United States Department of the Interior  
National Park Service  

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM  

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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  Callowhill Industrial Historic District  
   other names/site number  N/A  

2. Location  
   street & number  Roughly bounded by Pearl Street, N. Broad St., Hamilton St. and the Reading Railroad Viaduct  
   city or town  Philadelphia  
   state  Pennsylvania  
   zip code  19123  

3. State/Federal Agency Certification  
   As the designated authority under the National Historic Preservation Act of 1966, 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_ _locally_.  
   (___ See continuation sheet for additional comments.)  
   
   Signature of certifying official  
   Date  

State or Federal agency and bureau  

PA Historical and Museum Commission  

In my opinion, the property _X_ meets _does not meet_ the National Register criteria. (___ See continuation sheet for additional Comments.)  

Signature of commenting or other official  

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 National Register  
   other (explain):  
   
   Signature of Keeper  
   Date of Action  

Andrea T. Fierro  

4/30/2010
### 5. Classification

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<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
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**Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)**

n/a

**Number of contributing resources previously listed in the National Register**

4

### 6. Function or Use

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<td>LANDSCAPE/parking lot</td>
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### 7. Description

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**Narrative Description**

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

See attached.
### 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 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.

**Areas of Significance**  
(Enter categories from instructions)

- INDUSTRY
- ARCHITECTURE
- ENGINEERING
- COMMERCE
- TRANSPORTATION

**Period of Significance**
1830-1959

**Significant Dates**
1893

**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.

**Significant Person**  
(Complete if Criterion B is marked above)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

- William Steele & Sons
- Ballinger & Perrot
- Tyre, Philip
- Wilson, Joseph
- Wilson Brothers & Co.
- Kahn, Albert
- Stuckert & Co.
- Johnson, Philip
- Stearns & Castor

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

See attached.

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### 9. Major Bibliographical References

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

**Previous documentation of 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
- X Other

**Name of repository:** Free Library of Philadelphia
10. Geographical Data

Acreage of Property: Approximately 5.7 acres

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

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See continuation sheet.

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

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

11. Form Prepared By

name/title: Sheryl Jaslow
organization: Powers & Company, Inc.
date: November 30, 2009
street & number: 211 N. 13th Street, Suite 500
telephone: 215-636-0192

city or town: Philadelphia
state: PA
zip code: 19107

Additional Information
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: 
street & number: 
telephone: 
city or town: 
state: 
zip code: 

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.
PHYSICAL DESCRIPTION:
The Callowhill Industrial Historic District is situated one mile north of City Hall in downtown Philadelphia and covers fourteen city blocks and nearly six acres. The Callowhill Industrial Historic District is bordered by a major commercial six-lane street to the west, known as N. Broad Street, a minor commercial street to the south which is Vine Street, N. 11th Street to the east and the elevated Reading Railroad Viaduct which curves from the southeast corner to the northwest corner of the district. The area south of the district presently consists of scattered industrial buildings with residential pockets; much of the industrial character has been lost because of the recent expansion of the Philadelphia Convention Center. North and west of Broad Street is a large residential area with a strong commercial strip known as the Spring Garden Historic District (NRHD, 2002). North and east of the Callowhill Industrial Historic District, the character of the area is scattered industrial, with a prominent commercial district along Spring Garden Street. The topography of the Callowhill Industrial Historic District is relatively flat and the landscaping is limited to weed trees on the viaduct and scattered around, concrete sidewalks that are devoid of grass strips. The street surfaces are typically paved with asphalt, with occasional patches of exposed Belgian block dating from the mid-nineteenth century and railroad tracks on the elevated portion of Noble Street. The general layout of the Callowhill Industrial Historic District consists of groups of multi-story tenant loft buildings along the northern, western and southern borders. On the eastern end of the Callowhill Industrial Historic District, the Reading Railroad Viaduct and one tenant factory provide a strong visual boundary. The majority of the vacant lots, many of which are used for surface parking, are found concentrated in the center of the Callowhill Industrial Historic District near Callowhill Street. The residential buildings are found on the 1200 block of Carlton and Wood Streets and the 300 block of N. 12th Street. The predominate architectural character of the Callowhill Industrial Historic District is largely industrial, with a minor representation of residential row buildings dating to the early to mid nineteenth century.

The district contains thirty-one contributing buildings, one contributing site (former coal yard for the Philadelphia and Reading Railroad), and one contributing structure (the Reading Railroad Viaduct). The district also has 4 noncontributing buildings (either lacking in architectural features or altered) and twenty-five noncontributing sites (lots where mostly residential buildings were demolished) and four previously-listed resources in the district: the Smaltz Building at N. 12th Street (1912, NRHP 2005) (Photo # 20), the Terminal Commerce Building at 401 N. Broad Street (NRHP 1996) (Photo # 14), the Packard Motorcar Corporation Building at 317-21 N. Broad Street (NRHP 1979) (Photo # 16 at left) and the red brick Goodman Brothers & Hinlein Company Building at 1238 Callowhill Street (1909, NRHP 1984) (Photo # 9). The scale of the industrial buildings in the Callowhill Industrial Historic District varies from four to fourteen stories and contrasts from the residential buildings, which are between two and three stories. The predominant exterior materials are brick, concrete, terra cotta, and stone. The period of development of the Callowhill Industrial Historic District begins in 1830 with the first residential building construction and continues through 1959.

The predominant resource type of the Callowhill Industrial Historic District is industrial, consisting of two dozen box-shaped, mid-rise loft buildings with flat roofs. These buildings were typically
designed in the Commercial style, constructed of reinforced concrete, clad in brick and/or concrete and ranging in construction date from the 1890s through the 1930s. The secondary resource type of the Callowhill Industrial Historic District is low-rise residential row houses, dating to the early- to mid-nineteenth century, designed in the Greek Revival and Italianate styles. The Reading Railroad Viaduct, the only structure in the Callowhill Industrial Historic District, a four-block long resource that is two stories in height, constructed using stone, brick and steel.

