

DE SHPO  
ER# 1997.02.04.02  
NADB# 43547  
COPY# DRAFT

---

---

**HISTORICAL SUMMARY REPORT**

**MADISON STREET GATEWAY**  
**WILMINGTON, NEW CASTLE COUNTY,**  
**DELAWARE**

---

---

Prepared for:

**DELAWARE DEPARTMENT OF TRANSPORTATION**  
Dover, Delaware

Prepared by:

**THE CULTURAL RESOURCE GROUP**  
**LOUIS BERGER & ASSOCIATES, INC.**  
East Orange, New Jersey

January 1997

---

---

---

---

**HISTORICAL SUMMARY REPORT**

**MADISON STREET GATEWAY**  
**WILMINGTON, NEW CASTLE COUNTY,**  
**DELAWARE**

---

---

Prepared for:

DELAWARE DEPARTMENT OF TRANSPORTATION  
Dover, Delaware

Prepared by:

THE CULTURAL RESOURCE GROUP  
LOUIS BERGER & ASSOCIATES, INC.  
East Orange, New Jersey

January 1997

---

---

## TABLE OF CONTENTS

CHAPTER		
	LIST OF FIGURES . . . . .	ii
	LIST OF PLATES . . . . .	iii
I.	INTRODUCTION . . . . .	1
II.	BACKGROUND INFORMATION . . . . .	4
	A. STUDY AREA DESCRIPTION . . . . .	4
	B. HISTORICAL INFORMATION . . . . .	4
	C. SUMMARY OF PREVIOUS STUDIES . . . . .	5
III.	RESOURCE DESCRIPTION . . . . .	7
IV.	EVALUATION AND ASSESSMENT OF POTENTIAL EFFECTS . . . . .	23
	A. EVALUATION . . . . .	23
	B. ASSESSMENT OF POTENTIAL EFFECTS . . . . .	23
	BIBLIOGRAPHY . . . . .	25

**LIST OF FIGURES**

**FIGURE**

1	Location of Project Area . . . . .	2
2	Architectural Resources within the Area of Potential Effect . . . . .	3

## LIST OF PLATES

### PLATE

1	Wilmington Rail Viaduct (N-5281), view northwest from Shipley Street . . .	10
2	Plate girder span over West Street, Wilmington Rail Viaduct (N-5281), view to south . . . . .	10
3	Harlan & Hollingsworth Office Building (N-12461), view to southwest . . .	11
4	Garages (N-12462) behind Harlan & Hollingsworth Office Building, view to east . . . . .	11
5	Addition to Harlan & Hollingsworth Garage, view to south . . . . .	12
6	Harlan & Hollingsworth Gatehouse and Office Annex (N-12460), view to southeast . . . . .	12
7	Harlan & Hollingsworth Boiler Shop (N-12463), view to southwest . . . . .	13
8	Harlan & Hollingsworth Boiler Shop (N-12463), view to north . . . . .	13
9	Harlan & Hollingsworth Machine Shop No. 1 (N-12459), east and north elevations . . . . .	14
10	Harlan & Hollingsworth Machine Shop No. 1 (N-12459), partial west and south elevations . . . . .	14
11	Harlan & Hollingsworth Machine Shop No. 1 (N-12459), view to northeast of extensions on west side of building . . . . .	15
12	Harlan & Hollingsworth Machine Shop No. 1 (N-12459), view to northeast of extensions on west side of building . . . . .	15
13	Harlan & Hollingsworth Car Shop No. 4 (N-12457), view to northeast . . .	16
14	Harlan & Hollingsworth Plate Punch Shop (N-12458), east and north elevations . . . . .	16
15	Harlan & Hollingsworth Plate Punch Shop (N-12458), south elevation . . .	17

LIST OF PLATES (continued)

16	Harlan & Hollingsworth Plate Punch Shop (N-12458), partial south elevation and west elevation . . . . .	17
17	Harlan & Hollingsworth West Mill (N-12454), south and east elevations .	18
18	Harlan & Hollingsworth Car Shop Office (N-12456), east and north elevations . . . . .	18
19	Harlan & Hollingsworth Machine Shop No. 2 (N-12455), southwest and southeast elevations . . . . .	19
20	Harlan & Hollingsworth Machine Shop No. 2 (N-12455), southeast and northeast elevations . . . . .	19
21	Harlan & Hollingsworth Car Shop No. 2 (N-12452), south elevation . . .	20
22	Harlan & Hollingsworth Car Shop No. 2 (N-12452), west and partial south elevation . . . . .	20
23	Armour & Company building, east and north elevations . . . . .	21
24	Armour & Company building, north and partial west elevation . . . . .	22

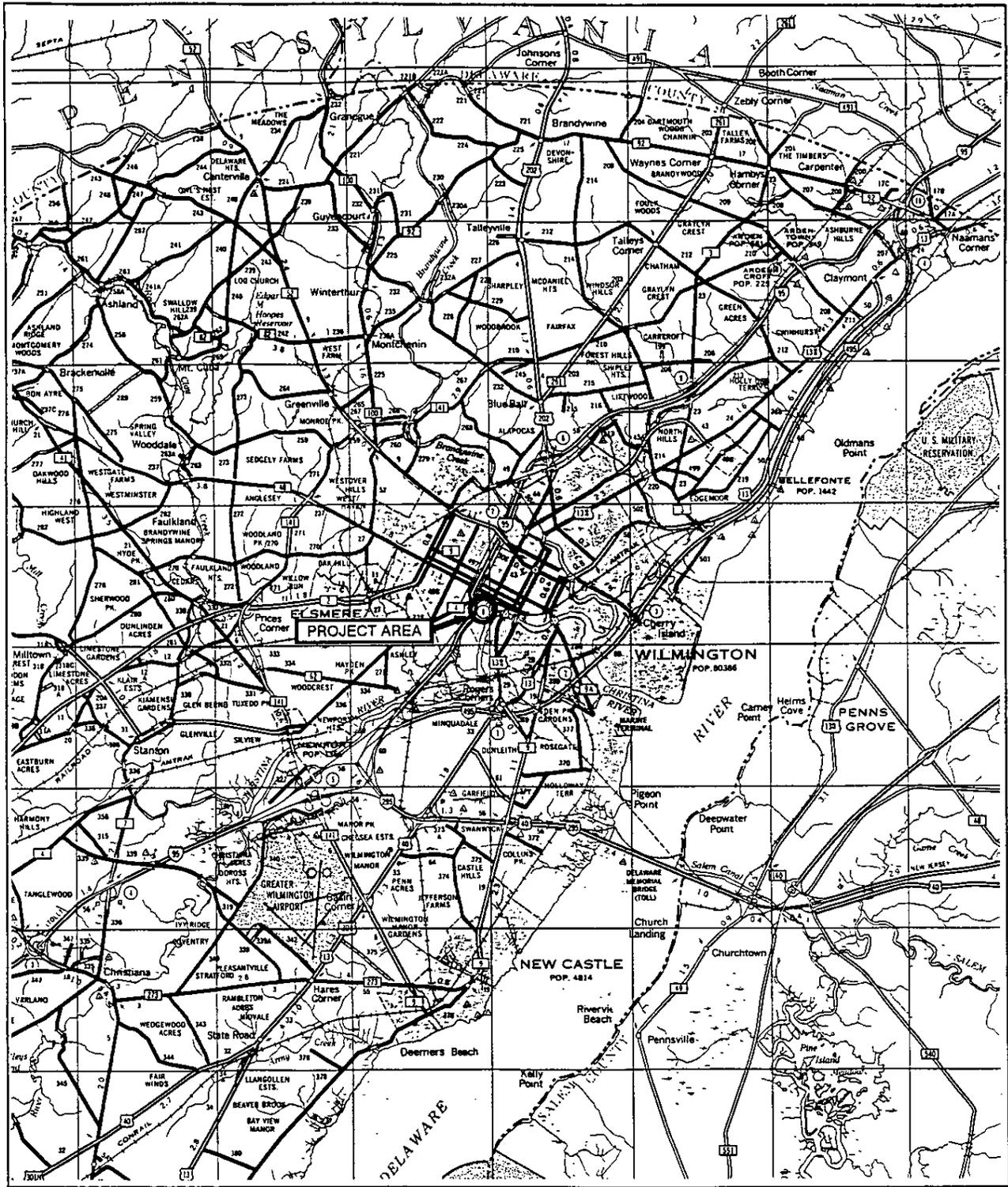
## I. INTRODUCTION

The State of Delaware and City of Wilmington have initiated a program to redevelop the city's riverfront area. A key element in the redevelopment planning is the improvement of vehicular roadways in that portion of the riverfront called the Madison Street Gateway (Figure 1). Such improvement will be carried out by the Delaware Department of Transportation (DelDOT). As part of its own planning process, DelDOT has commissioned this report as an aid to assessing potential effects of the proposed roadway improvements on historical resources.

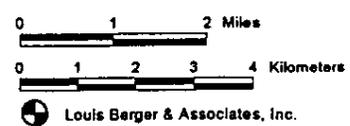
The area of potential effect for the proposed Madison Street roadway improvements is delineated by Madison Street on the west, Martin Luther King, Jr. Boulevard on the north, Tallman Street on the east, and the Christina River on the south. Within this area of potential effect are portions of the Wilmington Rail Viaduct, the remains of the Harlan & Hollingsworth Company complex, and the former Armour Co. building. The proposed improvements focus on lane remarking and resignalization on Martin Luther King, Jr. Boulevard, and replacement of existing Roundhouse and Bell Alleys with a new roadway to more efficiently connect West Street with Madison Street (Figure 2).

Historical resources located within the area of potential effect have been the subject of a variety of studies and evaluations since the middle 1970s, culminating in an intensive-level survey completed in 1992. The general purpose of this report is to review existing information, summarize the current status of historical resources with respect to the National Register of Historic Places, and provide a preliminary assessment of the potential effects of the proposed roadway improvements on these resources.

Data collection and a field inspection for this study were undertaken in December 1996. Data collection took place chiefly at the Bureau of Archaeology and Historic Preservation and the Hall of Records, Dover, and at the Morris Library, University of Delaware, Newark. Additional information was provided by Ms. Lori Salganicoff, historic preservation planner for the City of Wilmington.



