COMPLEX #13
THE HILLES & JONES MACHINE WORKS

Statement of Significance

Significant as an example of the metal processing and machine manufacturing firms that evolved into large industrial concerns throughout the nineteenth and early twentieth centuries, the Hilles & Jones Machine Works buildings, erected between 1871 and circa 1915 in Wilmington's Waterfront Analysis Area, are eligible for listing on the National Register of Historic Places under Criterion A, buildings associated with events contributing to broad patterns of history. Composed of nine different buildings spread across approximately three city blocks bounded by North Church, East Ninth, Locust, Taylor and Buttonwood Streets and the AMTRAK Northeast Corridor viaduct (see Figure 36, p. 201), the Hilles & Jones buildings document the physical expansion of a late nineteenth century and early twentieth century machine and tool manufacturer along Wilmington's industrial corridor. Although the surrounding area of Wilmington had not experienced much development prior to Hilles & Jones locating at the northwest corner of Church and Ninth Streets, the firm helps illustrate the evolution of Wilmington's waterfront areas into an industrial corridor occupied by large manufacturing firms. Originally founded in the 1850s, the Hilles & Jones buildings relate most strongly to the late nineteenth and early twentieth century, a period when the firm manufactured machine tools, focusing on railroad and engineering implements.

The Hilles & Jones Machine Works buildings lay within the boundaries of the Waterfront Analysis Area, land described by the Delaware Comprehensive Historic Preservation Plan as forming part of the Urban Geographic Zone (Zone V; see Figure 4, p. 9). Even though the Urban Zone defines land within the city's corporate limits, the Waterfront Analysis Area actually delineates a portion of the Coastal Geographic Zone (Zone IV). The Coastal Zone, composed of land bordering major and minor streams flowing into the Delaware River and Bay, once supported a wide variety of wildlife and flora. Turtles, muskrat, wood ducks, great blue herons, ospreys, turkey vultures and bald eagles as well as many types of fish found the Zone's marshes and waterways inviting habitats. Flora, including arrowarum, spatterdock, water-willow, smartweed, and red and white oak, thrived and helped provide local wildlife with shelter. Some of these species of wildlife and flora may still survive in areas of eastern and southern Wilmington that have experienced less intensive development. Coastal Zone soils range from tidal marshlands to moderately well-drained and medium-textured loam. Landfilling since the period of intensive settlement and other development activities has obscured much of the Wilmington's pre-colonial riverfronts. The Waterfront Analysis Area roughly describes land bordering the Christina and Brandywine

