

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: The Central Manufacturing District: Original East Historic District

Other names/site number: _____

Name of related multiple property listing: N/A

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

2. Location

Street & number: 3500-3700 blocks of South Morgan Street, South Racine Avenue, and South Iron Street; 3500-3900 blocks of South Ashland Avenue; 1000-1600 blocks of West 35th-37th Streets; and 1200-1600 West 38th Street

City or town: Chicago

State: Illinois

County: Cook

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

 _____ Signature of certifying official/Title:	<u>12/21/15</u> _____ Date
<u>Illinois Historic Preservation Agency</u> _____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:)

by *Barbara Wright*
Signature of the Keeper

2-15-16
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

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>65</u>	<u>7</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>66</u>	<u>7</u>	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION
MANUFACTURING FACILITY
PROCESSING SITE
INDUSTRIAL STORAGE

TRANSPORTATION: RAIL-RELATED

Current Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION
MANUFACTURING FACILITY
PROCESSING SITE
INDUSTRIAL STORAGE

TRANSPORTATION
ROAD-RELATED
VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS

CLASSICAL REVIVAL

LATE GOTHIC REVIVAL

MODERN MOVEMENT

MODERNE

ART DECO

OTHER

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Red Brick

Terra Cotta

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Central Manufacturing District (CMD): Original East District (OED) is **the nation's first** planned industrial district that emerged in the beginning of the 20th century. The OED is located **in Chicago's** residential Bridgeport Community, about four miles southwest of the Loop. The Original East District is roughly bound by Ashland Avenue to the west, 35th Street to the north, Morgan Street to the East, and Pershing Road to the south. The OED encompasses 185 acres with sixty-five contributing buildings, seven non-contributing buildings, one contributing site, and one individually listed building. The existing sixty-five historic structures were constructed between 1902 and 1965. They are all red brick and terra cotta or limestone details ranging from one story, one-bay plans to multi-story, multi-bay industrial lofts. The period of significance is from 1902, the date the District was first established, to 1965, the fifty year cutoff for significance for the National Register.

Narrative Description

The Original East District is the first and an exceptional example of a national trend in the growth of planned industrial districts in the beginning of the 20th century. This location was ideal for the CMD based on the availability of a large expanse of undesirable land outside of the city center, proximity to multiple modes of transportation including the Chicago Junction

Railway and the South Branch of the Chicago River, and accessibility to a large, working-class population.

The areas north, west, and east of the district are largely residential with their main commercial corridors running along South Morgan Street, north of West 35th Street and West 35th Street to the east and west of the District. The areas to the south are industrial. These include the Pershing Road Development, an extension of the CMD's Original East District, which runs two blocks west of the District on the south side of Pershing Road, and the Union Stockyards, which meets the OED at Pershing Road.

The District was comprehensively planned to integrate into **Chicago's existing street** grid with main thoroughfares on 35th and 37th Streets, Racine Avenue, Pershing Road, and South Iron Street. The exception to this is in the Original East District where the street grid is interrupted by the South Branch of the Chicago River. Curved rail lines punctuate the grid to provide private service to each building. Historically, streets were much wider to provide for horse-drawn wagons. Today, the majority of the properties in the district abut the sidewalk and are set back from the street about 10-15 feet to allow for vehicular parallel parking, making the streets appear narrower than they were historically.

Very few of the right-of-ways are landscaped. Only the west side of Racine Avenue and sections of 37th Street east of the River and 38th Street west of the River are lined with grass and unevenly spaced immature trees. Additional open space was planned by the CMD around the rail lines and between buildings. Today, much of the open space between buildings has been paved over for additional parking or loading docks.

Railroad lines run north to south along Iron Street and east to west along 38th Street to connect with the north-south lines at Pershing Road. Each building was also serviced by a private switch track with direct connections to principal lead and yard tracks of the Chicago Junction Railway. Today, the tracks are not in operation, but remain as a significant part of the built landscape of the district.

The buildings in the District followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. During the development of the OED, styles such as Classical Revival, Late Gothic Revival, Prairie, Art Deco, and Mid-Century Modern were used **to detail each of the District's buildings. Form responded to the technical and production** requirements of the time, and exterior treatments used historical or non-referential decorative motifs. All of the buildings are faced in red brick with terra cotta or limestone details.

Most of the properties in the District have characteristics of architectural styles. There also are three primary buildings types found throughout the Original East District: a three-bay, central monitor plan primarily used for foundries (2% of buildings); a one story, one-bay building used for lighter work, these buildings required more interior columns and used saw-tooth roof monitors or skylights to provide adequate ventilation and light (23% of buildings); and a multi-story all purpose manufacturing and warehouse building, known as a loft building (56% of buildings). The industrial loft is characterized by expansive, un-partitioned open floor areas.

Almost all of the properties are manufacturing or industrial buildings with the exception of two properties at Aberdeen and 35th Streets which trickled over from the nearby commercial corridors and the Central Manufacturing District Bank and Club Building at 1110 West 35th Street.

The Original East District is characterized primarily by multi-story lofts and one-story, one-bay buildings, faced in red brick with terra cotta or limestone details.

Today, the Original East District remains intact and appears much as it would have looked when fully developed at the end of the period of significance. The District retains a high degree of integrity making it eligible for listing on the National Register of Historic Places. The majority of the properties are intact and have sustained little if any exterior modifications. Most alterations that did occur that are visible from the street are window and door changes and the removal of water tanks from the roof the buildings.

The original boundary of the District ran from Morgan Street on the east, 35th Street on the North, Ashland Avenue on the west, and Pershing Road on the south. The Original East Historic District current boundary reflects the minor changes to the building stock. These boundaries encompass 185 acres of the original 240 acres that comprised the Original East District, due to demolition and non-contributing structures. The most extensive demolition is the 3800 block of South Morgan, which has interrupted the historic streetscape and impacted the northwest and southeast quadrants of the district making it ineligible to be included in the boundaries. The Wrigley Loft Building at the southeast corner of Ashland Avenue and 35th Street is being demolished, and the Pullman Couch Factory was demolished after a fire in January 2013. Additionally, the area located to the south of the southernmost boundary was excluded from the District since it included many of buildings built after the period of significance and City-owned property.

The seven non-contributing buildings are listed as non-contributing based on age, as they were constructed between the late 1980s and early 2000s and, thus, not within the period of significance. Furthermore, since the District continues to function as an industrial park to this day, new development is occurring on historically open space, such as the new development at South Iron Street and West 35th Street, which was included in the District since it does not detract from the integrity of the District as an industrial park.

Since for years the CMD was responsible for street improvements such as paving private streets within the District with vitrified brick, landscaping with sodded parkways and decorative street lights, the introduction of water and sewer connections, and the CMD took responsibility for maintaining the outdoor public spaces, the District setting has experienced little change.

The following are descriptions for each of the existing contributing resources including their historic building name, address, date of construction, architect/builder, primary architectural style, and building type as identified above. Listed addresses correspond to the addresses found **on Cook County's Map Application**. A **"Building Key"** is located in the **"Additional Documentation"** section of this nomination.

If a building is listed with two dates, the later date is for an addition. Lastly, the term **“Industrial”** found in the building inventory below is used as a building name for contributing and non-contributing buildings.

Historic Building Name	Address	Date of Construction	Architect/Builder	Architectural Details/Elements	Building Type	Contributing/Non-Contributing
1. ACME	1134 West 35th Street	1925	Architect: Rowneberg Pierce	Classical Revival	Loft	Contributing
2. Ajax Tank & Tower Co.	1452 West 38th Street	c.1930;1963	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
3. Albert Pick & Co.	1200 West 35th Street	1911; 1922; 1928	Architect: A. S. Alschuler; Builder: Abraham Lund Company	Classical Revival	Loft	Contributing
4. American Ever-Redy Works & National Carbon Co.	3713 South Ashland Avenue	1909	Architect: Samuel Scott Joy	Classical Revival	Loft	Contributing
5. American Glue Co.	3630 South Iron Street	1915	Architect: Samuel Scott Joy; Builder: Sumner Sollitt	Prairie	Loft	Contributing
6. American Luxfer Prism Company	1016-1018 West 37th Street	c.1910	Architect: Postle & Mahler	Prairie	One-Story, One-Bay with Monitors	Contributing
7. Atwood & Steele Building	1428 West 37th Street	1911	Architect: R.S. Lindstrom; Builder: E.W. Sproul	Classical Revival	Loft	Contributing
8. Aztec Lines Inc. (1 Story Garage)	1300 West 35th Street	1951	Architect: A. Epstein; Contract: R.G. Poirot	Other-Industrial	Other-Industrial	Contributing
9. Central Manufacturing District Bank Building, The	1110 West 35th Street	1912	Builder: E.W. Sproul + Co.	Classical Revival	Other-Bank	Contributing
10. Chicago Electric Motor Car Co./Rockwood Sprinkler Co.	3612 South Morgan Street	1907	Architect: W. Ernest Walker; Builder: E.W. Sproul	Other-Industrial	One-Story, One-Bay with Skylights	Contributing
11. Chicago Pneumatic Tool Co.	3655 South Iron Street	c.1925	Unknown	Late Gothic Revival	Loft	Contributing
12. C. J. Spring and Bumper Co.	1451 West 38th Street/1500 & 1530 West Pershing Road	c.1913;1925	Architect: Samuel Scott Joy; Builder: Arquette Co.	Classical Revival	One-Story, One-Bay with Monitors	Contributing
13. Continetal Can Co.	3815 South Ashland Avenue	c.1910;1935	1935 Addition: Architect: T.B. Jongenson; Builder: A.S. Low	Late Gothic Revival and Other-Industrial	Loft	Contributing
14. C.S. Davis & Co.	1367 West 37th Street	c.1927	Unknown	Classical Revival	Three-bay Central Monitor Plan	Contributing