**LEGEND**



**FIGURE 1: Location of Project Area**

**SOURCE: Delaware Department of Transportation, 1980**

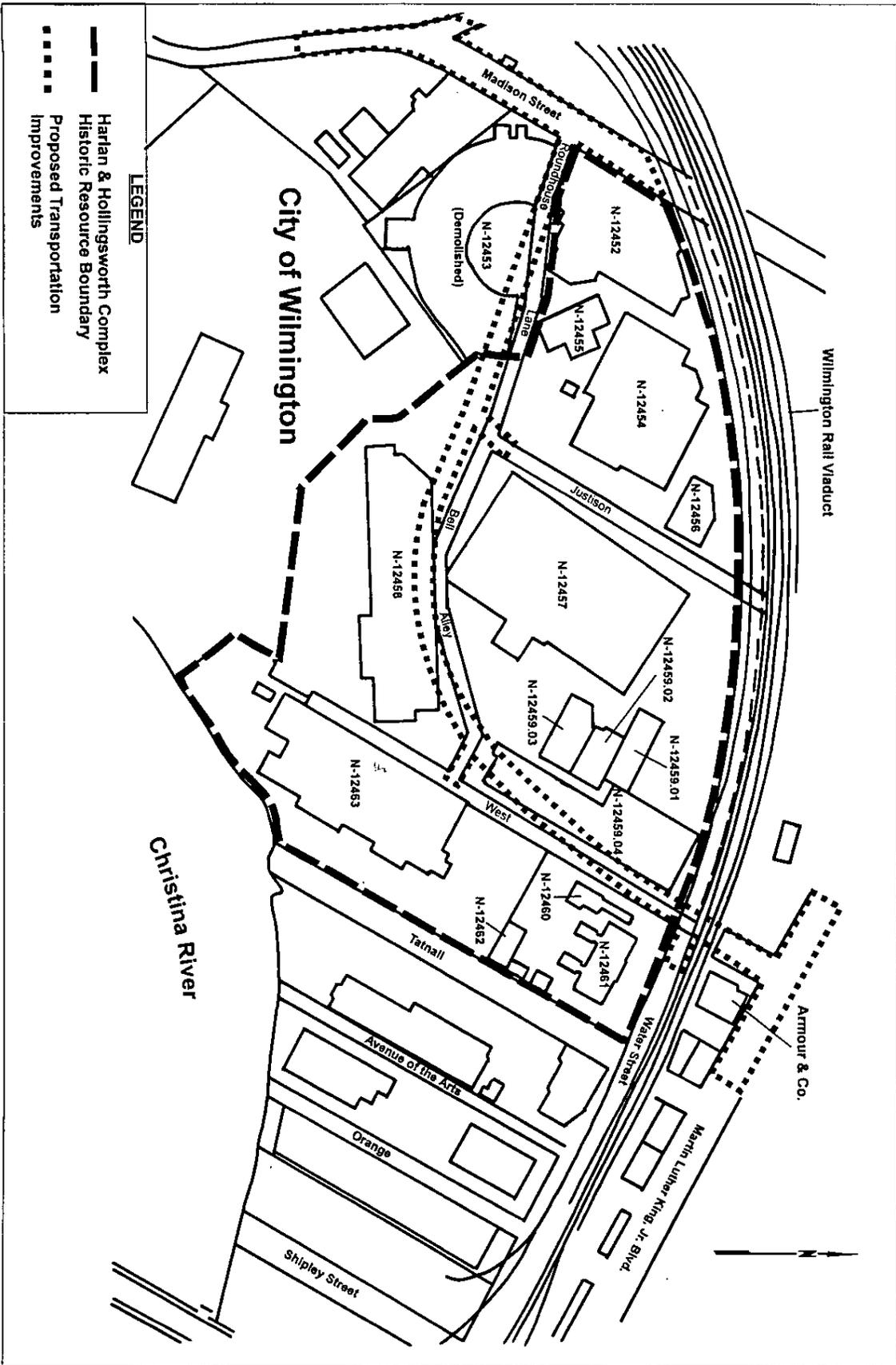


FIGURE 2: Architectural Resources within the Area of Potential Effect

## II. BACKGROUND INFORMATION

### A. STUDY AREA DESCRIPTION

The Madison Street Improvements area is situated within the Urban Geographic Zone as delineated in the Delaware State Plan. Extant historical resources within the study area derive from the chronological period of Urbanization and Early Suburbanization, 1800-1940+<sup>?</sup>. Property types evidenced in the study area are related to the themes of Manufacturing and Transportation.

The elevated Wilmington Rail Viaduct forms a strong visual presence along the western and northern edges of the study area. Between the Viaduct and the Christina River are the remains of the Harlan & Hollingsworth Company, once a major builder of ships and rail cars. The complex now contains 10 major buildings and five or six smaller structures of various materials (brick, concrete, steel) and ownership. Most are in use, to a greater or lesser extent, although for purposes unrelated to their original functions, railcar manufacture having ceased by the end of World War II. Also in the present study area, at the corner of Martin Luther King Jr. Boulevard and West Street, is a turn-of-the-century brick building formerly occupied by Armour & Co., a wholesale meat concern.

Local or  
Part of  
National  
Armour?  
Meat Packing?

### B. HISTORICAL INFORMATION

*Wilmington Rail Viaduct:* The Wilmington Rail Viaduct was built in 1901-1905 by the Pennsylvania Railroad for the purposes of improving the railroad's alignment through Wilmington and as part of a system-wide effort to reduce the number of grade crossings and thereby the potential for accidents (Seely 1976). Nearly four miles long, the viaduct was constructed for the most part along the PRR's existing at-grade right-of-way. The greater portion of the viaduct consists of earth fill between stone retaining walls, with streets spanned by plate girder bridges. Toward the southern end, where ground conditions were unsuitable for this type of structure, the two lines of track are carried on a series of brick arches. ?

*Harlan & Hollingsworth Company:* This major Wilmington industrial enterprise had its origins in a partnership formed by Mahlon Betts and Samuel Pusey in 1836 for the purposes of establishing a general machine shop. Samuel Harlan, Jr. joined the firm in 1837, and in 1841 Elijah Hollingsworth purchased Pusey's interest in the company. Also in the latter year, the firm, known as Betts, Harlan & Hollingsworth, relocated from the corner of Front and Tatnall Streets to a site on the west side of West Street below Water Street and the railroad line. By 1843 the firm had become involved in ship building and repair, and by 1860, Harlan & Hollingsworth was the "preeminent shipbuilder" in a city that at the time was a leader in the manufacture of iron vessels (Dixon 1992: 93-95).

In subsequent decades, Harlan & Hollingsworth expanded to include railcar manufacture as well as shipbuilding. By its fiftieth anniversary, in 1886, the company owned some 43 acres on both sides of the Christina River, with most of the industrial works themselves situated on the north bank. By the turn of the century, acreage had increased to 76, supporting 47 buildings, numerous wharfs and storage yards, and miles of railroad track (Dixon 1992: 95-96). In 1904, Harlan & Hollingsworth was acquired by the Bethlehem Steel Corporation. Bethlehem Steel made major physical improvements to the old complex, and modernized the plant's railcar facilities to include not only traditional wooden cars but, ultimately, cars manufactured entirely of steel.

As a Bethlehem Steel subsidiary, Harlan & Hollingsworth continued to build ships until 1926, when the glut of vessels produced nationwide during World War I finally made further production economically infeasible. The following year, the southern portion of the facility, south of Shipley Run, was acquired by the Dravo Corporation of Pittsburgh, a builder of barges and cranes. Harlan & Hollingsworth continued to produce railcars, however, with steadily increasing success until failure of the stock market and resulting depression led to "drastically cut back orders" (Dixon 1992: 106). Harlan & Hollingsworth struggled on through the 1930s, embarking on an unsuccessful attempt to manufacture gas-electric motor cars as an adjunct to its truncated railcar production. The plant closed during World War II, and remained unused until around 1950. In subsequent decades, buildings once associated with the Harlan & Hollingsworth complex have been used for manufacture of steel barrel, pipe, and pipe fittings, as machine and print shop facilities, as rental storage and other activities (Dixon 1992: 107).

*Armour & Co.*: This wholesale meat firm was located at 312 West Front Street (now Martin Luther King, Jr. Boulevard) by 1908, and remained at this location until at least the middle 1930s (Franklin Survey Co. 1936; Wilmington City Directory 1908).

### C. SUMMARY OF PREVIOUS STUDIES

Remains of Wilmington's long history as a major industrial and transportation center were first inventoried for the Historic American Engineering Record in 1975 (Eleutherian Mills-Hagley Foundation 1975). Both the Wilmington Rail Viaduct and the former Harlan & Hollingsworth Co. complex were among the many industrial and transportation-related resources enumerated in that survey.

In that same year (1975), the Harlan & Hollingsworth Company was the subject of a separate narrative documentation for the Historic American Engineering Record (HAER No. DE-8), "because of the central role the company played in the development of Delaware's railway car construction and shipbuilding industries" (Seely 1975). This documentation, however, focused on "available written and graphic sources", rather than on the physical remains of the complex, on the grounds that "examination of the extant structures...yields few insights into the firm's development and the processes of production" (Seely 1975).

The Wilmington Rail Viaduct was recorded for HAER (No. DE-12B) in 1976 as part of a larger study entitled *Pennsylvania Railroad in Wilmington, Delaware: Improvements Made between 1901-1908* (Seely 1976). This study described a variety of construction efforts, including repair shops, station, swing bridge, powerhouse and office building, undertaken by the Pennsylvania

Railroad, that made Wilmington a central point on the Washington, D.C.-New York rail corridor in the early decades of the 20th century.

In 1978, the former Harlan & Hollingsworth Company office building (CRS #N-12461), situated on Water Street between West and Tatnall streets, was nominated to and listed in the National Register of Historic Places (Athans and Ramsey 1978).

Emerging concern over the future of Wilmington's waterfront areas led in 1981 to a survey of "historical and environmental aspects" of the city along the Christina and Brandywine, funded in part by a grant from the National Trust for Historic Preservation (Thompson and O'Byrne 1981). "Despite the derelict condition" of the remains of the Harlan & Hollingsworth complex, that study concluded that the complex "deserve[d] some recognition and restoration" due to its importance in Wilmington's industrial history, and recommended the nomination of at least two buildings, the former West Mill (N-12454) and the present home of Farley Printing (N-12456) to the National Register (Thompson and O'Byrne 1981: 72-73).