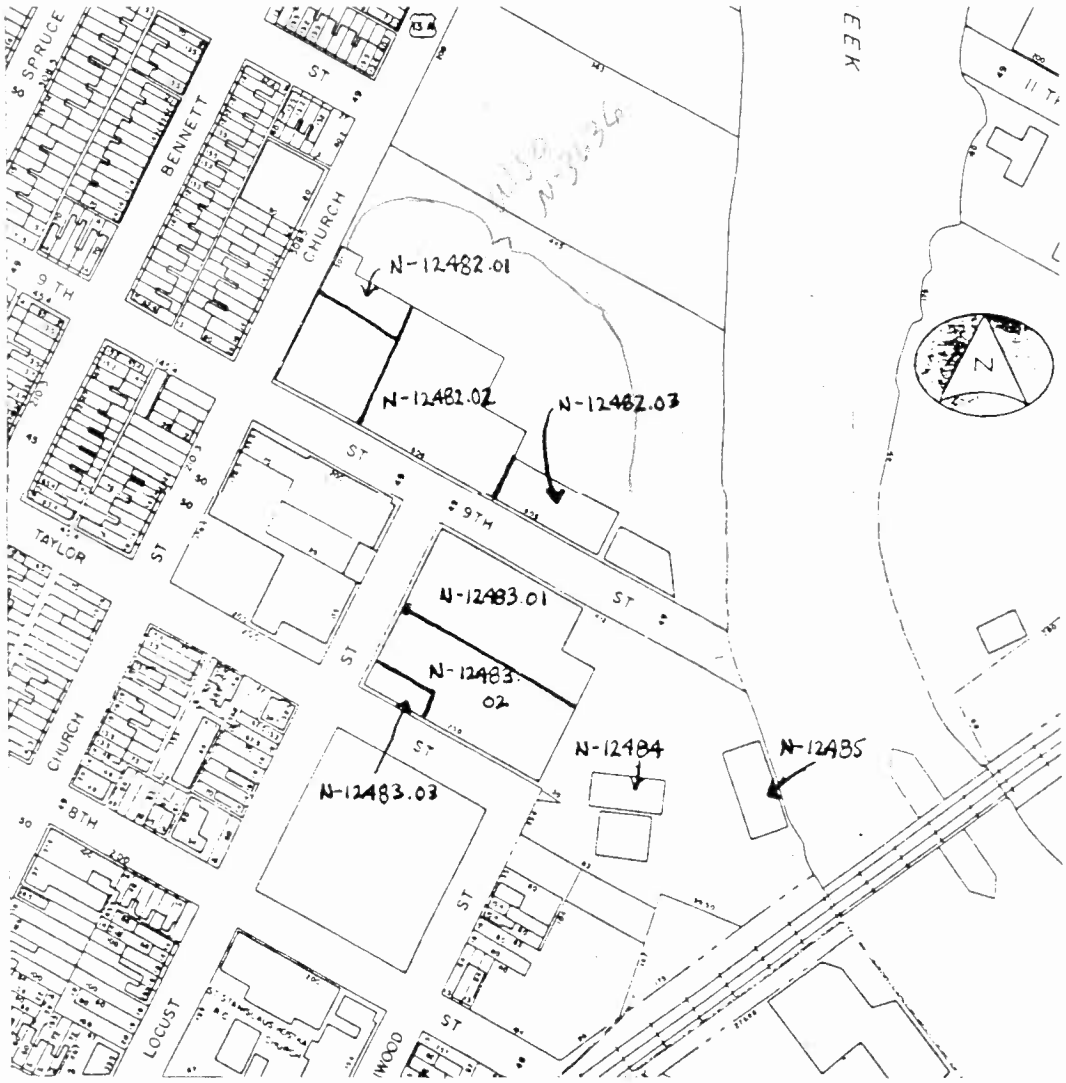

Figure 36: Site Plan of Complex #13
The Hilles & Jones Machine Works

Rivers in Wilmington and forms a discrete geographical unit defined by the City of Wilmington's Office of Planning.[116]

The Hilles & Jones buildings relate to the historic theme Manufacturing (6E) during the period of Urbanization and Early Suburbanization (1880-1940 +/-) according to the Delaware Comprehensive Historic Preservation Plan. Usually housed in plants, factories or mills, manufacturing delineates establishments involved in the mechanical or chemical transformation of organic or inorganic materials into new products using power driven machinery and/or handling equipment.[117] The first few decades of the period of Urbanization and Early Suburbanization were characterized by sustained industrial expansion and growth. A wide array of manufacturing firms located throughout the city although the waterfront areas contained mostly iron and steel processing firms, iron shipbuilding, and railcar and other rail-related manufactures. This land use pattern began in the Waterfront Analysis Area during the previous era of Industrialization and Early Urbanization (1830-1880 +/-).

The completion of the Philadelphia, Wilmington and Baltimore Railroad (PW&B) to Philadelphia in 1838 spurred the growth of machine shops, shipbuilding firms (both wooden and iron), railcar manufactories, and other rail-related industries along the north shore of the Christina River. The PW&B furnished access to distant raw materials and markets and created an industrialized corridor along the tracks, especially between the north shore of the Christina River and the railroad. The introduction of the railroad had tremendous impact on the development of Wilmington's industries, providing a market for local manufactures and employing many of the city's residents as well. The Harlan & Hollingsworth Co. (see Complex #8) sold their first railcar to the PW&B's predecessor in 1836 and eventually rose to become one of Wilmington's largest employers and manufacturers of railcars and iron ships. The Lobdell Car Wheel, Tire and Machine Co. (see Complex #11) began casting car wheels along the riverfront in 1831. Further examples of industries spurred by the introduction of the railroad include the J. Morton Poole & Co. Machine Works (see Complex #8), the Jackson & Sharp Delaware Car Shops, the Diamond State Iron Co. rolling mill, and the Edwin Horner car spring factory. Later owners of the PW&B right-of-way, the Pennsylvania Railroad (PRR), directly impacted Wilmington's physical shape with the construction of the current railroad viaduct that forms most of the Waterfront Area's western boundary. By 1880, establishments involved in the manufacture of wooden and iron ships led city manufacturers in total number of employees with railcar manufacture and foundry and machine-makers third and fourth.