There are several noteworthy Commercial style buildings in the Callowhill Industrial Historic District: the concrete-clad Smallz Building at 315 N. 12th Street at Wood Street (1912) (Photo #20 on left); the red brick Rebman Building at 427 N. 13th Street at the southeast corner of 13th and Hamilton Streets (1903) (Photo #6 on left, #12 on left); the Goodman Brothers & Hinlein Company at 1238 Callowhill Street (1909-1915) (Photo #9, close building on right); the Held Building at 323-329 N. 13th Street (Photo #9, close building on right); and, one of the earliest examples, the rebuilt Stewart Cracker Building at 428 N. 13th Street at the northwest corner of 13th and Noble Streets, which suffered a fire in 1896 and was reconstructed five stories above the modified base level (c.1900) (Photo #1 at left, 5, 11). The Packard Motor Corp. Building at 317-321 N. Broad Street (1911, and later additions in 1925) (Photo #16 on right) and the U.S. Tire Company Building (Photo #15, left building) at 329-331 N. Broad Street (1911) are examples of Commercial style buildings with decorative terra cotta Classical Revival style details.

Two industrial buildings in the district exhibit significant Modern Movement detailing: the Lasher Building (1927) at 1309 Noble Street (Photo #13) and the Terminal Commerce Building (1931) at 401 N. Broad Street (Photo #14). The Lasher Building, designed by Philip Tyre, is an outstanding local example of an Art Deco style industrial building, exhibiting exuberant raised chevrons and circles in concrete, curved concrete exterior fire stair landings, and a glazed concrete faceted cylindrical lantern punctuating the center of the building. Like arrows, the six-story high concrete pilasters on the front and west elevation are crowned with stepped brick caps and set in a pattern of wide pilasters flanking three narrow pilasters, also capped in brick and functioning like mullions. The steel multi-light windows are reminders of the industrial use of the building. The decorative molded concrete on the exterior of the Lasher Building in an innovative and unusual way that is unmatched in Philadelphia's cadre of industrial architecture, and push the physical limits of reinforced concrete to its maximum. The Terminal Commerce Building at 401 N. Broad Street, designed by William Steele & Sons, exhibits strong polychrome Art Deco style terra cotta ornamentation at the cornice and ground level of the façade and at the cornice of the side elevations. The front elevation of the Terminal Commerce Building has a stepped shape with a tower in the center, recalling the ziggurat shapes popular in the Art Deco style. In addition, the multi-story slender brick pilasters emphasize verticality.

The Philadelphia City Morgue (Photo #18) at the northwest corner of N. 13th and Wood Streets is an important civic example of the Mission/Spanish Colonial Revival style, with its prominent red clay tile hipped roof, broad eaves and red terra cotta tiled roof, a typical feature of the style. Designed by noted civic architect Philip H. Johnson in 1928, the building's formal and symmetrical design also possesses characteristics typical of the Classical Revival style, including the stone quoins, stone belt courses, molded window surrounds and graceful arched entrance.
opening. The building was commissioned by the Department of Public Works in 1928 and the work was overseen by the City Architect.

The most notable example of the Colonial Revival style in the Callowhill Industrial Historic District is the Overland Motor Company Building (later known as the Willys-Overland Jeep Showroom) located at 323-327 N. Broad Street (1910; rear garage addition c.1940) (Photo #15 on right). The three-story building, extending halfway down Wood Street, was constructed of Flemish bond brick and has limestone accents.

There are eleven, two-and-one-half and three-story Greek Revival and Italianate style brick row houses found in clusters in the Callowhill Industrial Historic District (Photo #23). The oldest row houses, dating from the 1830s, appear on the 1200 blocks of Carlton and Wood Streets. Many of the exteriors of the row houses have been altered over the years with stucco, new windows and doors.

The Reading Railroad Viaduct, a Y-shaped raised elevated railroad bridge constructed in 1893 by the Philadelphia & Reading Railroad, is the only contributing structure and a dominant feature of the district (Photo #2, 3, 6, 12, 21, 22). Abandoned since the 1980s when the tracks were put underground approaching the new Market East station at N. 10th and Market Streets, the western branch railroad tracks are no longer easily visible. The viaduct is located just south of Pearl Street where it was abruptly sheared off in the 1980s and demolished further south. As the twenty-five-foot-high viaduct curves to the northwest, there are segmentally arched stone bridges that cross Pearl, Wood and Carlton Street that create darkened tunnelled passageways for street traffic below. The next bridge crossings at Callowhill, 12th and 13th Streets are constructed of iron. The viaduct follows Noble Street as it nears Broad Street, crosses over N. 13th Street and continues towards Broad Street where it approaches streets level in elevation. The tracks end on Noble Street towards the rear of Terminal Commerce Building at 401 N. Broad Street.

Overview of building use in the Callowhill Industrial Historic District:
The Callowhill Industrial Historic District contains buildings that were constructed for a variety of uses: automobile and carriage industry; transportation; printing; light tenant manufacturing and civic services. The automobile operations in the Callowhill Industrial Historic District are found on Wood, N. 13th Street and N. Broad Street, relating to Philadelphia's "Automobile Row" on N.

2 First Annual Message of Harry A. Mackey, Mayor of Philadelphia, 716.
3 "Automobiles," Motor Age 17 (1917), 84.
4 The western branch of the viaduct is included in the Callowhill Industrial Historic District; the eastern branch, significantly modified in 1912, terminates at 9th and Spring Garden Streets and is not included in the Callowhill Industrial Historic District, since the eastern spur of the viaduct does not contribute to the significance of the district.
5 Although the tracks are not visible, they may be buried under accumulated dirt and debris.
Broad Street, which contained an informal group of carriage operations and later automobile showrooms and repair shops. The transportation-related buildings in the Callowhill Industrial Historic District are located along the Reading Railroad Viaduct. The printing, publishing and paper making industry buildings are typically standing on N. 12th, N. 13th, Callowhill and Noble Streets, with the most prominent being the Art Deco style eight-story Lasher Building at 1309 Noble Street, built for the George F. Lasher Printing Company in 1927. The light tenant manufacturing businesses were housed in the multi-story factories scattered throughout the district. Two buildings dedicated to the manufacture of shoes stand on opposite sides of 12th Street at Pearl Streets. The residential buildings in the Callowhill Industrial Historic District stand on Wood, Carlton and N. 12th Street, remnants of a larger residential area that gave way to the industrial development in the late 19th century. The only civic building still standing in the district is the Philadelphia City Morgue at 324-332 N. 13th Street, which replaced an older City Morgue (1894) in 1928.

