facades, although the stalls themselves were also removed in 1908. The individual windows not only provided light and air to each of the horses, but it was also believed that a view would keep the animals more alert.⁴ The concrete flooring on the second floor, where the stalls were located, is original and was considered state-of-the-art technology for stables in 1894, as it allowed for the horse waste to be easily cleaned up, without penetrating into the building's floor system. The stablemaster's office, a tongue and groove wood paneled room on the second floor, is still largely intact.

On the north wall, the large arched opening on the first floor indicates the location of an interior elevator for hoisting feed and tack to the upper floors. While the present elevator dates from 1937, the location and size of the cab are original. The large size of the cab indicates that it was probably used to hoist carriages to the third floor, where a carriage repair room was located. The remainder of the rooms on the third floor, well ventilated and lit by skylights and numerous two-over-two windows on the east and north facades, were used for tack and feed storage.

STABLES IN THE 19th CENTURY CITY

Livery stables were an integral part of all 19th century cities. As Washington evolved into a densely developed city after the Civil War, stabling facilities became an indispensable and widespread building type for housing the growing population of horses. The Proctor Alley Livery Stable is a notable and valuable example of a commercial industry which was a crucial part of the city's 19th century transportation system. The building's importance is compounded by the relative rarity of this once common building type.

Horse stables and carriage storage buildings took several forms. Most common were the small, utilitarian buildings located in alleys directly behind single family houses. While many of these were intended only for carriage storage, with horses boarded off-site, some also served as stables. These carriage garages and private

⁴ "The writer believes a horse's mind is kept keener when he is thus allowed to see passing objects than when tied against a blank wall; and his eyesight is certainly not strained as is that of a horse which is taken from a dark stall into the bright daylight," p. 54, Jarrocks, The Private Stable: Its Establishment, Management and Appointments. Boston: Little Brown & Company, 1899.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

stables, found throughout the in-town neighborhoods of Capitol Hill, Blagden Alley, Georgetown and the Logan and Dupont Circle areas, were usually constructed of brick and were one or two stories in height. This type of stable was located at the rear of house lots with access from the alleys.

Wealthier Washingtonians often constructed private stables which were quite large and architecturally ambitious. Many of the urban mansions constructed in the Lafayette Square, Farragut Square, and Dupont Circle neighborhoods had grand livery stables located on the original grounds or in close proximity. While most of these have been demolished, several remain in existing historic districts. The two individually designated stable buildings on the D.C. Inventory represent this type of private stable, built as support facilities for large private houses [The Van Ness Stables (1816) and the Walsh Stables (1902-3)].

The Proctor Alley Livery Stable represents a distinctly different type of stable building which came about only in the late 19th century, and represents the emergence of a new commercial building type. The large-scale commercial livery stable emerged as an important service center for a city with a rapidly growing middle and professional class. For a fee, the commercial stable could provide shodding and grooming services, limited veterinary care, carriage and wheel repair, and tack maintenance. City Directory advertisements from the period indicate that livery stables also served as "hack for hire" taxi services, in which the stable could be called and a taxi sent. Many livery stables also served as centers for buying, selling and trading horses and tack. Finally, the commercial livery stable was used as a horse and carriage boarding facility for the horses and carriages of nearby residents. The commercial livery stable served as a combination of horse and carriage service station, taxi company, trading post, and horse and carriage parking garage. These services provided support essential to the expanding transportation network of the 19th century city.

Entries in D.C. City Directories indicate that commercial livery stable businesses appears to have emerged just after the Civil War, and reached their peak during the 1890s when the Proctor Alley stable was built. At that time (1894), at least 78 commercial stables operated in the city. The stables were located in the prime residential areas of the period, which included the Mount Vernon Square, Blagden Alley and Logan Circle, as well as Capitol Hill and Georgetown. Predictably, the number of businesses quickly bottomed out and disappeared during the 1920s with the increasing popularity and affordability of the automobile.

⁵ Two additional stable buildings associated with mansions in the Dupont Circle neighborhood -- the Codman House and Spencer House stables in Square 68, bounded by O, P, 21st and 22nd Street, N.W. -- have applications for local historic designation pending with the D.C. Historic Preservation Division.

⁶ The number of livery stables listed in Boyd's City Directory is given for five year intervals, 1870-1930, in Section 8, page 5.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

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Architecturally, the commercial stable building type seems to have been predominately utilitarian in appearance, and was usually relegated to alley locations. Of the few examples of commercial livery stables which remain today, only two have been identified which would have equaled the Proctor Alley Livery Stable operation in size. However, both the Tally-Ho Livery Stable in Blagden Alley (within Square 368, bounded by 9th, 10th, M & N Streets, NW) and the building which has been converted to the Capitol Hill Squash and Racquet Club (North Carolina Avenue, SE) have undergone significant alterations and additions, particularly on their interior, and yield less information about the nature and operation of the 19th century commercial livery business.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

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TABLE 1

CHRONOLOGICAL LISTING OF TENANTS
1211(R)-1219(R) 13th Street, N.W.
1894-1994

1894-1897: William H. Penland Company
1898-1899: Mount Vernon Stables
1900: Van Nest Garrett Stables
1901-1908: Mount Vernon Stables
1908-1910: Terminal Taxicab Company
1910-1912: unidentified garage
1912-1933: Northwest Garage
1933-1964: unidentified garage
1964-1971: Bee-Gee Wholesale & Retail Florists
1971-1974: Gay Activist Alliance; other subtenants
1974-1994: Technical Learning Collective (auto repair)

TABLE 2

ENTRIES IN BOYD'S CITY DIRECTORY FOR
COMMERCIAL STABLES IN WASHINGTON, DC
1870-1930

1870: 11
1875: 15
1880: 48
1885: 60
1890: 67
1894: 78
1900: 68
1905: 57
1910: 70
1915: 71
1920: 19
1925: 5
1930: 2

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 1

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

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- D.C. Applications for Historic Landmarks. D.C. Department of Consumer & Regulatory Affairs, Historic Preservation Division.
"Codman House Stables" (1993)
"Spencer House Stables" (1993)
"Van Ness Stables" (1968)
"Walsh Stables" (1984)
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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

Proctor Alley Livery Stable
Name of property
Washington, D.C.
County and State

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The property is located in mid-block along Proctor Alley on Lot 26, within Square 281 in Washington, D.C. The square is bounded by 12th, 13th, M and N Streets, N.W. The property is located immediately behind a vacant lot fronting 13th Street, at 1211-1219 13th Street, N.W.