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[116] Ames, et al., pp. 31-36.

[117] Ibid., pp. 26, 36-37.

During the first few decades of the period of Urbanization and Early Suburbanization (1880-1940 +/-), industrial growth and expansion trends along Wilmington's riverfronts continued. However beginning at about 1900 heavy industries along the waterfront areas experienced slow growth or periods of decline resulting from a number of changing economic factors. Shifting market demands and the international depression of the 1930s, combined with the rise of corporate capitalism, characterized by nation-wide conglomerates capable of supplying access to vast amounts of capital and material resources, generated impediments to continued growth and expansion for many Wilmington firms.

In response some firms were forced into bankruptcy, close less profitable portions of their business, or realign product lines to meet shifting markets. The Diamond State Iron Co. closed its doors in 1904. Faced with stiff competition from larger shipbuilding firms along the Delaware River, Harlan & Hollingsworth upgraded shipbuilding while shifting railcar production to the manufacture of all-steel cars. Pusey & Jones, one of the city's largest manufacturers of iron ships, began to emphasize the production of paper, rubber, and flour mill machinery, a decision that allowed the firm to survive past the Second World War.

In other cases, the firms were acquired by other larger national corporations thereby lessening the impact of the shifting economic climate. Jackson & Sharp became part of the American Car & Foundry Co. located in St. Louis in 1901. In 1912 the Eastern Malleable Iron Co., a metal castings manufacturer with factories throughout the northern United States acquired the Wilmington Malleable Iron Co. (see Complex #6). The Hilles & Jones Machine Works buildings reflect these trends of physical expansion and entrenchment illustrating the growth of industry along the Waterfront Analysis Area during the period of Urbanization and Early Suburbanization (1880-1940 +/-).

The Hilles & Jones Machine Works dates its founding to 1850 when the firm Crossley & Allen operated a small machine shop on the northeast corner of Ninth and Church streets. Allen had left the firm by 1854 when John S. Crossley erected a larger two-story brick machine shop at the location in order to manufacture machinists tools (see Figure 37, p. 204). Robert H. Barr had joined Crossley prior to 1860 when the Census of Manufactures described Crossley & Barr as employers of 22 manufacturing $22,142 worth of tools. The firm reportedly also constructed an occasional ship during the early years of their existence but soon began specializing in steam engines, boilers and tools.[118]

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[118] Board of Trade, p. 70; Conrad, p. 382; Hexamer General Surveys, No. 986 (January 1875). Microfilm on file at EMHL; U. S. Census, Manufacturing Schedules, 1860. Microfilm on file at EMHL.