Wilmington's waterfront, once a major industrial and transportation center, remained an area of concern through the 1980s. In 1989, the Delaware Bureau of Archaeology and Historic Preservation funded a reconnaissance survey of the city's "Waterfront Analysis Area", that included the former Harlan & Hollingsworth complex (Hoffman et. al 1989). This survey, which was never finalized, did serve as the basis for an intensive level architectural survey funded jointly by the City of Wilmington and BAHP, completed in 1992 (Dixon 1992). The 1992 effort resulted in a generally thorough treatment of the Waterfront Analysis Area's historic architectural resources, including the Harlan & Hollingsworth Company buildings, in a report consistent with BAHP standards. The study concluded that the former Harlan & Hollingsworth buildings were eligible for the National Register under Criterion A, "significant as the physical remains of one of Wilmington's largest industrial firms" (Dixon 1992: 91).

### III. RESOURCE DESCRIPTION

Architectural resources within the Madison Street Improvements study area are shown on Figure 2. With the exception of the former Armour & Company building on Martin Luther King, Jr. Boulevard, these resources are situated south of the Wilmington Rail Viaduct (which is included this resource itemization) and north of the large property between Madison Street and the Christina River occupied by the City of Wilmington's public works facilities (see Figure 2). One of the former Harlan & Hollingsworth buildings included in the 1992 survey, the roundhouse (N-12453) was apparently demolished soon after the survey was completed.

*N-5281, Wilmington Rail Viaduct* (Plates 1 and 2): That portion of the Wilmington Rail Viaduct within the present study area consists of two lines of railroad track carried on earth fill enclosed by retaining walls of random ashlar stone. Through girder spans carry the rail line over streets extending south toward the riverfront, including Tatnall, West, and Justison streets.

*N-3637, N-12461, Harlan & Hollingsworth Company Office Building* (Plate 3): This building, evidencing relatively recent and well-done rehabilitation, is three stories, of steel frame construction with brick cladding. The symmetrical nine-bay main elevation features an advanced central frontispiece, with main entrance marked by a pedimented porch supported on Doric columns. Large expanses of multilight metal casement windows give the building an industrial air softened by a modillion cornice and the copper-clad oriel windows at the northwest corner. The building, erected in 1912, is in very good condition and appears to possess a high level of exterior integrity. According to the National Register nomination, many interior features, such as woodwork, remain visible as well (Athan and Ramsey 1978).

*N-12462, Harlan & Hollingsworth Garage Buildings* (Plates 4 and 5). These undated buildings back onto Tatnall Street behind the former company office building. With nearly flat roofs and brick exterior walls, the two former garages have three bays and four bays, respectively. The vehicle bay openings are framed with steel beams. The three-bay garage retains wooden doors. A gable-roofed one-story building is attached to the south side of the four-bay garage. The exterior is stuccoed, and modern grilled windows occupy openings partially filled with modern brick.

*N-12460, Harlan & Hollingsworth Gatehouse and Office Annex* (Plate 6): Situated immediately adjacent to the west side of the company office, this one-story Flemish-bond brick building presents a rusticated north elevation framed by brick pilasters. All openings are boarded over, and the building, erected sometime between 1912 and 1919, is not in use.

*N-12463, Harlan & Hollingsworth Boiler Shop* (Plates 7 and 8). Situated at the foot of West Street, this ca. 1914 building is composed of three long sections, two terminating in stepped parapets, the third (on the east side) having a shed roof. Common bond brick clads the exterior,

which is divided into bays by flat brick pilasters. Window openings (nearly all covered with fiberglass or board) have segmental arched heads. Two circular steel tanks are positioned at the north end of the building, and the south end presents several small additions with gable or shed roofs. Previously occupied by the National Lead Company, the building now appears to be used only at the south end.

*N-12459, Harlan & Hollingsworth Machine Shop #1* (Plates 9-12): Erected ca. 1914 at the location of an 1880 machine and erecting shop, this building consists of two long sections plus a group of additions off the west side. The easternmost section, fronting on West Street, presents a brick ground story that may incorporate portions of the earlier structure on the site. Above, much of this section is clad with sheet metal and fiberglass, culminating in a shallow gable roof that terminates asymmetrically at the south end in partial returns. The stuccoed north elevation is oddly angled as a result of its orientation along a rail spur. Along the west side of this main section is a second long structure with gabled full-length monitor. Off this section are several much smaller brick and concrete additions with flat roofs.

*N-12457, Harlan & Hollingsworth Car Shop No. 4* (Plate 13). This enormous steel-framed building, erected by 1919, consists of two long, parallel gable-roofed sections joined by a flat-roofed section. The entire building has been clad with seamed metal, with a new flat roof covering sawtoothed monitors that once illuminated the central section. Small square openings, fitted variously with windows or louvres, provide illumination at various points along the walls. A truck loading dock is located along the west elevation. The building currently serves as a warehouse for Kirk Plumbing and Heating Supplies.

*N-12458, Harlan & Hollingsworth Plate Punch Shop and Store* (Plates 14-16). This very long steel-framed building is the product of several construction episodes in the 1910s and 1920s. Situated along the south side of Bell Alley (named for the current occupant, Bell's Supply) the building's earliest section is three stories, with gable roof and sheet metal exterior cladding. At the west end, the roof terminates in partial returns. Along the north side is a long one-story shed-roofed section with a truck bay at the east end used by Bell's to access storage areas within. The east end of the gabled section has been remodeled to contain an office, faced with rusticated concrete block. At the northwest corner is a two-story, nearly flat-roofed section, also clad with corrugated sheet metal.

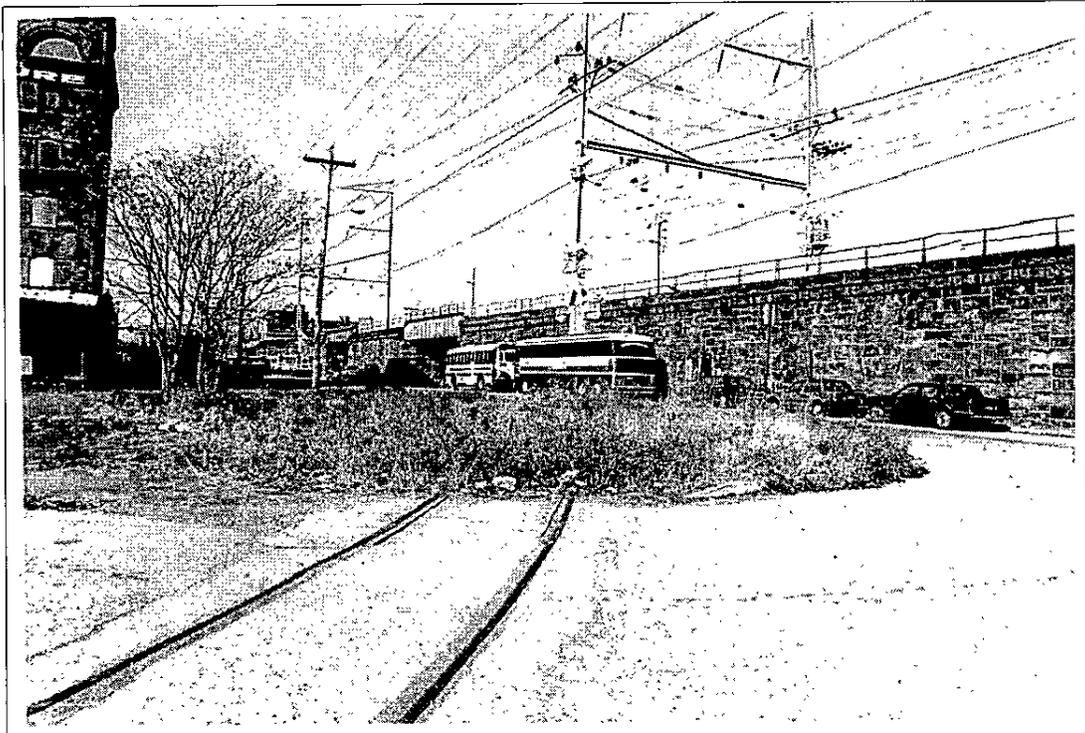
*N-12454, Harlan & Hollingsworth West Mill* (Plate 17): Erected prior to 1897 on the west side of Justison Street, this is one of the oldest buildings remaining in the complex, originally the center of wooden rail car production at the plant. It consists of two largely identical parallel sections, each with a large full-length gabled monitor whose continuous rows of casement windows are obscured by corrugated sheet metal. The brick exterior walls feature large segmental arched openings, many of which have been filled in, although original multilight wooden window sash remains particularly evident in the northernmost section of the building. A concrete loading dock has been constructed along the east elevation of the southern section. At the top of the brick parapet on this elevation, however, the words "West Mill" remain faintly visible.

*N-12456 Harlan & Hollingsworth Car Shop Office* (Plate 18): Also erected prior to 1897, this two-story brick building is situated on the west side of Justison Street, close by the Wilmington Rail Viaduct. Window and door openings are topped with slightly projecting segmental brick arches, and the walls are crowned with a broad corbelled cornice. A portion of the north elevation is angled to follow the contour of the viaduct (and of rail spurs that once ran parallel to the viaduct at ground level). A concrete loading dock, sheltered by small roof carried on metal brackets, extends along the east elevation. The main entrance to what is now the Farley Printing Co. is enclosed in a modern vestibule.

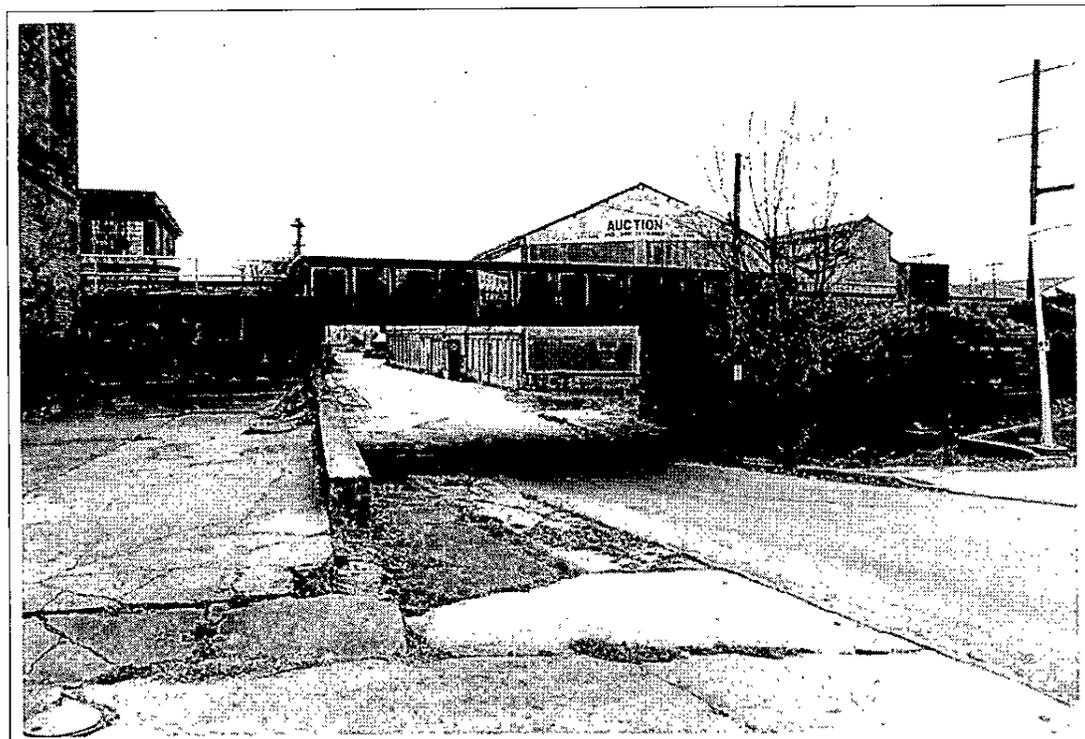
*N-12455, Harlan & Hollingsworth Machine Shop No. 2* (Plates 19 and 20): Constructed prior to 1924, this building has a T-shaped ground plan. It is of steel and concrete construction, with brick cladding on the first "story". The upper portions of the building are clad with corrugated metal (partly covering large expanses of steel industrial sash), as is the roof, which, forming a gable on the head of the T, extends in a long shed to cover the stem of the T plan. The building is secured by large steel roll doors.