15. Cyphers Incubator Company, The	1421 West 37th Street	1910 (Altered Façade)	Architect: A.S. Alschuler; Builder Stresenreuter Brothers	Contemporary/ Other-Industrial	Loft	Contributing
16. Dearborn Chemical Company	1039 West 35th Street	1906	Unknown	Classical Revival	Loft	Contributing
17. Doorley Bros./Chicago Curtain Strecther Co.	1121 West 37th Street	1909	Architect: A.S. Alschuler; Builder: E.W. Sproul	Prairie	One-Story, One-Bay Plan	Contributing
18. Empire Iron & Steel Company	3604 South Morgan Street	1913	Architect: R.S Lindstrom; Builder: Jacob Rodatz	Classical Revival	Loft	Contributing
19. Federated Drug Co.	3635 South Iron Street	c. 1927	Unknown	Classical Revival	Loft	Contributing
20. Fitzsimons Steel & Iron Co.	3641 South Racine Avenue	1912	Architect: R.S. Lindstrom; Builder: E.W. Sproul	Classical Revival/Other-Industrial	One-Story, One-Bay Plan	Contributing
21. Foster-Munger Company/Chicago Millwork Supply Company	3629 South Loomis Place/1400 West 37th Street	1911	Architect: R.S. Lindstrom; Builder: Jas. Shedden & Co.	Classical Revival	Loft	Contributing
22. Goulds Manufacturing Co.: Imperial Campbell Branch	3801 South Ashland Avenue	1912	Architect: William P. Doerr	Classical Revival	Loft	Contributing
23. Griffith Laboratories	1401 West 37th Street	1936	Unknown	Classical Revival/Other-Industrial	Loft	Contributing
24. Griffith Laboratories	1415 West 37th Street	1940	Unknown	Classical Revival/Other-Industrial	Loft	Contributing
25. Griffith Laboratories (by 1950)	3710 South Loomis Street	1904	Unknown	Other-Industrial	Other-Industrial	Contributing
26. Harry Manaster & Bro.	3642 South Morgan Street	1927	H. Peter Henschien	Other-Industrial	One-Story, One-Bay Plan	Contributing
27. Houdaille Hershey Corporation	1425 West 38th Street	c.1955	Unknown	Mid-Century Modern/Other-Industrial	One-Story, One-Bay Plan	Contributing
28. H.P. Smith Building	1130 West 37th Street	1910	Architect: Postle & Mahler; Builder: Foster & Frazier	Prairie	One-Story, One-Bay with Monitors	Contributing
29. Illinois Nail Company	3520 South Morgan Street	1908	Architect: Louis Broadhag	Classical Revival	Loft	Contributing
30. Illinois Shipping Container Co.	1512 & 1520 West Pershing Road	c.1930	Unknown	Late Gothic Revival	Loft	Contributing
31. Industrial	3619 South Ashland Avenue/3638 South Laffin Street	1996; 1966	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
32. Industrial	3859 South Ashland	1996	Unknown	Other-Industrial	Other-Industrial	Non-Contributing

	Avenue					
33. Industrial	3730 South Loomis Place	1999	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
34. Industrial	3544 South Morgan Street	1986	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
35. Industrial	3735 South Racine Street/3730 & 3750 South May Street	1958	Unknown	Other-Industrial	Other-Industrial	Contributing
36. Industrial	1101 West 36th Street	1962	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
37. Industrial	1420 West 38th Street	2006	Unknown	Other-Industrial	Other-Industrial	Non-Contributing
38. Kellogg-Mackay Co., The	3733 South Loomis Place/1365 West 37th Place	1926	Unknown	Classical Revival	Loft	Contributing
39. Larkin Co., The	3617 South Ashland Avenue	1912	Architect/Builder: F.E. Lockwood	Classical Revival	Loft	Contributing
40. Loblaw Groceries, Inc. (Rear)/Jewel Food Stores, Inc. (Front)	3601 South Ashland Avenue/3600 & 3616 South Laflin Street	1933 (rear); 1948 (front)	The Jewel Food Stores building was built by Architect: C + Wright Inc.; Contractor: Poirot Construction. In 1929 permit records state a building was moved onto the lot, possibly the rear building.	Other-Industrial	One-Story, One-Bay Plan	Contributing
41. Loose-Wiles Biscuit Co.	3659 South Ashland Avenue	1909	Architect: A.S. Alschuler	Classical Revival	Loft	Contributing
42. Lowe Brothers	1048 west 37th Street	1911	Architect: Frank L. Smith; Builder: Leonard Construction Company	Classical Revival	Loft	Contributing
43. McVoy Sheet & Tinplate Co.	1111 West 35th Street	1931 (Altered Façade)	Unknown	Other-Industrial	Loft	Contributing
44. Metal Coating Corp.	3742 South Racine Avenue/1215 West 37th Place	c.1918	Unknown	Other-Industrial	Other-Industrial	Contributing
45. National Chemical & Manufacturing Co.	1113 West 36th Street	1941	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
46. Norwich Pharmacal Co.	1100 West 37th Street	1910	Architect: A.S. Alschuler; Builder: E.W. Sproul	Prairie	Loft	Contributing
47. Pfannmueller Engineering Co.	3701 South Ashland Avenue	1909	Architect: A.S. Alschuler	Classical Revival	One-Story, One-Bay	Contributing

					with Monitors	
48. Puritan Co. of American	1200 West 37th Street	c.1940	Architect: A. Epstein and Sons	Other-Industrial	Other-Industrial/One-Story, Multi-Bay Plan	Contributing
49. Rockwell-Barnes Company	1519 West 38th Street	1922	Unknown	Classical Revival	Loft	Contributing
50. S.A. Maxwell Company	3636 South Iron Street	1914	Architect: R.G. Dwen; Builder: Sumner Sollitt	Prairie	Loft	Contributing
51. Schulze & Burch Biscuit Co.	1133 West 35th Street	1946	Unknown	Mid-Century Modern	Loft	Contributing
52. Sefton Manufacturing Company Building	3501 South Iron Street	1907	Architect: Postle & Mahler	Classical Revival	Loft	Contributing
53. Southern Cotton Oil	1464 West 37th Street/3623 & 3627 South Laflin Place	1910	Architect: A.S. Alschuler; Builder: Joseph Haigh & Sons Co.	Classical Revival	Loft	Contributing
54. South Shore Liquors Inc.	3600 South Racine Avenue	c.1950	Unknown	Other-Industrial	Other-Industrial/One-Story, Multi-Bay Plan	Contributing
55. Spector Trailer Equipment Company	3600 South Morgan Street	1948	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
56. Standard Sanitary Manufacturing Co.	3716 South Iron Street	1928	Architect: A.S. Alschuler; Builder: Salomon Waterton Co.	Art Deco	Loft	Contributing
57. Stockham Pipe & Fittings Co.	3600 South Iron Street	1934	Unknown	Other-Industrial	One-Story, One-Bay Plan	Contributing
58. Store	1108 West 35th Street	1925; Remodeled 1940	Owner: Pailos & Mitchell; Contractor: C. A. Farrell	Mid-Century Modern	Other-Storefront	Contributing
59. Texas Shippers Trucking	1300 West 35th Street	2005	Unknown	Contemporary		Non-Contributing
60. Tide Water Oil Sales Corp.	1437 West 37th Street	1929	Unknown	Other-Industrial	Loft and Truck Dock with Shed Roof	Contributing
61. Transparent Package Company	3520 South Morgan Street	c.1940-1950	Unknown	Art Deco	Other-Industrial	Contributing
62. Tripp Lite	1040 & 1049 West 35th Street	1965	Unknown	Mid-Century Modern/Other-Industrial	Loft	Contributing
63. Tripp Lite	3601 West 36th Street	1969	Unknown	Mid-Century Modern/Other-Industrial	Loft	Non-Contributing

64. Troco Nut Butter Co.	3700 South Iron Street	c.1921	Unknown	Classical Revival	Loft	Contributing
65. United Kosher Sausage Co.	3665 South Iron Street	c.1926	Unknown	Classical Revival	Loft	Contributing
66. Universal Trading & Supply Company	3500 South Morgan Street	1906	Architect: Postle & Mahler	Classical Revival	Loft	Contributing
67. Vaughn's Seed Store	3620 South Morgan Street/3526 South Morgan Street	1905	Architect: Jarvis Hunt; Builder: E.W. Sproul	Other-Industrial	One-Story, One-Bay with Skylights	Contributing
68. Walgreen Co.	3641 South Iron Street	c.1927	Unknown	Late Gothic Revival	Loft	Contributing
69. Western Roofing & Supply Company, The	3611 South Loomis Place	1912	Architect: A.S. Alschuler; Builder: A.S. Lund	Classical Revival	Loft	Contributing
70. Westinghouse Electric & Manufacturing Company, The	3550 South Morgan Street	1908;1911	Unknown	Classical Revival	Loft	Contributing
71. White Stokes Company, The	3615 West Jasper Place	1912	Architect: A.S. Alschuler; Builder: A.S. Lund	Classical Revival	Loft	Contributing
72. Wizard Product Company	1444 West 37th Street	1910	Architect: A.S. Alschuler; Builder: E.W. Sproul	Classical Revival	Loft	Contributing

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.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

INDUSTRY

Period of Significance

1902-1965

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

- Alfred S. Alschuler
- R.S Lindstrom
- W.C. Heimbeck
- Abraham Lund
- Samuel Scott Joy
- Abraham Epstein
- Battey & Kipp
- Postle & Mahler
- Frank L. Smith
- Leonard Construction Company
- E.W. Sproul
- Foster & Frazier
- Jas. Shedden & Co.
- Stresenreuter Brothers
- Jacob Rodatz
- Louis Brodhag
- Jarvis Hunt
- R. G. Dwen
- Sumner Sollitt
- F.E. Lockwood
- William P. Doerr
- W. Ernest Walker

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

After 113 years, the Original East District of the Central Manufacturing District remains a locally significant district in **Chicago’s Bridgeport Community**. **The period of significance is from 1902-1965**, reflecting the time spanning between the years that the District was first developed, to the 50 year cut off for significance for the National Register of Historic Places. The District is eligible Criterion A for Industry and Criterion C for Architecture.

The industrial park made popular as a post-World War II era manifestation is the continuation and adaption of an earlier institution developed at the beginning of the 20th century. A forerunner of these later institutions was the Central Manufacturing District (CMD) located in Chicago, Illinois, which experimented in large- scale land development, capitalized on new technologies in construction and power production, and became the national model during the interwar years.

“Early twentieth-century sources indicate that the first industrial parks were built in Chicago. Epitomizing both the unregulated urban growth and consequent inefficiencies of the nineteenth-century as well as the reform and planning movements of the twentieth, it is perhaps surprising that the industrial park, as an experiment in industrial land planning, should have begun in this city.”¹

The District, which continues to serve the community with many of the same services it provided historically, has sufficient integrity for listing in the National Register.

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

19th Century Company Towns

Prior to the turn of the 20th century, industry was organized into company towns. The company town was a planned industrial community where all commercial, residential, and industrial properties were owned by only one company, the employer, echoing the European feudal system.² The first company town in the United States dates back to the 1820s with the founding of Lowell, Massachusetts.³

The town would be centered on large-scale factory production, such as lumber, steel, train cars, or automobiles. The citizens or employees would work in the factory, while family members would work in one of the businesses located within the town. The company would provide infrastructure such as housing, streets, transportation, and utilities, and amenities such as shopping, churches, schools, markets, and recreational facilities to encourage the workers and their families to move and live there.⁴

An example of a company town located in the City of Chicago is Pullman, developed in the 1880s. Pullman was an entirely company-owned town and provided multiple types of housing, markets, churches, recreational facilities, and a library for its 6,000 company employees and their families. Employees were required to live in Pullman despite being able to find less expensive housing and amenities in the nearby communities of Roseland, Kensington, and

¹ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

² Snider, Bruce D. "In Good Company: Company Towns Across the U.S. - National Trust for Historic Preservation." Preservationnation.org. July 1, 2014. Accessed February 6, 2015. <http://www.preservationnation.org/magazine/2014/summer/in-good-company.html>.