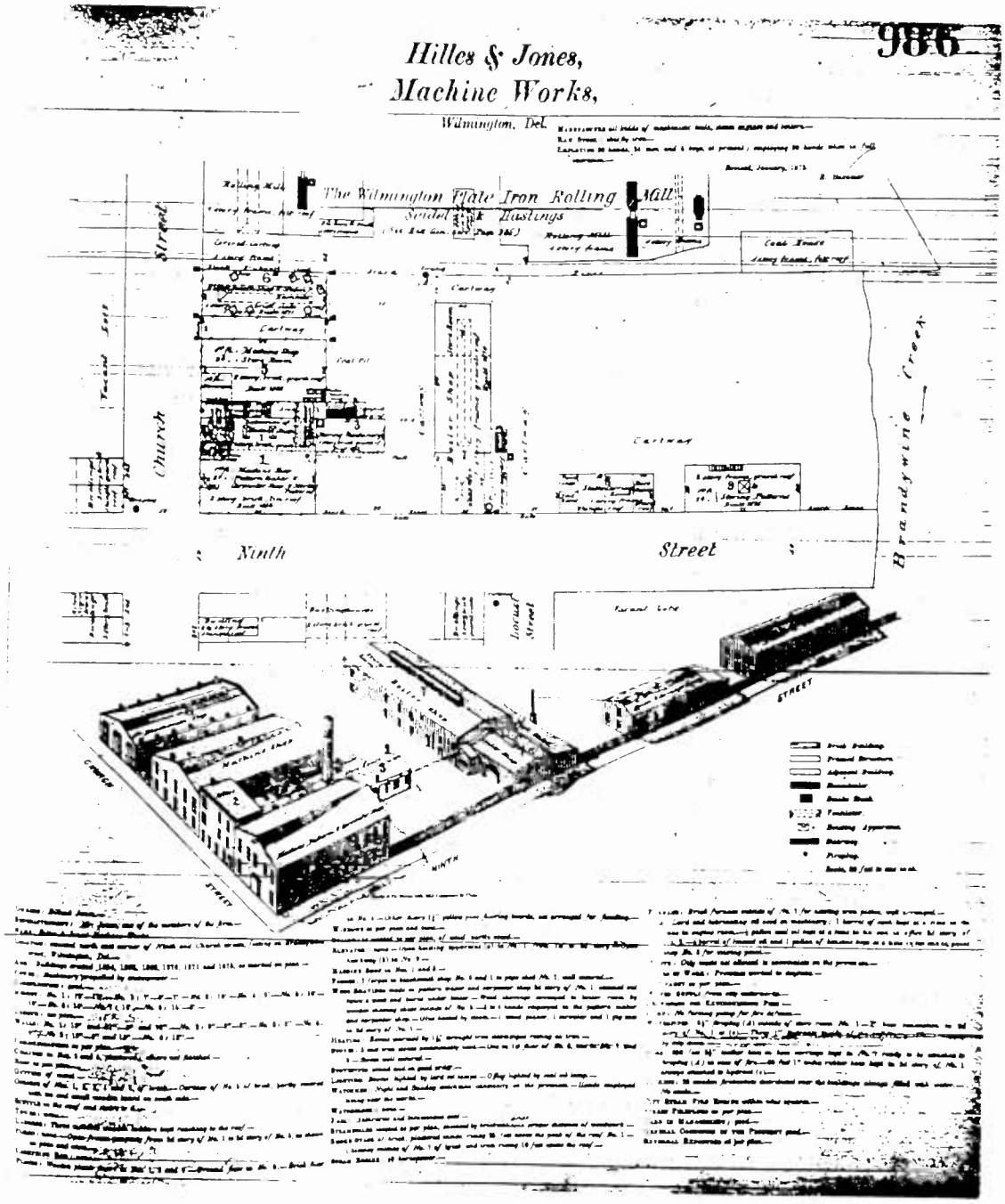

Figure 37: Detail of Hilles & Jones
from Hexamer General Survey #986
(Reprinted courtesy of the Eleutherian Mills Historical Library)

Crossley left the firm sometime before 1868. An atlas of Wilmington described Robert H. Barr & Co. as manufacturing machinists at Ninth and Church streets. Five buildings stood at the Barr & Co. site along Church Street at that time. By 1870, a 25-horsepower steam engine powered eleven lathes, three planers, two drills, one boring mill, one slotter, one gear cutter, one milling machine, one punch, one shear, one shaper, one wood planer and one bolt cutter. Twenty-six employees manufactured 23 machinists tools, one steam engine, five steam boilers and assorted shafting, pulleys and jobbing and repairs worth $36,872 during the daylight hours. Within the next year Barr sold the Machine Works to William S. Hilles and Henry C. Jones.[119]