*N-12452, Harlan & Hollingsworth Car Shop No. 2* (Plates 21 and 22): Constructed around 1914, this building is closely flanked by Madison Street on the west and by the Wilmington Rail Viaduct on the north. The very irregular ground plan and massing appear to be at least partly a function of these locational factors, and also of numerous construction episodes. Mostly sheathed in corrugated metal with fiberglass window coverings, the building is of concrete, steel, and concrete block construction. It currently serves as warehouse space for the Advance Paper and Chemical Co.

*Armour & Company Building* (Plates 23 and 24): Two stories on a raised basement, this brick building features paired segmental-arched windows (now bricked or boarded up) and an attractively corbelled cornice on the north and west elevations. The main entrance, at the north end of the west elevation, is fronted by a concrete loading dock and sheltered by a corrugated metal roof.



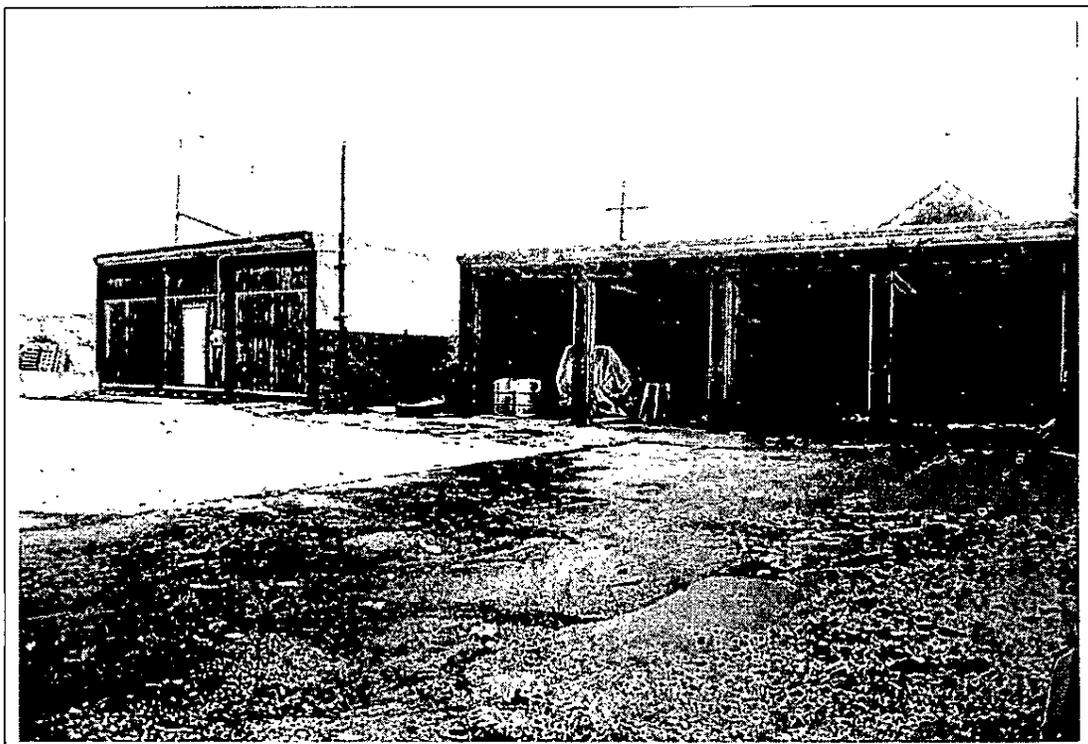
**Plate 1: Wilmington Rail Viaduct (N-5281), view northwest from Shipley Street**