³ Ibid.

⁴ Crawford, Margaret. *Building the Workingman's Paradise: The Design of American Company Towns*. London: Verso, 1995.

South Deering. Pullman was listed on the National Register of Historic Places as a historic district in 1970.⁵

The height of the company town came between 1880 until its decline in the 1930s. There were several factors that contributed to the decline of the company town. One was the increase in national wealth. With the prosperity of the 1920s and strong post- WWI economy, the factory **laborer's material well-being** improved significantly. The working class could now buy previously unattainable goods and services on credit or installment buying and were no longer dependent upon employers to furnish items such as transportation, healthcare, or education. Workers also did not have to live within close proximity to their work places due to the widespread use of the automobile, which made more employment opportunities available.⁶ At the same time as the decline of the company town came the rise of the modern industrial park, made popular during the post-war era, but first created at the turn of the 20th century.

The Central Manufacturing District: America's First Industrial Park

The origin of the industrial district dates to the beginning of the CMD, where for the first time, manufacturing, processing, and shipping facilities were organized into a comprehensively planned industrial community and **integrated into Chicago's existing street grid.**⁷

The Central Manufacturing District was founded in 1902 by F. H. Prince and A.G. Leonard, making it one of the first full service, industrial real estate developments in the United States, and remained in operation as late as the 1980s.⁸ This District was an experiment by the

CMD's parents companies, the Chicago Junction Railway (CJR was the consolidation of nine smaller railroads which were primary financial backers for the construction of the Chicago Union Stock Yard) and the Union Stock Yards Company, in response to economic and geographic pressures in the Central Business District, including rising land values, the expansion of manufacturing activities, the availability of labor, wage prices, scope and evolution of markets and suppliers, political and social pressures, and the physical geographical constraints of the city.

Prince was an owner of the Chicago Junction Railway (CJR), a small, industrial railway that **connected the Union Stockyards with Chicago's main rail routes.** Leonard was the president of the Union Stock Yards Company. The Chicago Junction Railway saw the formation of the CMD as an opportunity for the railway to increase its share of freight traffic in the competitive Chicago market and to protect rail frontage through the control of the yards and trackage, and increase opportunities for active development.

⁵ Snider, Bruce D. "In Good Company: Company Towns Across the U.S. - National Trust for Historic Preservation." Preservationnation.org. July 1, 2014. Accessed February 6, 2015. <http://www.preservationnation.org/magazine/2014/summer/in-good-company.html>.

⁶ Crawford, Margaret. Building the Workingman's Paradise: The Design of American Company Towns. London: Verso, 1995.

⁷ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

⁸ Stockwell, Clinton E. "Central Manufacturing District." Central Manufacturing District. January 1, 2005. Accessed February 6, 2015. <http://www.encyclopedia.chicagohistory.org/pages/785.html>.

These new industrial parks were also used as a device by railroad companies to hold their lucrative manufacturing clients to their historical locations along urban, metropolitan, or at least railroad fronted development. The making of these districts, thus, were intertwined with developments in the railroad industry and greatly affected by changes in production techniques and development of urban technologies such as electrical power, transmission, and extensive rapid streetcar service.

The high demands for site and shipping requirements such as the rise in production volumes, taxed freight handling, switching, and shipping facilities were all more easily met in peripheral locations than in densely developed downtown, making these industrial parks all the more desirable.

The Original East District

"In 1902, the New Jersey Company, the common reference to the Chicago Junction Railways and the Union Stock Yards Company which had purchased the Yards and the Chicago Junction, appointed John A. Spoor and Frederick S. Winston Trustees, who by virtue of powers assigned to them, began to acquire land to which the name "Central Manufacturing District Lands" was given. By a Deed of Trust dated May 2, 1902, 180 acres bounded 35th Street and Ashland Avenue was conveyed from Mr. and Mrs. James Miles to the Trustees...Trust indentures of 1907 and 1908 conveyed further parcels to the Trustees..."⁹

By 1908 Prince purchased over 240 acres of undesirable land on the southwest side of the city, north of the stockyards, along West 35th Street between South Morgan Street and South Ashland Avenue.¹⁰

Prince's plan for the area was to develop it to attract more shipping customers to his small railway. At that time many industrial businesses were being pushed out of Chicago's downtown area by increasingly dense commercial development there. Prince saw a tremendous opportunity to gather these fleeing businesses around Chicago Junction Railway's tracks. In 1902 the railway began improving the land - previously occupied with old cabbage patches and disused lumberyards - with \$20 million worth of building, infrastructure, facilities, and landscaping.¹¹ Before Prince and the Chicago Junction Railway, the land was virtually undeveloped. Only three companies prior to the development of the CMD were established in this area: Chicago House Wrecking Co., Rittenhouse & Embree Co., and Christ Sievers, the first two being lumber industries and the last a sauerkraut manufacturer.¹²

⁹ The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

¹⁰ Ibid., p. 7-15.

¹¹ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

¹² The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

These first 240 acres became known as the Original East District. The first building to be **constructed by the Trustees of the "Central Manufacturing District Lands"** was the United States Leather Company on Morgan Street in November of 1905.¹³

The District was based on a comprehensive plan which accounted for traffic patterns, forms of shipment, established land use controls on setbacks, lot sizes, landscaping, and functions, and ongoing management to protect the investment of the developers and tenants and to ensure maintenance of an attractive and well-functioning district. The CMD also offered site planning, construction, financing, and direct freight shipment. These incentives allowed for cheaper land, lower taxes, direct freight service, centralized location, better layout for industrial use, proximity to complementary manufacturers, and financial incentives that drew manufacturers to the District.

Financing and construction services were essential features of the Original East District. Construction on tenant buildings quickly followed. In 1905 the United States Leather Company opened a new building on Morgan Street with financing from trustees as the first occupant of the CMD. By 1908 six more buildings had been constructed, including the Spiegel, May, Stern Company building designed by A. S. Alschuler.

By 1908 District trustees were in full force as full service, industrial real estate developers. Acreage had developed into 240 acres between West 35th Street to the north, South Morgan Street to the east, West 39th Street to the south, and South Ashland Avenue to the west.

In 1912 there were twenty-five companies in the District including Westinghouse, Albert Pick & Company, and the William Wrigley Company. By this time on staff architects and engineers were hired to develop a comprehensive design of the entire tract including streets, utilities, drainage systems, landscaping, streetlights, and economical site configurations, each of which was to be served by a switch track of the Chicago Junction Railway.

With a growing staff and industrial park, the CMD built its headquarters in 1912 on West 35th Street. This office building housed the CMD Bank, District Business Club, Wells-Fargo Bank, **Western Union Office, and the District's architecture office, of which today the bank building still remains.**

By 1915 the East District was home to about a hundred companies and had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district.¹⁴

As 1915 and the first ten years of the CMD were drawing to a close, the majority of the East District had been rehabilitated with new streets, landscaping, and buildings, with Chicago Junction rail lines running directly to every plant in the district, and was thriving.¹⁵ The District continued to see steady growth with increased wartime demands. By 1915 there were one hundred companies located in the Original East District, and the CMD saw the need to expand and purchased its first tract of land in the Pershing Road District.

¹³ Ibid, p. 7-15.

¹⁴ Ibid, p. 7-15.

¹⁵ Ibid. p. 7-15.

By 1931 the CMD encompassed 900 acres of land divided into six tracts which formed an east-west beltway along the Chicago Junction Railway: the Original East District, Pershing Road District, Kedzie Development, Crawford Development, 43rd Street, and Calumet Development.¹⁶

The OED and CMD as a whole continued to develop in the following decades, managing the Original East District and Pershing Road Development and adding three additional tracts of land in the City of Chicago at 47th Street and Kedzie Avenue; along Crawford (Pulaski) Avenue between Pershing Road and 47th Street; and in the Calumet Industrial Corridor along the Calumet River between 103rd and 106th Streets.

The Great Depression left the CMD unaffected, and it continued to grow, constructing the Spiegel Administration Building in 1936 at the intersection of Morgan and 35th Streets, multiple buildings in the Pershing Road Development and the Kedzie Development.

By the mid-20th century and post-WW II the OED was fully developed and started to see turnover in land and building stock. New companies came, and some older buildings were demolished to make way for new buildings and companies. At this time the CMD was continuing to develop the Crawford and Calumet Developments. In the 1960s the Central Manufacturing District even expanded into the Union Stock Yards and converted it to industrial use.

The Planning and Services of the District

Other innovations the CMD offered which made the CMD unique were its architectural and planning services. The District maintained land use controls to ensure the highest revenue yield from frontage property, but did not want to risk the loss of clients if terms and covenants were too restrictive. Land use goals did have its benefits for clients though, and included site preparation, traffic planning, design and construction, and financial services. Companies could still use outside architects and engineers but had to conform to CMD standards.

The CMD construction program was comprehensive in scope offering, in-house design, architectural guidelines, a variety of private financial services, standardized construction methods and materials, and a variety of flexible leasing and purchasing plans, all of which drew clients in to the District.

District architects and engineers planned street improvements, landscaping, utilities, and site/building configurations to maximize natural light and ventilation, and took responsibility for maintaining the outdoor public spaces.¹⁷

The CMD believed that by providing an aesthetically pleasing built environment, it would positively impact workers morale and productivity. This idea was not a new one,¹⁸ but the CMD took this policy to new heights and predates the later similar rationales of later mainstream architects and urban planners such as Le Corbusier and Frank Lloyd Wright.

¹⁶ The Central Manufacturing District of Chicago. *"Junction Railway Service: A Statement Addressed to Executives.* Chicago, Ill.: Central Manufacturing District, 1932.

¹⁷ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois.* Washington, D.C.: George Washington University, 1991.

¹⁸ Ibid.

The District targeted small manufacturers who could not provide amenities for themselves, such as specialized buildings or arrangements with freight carriers.¹⁹ The CMD was the first to provide tenants with a variety of services that defrayed the costs of doing business and improved the quality of the District community. These included: a staff of architects to design new buildings; a pool of approved contractors to bid on building jobs; a Central Manufacturing District Bank to provide favorable lending terms; a district post office; a doctor to care for **tenants' workers; a CMD Club for socializing and networking; and a Central Manufacturing District Magazine for trading advice, gossip, humor, artwork, and news.**"²⁰

The CMD also offered flexible leasing or purchase plans to meet their tenants' needs, while meeting the design standards of the District. Land could be purchased with the owner undertaking construction, but it had to be a suitable building and built within a specified time as a means of preventing speculative investment and unproductive property; the owner could also contract with the district architect.²¹

The most popular plan was to buy the land and building on a long term payment plan, and the building would be erected by the District. The owner would make a down payment and cover annual installments, taxes, maintenance, and insurance fees, much like a mortgage.²²

Another option was a long-term lease, usually a period of 25 years. The CMD would build one of their two standard designs, and the tenant paid rent at 6% of the ground value and 9% of all building improvements, in addition to taxes, insurance, and maintenance.²³

The CMD also offered real estate bonds as an additional element of security. Bonds would be first secured by mortgages, but further secured by a deposit on the lease and a provision that all lease payments would be made directly to the District bank.²⁴ This not only controlled the quality of construction and costs, but also created a strong sense of community in the District.