Hilles and Jones soon added other buildings to the complex including a new one-story, brick blacksmith and machine shop on the north end of their property along Church Street. This building, constructed in 1871, still stands although extensively remodeled on both its exterior and interior, and currently sheathed with white stucco (N-12482.01; building #6 on Figure 37). A steam hammer pounded iron preheated in the machine shop's seven forges. A two-story frame pattern storage shed was built along Ninth Street in 1875. A stable and carriage house also stood along Ninth Street at this time. Hilles & Jones may have erected a new two story boiler shop in 1875 as well.[120]

Twenty-four men and six boys were employed at the Machine Works in 1875 although the firm could employ 90 persons when operating at full capacity. The national depression of the mid-1870s probably accounts for the firm's low employment figures. Spectators at the 1876 Centennial Exposition in Philadelphia observed the operation of radial drills and slotting machines manufactured by Hilles & Jones although steam boilers remained the firms specialty. The 1880 Census of Manufactures describes 90 men working at the Hilles & Jones plant producing $82,000 worth of engines, boilers and machine tools. Another pattern shop, erected in 1888 along with additions to the boiler shop and pipe shed, brought the complex's total number of buildings to nine (see Figure 38, p. 206).[121]

After Hilles died in 1876 Henry Jones took over active management of the business although an 1880 history described Hilles' wife Sarah as a member of the firm. In 1885 Hilles' son, T. Allen

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[119] Beers (1868); U. S. Census, Manufacturing Schedules, 1870. Microfilm on file at EMHL.

[120] Hexamer General Surveys, Nos. 986 (January 1875). Microfilm on file at EMHL.

[121] Industries of Delaware, p. 88; U. S. Census, Manufacturing Schedules, 1880. Microfilm on file at EMHL; Hexamer General Surveys, No. 2226 (January 1889). Microfilm on file at EMHL.