Demolition History in the Callowhill Industrial Historic District

The Callowhill Industrial Historic District has seen factories, dwellings and institutions demolished over the years as the neighborhood evolved from a residential area with scattered factories into an industrial center with a vestige remaining of the residential neighborhood to a mix of residential and office use. The northern end of the district from Callowhill to Hamilton Streets has been largely industrial since the inception of the freight station and coal yard at Broad and Callowhill streets in 1860. The southern portion of the district evolved from being largely residential to predominately industrial in the early twentieth century. The majority of the Callowhill Industrial Historic District’s parking and vacant lots were created with demolition in the late twentieth century. The loss of these buildings, though unfortunate, does not significantly detract from the overall integrity of the district. Several noteworthy buildings have been lost over time, including:

- First Regiment Armory for the National Guard of Pennsylvania at 335-47 N. Broad Street, at the southeast corner of Callowhill and Broad Streets, built in 1882, altered/expanded in c. 1904, and razed sometime in the 1970s; the site is now a vacant lot. This brick and stone Gothic inspired building was used as a drill room. The open site to the east of this building was used for parking by 1950 according to the Sanborn Fire Insurance Map.

- The Primary School on the north side of Wood Street near 12th Street constructed in 1867-1868, later known as the Monroe School in the 1870s, the Roberts Vaux School in 1891 and the William D. Kelly Public School. The Italianate style school was replaced in

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6 "Military in Philadelphia; Laying the Cornerstone of the First Regiment's Armory-visit of the Twenty-Second," New York Times (20 April 1882), 5.
1919 with the Philadelphia County Courthouse at 1131 Wood Street (no longer standing, J.T. Windrim architect). The lot is now vacant.

- Municipal Court House at 1121-1131 Wood Street (demolished).

- Hoopes & Townsend & Company factory and foundry building on the north side of Noble Street near N. Broad Street, demolished; the site was later occupied in 1927 by the Lasher Building, a factory at 1309 Noble Street. Two additional buildings for the Hoopes & Townsend Company stood on Hamilton and Buttonwood Streets (outside the boundaries for the Callowhill Industrial Historic District).

- Coal yards occupying three-fourths of the block between 12th and 13th Streets and Callowhill to Noble Streets were removed in the late twentieth century and converted into a parking lot in the 1970s.

- Printing entities that are no longer standing: 310-316 N. 11th Street, 330-338 N. 12th Street, 1307-1330 Noble Street and 323-329 N. 13th Street.

**Integrity**

The Callowhill Industrial Historic District possesses integrity. The overall form and the defining architectural characteristics of the buildings, structure and site remain intact. In terms of the location, the Callowhill Industrial Historic District stands in its original site which has changed very little for nearly a century. The noncontributing resources of the Callowhill Industrial Historic District represent roughly thirty percent of the total resources in the Callowhill Industrial Historic District; nearly all of the noncontributing resources are sites used for parking, clustered into ten groups in the center of the district. As an example, the 1300 block of Callowhill Street, to the south of the Terminal Commerce Building, is largely open, the result of the demolition of the Armory at Broad and Callowhill in the 1970s and the demolition of a metalworking shop in the 1950s for use as a parking lot for the Armory. One contributing site in the Callowhill Industrial Historic District is a parcel located between 12th and 13th Streets on Callowhill. This site was historically an open coal yard, and the present use as a parking lot does not represent a loss of integrity. Remarkably, the buildings and the structure in the Callowhill Industrial Historic District have not received major additions and stand in their original configuration. Many of the contributing resources, particularly the industrial buildings, retain the original windows or replicas of the original multi-light steel windows; a few buildings have replacement windows that are not sympathetic to the original design. These changes to the contributing resources have not affected the integrity of the district, as the Callowhill Industrial Historic District resources still convey the feeling of the period's aesthetic relating to the emphasis on the machine age and technology during the period of significance. As for the structure in the Callowhill Industrial Historic District, the Philadelphia & Reading Railroad converted the tracks on the viaduct to

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National Register of Historic Places
Continuation Sheet

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Callowhill Industrial Historic District
Philadelphia County, PA

electricity in 1933; however, this did not affect the design of the viaduct itself and the viaduct retains integrity in its ability to express its former use. Restoration changes to the contributing residential resources have been widespread and include the installation of replacement windows in vinyl and aluminum and the recladding of the exterior with stucco. Even with these alterations, the residential buildings are clearly recognizable as remnant of the original residential community during the period of significance. In summary, the noncontributing resources do not affect the district's ability to convey the historic and architectural importance during the period of significance, in part because, as sites, the noncontributing resources are greatly outnumbered by, out-scaled by, and do not detract from, the contributing resources.
The Callowhill Industrial Historic District is significant under Criterion A for Industry and under Criterion C for Architecture. In terms of Industry, the district is significant for its association with the diversified specialty manufacturing that characterized Philadelphia industry of the nineteenth and twentieth centuries. In terms of Architecture, the district is significant for its concentration of industrial buildings that demonstrate the evolution of industrial architecture from the late nineteenth to the early twentieth century. In addition, the Callowhill Industrial Historic District is significant under Criterion A for Commerce and Transportation and under Criterion C for Engineering to account for the areas of significance of the four previously-listed resources within the district. The period of significance is from c. 1830, the date of the earliest resources in the district, to 1959, following the National Register's 50-year guideline.

There are four buildings in the Callowhill Industrial Historic District that are individually listed in the National Register of Historic Places: the Packard Motorcar Corporation Building at 317-21 N. Broad Street (1910, NRHP 1979), with architecture, engineering and transportation as the areas of significance; the Terminal Commerce Building at 401 N. Broad Street (1931, NRHP 1996), significant in the areas of commerce, engineering and architecture; the Goodman Brothers & Hinlein Company Building at 1238-1242 Callowhill Street (1909-1915, NRHP 1985), listed for significance in the areas of architecture and engineering; and the Smaltz Building at 315 N. 12th Street (1911, NRHP 2004), for significance in architecture and industry. These four buildings provide strong examples of the Commercial style and represent a few of the various industries that once populated the district: warehousing, shipping and receiving of railcars and light manufacturing at the Terminal Commerce Building, Packard automobiles and a show room at the Packard Motorcar Corporation Building, ladies' shoes at the Smaltz Building, dress trimmings at the Goodman Brothers & Hinlein Company Building.