The success of the CMD was based on a symbiotic relationship between the CMD and its tenants: the more business grew for tenants, the more they shipped, the more they paid the District in rail fees, and the more services and financing the District could offer in return, which set the standard for other industrial parks to follow.

Architecture in the District

The CMD's comprehensive offering of in-house design and engineering services led to the cohesive appearance **of the District's architecture**, which is still visible today. Even tenants who chose to enlist outside architects were **held to CMD's planning standards**.

By about 1905 District architects and engineers had begun planning streets, utilities, drainage systems, landscaping, streetlights, and economical site configurations, each of which was to be served by a switchtrack of the Chicago Junction Railway. These early plans, still visible, followed

¹⁹ Ibid.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Ibid.

²⁴ Ibid.

the orthogonal Chicago grid except where branches of the river interrupted street continuation.²⁵

The CMD architectural designs capitalized on state-of-the-art building technologies including the use of corrosion resistant metal alloys, welded framing which provided more rigid framing and reduced the problem of vibrations, air conditioning, and techniques for correcting the dusting problems of concrete floors. The District architects strived for safety and efficiency for their tenants and their workers, prioritizing adequate light and ventilation, the best fire protection, flexible floor plans, adequate power sources, and efficient loading areas.²⁶

Because of the high standards set for themselves, the CMD never experienced any reform, but instead met the constant pressures of new work accommodations.²⁷

Even with such high standards, construction in the CMD was a streamlined process. The district advertised that excavation could begin the day after the contract was signed, foundation plans could be ready four days later, and complete plans tens days after excavation began.²⁸

Each building followed a uniform design and standard building types that used systematized construction, offset by different exterior treatments. Each building reflects its construction date based on the architectural details found in the base course, window sills, cornices, coping, piers, towers, and entrances. Form responded to the technical and production requirements of the time, and exterior treatment used historical or non-referential decorative motifs. The buildings in the District, constructed between 1902 and 1965 show elements of Late Gothic Revival, Classical Revival, Prairie, Art Deco, and Mid-Century Modern architecture.

Classical Revival was popular in the United States from 1895 to 1945. It relied on stylistic details of the earlier Greek Revival style. The arrangement of windows and doors is formal and symmetrical, with the front door often flanked by pilasters or side lights and capped with a flat entablature, broken pediment or rounded fanlight. Examples of Classical Revival in the District are the Central Manufacturing District Bank and Club Building at 1110 West 35th Street, the Westinghouse Electric and Manufacturing Co. at 3550 South Morgan Street, and Troco Nut Butter Co. at 3700 South Iron Street. In the District, 43% of the buildings can be identified at Classical Revival.

Late Gothic Revival was the most popular style in the District and was also popular in the United States from 1895-1945. The style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Key features found on Late Gothic Revival buildings can include: pointed arches as decorative element and as window shape, Gothic tracery, or crenellated parapets. In the District, only 6% of the buildings have Late Gothic Revival details. An excellent example of a Late Gothic Revival building in the District is the Continental Can Co. Building at 3815 South Ashland Avenue.

²⁵ The Central Manufacturing District of Chicago. *50 Golden Years An Historical Account of the Central Manufacturing District's First 50 Years, November, 1905-November, 1955*. Chicago, Ill.: Central Manufacturing District, 1955.

²⁶ Alexander, Frances Porter. *The Making of the Modern Industrial Park: A History of the Central Manufacturing District of Chicago, Illinois*. Washington, D.C.: George Washington University, 1991.

²⁷ Ibid.

²⁸ Ibid.

Prairie School architecture was developed by American architect Frank Lloyd Wright and popular in the United States from 1900 to 1920. The style is known for its low-pitched sloping roofs, low proportions, quiet sky lines, suppressed heavy-set chimneys and sheltering overhangs, low terraces and out-reaching walls sequestering private gardens. The Prairie style places emphasis on the horizontal and did not resemble the traditional, revival style houses popular in the past. In the OED buildings are not of a pure Prairie style, but instead the style is represented in more vernacular forms which were made popular by pattern books. Examples of the Prairie style in the District are the S.A. Maxwell Company Building at 3636 South Iron Street, American Luxfer Prism Co. at 1016-1018 West 37th Street, and Norwich Pharmacal Co. at 1100 West 37th Street. Only 8% of the buildings in the District are identified as the Prairie style.

Art Deco was popular in the United States from 1925 to 1940. The style is characterized by sharp-edged looks and stylized geometrical decorative details. Art Deco buildings have a sleek, linear appearance with stylized, often geometric ornamentation. The primary façade of Art Deco buildings often features a series of setbacks that create a stepped outline. Low-relief decorative panels can be found at entrances, around windows, along roof edges or as string courses. Decorative details including chevrons, zigzags, and other geometrical motifs are common forms of ornament on Art Deco style buildings. Excellent examples of Art Deco in the OED are the Standard Brands Building at 3716 South Iron Street and Transparent Package Company Plant at 3520 South Morgan Street. These are the only two Art Deco buildings and account for 3% of buildings in the District.

Lastly, buildings constructed towards the end of the District's development are defined as Mid-Century Modern architecture. Mid-Century modern design dominated mid-20th century American architecture and became increasingly popular after the Second World War. Modern designers departed sharply from historical precedent and created new building forms. Two of the very few examples of Mid-Century Modern architecture in the District are Tripp-Lite at 1049 West 35th Street and Schulze and Burch Biscuit Co. at 1133 West 35th Street. Only 7% of buildings in the District are identified as Mid-Century Modern.

In 1925 the CMD magazine published an illustrated article about a group of European architects and planners who made a stop at the District on a **nation-wide tour of the United States' latest** architectural accomplishments.

Architects

District architects were not experimental, but did define a new school of architect-designed **factories in Chicago. The CMD's in-house staff** managed the complex relationship between the transportation industry, labor, and the manufacturing sector.

The architectural department responsible for these industrial innovations is first noted in 1911 with R.S. Lindstrom as District architect and W.C. Heimbeck as District engineer.²⁹

²⁹ Chicago, Ill. *The Central Manufacturing District: Chicago Junction Railway Service: A Book of Descriptive Text, Photographs & Testimonial Letters about Chicago Junction Railway Service and the Central Manufacturing District - the Center of Chicago, "The Great Central Market.* 2nd Ed. ed. Chicago: Chicago Junction Railway, 1915.

Prior to an on staff architect and engineer, Alfred S. Alschuler worked for the District on a periodic basis. Alschuler also introduced structural standardization and formal unity in design carried on by a later CMD architect, Samuel Scott Joy.³⁰ In 1921 Joy who had designed **practically all of the company's buildings left the District and was replaced by** Abraham Epstein who in July of the same year launched a District career that would last for decades.

Epstein designed many of the buildings in later extension districts,³¹ extending the development of uniform design from the original East District, as many buildings were faced in red brick with terra cotta, stone, or concrete ornamentation.

Epstein also designed the Spiegel Administration Building at 35th and Morgan Streets, which is individually listed on the National Register of Historic Places and designated as a City of Chicago Landmark.³²

Conclusion

Today, the Original East District of the CMD still continues to function as a successful industrial district and has developed industrial parks in Itasca, St. Charles, Phoenix (Arizona), and Aurora. Although other industrial parks appeared, CMD was the first to fully mature and was then emulated by other parks of the interwar period. Its inception demonstrated all the features typical of post-World War II parks.

What made the CMD distinct was the development of large tracts that housed a multitude of diverse firms with a coordinated system of freight shipment and centralized services. The **District's scope of services acted as incentives and controls**, and the extant of the undertaking illustrated the unwavering long-term commitment of the CMD, ensuring stability and clarity of purpose.

The Central Manufacturing District seamlessly managed the complex relationship between the transportation, industry, labor, and the manufacturing sectors and responded to an array of municipal and national modifications to the system of manufacturing production and distribution at the beginning of the 20th century, making it a forerunner of industrial development trends throughout the century.

³⁰ Ibid.

³¹ City of Chicago, Department of Zoning and Land Use Planning. "Spiegel Administration Building." Landmark Designation Report. November 4, 2010.

³² Ibid.

9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property: 185 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|----------------------------|--------------------------|
| 1. Latitude: 87°39'55.97"W | Longitude: 87°39'55.97"W |
| 2. Latitude: 41°49'54.06"N | Longitude: 87°39'31.19"W |
| 3. Latitude: 41°49'53.48"N | Longitude: 87°39'3.58"W |
| 4. Latitude: 41°49'24.16"N | Longitude: 87°39'2.73"W |
| 5. Latitude: 41°49'23.01"N | Longitude: 87°39'55.13"W |

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

The boundaries of the District are the 3500-3700 blocks of South Morgan Street, South Racine Avenue, and South Iron Street; 3500-3900 blocks of South Ashland Avenue; 1000-1600 blocks of West 35th-37th Streets; and 1200-1600 West 38th Street.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries selected are based on historical boundaries established in 1902 when the land tracts were purchased and developed for the Original East District.

11. Form Prepared By

name/title: Erica Ruggiero

organization: N/A

street & number: 1222 West Victoria Street Unit 1

city or town: Chicago state: Illinois zip code: 60660

e-mail: ericaruggiero@gmail.com

telephone: 954.839.4887

date: April 10, 2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Central Manufacturing District: Original East District

City or Vicinity: Chicago

County: Cook

State: IL

Photographer: Erica Ruggiero

Date Photographed: October 6, 2014 and February 19, 2015

1 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Intersection of West 35th Street and South Morgan Street looking west.

2 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Spiegel Administration Building at West 35th Street and South Morgan Street looking northwest.

3 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Morgan Street looking southwest.

4 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Westinghouse on South Morgan Street looking northwest.

5 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Empire Iron and Steel on South Morgan Street looking west.

6 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: The Central Manufacturing District Bank and Office Building on West 35th Street looking north.

7 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: ACME on West 35th Street looking north.

8 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Albert Pick & Co. Building at West 35th Street and South Racine Avenue looking northwest.

9 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Dearborn Chemical Co. Building on West 35th Street looking southeast.

10 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: H.P. Smith Building on West 37th Street looking northeast.

11 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West 37th Street looking west.

12 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Federated Drug Co. Building on South Iron Street looking east.

13 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Walgreens Co. Building on South Iron Street looking east.

14 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Chicago Pneumatic Tool Co. on South Iron Street looking east.