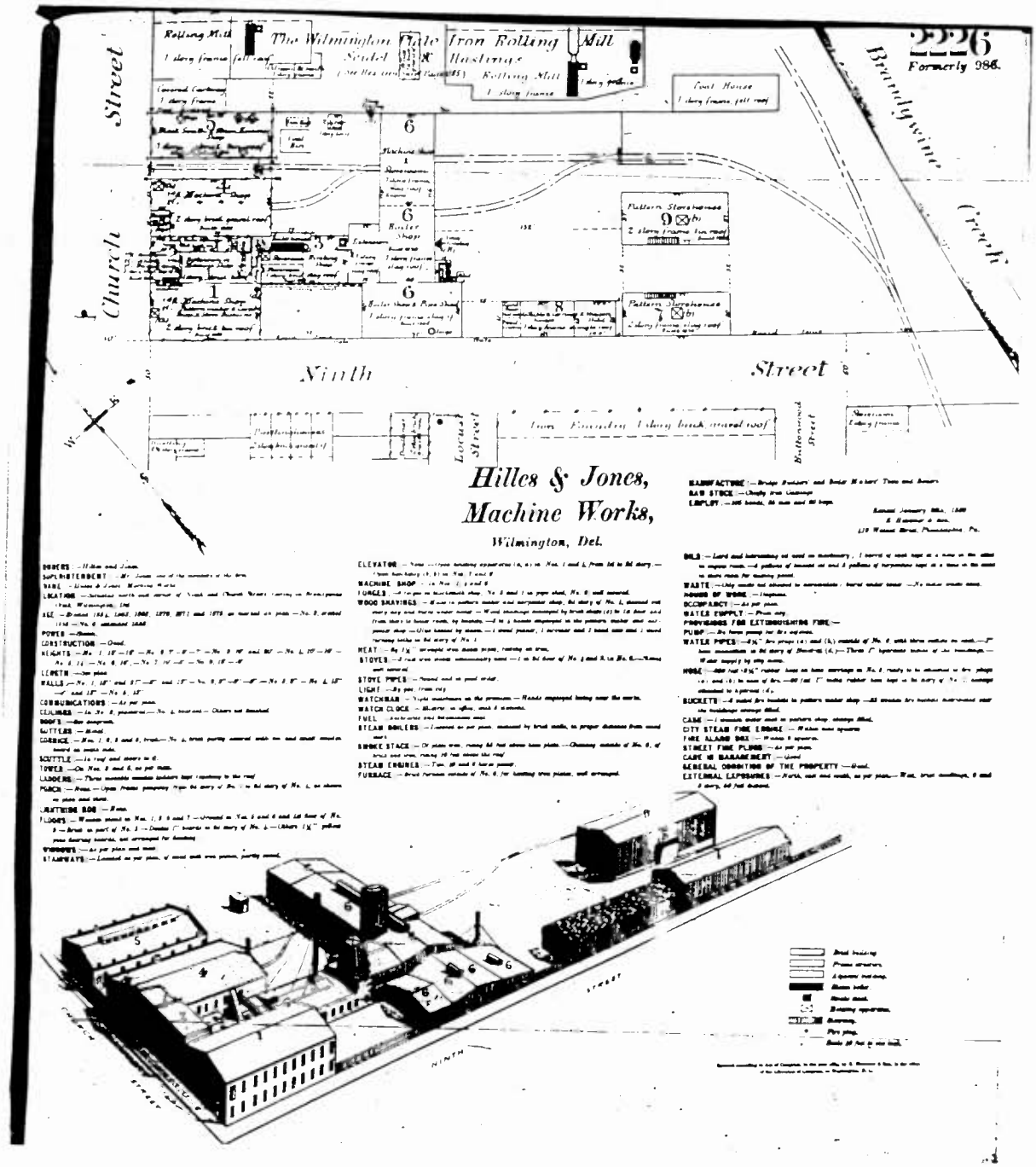

Figure 38: Detail of Hilles & Jones
from Hexamer General Survey #2226
(Reprinted courtesy of the Eleutherian Mills Historical Library)

Hilles, became a partner and the firm incorporated as the Hilles & Jones Co. in 1889. After 1885 the firm re-aligned their product line to shifting markets and began production of a specialized line of tools geared for locomotive manufacturers, railroad shops, boilermakers and bridge builders. This shift required the construction of larger facilities to house more substantial machines and handling equipment capable of manufacturing bulkier machine tools.[122]

An 1897 insurance map reveals that the western portion of the two large erecting shops that currently face Ninth Street had been constructed by that date (N-12482.02). Nine buildings were counted at the Hilles & Jones complex in an 1898 industrial history of Wilmington: the new 70 feet by 155 feet erecting shop just described; the blacksmith and machine shop erected in 1871; three machine shops facing Church Street; two pattern storage houses; and the two boiler shops. The Hilles & Jones factory possessed a machine capable of planing iron plates 11-1/2 inches wide by 30 feet long. Weighing 75 tons, this was one of the largest sheet planers in the United States at that time. Hilles & Jones owned another iron planer weighing only 36 tons. Three electric-powered overhead traveling cranes assisted the 175 workers moving tools through the manufacturing process. All kinds of heavy machine tools were built including plate planers, vertical milling machines, drill presses, straighteners, punches, shears and rolls. By 1901 the Hilles & Jones had erected the eastern half of the two erecting shops facing Ninth Street (N-12482.02).[123]

When the Wilmington Malleable Iron Company, located south of the Hilles & Jones Machine Works at Ninth and North Locust streets, moved to south Wilmington in 1904 Hilles & Jones acquired the former Malleable property (see Complex #6). A 1914 insurance map of Wilmington documents the rapidly changing face of Hilles & Jones' physical plant. A boiler house had been added to the northeast corner of the second large erecting shop while a cistern had been excavated south of the new boiler house. Another brick erecting shop, three storys tall, extends eastward along Ninth Street forming an ell with the earlier erecting shops (N-12482.03). A new three-story, monitored roof foundry stands on the northern half of the former Malleable property (N-12483.01). A one-story brick building attached to the northeast corner of the new foundry serves as a "care room." Two cupola furnaces and a coke oven sit inside the foundry. The former Wilmington Malleable office standing in the southern half of the property still stands as well (N-12483.03).

New construction east of the former Malleable property includes

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[122] Conrad, p. 383; Industries of Delaware, p. 88.