**Brief history of the neighborhood**

The Callowhill Industrial Historic District's history begins in the eighteenth century when it was originally part of the Spring Garden District, a small settlement of free-standing wood and brick houses and the occasional hotel standing roughly between Vine and Buttonwood Streets and extending west from Garden Street (now known as 8th Street) to Ridge Road. The Spring Garden District was formally incorporated into Philadelphia County in 1813, but it was not yet part of the city of Philadelphia.\(^1\) The first large-scale residential development of this neighborhood began with construction of modest brick row houses along Callowhill, Wood, Carlton and Pearl Streets in or around 1830. Through the mid-nineteenth century the Callowhill Industrial Historic District neighborhood was largely residential, with row houses primarily occupied by workers of the surrounding factories and warehouses.

**In 1838, the Reading Railroad began laying railroad tracks through the Callowhill Industrial Historic District along Noble Street eastward to the Delaware River.**\(^2\) The presence of the railroad...
in the Callowhill Industrial Historic District spurred the establishment of a number of foundries and factories on or near the railroad, including the Baldwin Locomotive Company on Hamilton Street on the west side of N. Broad Street outside the Callowhill Industrial Historic District (demolished) and the Hoopes & Townsend Company, which manufactured nuts, bolts, and rivets in a plant on Noble, Hamilton and Buttonwood Streets (demolished). The Callowhill Industrial Historic District became part of the City of Philadelphia with the Act of Consolidation in 1854. As Philadelphia continued to grow, the need for a new train station was met with Reading Railroad's completion of a passenger terminal and freight station in the Callowhill Industrial Historic District on August 31, 1860; the station was designed by architect John Gries and stood at the southeast corner of Broad and Callowhill Streets (demolished). In addition to the train, the neighborhood was served by horse-drawn trolleys up and down 13th Street by the early 1860s according to maps.

By the 1870s, many of the row houses in the Callowhill Industrial Historic District buildings accommodated storefronts and bars on the first floors with domestic use above. Maps show that the District was filled with a mix of stables, carriage houses, factories, coal yards, row houses, and foundries at this time.

From 1890 to 1893, the Philadelphia & Reading Railroad constructed a new railroad viaduct (extant) to replace the existing street-level tracks which led from the freight yard at N. Broad and Callowhill to the new Reading Terminal at 12th and Arch Streets. Three of the bridges received arched stone faces (crossing Pearl, Wood and Carlton Streets); the remainder were designed to have wrought iron columns, plate girder and "wrought iron elevated girder construction". The viaduct served as an important conduit of coal, goods and passengers to and from Philadelphia from 1893 through most of the twentieth century. Both the new viaduct and terminal for the Philadelphia & Reading Railroad were opened for service on January 29, 1893. The former passenger depot for the Reading Railroad at Broad and Callowhill Streets was demolished at this point.

http://philanel.com/Philadelphia/railroads/
6 In order to compete with the Pennsylvania Railroad and its passenger terminal station, the Broad Street Station, which opened in 1861 at Broad and Market Streets (no longer standing), the Philadelphia & Reading Railroad planned a new convenient downtown depot, for passengers and freight, with an elevated railroad to connect the terminal to the existing rail lines.
7 Joseph M. Wilson, "The Philadelphia and Reading Terminal Railroad and Station in Philadelphia," read at the Annual Convention, June 1895, Transactions, 34 (August 1895), 120.
By the beginning of the twentieth century, about two dozen large manufacturing lofts were built in the Callowhill Industrial Historic District neighborhood, gradually replacing the small manufacturing sweatshops and apartments in the older sections of Philadelphia. The Callowhill Industrial Historic District became a predominantly industrial neighborhood with scattered row houses remaining between the factories.

By 1928, the Broad Street subway was completed with a stop at N. Broad and Spring Garden Streets, a clear indication that the neighborhood had become a major point of departure for the many local factories and business. In 1931, the Reading Railroad erected a new massive 12-story building known as the Terminal Commerce Building at 401 N. Broad Street (NRHP 1986) for use as offices, showroom, warehouse, light manufacturing and railroad shipping and receiving, making use of the existing rail lines at Broad and Callowhill Streets.

Through the 1970s, the Callowhill Industrial Historic District's two dozen lofts supported several thousand workers in the printing and apparel trades. In recent years, the multi-story loft buildings have been converted from tenant factories into offices and residential units. The remaining row houses continue to be used for housing. The Reading Railroad Viaduct has remained in a state of disuse after 1984, when it was replaced by underground tracks travelling to the new Market East Station beneath the Reading Terminal Train Shed.

**Significance in Industry, Criterion A**
The Callowhill Industrial Historic District is significant under Criterion A, Industry for its association with the diversified specialty manufacturing that characterized Philadelphia's industry during the period of significance. The period of significance extends to 1959 since the tenant factories in the Callowhill Industrial Historic District remained vital through the mid- to late-twentieth century and continued to contribute to Philadelphia's strength in the apparel and printing industries.

The Industrial Development of the Callowhill Industrial Historic District
The Callowhill neighborhood was a product of a wave of industrial development that began in the 1830s and culminated in the mid-twentieth century. Prior to the arrival of the railroads in the 1830s, the only significant industrial presence in the area was the Bush Hill Iron Works at 18th...
and Butterworth Streets (just outside the Callowhill Industrial Historic District). However, with the construction of the Reading Railroad passenger and freight line in 1838, this underdeveloped neighborhood north of Vine Street became a "vital center of commerce and industry." The neighborhood quickly filled with smaller light-manufacturing companies and artisans' shops that "occupied warehouses, workshops and small factories typical of Philadelphia's industrial neighborhoods." The advantages were obvious: the "cluster of shops and factories of every size and kind provided that encyclopedia of supplies and services". This environment made highly specialized manufacturing possible: "A machinist could send his electroplating around the corner; the plater could get his vats repaired nearby; the vat maker could get his stock milled in the district, and so the chain of interdependencies and efficiencies went."