15 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: United Kosher Sausage Co. Building on South Iron Street looking east.

16 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking north.

17 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking north.

18 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of South Iron Street looking south.

19 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Troco Nut Butter Co. Building at South Iron Street and West 37th Street looking southwest.

20 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Standard Sanitary Manufacturing Co. Building at South Iron Street and West 37th Place looking southwest.

21 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: View of West 37th Street looking west.

22 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 37th Street looking west.

23 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 37th Street looking east.

24 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: West 38th Street at South Loomis Place looking northeast.

25 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Loose-Wiles Biscuit Co. on South Ashland Avenue looking northeast.

26 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: Pfannmueller Building on South Ashland Avenue looking east.

27 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Ashland Avenue at West 37th Street looking southeast.

28 of 28.

Description of Photograph(s) and number, include description of view indicating direction of camera: South Ashland Avenue looking southeast.



Photograph Key



Google earth

feet 2000
meters 600



**Central Manufacturing District: Original East Historic District
Chicago
Cook County, Illinois**

- | | |
|----------------------------|--------------------------|
| 1. Latitude: 87°39'55.97"W | Longitude: 87°39'55.97"W |
| 2. Latitude: 41°49'54.06"N | Longitude: 87°39'31.19"W |
| 3. Latitude: 41°49'53.48"N | Longitude: 87°39'3.58"W |
| 4. Latitude: 41°49'24.16"N | Longitude: 87°39'2.73"W |
| 5. Latitude: 41°49'23.01"N | Longitude: 87°39'55.13"W |

Historic Photograph Log

Name of Property: Central Manufacturing District; Original East District

City or Vicinity: Chicago

County: Cook

State: IL

Photographer: The Central Manufacturing District



View from Albert Pick Building, at corner of 35th Street and Center Avenue, looking northeast, showing large residence section of laboring classes, tributary to the District

1 of 23.

Description: View from West 35th Street and South Racine Avenue looking northeast.



2 of 23.

Description: Harris Brothers CO. Building at West 35th and Iron Streets.



View of 35th Street, looking west from Morgan Street

3 of 23.

Description: View of West 35th Street looking west from Morgan Street.



4 of 23.

Description: Albert Pick Building at West 35th Street and South Racine looking north.



5 of 23.

Description: View of West 35th Street looking west.



6 of 23.

Description: S.A. Maxwell Company Building on South Iron Street between West 36th and 37th Streets.



New Building of American Ever-Ready Works and National Carbon Co., Ashland Avenue near 37th Street

7 of 23.

Description: American Ever-Ready Works and National Carbon Co. Building on Ashland Avenue near West 37th Street.



Loose-Wiles Biscuit Company Building, 37th Street and Ashland Avenue. (Garage in rear.) This firm is one of the largest wholesale bakers in the country, with branches in many important cities. Formerly located at Fulton and Desplaines Streets. Building brick and heavy mill construction, sprinkled and completely equipped, containing approximately 200,000 square feet of floor space. Erected 1910. A. S. Alschuler, Architect; E. W. Sproul Co., General Contractors. This firm has very large city business. Finds new location not only economical for out of town shipments, but for city deliveries.

8 of 23.

Description: Loose-Wiles Biscuit Company at South Ashland Avenue and West 37th Street.



Union Bag & Paper Company Building, South Ashland Avenue near 37th Street

9 of 23.

Description: Union Bag and Paper Company on South Ashland Avenue near West 37th Street.



10 of 23.

Description: View Looking East on West 37th Street from South Ashland Avenue.



11 of 23.

Description: View of South Loomis Place looking north from West 37th Street.



Southern Cotton Oil Building, 37th Street and Laffin Place. This concern is one of the largest dealers in cotton oil products, paints and similar lines, in the country. Formerly located at 32nd Street, on the Burlington Road. Building brick and fireproof construction, containing about 75,000 square feet of floor space, erected in 1910. A. S. Alschuler, Architect; Joseph Haigh & Sons Co., General Contractors. An additional cooperage shop was erected in 1914, which has about 10,000 square feet of floor area. This is also of concrete construction. Architect, S. Scott Joy, District Architect; E. W. Sproul Company, General Contractor.

12 of 23.

Description: Southern Oil Cotton Building at West 37th Street and South Laffin Place.



Bird's-eye View of Ashland Avenue Yard of Chicago Junction Railway, looking west. This is one of the largest freight yards in Chicago with a capacity of 8,000 cars

13 of 23.

Description: Aerial View of Ashland Avenue Yard of the Chicago Junction Railway looking west.



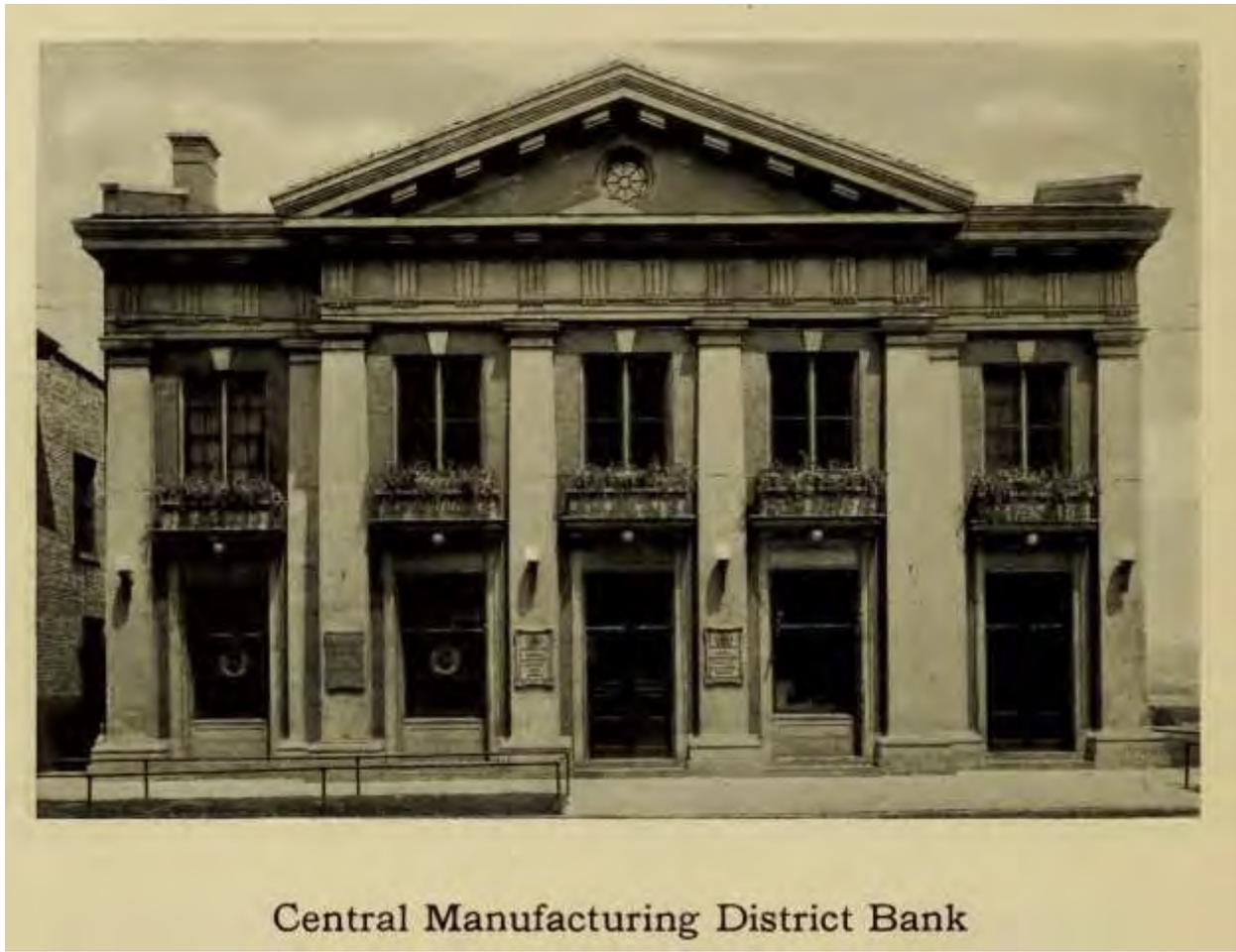
14 of 23.

Description: Larkin Co. Building on Ashland Avenue near West 36th Street.



15 of 23.

Description: View of Central Manufacturing District Bank on West 35th Street looking northeast.



16 of 23.

Description: View of Central Manufacturing District Bank on West 35th Street looking north.



Interior of Central Manufacturing District Bank on opening day, October, 1912

17 of 23.

Description: Interior of Central Manufacturing District Bank.



Lounging Room in Central Manufacturing District Club

18 of 23.

Description: Lounging Room in Central Manufacturing District Club.



Dining Room in Central Manufacturing District Club

19 of 23.

Description: Dining Room in Central Manufacturing District Club



20 of 23.

Description: Aerial View of Original East District.



21 of 23.

Description: View of South Morgan Street circa 1905.