**Plate 2: Plate girder span over West Street, Wilmington Rail Viaduct (N-5281), view to south**



**Plate 3: Harlan & Hollingsworth Office Building (N-12461), view to southwest**



**Plate 4: Garages (N-12462) behind Harlan & Hollingsworth Office Building, view to east**

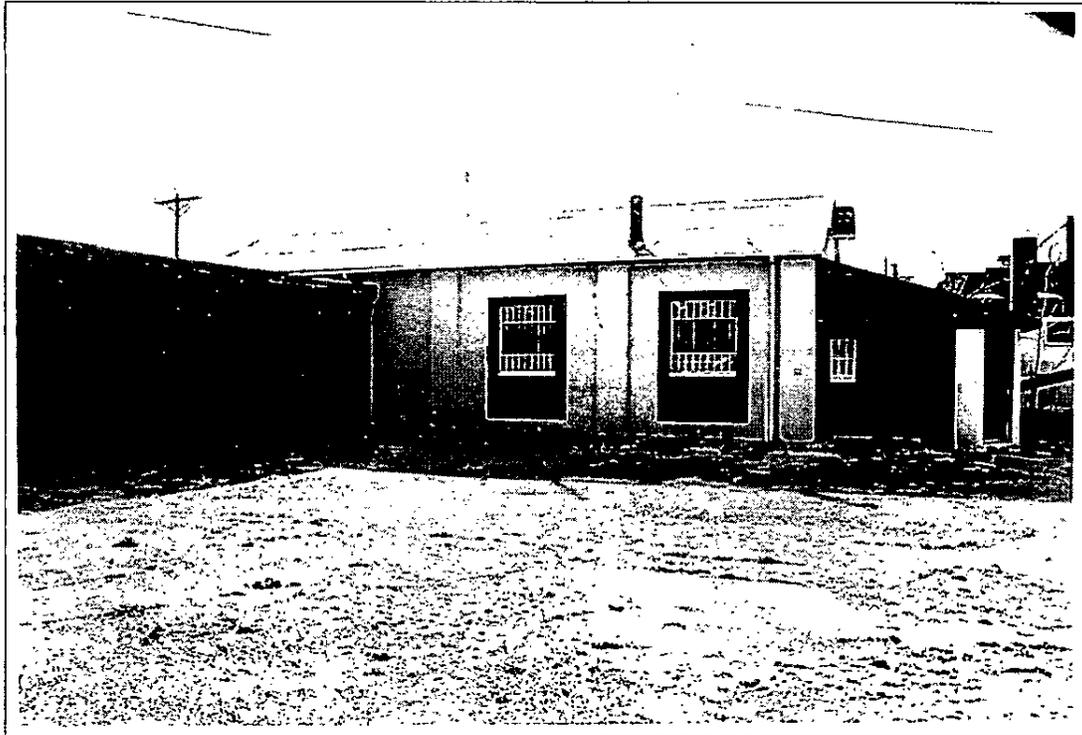


Plate 5: Addition to Harlan & Hollingsworth Garage, view to south

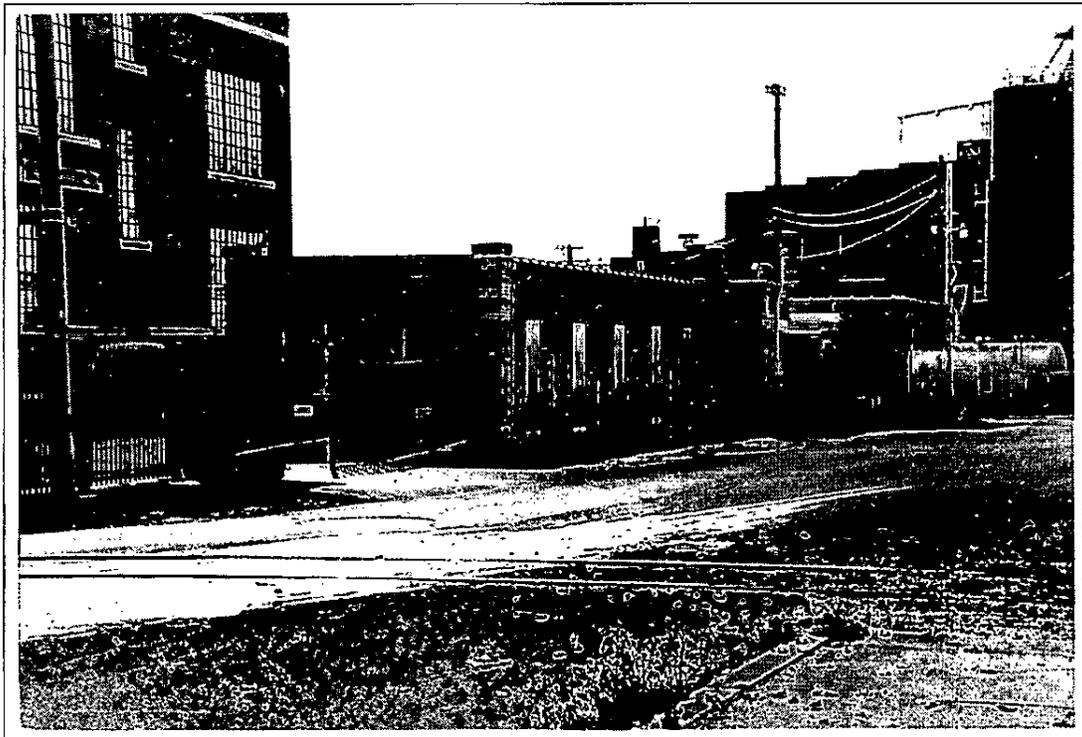
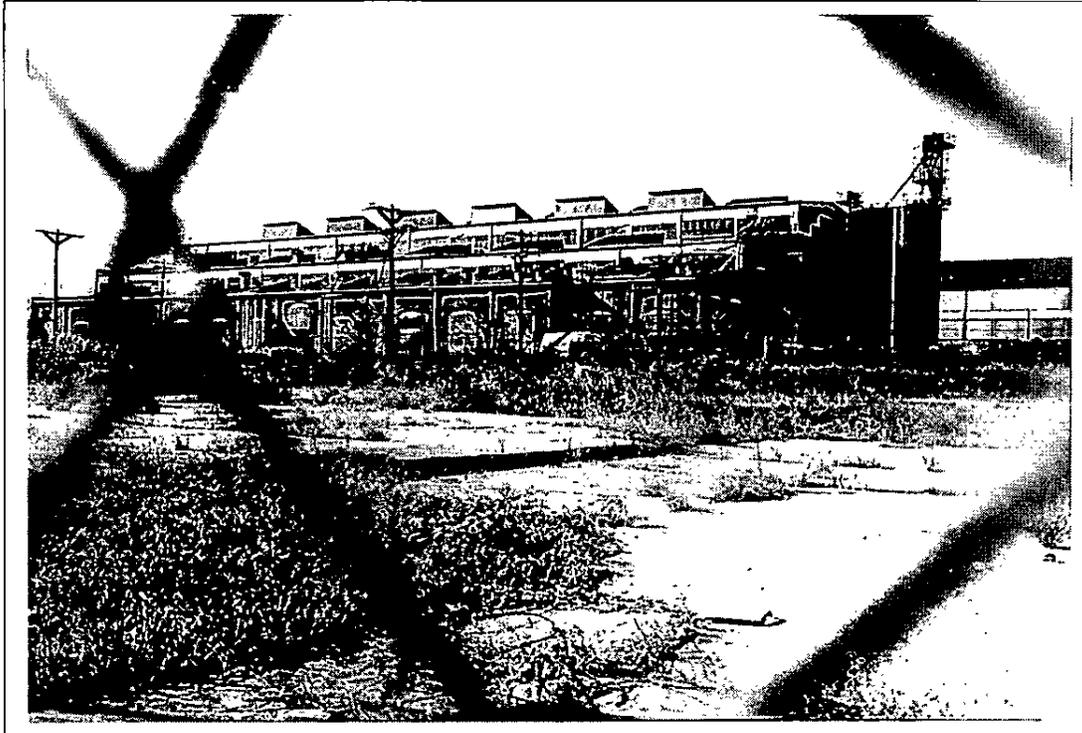
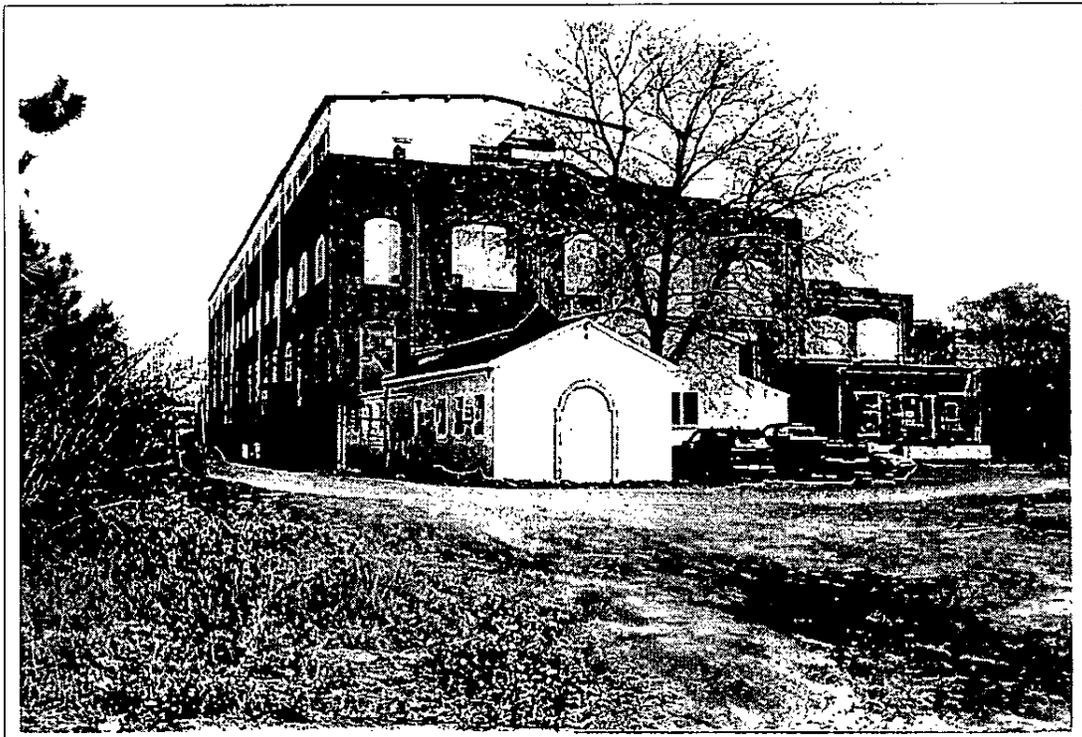


Plate 6: Harlan & Hollingsworth Gatehouse and Office Annex (N-12460), view to southeast



**Plate 7: Harlan & Hollingsworth Boiler Shop (N-12463), view to southwest**



**Plate 8: Harlan & Hollingsworth Boiler Shop (N-12463), view to north**

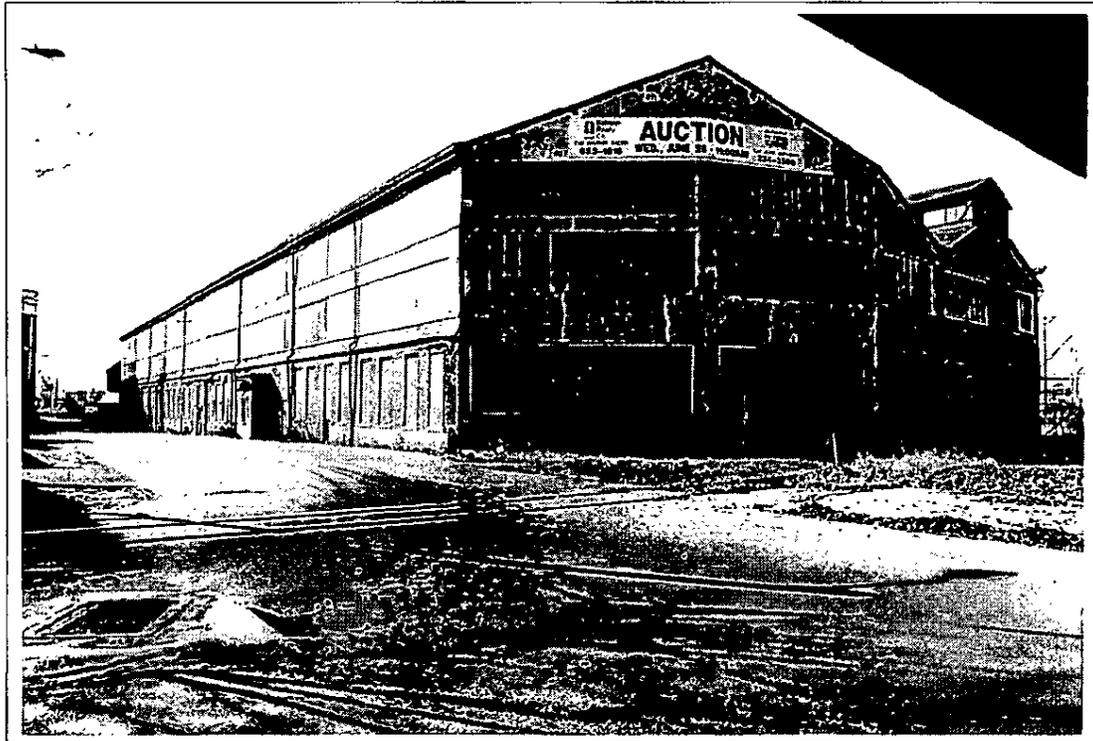


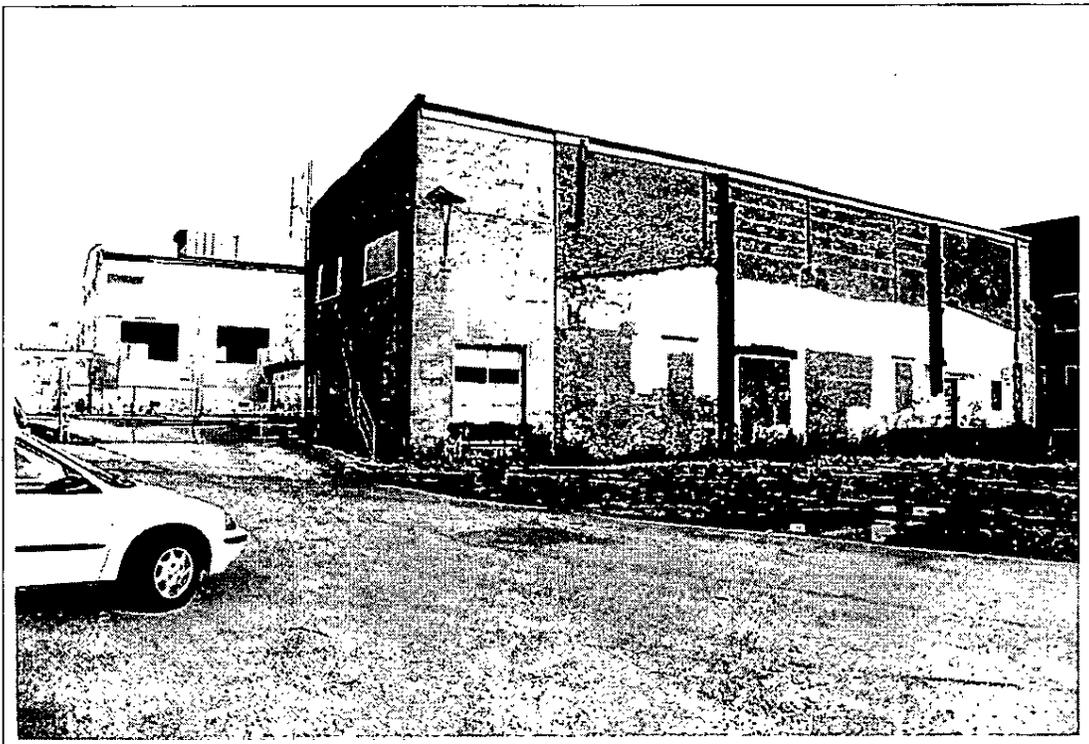
Plate 9: Harlan & Hollingsworth Machine Shop No. 1 (N-12459), east and north elevations