The concept of an industrial area was not a new one to Philadelphia by the late 19th century. There had long been a separation between industry and commerce. Manufacturing, like warehousing, was typically placed in outlying areas where the rents were cheaper, whereas for commerce, "It was necessary for a distributor requiring a central location of office and sales-display purposes to locate... his business in the central district and establish a warehouse in the distant warehousing section where lower rentals prevailed and shipping facilities were available." By the end of the nineteenth century, the rail lines in Philadelphia "were lined with large factories, breweries, and warehouses marking the southern border of the zone of heavy industry that gave Philadelphia its nickname of America's Manchester." This rise in industrial prominence in the Callowhill Industrial Historic District was also promoted by the construction of Broad Street Station in 1881 (demolished), of Reading Terminal in 1893 (extant), as well as the later emergence of Automobile Row along N. Broad Street in the early twentieth century. As a result, the Callowhill Industrial Historic District buildings were occupied by industries relating to automobiles, the railroad, printing and publishing, as well as miscellaneous light manufacturing.

There were several automobile operations in the Callowhill Industrial Historic District during the period of significance. This included small automobile repair shops at the Schumacher & Pierce Company Garage at 338 N. 13th Street, which employed nine workers in 1920 (extant), 1315 Wood Street for the Willys-Overland Company (extant), 1231-1233 Wood Street; tire fillers at

14 "Terminal Commerce Building, Philadelphia County, PA," 8:2.
15 Warner, 179.
16 Warner, 179.
17 "Terminal Commerce Building, Philadelphia County, PA," 8:3.
1306-1308 Callowhill Street (demolished and rebuilt as the Terminal Commerce Building); garages at 1322 Callowhill Street (extant), 1340 Carlton Street and 1221 Wood Street (extant). There were two automobile showroom businesses in the Callowhill Industrial Historic District: the Willys-Overland Motor Company at 323-331 N. Broad Street (extant); and the Packard Motor Car Company at 315-317 N. Broad Street, a combination of a showroom and garage, which had 251 employees in 1920 (extant, NRHP 1979)20. The United States Tire Service Company operated out of the four-story terra cotta clad US Tire Company Building at 329-331 N. Broad Street, constructed in 1911.

The printing, publishing and paper making industry had a strong presence in the area, which began in the mid- to late-19th century with the shift of the downtown from the waterfront westward towards Broad Street.21 The Callowhill Industrial Historic District’s tenant manufacturing buildings simultaneously provided a convenient location to downtown and appropriately scaled floor plates for smaller manufacturing entities. Three resources in the Callowhill Industrial Historic District housed industries in these trades: the Wolf Building at 340 N. 12th Street (extant) had nearly one hundred workers employed by the Wolf Brothers in 1920, manufacturers of envelopes, folders, stationary and drinking cups; the George F. Lasher Printing Company in the eight-story Lasher Building at 1309 Noble Street; the International Art Publishing Company, based in the Goodman Brothers and Hinlein Company Building, at 1238-1242 Callowhill Street (NRHP 1985), which had 49 workers in 192022; and the Heid Building at 323 N. 13th Street (extant), which was the location of the Alvah Bushnell Company, makers of accordion folders and paper products from the late 1920s through the 1950s, which maintained about fifty workers during this time. Other printing entities in the Callowhill Industrial Historic District are no longer standing including: 310-316 N. 11th Street, 330-338 N. 12th Street, 1307-1339 Noble Street and 323-329 N. 13th Street.

The Callowhill Industrial Historic District also had a noteworthy density of light tenant manufacturing and warehousing concerns in a broad range of industries, such as:

- Millinery and dress trimmings by the Goodman Brothers & Hinlein Company in the Goodman Brothers & Hinlein Company Building at 1238 Callowhill Street (extant, NRHP), which employed 300 workers in 192023;

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- General warehouses at 428-442 N. 12th Street, 1231-1245 Noble Street, 1224-1226 Callowhill Street, 1339-1349 Wood Street, 1210-1232 Wood Street and 1201-1205 Callowhill;
- Biscuit production at the Loose-Wiles Biscuit Company at 428-444 N. 12th Street (extant); paper boxes at 1212-1222 Callowhill Street and 1217-1241 Callowhill Street;
- Ladies' and children's shoes at the Edwards Building at 314-322 N. 12th Street, which employed 303 workers in 1920; ladies' fine shoes by the Smaltz-Goodwin Company located in the Smaltz Building at 315-323 N. 12th Street. The building had 300 workers in 1920 and a production output in 1925 of 1,500 pairs of "fine" women's turn and solds per day (NRHP 2004);

At its peak, the center of industrial Philadelphia stretched from the Schuylkill to the Delaware River, and from Market Street to Spring Garden Street. However, with the arrival of the Great Depression in 1929, the shuttering of Automobile Row in the 1930s, the creation of the Gallery at Market East shopping complex in 1977, the construction of the Vine Street Expressway in 1991, and the Pennsylvania Convention Center in 1993 and 2009, the bulk of this former industrial core was either demolished or abandoned. The Callowhill Industrial Historic District not only is "a major portion of the industrial area that remains" in Philadelphia but also contains the "majority of industrial loft buildings remaining in Center City."[28]

Comparisons
Philadelphia contains a plethora of industrial neighborhoods, many of which are mill towns whereby the housing for the workers was integrated into the factory setting. Unlike the majority of these industrial areas, the Callowhill Industrial Historic District is characterized by a concentration of workshops, instead of the mill town model.

The Northern Liberties Historic District (NRHP 1986) and the surrounding neighborhood contain a similar concentration of workshops as the Callowhill Industrial Historic District. The Northern Liberties neighborhood developed in the early- to mid-nineteenth century, a few decades earlier than the Callowhill Industrial Historic District, but both areas continued to have productivity through the early twentieth century. By the 1870s and 1880s, the industrial component of the Northern Liberties neighborhood was comprised of a highly skilled artisan-based community working out of shopfronts in row houses and scattered low-rise factories focused on the following industries: paint and chemical manufacturing, iron foundries and stove production, sugar refining, tool manufacturing, saw-making, tanning, leather making, and brewing beer.[28] Examples of these

[29] "Northern Liberties", update by Torben Jenk, as it appears in the Workshop of the World website,
factories included the Charles Noble Stove Works at 4th and Brown Streets, the H.K. Wampole drug factory at 4th and Fairmount and the Charles Burk Morocco Leather Company plant at 919-961 North 3rd Street (demolished). One major difference between these two neighborhoods is that the majority of the factory buildings in the Callowhill Industrial Historic District were filled with multiple tenants, whereas those in the Northern Liberties District were each dedicated to a single industry. In addition, the Callowhill Industrial Historic District never had shopfronts operating out of the row buildings like the Northern Liberties Historic District.