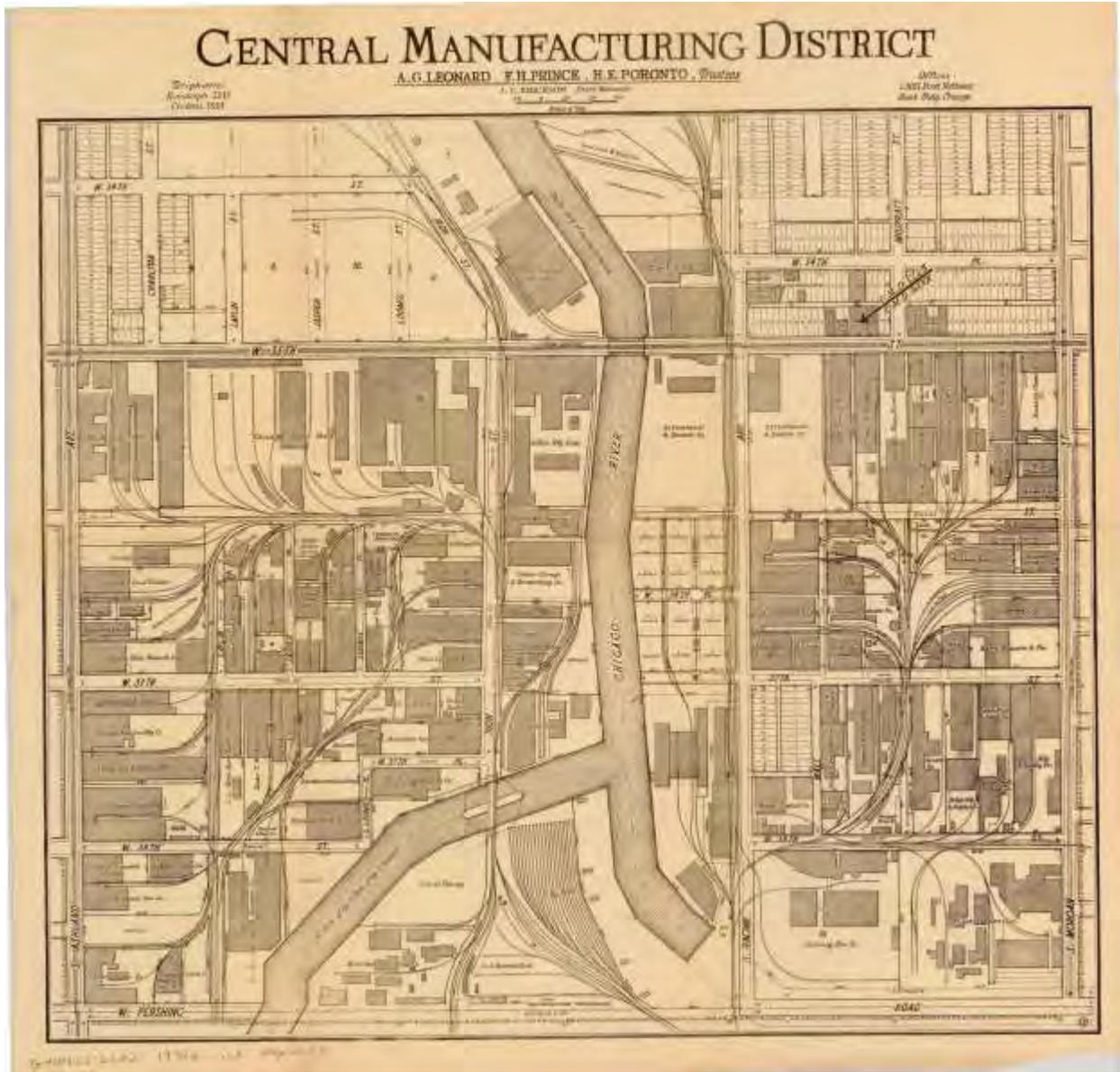
22 of 23.

Description: View of West 37th Street looking west from South Morgan Street.



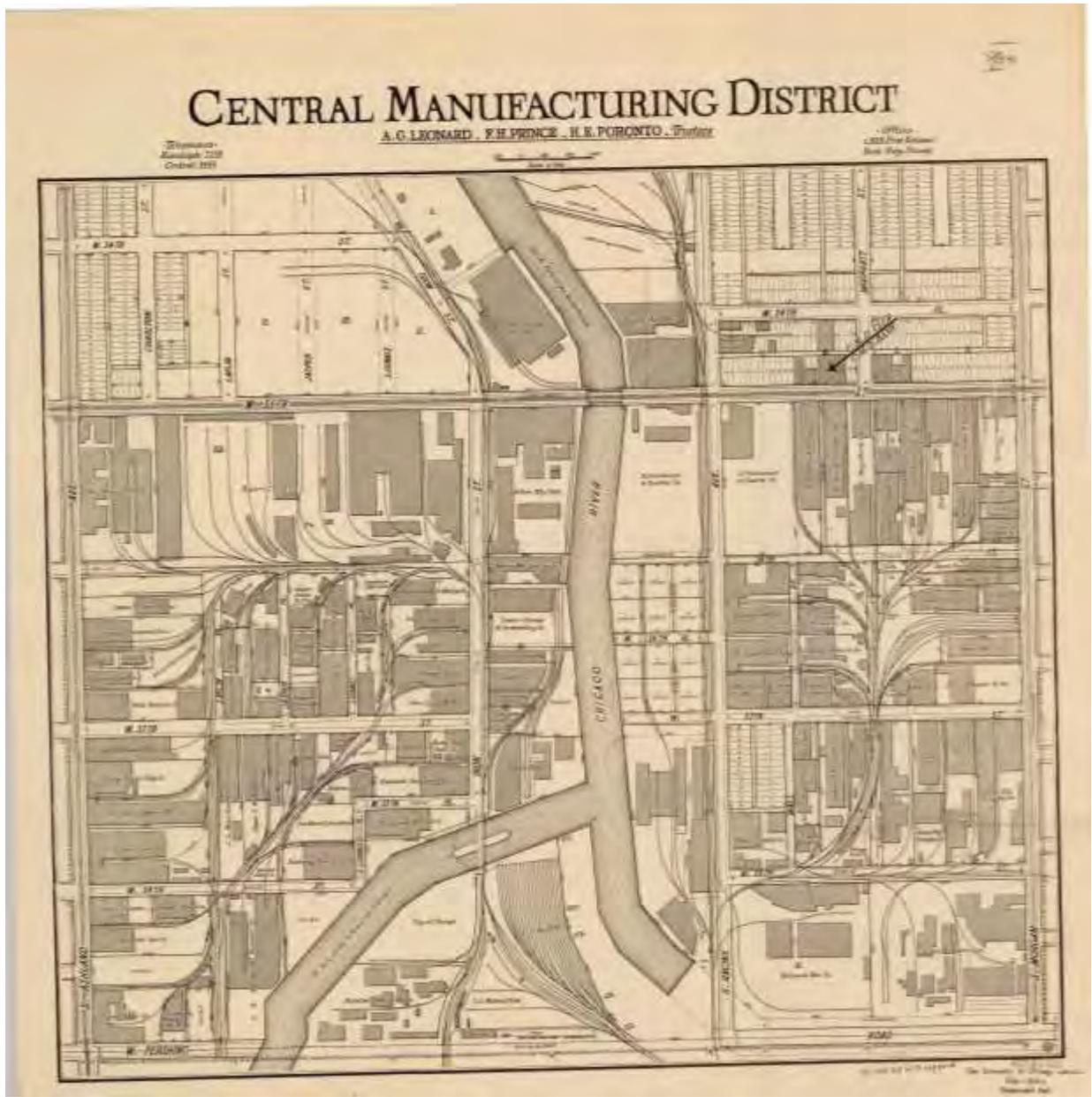
23 of 23.

Description: Photograph of District Gardener maintaining green spaces.



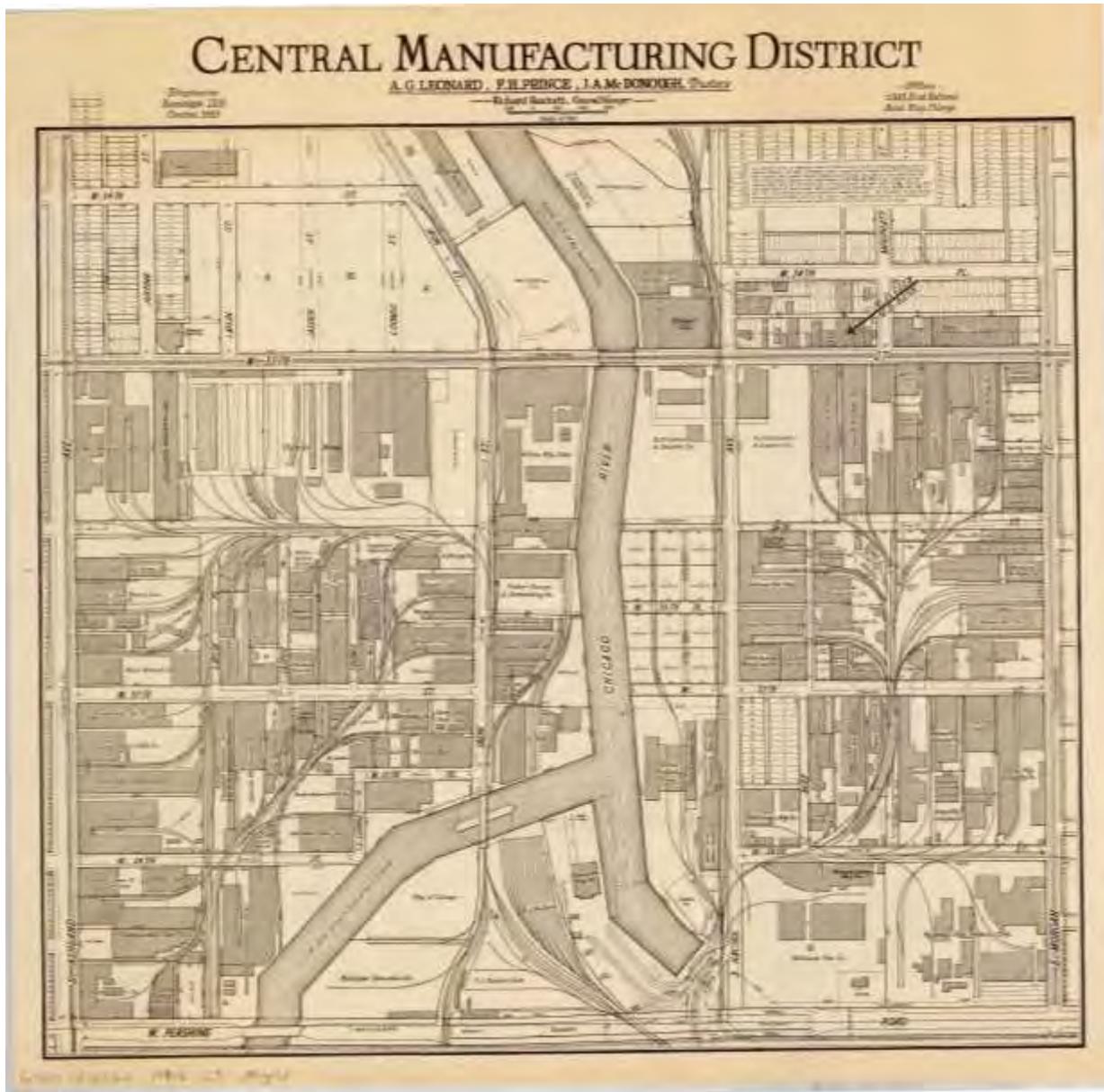
2 of 13.

Description: Map of Original East District, 1930.