Plate 10: Harlan & Hollingsworth Machine Shop No. 1 (N-12459), partial west and south elevations



**Plate 11: Harlan & Hollingsworth Machine Shop No. 1 (N-12459), view to northeast of extensions on west side of building**



**Plate 12: Harlan & Hollingsworth Machine Shop No. 1 (N-12459), view to northeast of extensions on west side of building**

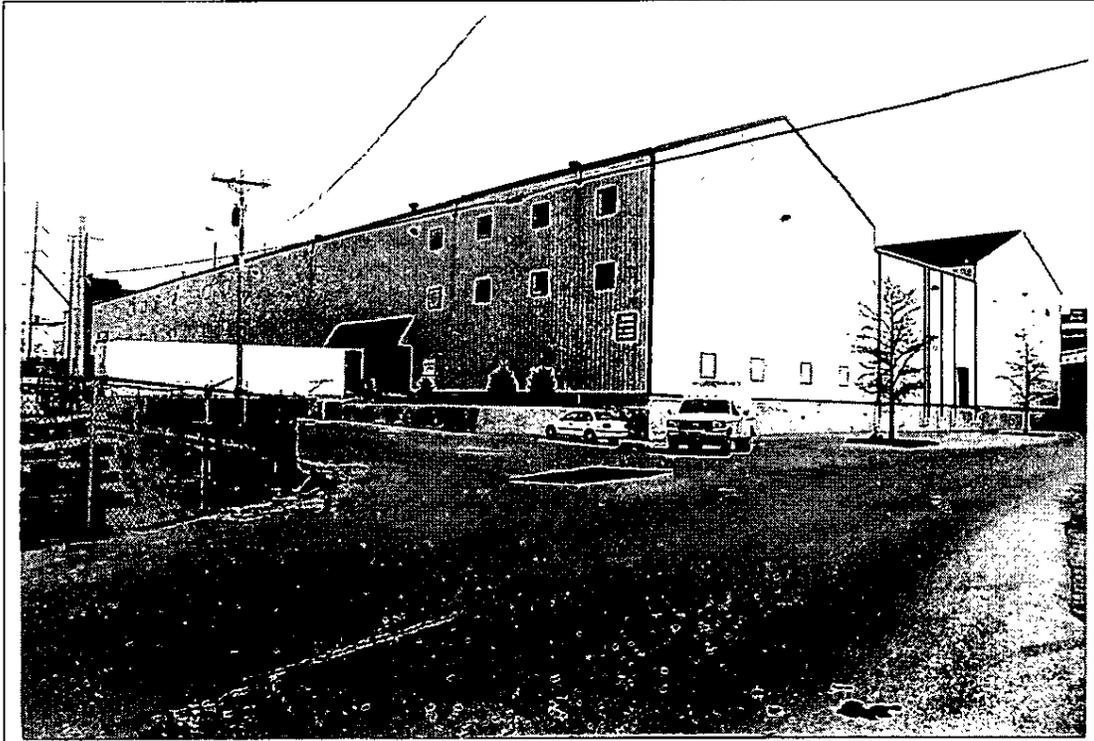


Plate 13: Harlan & Hollingsworth Car Shop No. 4 (N-12457), view to northeast

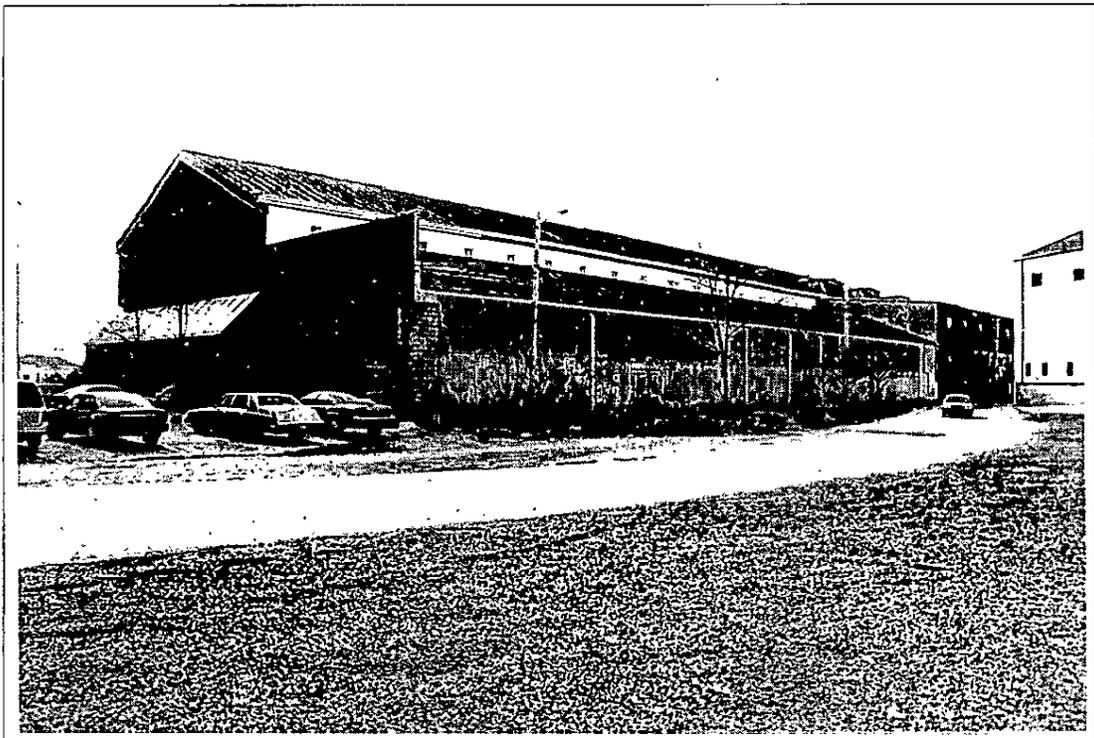
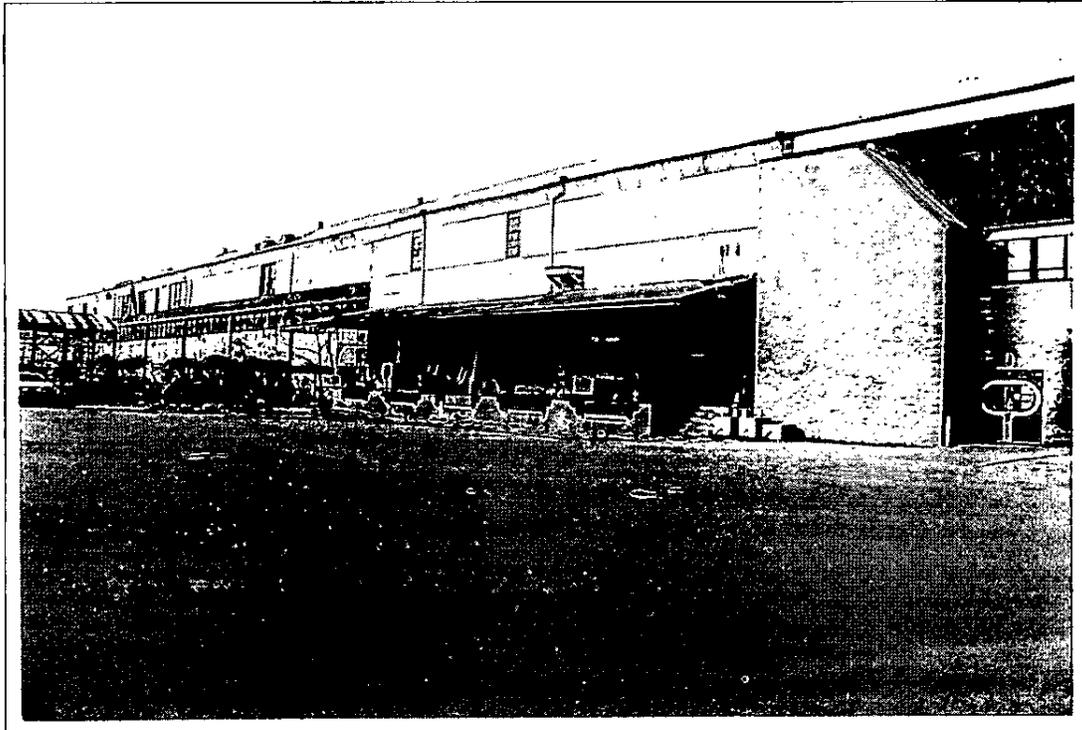


Plate 14: Harlan & Hollingsworth Plate Punch Shop (N-12458), east and north elevations