The Washington Avenue industrial corridor, based on or near Washington Avenue in South Philadelphia from 7th Street to 25th Street (and includes the Washington Avenue Historic District), is another example of a workshop-oriented district that reached its peak from 1890 through 1920. Although nearly all of the factories dating from the nineteenth and early twentieth centuries have been demolished, the area once boasted cigar making, licorice manufacturing, chemical production, warehousing, iron and cotton goods production, chocolate making, and clothing manufacturing. Like the Callowhill Industrial Historic District, the Washington Avenue industrial corridor had coal yards which supplied fuel for the many steam engine boilers in the surrounding factories and the Philadelphia, Wilmington, Baltimore Railroad Freight Train Shed, which still stands at Catherine and 15th streets. The residential buildings where local factory workers lived are situated outside the Washington Avenue industrial area.

In summary, the loft and tenant manufacturing buildings in the Callowhill Industrial Historic District represent a slice of Philadelphia's widespread industrial prominence at the turn of the 20th century and a westward expansion of Philadelphia's industrial core away from the Delaware River. The development and design of the buildings within the district's boundary are a direct response to construction of the Philadelphia & Reading Railroad lines and terminals, North Broad Street's Automobile Row and the construction of City Hall. The residential architecture in the Callowhill Industrial Historic District also relates to the industrial significance in that these modest buildings potentially housed numerous workers who were employed by the local industry.

Significance in Architecture, Criterion C
The architecture of the Callowhill Industrial Historic District's lofts represents the prevailing themes and patterns of Philadelphia's late nineteenth century and early twentieth century industrial architecture. In addition, the Callowhill Industrial Historic District's industrial buildings clearly show the evolution of industrial architecture, from heavy timber wood beam and steel beam construction, to reinforced concrete and steel beam construction, to an integrated appearance of applied decorative industrial materials.

accessed on December 6, 2009,
30 National Register Nomination for the Northern Liberties District, Philadelphia County, PA, 8/2.  
Architects of Buildings in the District

There are a number of notable industrial architects and architecture firms that designed buildings in the Callowhill Industrial Historic District. These designers were responsible for hundreds of other industrial buildings all over Philadelphia. Joseph Wilson and his firm, Wilson Brothers & Company, served as the engineers and architects for the Reading Railroad Viaduct.32 Joseph Miller Wilson, an engineer, established Wilson Brothers & Company in 1875 with his older brothers, engineers John A. and Henry Wilson, and architect Frederick G. Thorn. The firm designed and engineered more than three hundred projects during the next twenty-five years, including: the elevated roadbed and viaduct for the Pennsylvania Railroad (a.k.a. Chinese Wall, 1879, demolished); the Broad Street Station train shed for the Pennsylvania Railroad at Broad and Filbert (1881, demolished); and the Reading Terminal Train Shed and Head House at 12th, Market and Arch Streets (1893).33 William Steele & Sons, locally known for engineering and designing using reinforced concrete construction, designed and constructed two factories in the district: the massive Reading Railroad's Terminal Commerce Building at 401 N. Broad Street (1931) and the Edwards Building at 314 N. 12th Street (1912). The prolific commercial and industrial design firm of Ballinger & Perrot, credited for pioneering the use of reinforced concrete, completed three Commercial style buildings in district: the Smaltz Building at 315 N. 12th Street (1912), the Rebman Building at 427 N. 13th Street at the southeast corner of 13th Streets and Hamilton Streets (1903)34 and the Goodman Brothers and Hinlein Company at 1238 Callowhill Street (1909-1915). Architect Philip Tyre was responsible for the design of the Lasher Printing Company at 1309 Noble Street and a large addition at the rear of the Packard Motor Corp Building at 317-323 N. Broad Street in 1918.35 Tyre, trained as an engineer, designed numerous interior automobile showrooms in the 1920’s, including one in 1927 for the Packard Motor Corp. Building at 317-321 N. Broad Street.36 Albert Kahn of Kahn & Wilby of Detroit, MI, served as architect of the Packard Motor Corporation Building (1910) at 317-321 N. Broad Street. Kahn was a creative industrial architect and was well known in the auto industry. The firm of Stuckert & Company, known for designing churches, office buildings, apartment buildings, and theaters, was responsible for the design of the Heid Building at 313-323 N. 13th Street (1928). Philip H. Johnson, a designer of hundreds of city and state projects, created the Mission/Spanish Colonial Revival style design for the City Morgue at the northwest corner of 13th and Wood Streets in 1928.37 The commercial architecture firm of Stearns & Castor completed the design for the Wolf Building (1907) at 380 N. 12th Street, at the southwest corner of 12th and Callowhill Streets.38

37 Johnson, who later became the chief architect for Philadelphia’s Department of Health, designed numerous public buildings including health institutions and hospitals, armories, prisons, hospitals, the City
Architecture of the Callowhill Industrial Historic District
The two dozen industrial buildings of the Callowhill Industrial Historic District exhibit typical characteristics of Philadelphia's industrial architecture, namely the Commercial style and the Modern Movement. The industrial buildings in the Callowhill Industrial Historic District are typically five or more stories, visible reminders of the great advantages of building with steel and concrete. Outwardly, the aesthetics of the Callowhill Industrial Historic District's industrial buildings mirror the major trends in architectural design of the period. Taking cues from the high style office buildings in Philadelphia of the early twentieth century, the Commercial style buildings of the Callowhill Industrial Historic District include aspects of the popular revival styles of the period, such as the broken pediment entryways of the Colonial Revival style, Classical Revival style pilasters and bracketed cornices. Finally, the modern movement has a presence in the Callowhill Industrial Historic District with the use of the Art Deco style, a forward-thinking style that enhanced the form of two notable buildings in the district: the Terminal Commerce Building at 401 N. Broad Street and the Lasher Printing Company Building at 1309 Noble Street.