[123] Sanborn (1897); Board of Trade, p. 70; Baist (1901).

concrete trestles carrying train rails into the east end of the new foundry building and into the new erecting shop, a one-story brick engine house erected in 1905 (N-12484) and a three-story brick storage building overlooking the Brandywine River (N-12485). The foundry building currently occupied by RC Fabricators standing in the southern half of the former Malleable property was constructed shortly after 1914 (N-12483.02). Hilles & Jones constructed a two-story brick with concrete roof paint shop joining the northeast corner of the erecting shops's ell in 1915.[124]

In 1922, the Hilles & Jones Co. Machine Works were sold to the Consolidated Machine Tool Corporation of America located in Rochester, New York. Consolidated continued to operate the former Hilles & Jones plant, surviving bankruptcy and re-organization as the Consolidated Machine Tool Corporation in 1935, until 1939 when the former Hilles & Jones properties were sold in separate blocks. Today the buildings serve primarily as storage facilities although RC Fabricators, located in the southern foundry portion of the old Malleable property, operates a metal fabricating shop. Ironically, many of the items stored in the other buildings include large machinery and engines.[125]

Related to the historic theme Manufacturing during the period of Urbanization and Early Suburbanization (1880-1940 +/-) the Hilles & Jones Machine Works buildings document the evolution of Wilmington's Waterfront Analysis Area as an industrial corridor during the nineteenth century. The completion of the Philadelphia, Wilmington and Baltimore Railroad through Wilmington in 1838 spurred a wide spectrum of industries to settle along the growing industrial corridor defined by land adjacent to the railroad. These areas afforded access to distant markets and raw materials and soon attracted machine manufacturers, iron and steel processors, iron shipbuilders, and railcar and railroad-related manufacturers. These firms eventually acquired neighboring properties and evolved into large manufacturing concerns dominating the Waterfront Area by the late nineteenth century. Changing economic demands at the turn of the century forced some of these firms into bankruptcy, while others developed new product lines. Founded in the 1850s as a small machine shop near the railroad's intersection with the south shore of the Brandywine, Hilles & Jones constructed steam engines, boilers and a wide array of machine tools. During the mid-1880s Hilles & Jones began to focus production on locomotive manufacturers tools and bridge builders and boilermakers tools eventually expanding its complex to its present proportions. Significant as an example of these overall trends describing the historical development of the Wilmington Waterfront Analysis Area the Hilles & Jones Machine Works buildings

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[124] Sanborn-Perris (1914); Sanborn (1927).

[125] NCC Deed Books: D-13-300, M-39-478, R-41-23. NCCRD.

are eligible for inclusion on the National Register of Historic Places under Criterion A, buildings associated with events contributing to broad patterns of history.

Architectural Description

The Hilles & Jones Machine Works Complex (#13) sprawls over two city blocks between the Brandywine River on the east, Taylor and East Ninth streets on the south, North Locust and North Church streets on the west and a parking lot on the north (see site plan; Figure 36, p. 201). The AMTRAK Northeast Corridor Viaduct crosses the Brandywine a short distance to the southeast of the complex. A primarily residential neighborhood surrounds the complex to the west and south.

A parking lot forms the northern perimeter of the O'Brien Machinery Company complex (N-12482.01-.03) located at the northeast corner of East Ninth and North Church Streets. Two large brick buildings (N-12482.02), five bays wide and perpendicular to East Ninth Street, form half of the O'Brien complex's southern elevation while another large brick building (N-12482.03) parallel to Ninth Street forms an ell. Two smaller buildings composing a northwest ell (N-12482.01) serve as office space. Two additional auxiliary buildings are attached to the northeast of the complex.

The western-most of the two large brick buildings perpendicular to East Ninth Street (N-12482.02) possesses a gable roof with corbeled cornice and partial returns (see Plate 42, p. 211). A large triple-rowlock semi-circular arch lintel caps a former window opening currently filled with brick in the gables's peak. The first and second story feature paired double-rowlock semi-circular arches outlining pairs of windows crowned by double-rowlock segmental-arched lintels. First story windows exhibit concrete block infill while the second story level windows contain corrugated fiberglass sheathing. Both storys incorporate molded brick sills. The central bay boasts a large diagonal board and batten door covering a loading bay topped by a semi-circular lintel similar to the gable peak. The pediment of the loading bay's arch contains corrugated fiberglass. A flat wood lintel below the pediment caps the loading doors. A granite sill rests underneath the doors. When the Wilmington Waterfront Intensive Level Architectural Survey began four skylights covered with fiberglass and wooden planks penetrated both sides of the ridge. Since the original fieldwork occurred the skylights have been removed and the roof sheathed with tar paper.