**Plate 15: Harlan & Hollingsworth Plate Punch Shop (N-12458), south elevation**



**Plate 16: Harlan & Hollingsworth Plate Punch Shop (N-12458), partial south elevation and west elevation**

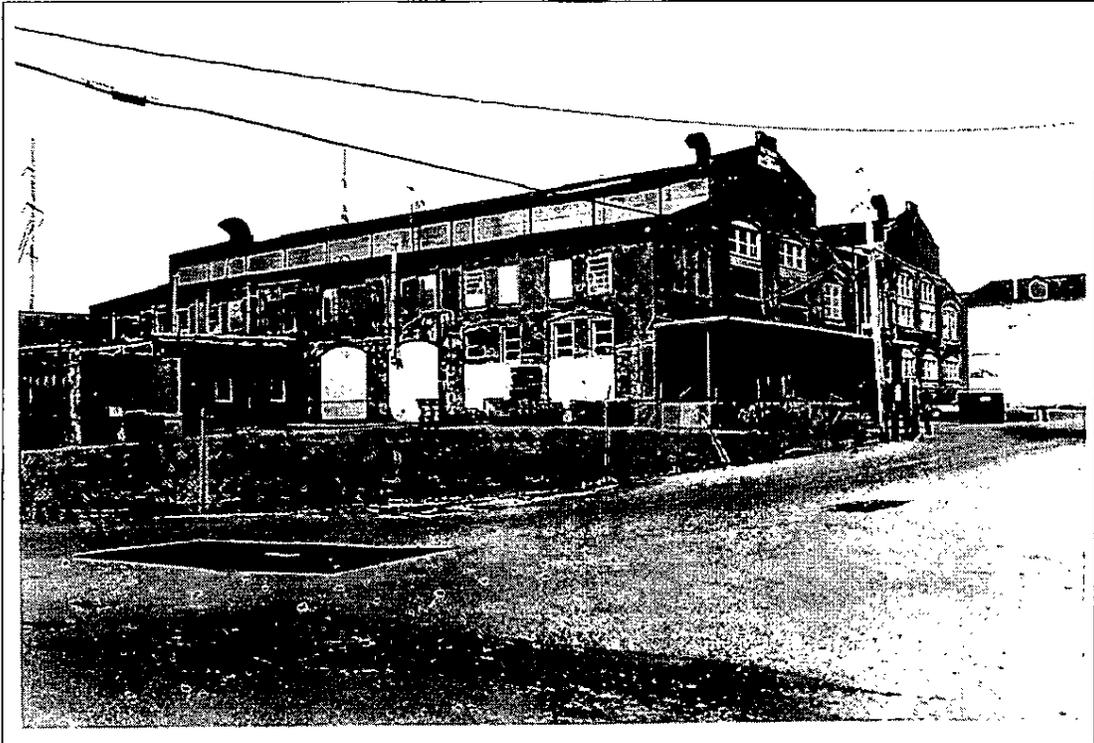
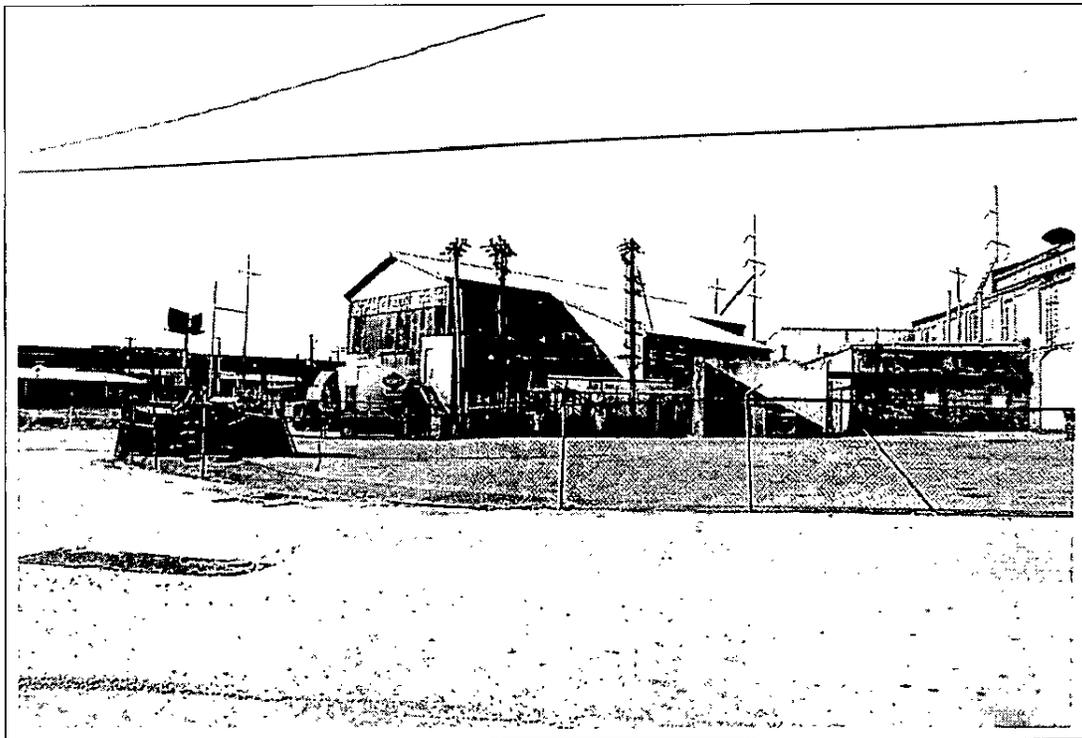


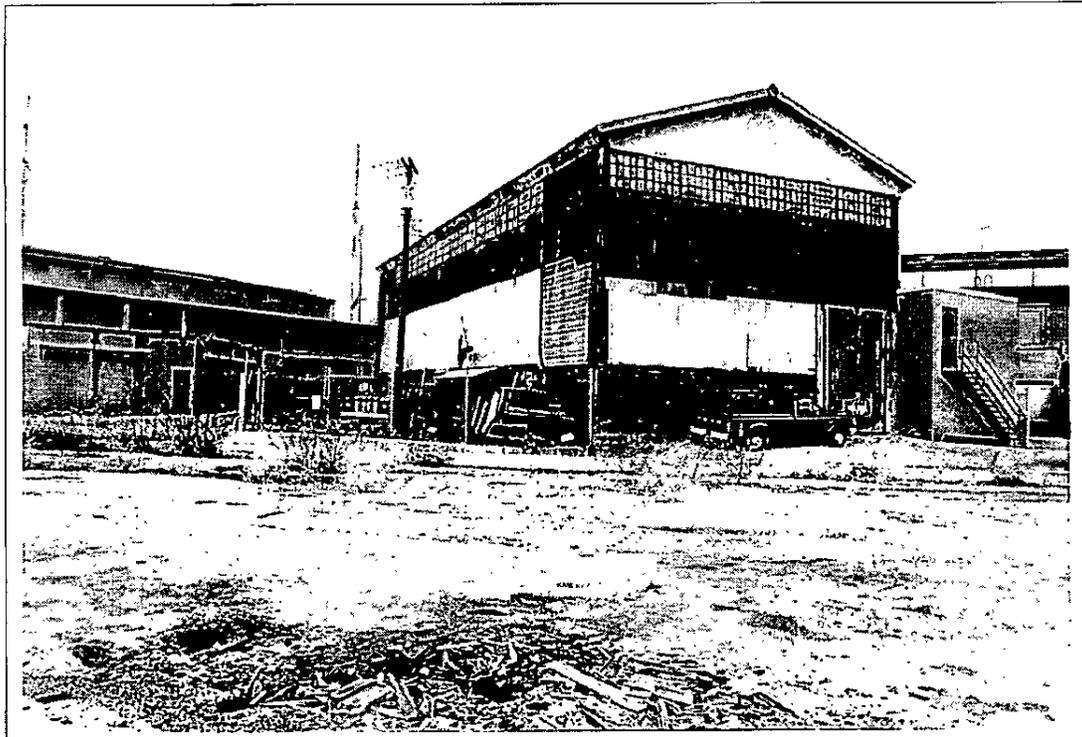
Plate 17: Harlan & Hollingsworth West Mill (N-12454), south and east elevations



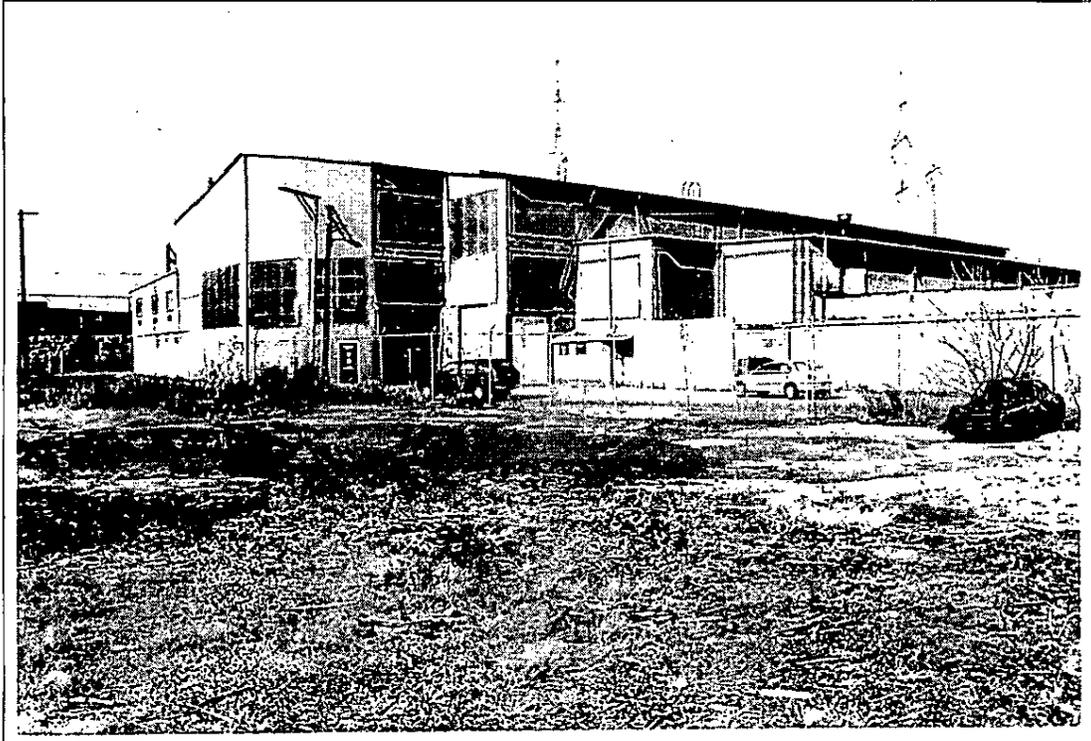
Plate 18: Harlan & Hollingsworth Car Shop Office (N-12456), east and north elevations