The Callowhill Industrial Historic District's industrial buildings share these characteristics: the exterior exposure of structural concrete, simplistic appearance and vast industrial style steel windows to provide ample daylight for production. With the availability of reinforced concrete and structural steel in the late nineteenth century, industrial buildings could reach new heights previously prohibited by traditional building methods. The Commercial style flourished with the use of reinforced concrete, as it allowed buildings to be functional, efficient, economical and inherently fireproof. As the twentieth century progressed, the architects of Commercial style buildings employed minimal ornamentation, moving towards streamlining with an emphasis on

37 The advanced reinforced concrete system allowed for increased weight stresses, and the resulting buildings were taller, contained larger floor areas with a minimum of structural columns that provided more useable floor area. In the 1890s, builder, innovator and entrepreneur Ernest Ransome of San Francisco set a new standard for the design of industrial buildings: rather than to imitate masonry construction with small windows, the new factories exploited the carrying strength of reinforced concrete with large window expanses, a trait that earned these factories the name of "daylight factories." Amy Slaton, Reinforced Concrete and the Modernization of American Building, 1890-1930 (Baltimore: The Johns Hopkins University Press, 2001), 134.
function. In the organization of the building's exterior, Commercial Style buildings usually followed a base-shaft-capital format, often with belt courses delineating these areas.

Evolution of architectural technology
The Callowhill Industrial Historic District clearly shows the evolution of architectural technology from heavy wood timber construction of the late nineteenth century to reinforced concrete and steel beam construction of the early twentieth century, spanning several decades.

The Callowhill neighborhood is characterized by a type of industrial structure that was cutting-edge in the late nineteenth century: the multi-story loft and tenant manufacturing buildings. These buildings were typically tall and narrow to maximize land cost, an option enabled by the development of reinforced concrete, which allowed a structure to go up rather than out. This new building form was better suited to smaller companies and light manufacturing that did not require massive floor areas or ancillary buildings, such as foundries and warehouses. Businesses not only benefitted from this more applicable floor plate, but also from the exceptional accessibility of the area, with its nationally-linked rail lines of the Philadelphia and Reading Railroad, access to the Delaware and Schuylkill Rivers, and the proximity of Center City.

The use of heavy timber beam construction, developed in the mid-nineteenth century, allowed for higher ceilings and broader window openings, and was a first step towards efficiency, fire safety, improved lighting and air circulation. The Callowhill Industrial Historic District's earliest industrial buildings demonstrating the heavy timber beam construction are found on Noble Street flanking N. 13th Street and date to the late nineteenth century: 423 N. 13th Street at the southern portion of the Rebman Building, constructed c.1895 (at the northeast corner of Noble and 13th Street), and the Stewart Cracker Building at 428-440 N. 13th Street, c.1900. The Stewart Cracker Building was reconstructed five stories above the modified base level in c.1900. The new construction is typical of the period: brick construction with wood frame 2/2 double-hung windows set between pilasters of brick, an Italianate-inspired corbelled brick cornice and flat roof. In all, the new construction was much more restrained than the castellated and crocketed roofline of the original construction. The interior has heavy wooden timber beam construction that was used during the period to both support the heavy loads of the walls and floors and retard the spread of fire with its thick wood columns.

The progression in building technology continues with the two buildings in the district both of which were designed by Ballinger & Perrot: the six-story red brick Rebman Building, constructed in 1903 for the Williamson Brothers Co., engineers and iron founders, at the southeast corner of N. 13th and Hamilton Streets; and the Goodman Brothers & Hinlein Building at the southeast

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40 This is the most common type of manufacturing structured constructed just after the turn of the century.
41 The Stewart Cracker Building has an irregular rusticated stone base that dates from c.1890, and originally had a siding entering into the building from the Reading Railroad line prior to the construction of the Reading Viaduct and a fire in the building in 1899. "Disastrous Philadelphia Fire," New York Times (4 February 1899).
corner of N.13th and Callowhill Streets, constructed from 1909 to 1915. Both buildings exhibit the benefits of concrete and steel with vast window openings, high ceilings, and concrete column and girders construction on the interior. Just a few years later, Ballinger & Perrot designed the Smaltz Building at 315 N. 12th Street at Wood Street (1912), which further pushed the size of the window to nearly floor-to-ceiling height. Ballinger & Perrot clad the Smaltz Building's concrete spandrel and pier construction in a concrete exterior with minimal architectural adornment, a growing trend in concrete buildings exteriors. Other concrete industrial buildings in the Callowhill Industrial Historic District were more typical of Philadelphia factories with the use of brick cladding and cast stone in a grid pattern on the exterior, such as the Clinton Building at 316 N. 11th Street (1918), the Wolf Building at 330 N. 12th Street (1907), and the Edwards Building at 314-322 N. 12th Street (1912). On Broad Street, the Packard Motor Corp Building (1910) at 317-321 N. Broad Street and the US Tire Company Building (1911) at 331 N. Broad Street both have ornamental cladding of white terra cotta on the exterior; however, the windows are massive, a clear indication of concrete technology.

The final example of the progression in building technology is the exuberant exterior of the Lesher Building at 1209 Noble Street (1927). The outside of the building is clad with decorative molded concrete shapes arranged in an artistic manner. The concrete is used in unconventional ways that is similar to the Smaltz Building in that it has an aesthetic quality and is the primary exterior material, accented with brick unlike the majority of buildings in the district which are primarily clad in brick.

**Comparisons**

Of all Philadelphia's National Register historic districts, the Callowhill Industrial Historic District's industrial architecture exceptionally illustrates the progression of building technology from heavy timber construction to the concrete and steel frame construction. The Main Street Manayunk Historic District (NRHP 1983) and the Washington Avenue Historic District (NRHP 1984) also demonstrate a similar progression of building technology, although neither one demonstrates the range or innovativeness of concrete construction as well as the Callowhill Industrial Historic District does.