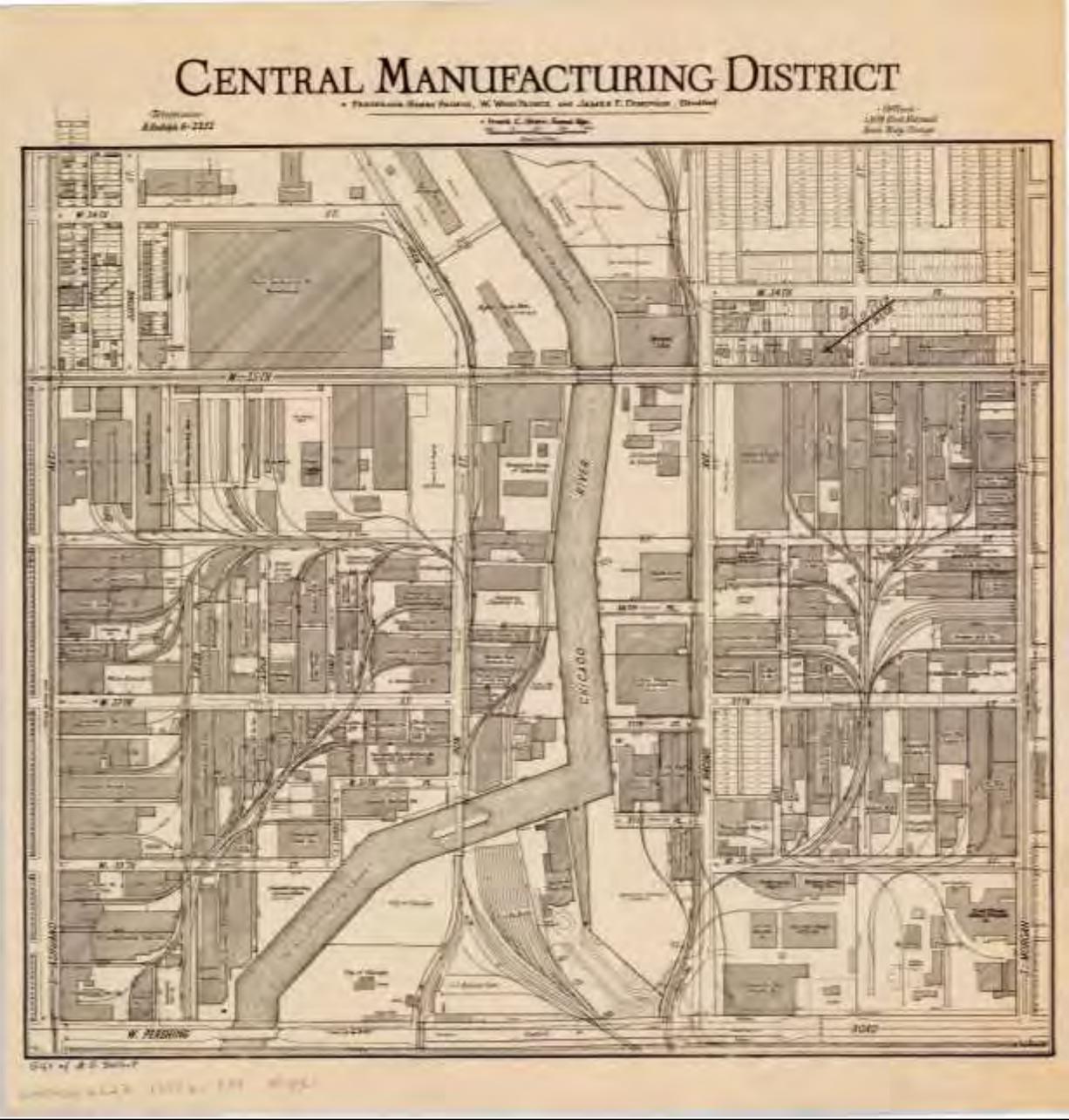
3 of 13.

Description: Map of Original East District, 1933.

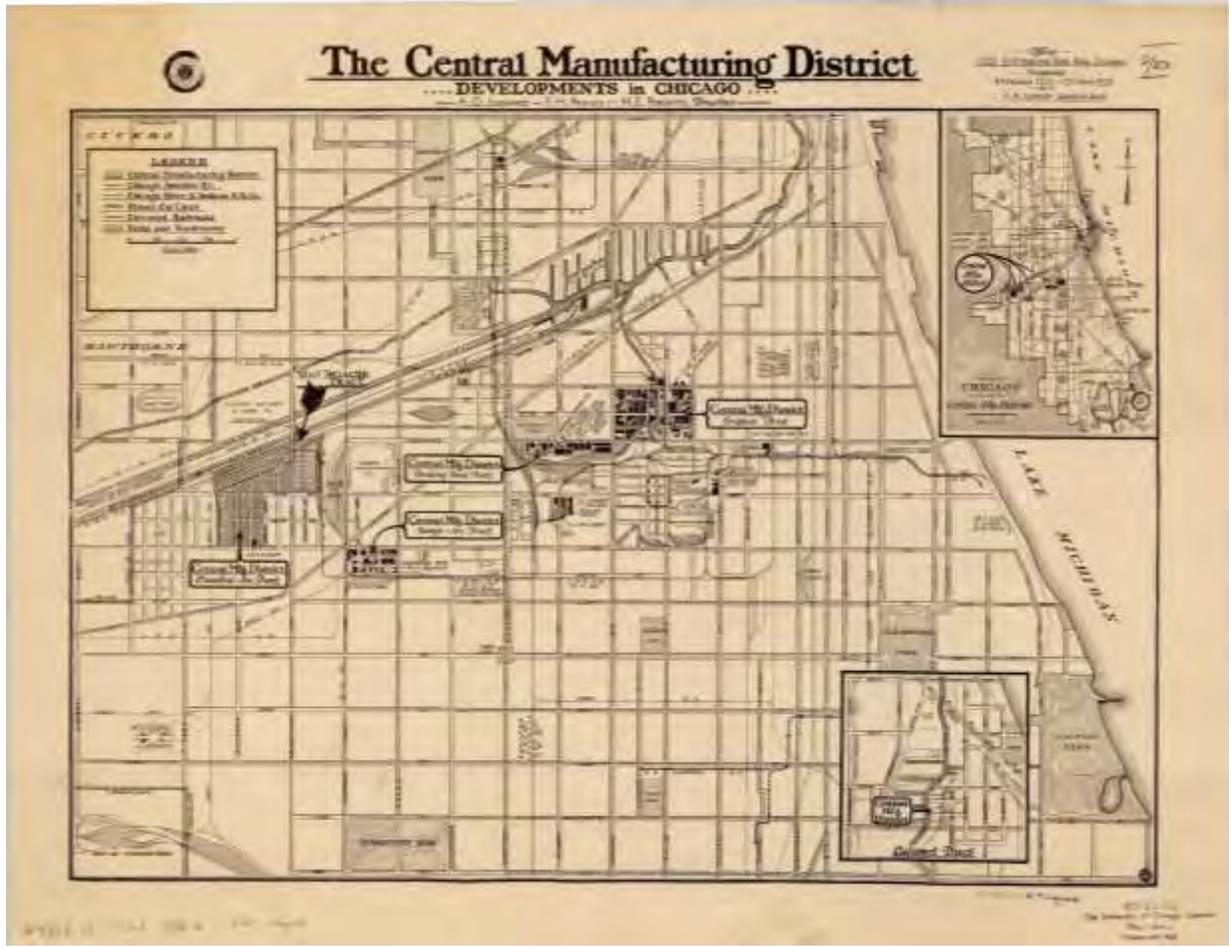


4 of 13.

Description: Map of Original East District, 1940.

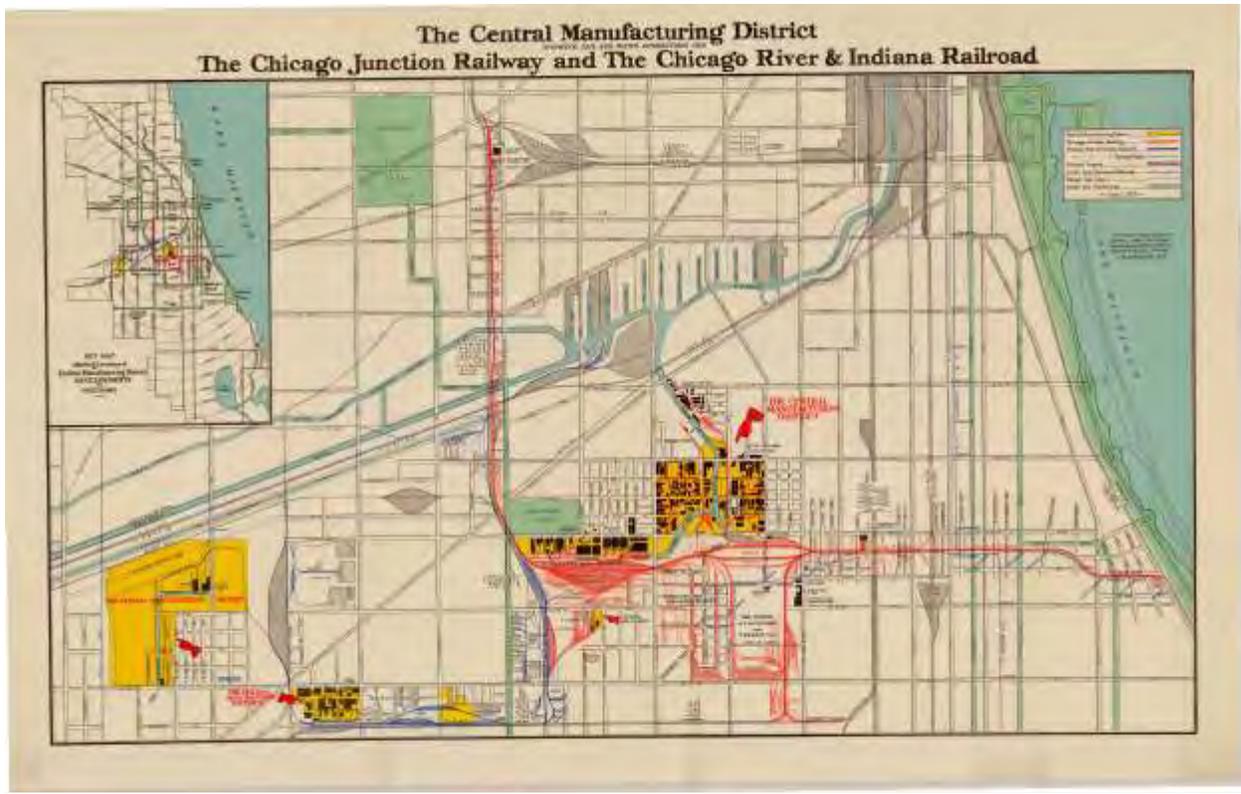


5 of 13.
Description: Map of Original East District, 1950.