**Plate 19: Harlan & Hollingsworth Machine Shop No. 2 (N-12455), southwest and southeast elevations**



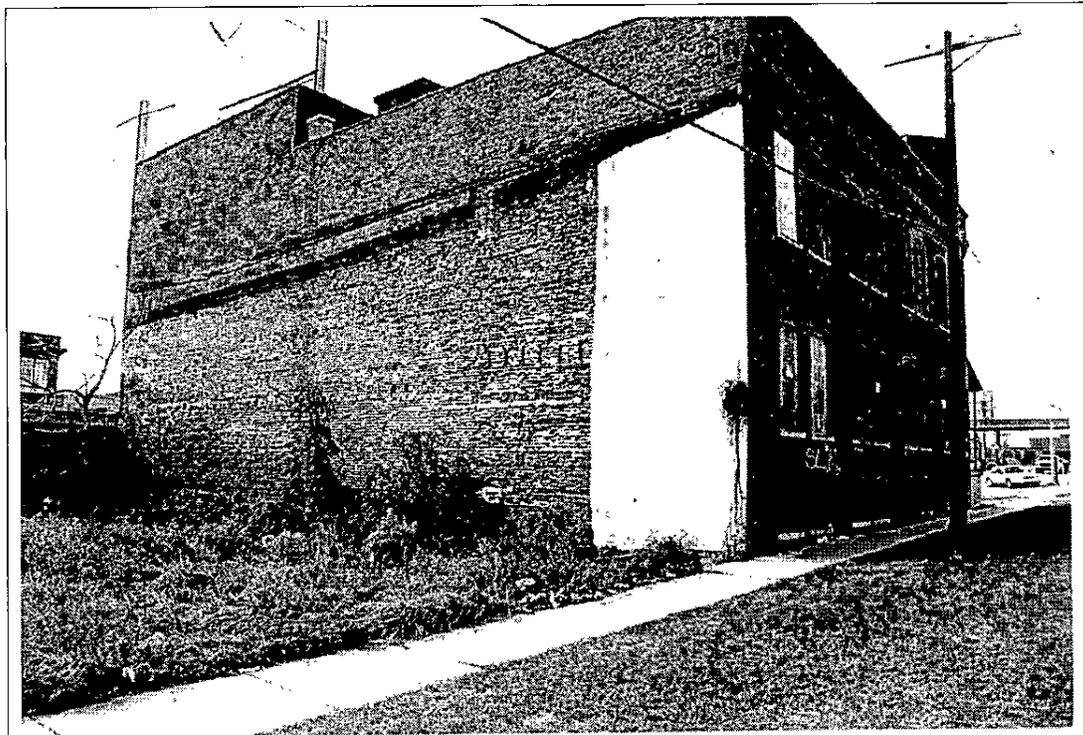
**Plate 20: Harlan & Hollingsworth Machine Shop No. 2 (N-12455), southeast and northeast elevations**



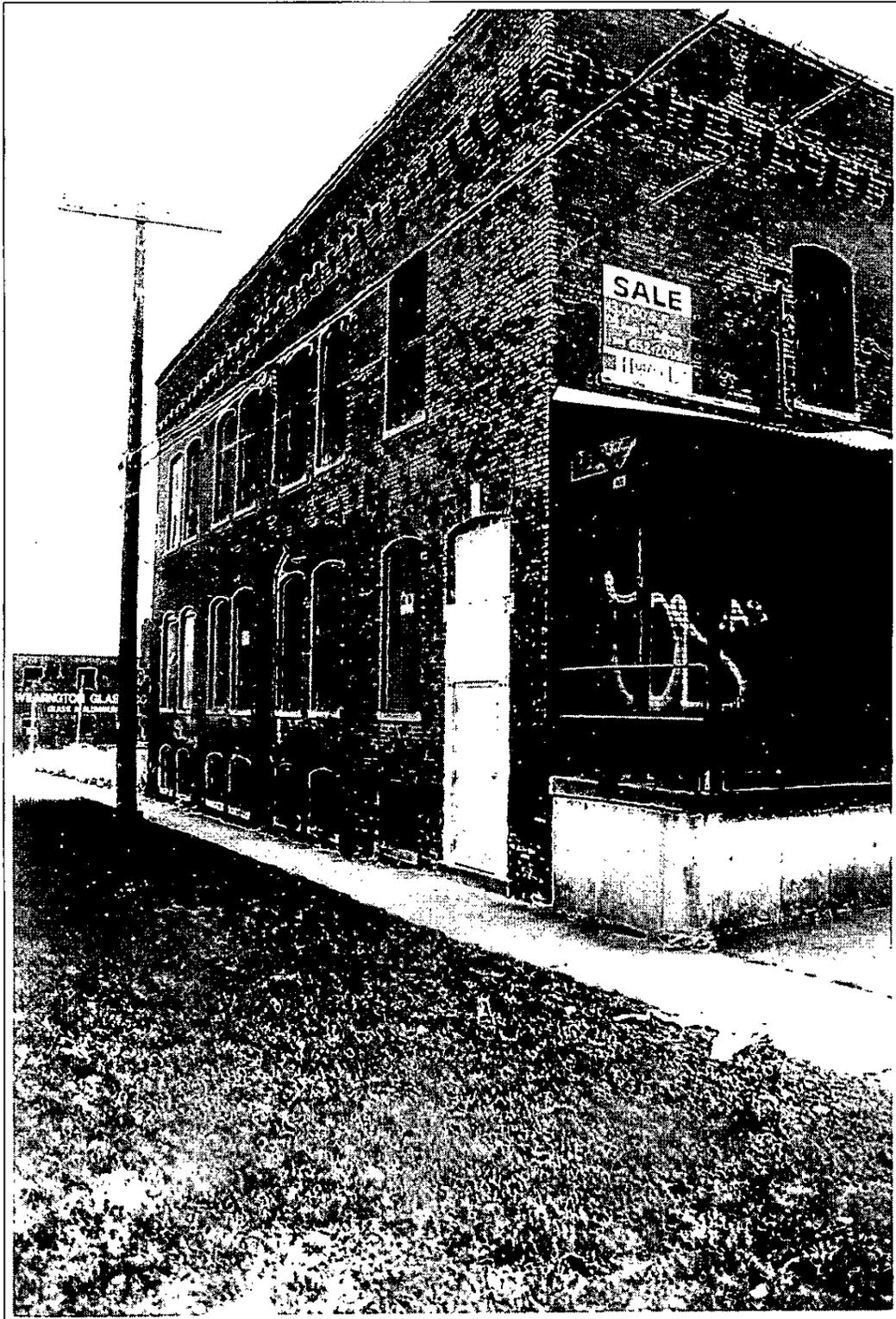
**Plate 21: Harlan & Hollingsworth Car Shop No. 2 (N-12452), south elevation**



**Plate 22: Harlan & Hollingsworth Car Shop No. 2 (N-12452), west and partial south elevation**



**Plate 23: Armour & Company building, east and north elevations**



**FIGURE 24: Armour & Company building, north and partial west elevation**

## IV. EVALUATION AND ASSESSMENT OF POTENTIAL EFFECTS

### A. EVALUATION

Of architectural resources within the Madison Street Improvements study area, the Harlan & Hollingsworth Office Building (N-3637, N-12461) is currently listed in the National Register of Historic Places, and the Wilmington Rail Viaduct (N-5281) has been determined eligible for listing (Athans and Ramsey 1978; City of Wilmington 1988).

As suggested in Chapter II of this report, the importance of the Harlan & Hollingsworth Company to the 19th and early 20th century industrial history of Wilmington is recognized and well documented. As a complex, the buildings remaining from Harlan & Hollingsworth possess the requisite historical associations with a significant development in Wilmington's history to meet National Register Criterion A, as concluded by the 1992 intensive survey (Dixon 1992). Dating with two exceptions largely from the early 20th century, the buildings are chiefly associated with the extensive modernization and expansion program undertaken, following acquisition of the plant by Bethlehem Steel, to enhance the plant's growth in the area of rail car construction. United by historical development and function (as part of a heavy industrial complex), the buildings collectively meet National Register Criterion C's definition of a historic district. As the last survivors of what was once among the largest industrial plants in Wilmington, all the extant buildings contribute to the district's significance. Despite alterations, abandonment, and/or general lack of maintenance, the buildings retain enough of their historic period character to convey their former associations with the Harlan & Hollingsworth enterprise, although, as noted by Seely (1975), their ability to illustrate industrial processes at the plant is extremely limited. None of the buildings, however, apart from the Office Building (already listed on the National Register) appear to possess sufficient integrity and sufficient individual historical importance to be eligible for the National Register as individual resources.

The Armour & Company building on Martin Luther King Jr. Boulevard does not meet National Register Criteria. Historical research has revealed no evidence to support an important association with patterns of development in Wilmington's commercial history, nor with important persons. Architecturally the building is an unremarkable example of late 19th and early 20th century urban construction, now bereft of any historical setting apart from the Wilmington Rail Viaduct that passes close to the building's rear.

### B. ASSESSMENT OF POTENTIAL EFFECTS

As currently proposed, the Madison Street Improvements project may have an effect on the Wilmington Rail Viaduct. In the event that West Street is widened at this location, such widening may result in removal of the existing plate girder span over the roadway and its replacement by a longer structure, which in turn would require alterations to the stone retaining walls of the viaduct that serve as bridge abutments. Removal of the existing plate girder span

and changes to the abutments would constitute alteration of portions of the viaduct that contribute to its significance.

Proposed extension of West Street to meet Madison Street will, under current plans, require removal of N-12459 (Machine Shop #1), N-12458 (Plate Punch Shop), and N-12460 (Gatehouse and Office Annex). Removal of these buildings would result in substantial alteration to the character of the Harlan & Hollingsworth complex as an historic district, since all contribute to the district's significance.

Wilmington, City of

1988

*National Register of Historic Places, City of Wilmington, Delaware.* Map issued  
by Division of Mapping and Graphics, Wilmington, Delaware.

## BIBLIOGRAPHY

- Athan, Jean and Sara Ramsey  
1978 *Harlan and Hollingsworth Office Building*. National Register of Historic Places Inventory-Nomination Form. On file at Bureau of Archaeology and Historic Preservation, Dover, Delaware.
- Baist, G. William  
1901 *Property Atlas of the City of Wilmington*. G. William Baist, Philadelphia.
- Thompson, Priscilla and Sara F. O'Byrne  
1981 *Project R.O.W. (Reclaim Our Waterfront): An Inventory of the Historical and Environmental Aspects of the Christina and Brandywine Rivers in Wilmington*. Submitted by Cityside, Inc. to City of Wilmington.
- Dixon, Stuart Paul  
1992 *The Wilmington Waterfront Analysis Area: Intensive Level Architectural Survey*. Submitted to Office of Planning, City of Wilmington, Delaware.
- Eleutherian Mills-Hagley Foundation  
1975 *Delaware: An Inventory of Historic Engineering and Industrial Sites*. Historic American Engineering Record, Washington, D.C.
- Franklin Survey Company  
1936 *Property Atlas of the City of Wilmington*. Franklin Survey Company, Philadelphia.
- Hoffman, Inez R., Dave V. Gula and Patricia Bensinger  
1989 *City of Wilmington, Cultural Resource Survey of the Waterfront Analysis Area*. Manuscript on file at Bureau of Archaeology and Historic Preservation, Dover, Delaware.
- Seely, Bruce E.  
1975 *Harlan & Hollingsworth Company*. Manuscript on file at Historic American Engineering Record Collection, Library of Congress, Washington, D.C. (HAER No. DE-8).
- 1976 *The Pennsylvania Railroad in Wilmington, Delaware: Improvements Made between 1901-1908*. Manuscript on file at Historic American Engineering Record Collection, Library of Congress, Washington, D.C. (HAER No. DE-12)