The Main Street Manayunk Historic District's oldest mill standing demonstrates early innovation in building construction: the Blantyre Mill located at 4312-4372 Main Street. The four- and five-story mill with its oldest portions dating to 1847 and newest to 1879, exhibits the benefits of heavy timber frame construction with its relatively tall height for the period (taller than the typical two-and three-story mills in Manayunk), wood and iron columns, large window openings, brick firewalls and a fireproof stone exterior and slate roof material. Unlike the Callowhill Industrial Historic District, all of the remaining mill buildings in the Manayunk Historic District were constructed from the mid- to late-nineteenth century using traditional building methods. The only building in the Manayunk Historic District which shows the twentieth century progression to concrete frame construction is found on Fountain Street at the Reading Railroad, a non-descript unadorned five-

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story brick and exposed concrete factory dating to 1920. The architectural character of the Main Street Manayunk Historic District is distinctly mid-nineteenth century, a stark contrast from the austere and Art Deco style factories of the Callowhill Industrial Historic District. In conclusion, the Manayunk Historic District adequately demonstrates mid-nineteenth construction, but, with the paucity of twentieth century factory examples, it does not fully show the later evolution into the realm of reinforced concrete and steel frame construction as well as the Callowhill Industrial Historic District.

The Washington Avenue Historic District (NRHP 1984) contains two examples of industrial architecture that illustrate the progression from timber frame construction to concrete construction. The Washington Avenue Historic District, with less than five buildings still standing due to recent demolition, remains one of the few examples of an industrial historic district in Philadelphia. This district, which extends along or near Washington Avenue from 10th to Broad Street, historically had railroad tracks down the middle of Washington Avenue for the Philadelphia, Wilmington & Baltimore Railroad. An example of the timber frame building technology can be found at 1217-1241 Carpenter Street at the Main Beltling Company Plant, constructed in the late nineteenth century.43 A better example stands just outside the boundaries of the Washington Avenue Historic District at 2101 Washington Avenue: a four-story brick mill building constructed in the center of the block as a paper hanging factory by Howell & Brothers. The building at 1201 Washington Avenue (1909), erect by the John Wyeth Chemical Works, is a five-story concrete and steel frame building with regularly-space industrial windows. The Wyeth building clearly shows the movement towards stripped down exteriors, exposed building materials and the benefits of concrete construction with wide window banks throughout. The sparse Washington Avenue Historic District has less building fabric remaining with which to tell the story of Philadelphia’s building technology evolution than the Callowhill Industrial Historic District. In addition, the Callowhill Industrial Historic District retains more intact examples of industrial design from the early twentieth century and Modern Movement than the Washington Avenue Historic District.

In conclusion, the Callowhill Industrial Historic District contains an intact group of industrial buildings which show the aesthetic variety and technological progression and the merits of concrete of Philadelphia’s industrial architecture during the period of significance.

43 National Register Nomination for the Washington Avenue Historic District, 7/2.
Bibliography


“Manayunk Main Street Historic District,” *National Register Nomination*, 1983.


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“Steele, William (1839-1908),” Philadelphia Architects and Buildings.


VERBAL BOUNDARY DESCRIPTION
Beginning at the northeast corner of the intersection of N. Broad and Pearl Streets and running thence northwardly binding on the east side of N. Broad Street approximately 752 feet; thence eastwardly binding along the south side of Noble Street approximately 267 feet; thence northwardly approximately 263 feet; thence eastwardly binding along the south side of Hamilton Street approximately 873 feet; thence southwardly binding along the west side of N. 12th Street approximately 238 feet; thence southeastwardly binding along the east side of the Reading Railroad Viaduct approximately 137 feet; thence eastwardly binding along the south side of Wood Street approximately 156 feet; thence southwardly binding along the west side of N. 11th Street approximately eighty-three feet; thence westwardly binding along the north side of Pearl Street approximately 111 feet; thence southwardly approximately 176 feet; thence westwardly binding along the north side of Vine Street approximately 107 feet; thence northwardly approximately 176 feet; thence westwardly biding along the north side of Pearl Street approximately 322 feet; thence southwardly approximately 184 feet; thence westwardly binding along the north side of Vine Street approximately 520 feet; thence northwardly approximately 113 feet; thence westwardly approximately thirty-two feet; thence northwardly approximately eighty feet; thence westwardly binding along the north side of Pearl Street approximately 471 feet to the place of beginning.

BOUNDARY JUSTIFICATION
The nominated district includes those resources that demonstrate the architectural and industrial significance of the district, while excluding those resources that either no longer retain integrity or represent significant visual breaks or not in keeping with the industrial character of the district.
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Callowhill Industrial Historic District
Philadelphia County, PA

PHOTOGRAPH LIST

The following information pertains to every photograph:

Callowhill Industrial Historic District
Philadelphia County, PA
Robert Powers
September 2009
Powers & Company, Inc.

Inks Used: Epson Ultrachrome K3 Inks
Paper Used: Epson Premium Luster Photo Paper
Printer Used: Epson Stylus Pro 4800

Photograph #  Description of View
1.  View of the 1200 block of Noble Street, looking NW
2.  View of the 1200 block of Noble Street from the Reading Viaduct, looking NE
3.  1200 block of Noble Street from the Reading Viaduct, looking NW
4.  View of N. 13th Street at Noble Street above Callowhill Street, looking N
5.  View of N. 13th Street from Noble Street Bridge, looking N
6.  View of N. 13th Street above Noble Street, looking South
7.  View on Wood Street from N. 12th Street, looking W
8.  View on Wood Street towards N. Broad Street, looking W
9.  View of N. 13th Street above Carlton Street, looking N
10. View of Wood Street east of N. 13th Street, looking E
11. View of the southwest corner of N. 13th and Hamilton Streets, looking SW
12. View of the northeast corner of N.13th and Noble Streets
13. View of Lasher Printing Company Building on Noble Street, looking E
14. Terminal Commerce Building, looking NW
15. View of 300 block of N. Broad Street, looking SE
16. Packard Motorcar Building, looking SE
17. Wolf Building at the southwest corner of Callowhill and N. 12th Street, looking S
18. Philadelphia City Morgue, looking SW
19. 300 block of N. 13th Street, looking NE
20. Edwards Building at the southwest corner of Wood and N. 12th Street, looking SW
21. View of Wood Street at N. 11th with Reading Viaduct and Smaltz Building in background, looking SW
22. Reading Viaduct at N. 12th and Noble Streets, looking S
23. Row houses on Carlton Street, looking SW