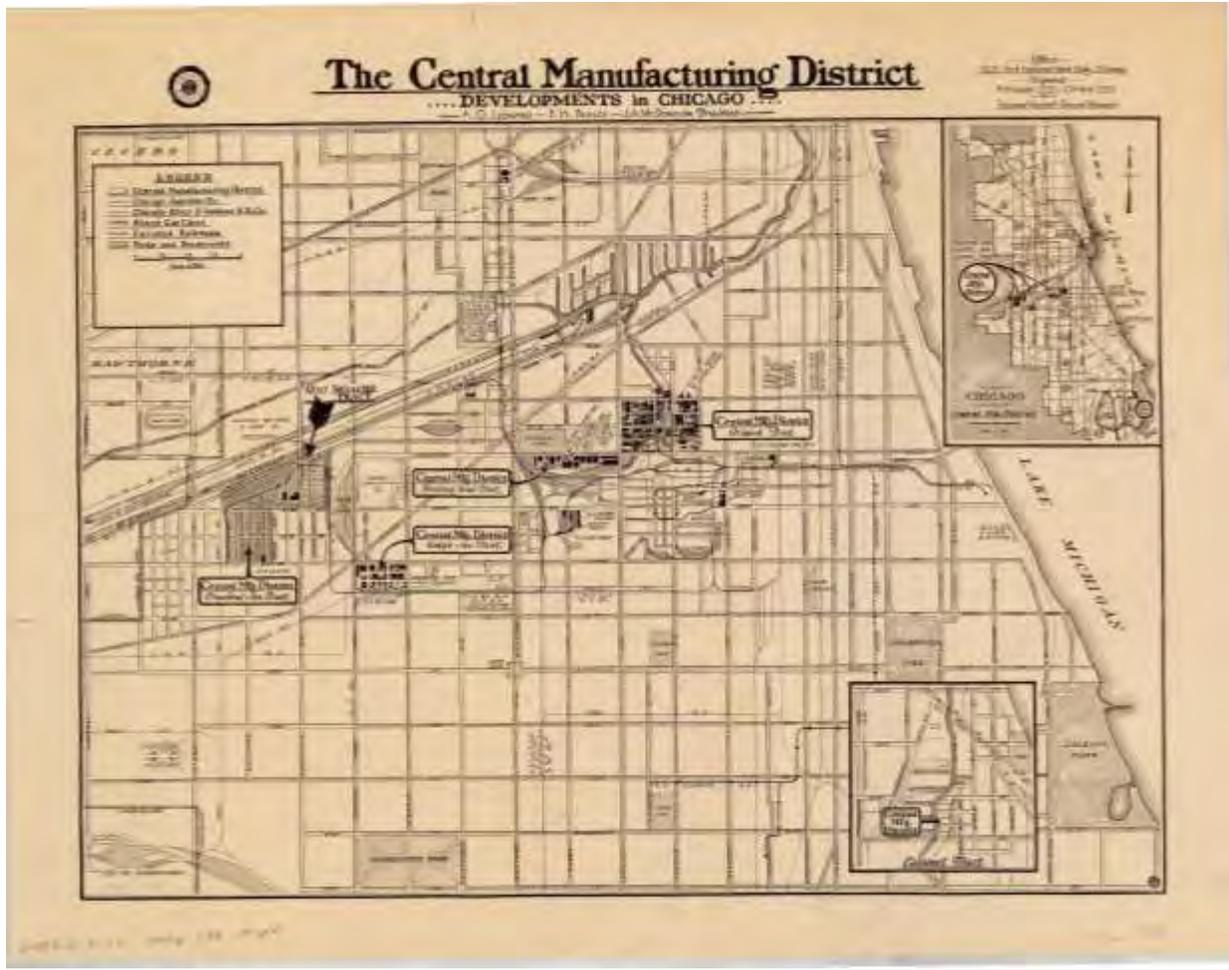
9 of 13.

Description: Map of Central Manufacturing District Development, 1933.



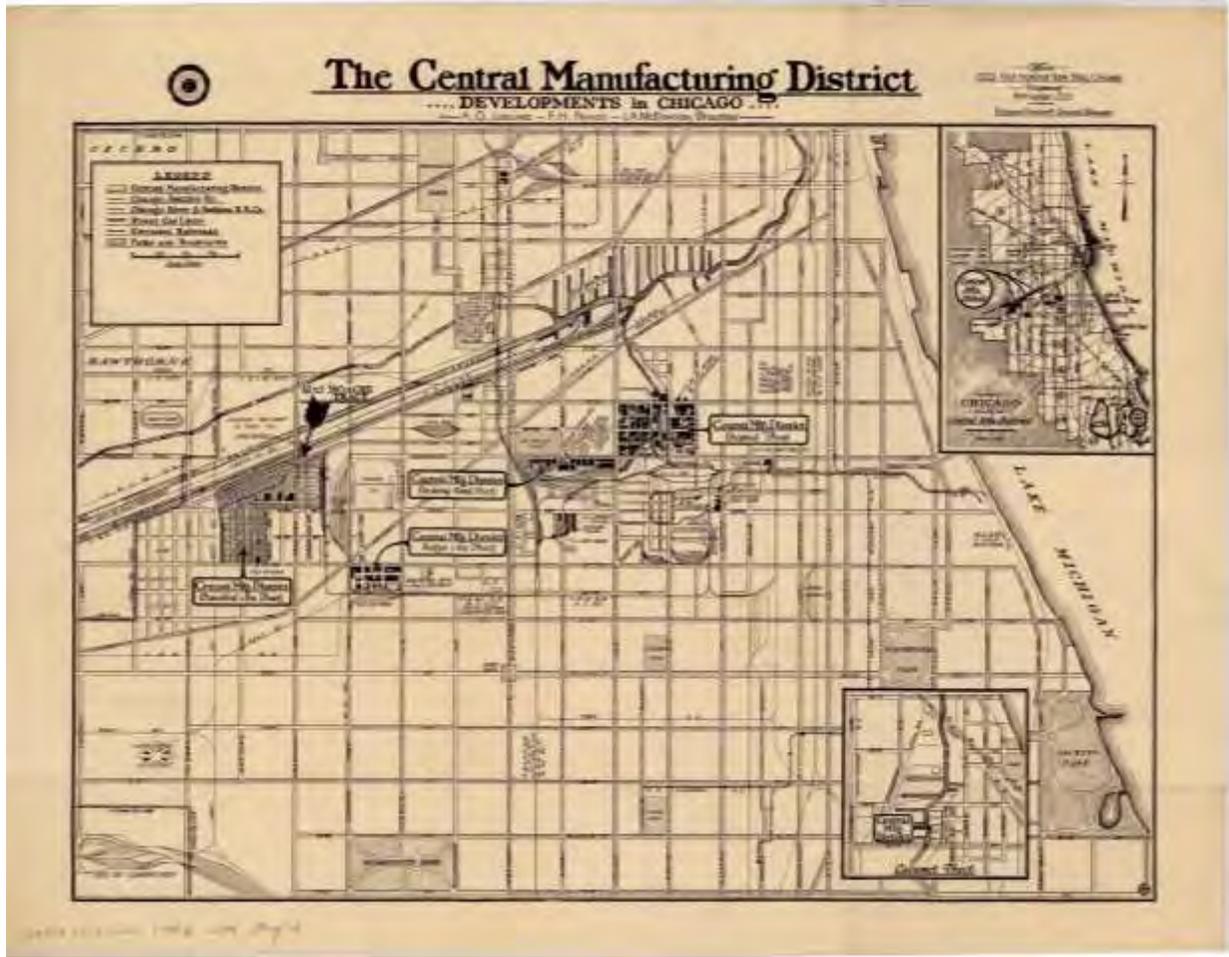
10 of 13.

Description: Map of Central Manufacturing District Development, 1937.



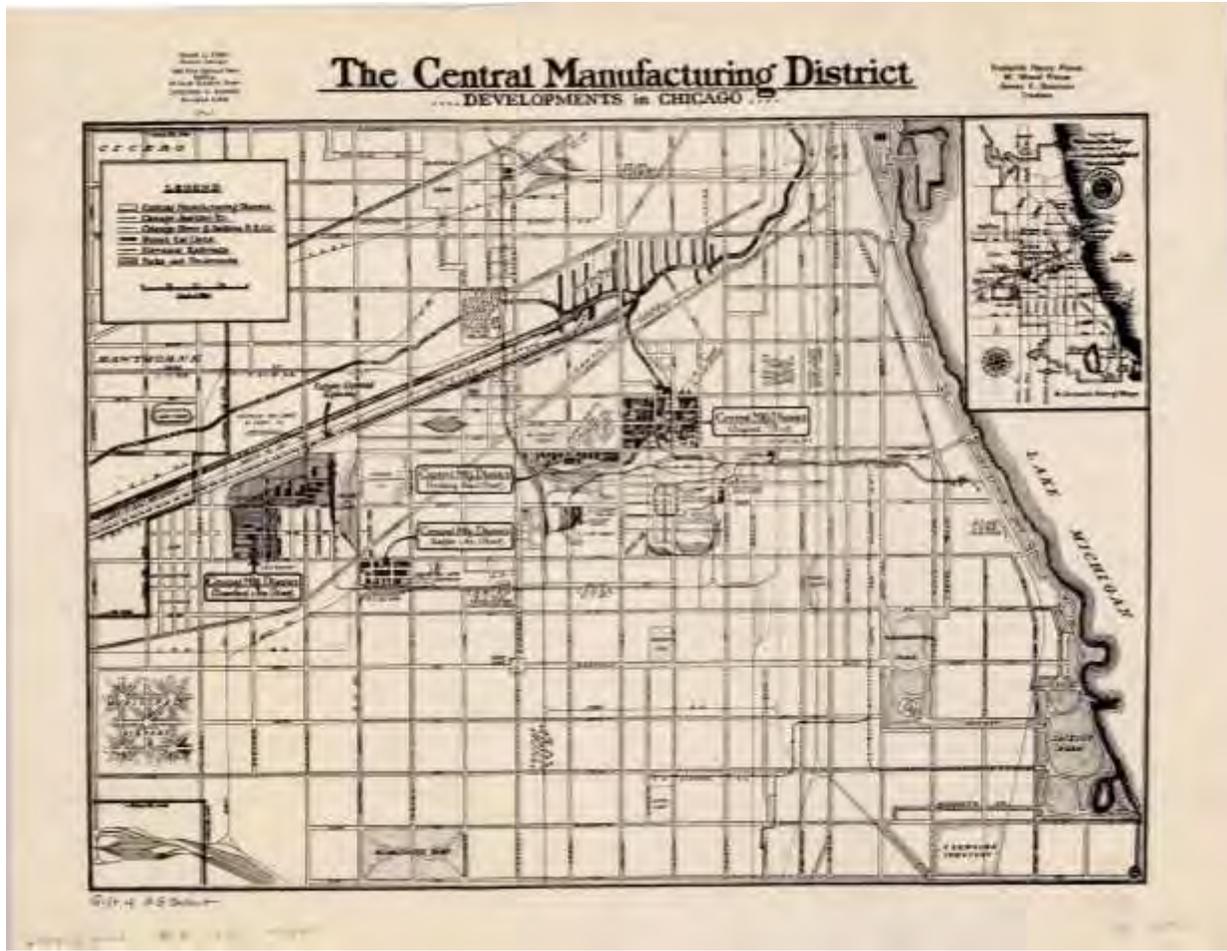
11 of 13.

Description: Map of Central Manufacturing District Development, 1939.



12 of 13.

Description: Map of Central Manufacturing District Development, 1940.



13 of 13.

Description: Map of Central Manufacturing District Development, 1942.

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