A shallowly-sloped, gable-roofed monitor crowns the eastern portion of the two buildings perpendicular to East Ninth Street (N-12482.02; see Plate 43, p. 212). The building's southern elevation displays finish similar to the western portion. The gable peak's semi-circular arch contains fiberglass sheathing instead of brick. Windows previously punched through a board and batten loading dock door hold fiberglass sheets. Corrugated tin covers the loading dock's base. The eastern two bays exhibit remodeling: an I-beam lintel separates a board and batten loading bay entrance on the

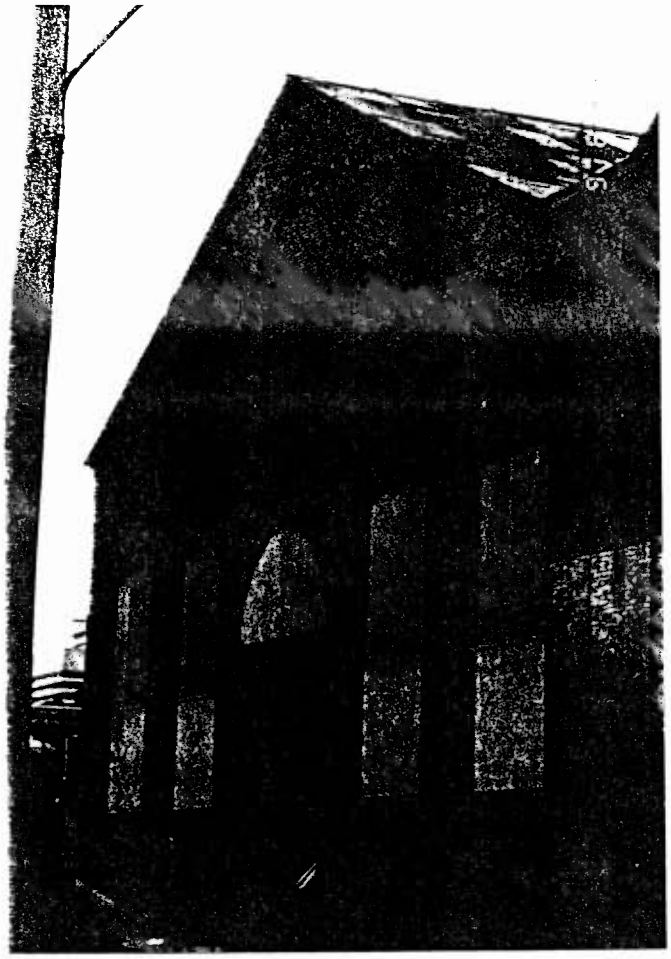

Plate 42: South elevation of the west half of the Hilles & Jones erecting shop (N-12482.02) looking south (Photograph by D. Gula)

Plate 43: South elevation of the east half of the Hilles & Jones erecting shop (N-12482.02) looking south (Photograph by D. Gula)

first story level from two 20-light industrial sash windows with eight-light hoppers on the second story level. Brick piers visible on the exterior actually enclose chimney exhaust flues rising along the interior wall. Corrugated fiberglass covers the monitor's windows while corrugated tin sheathes the monitor's former clerestory walls. Asphalt shingles cover the gable roof.

The ground floor level of the western portion lays approximately four feet higher than the eastern portion's ground floor. A brick party wall that once separated the two portions no longer exists although remnants remain along the north interior wall. A frame-plank office occupies the western building's southern wall. Another frame and plank office sits above a chain link fence enclosing a second-story equipment room along the west wall. Iron posts and beams stand where overhead cranes once traveled. Three corbeled semi-circular arches and brick piers ornament the north interior wall. A horizontal roll door penetrates the north elevation. Only a few courses remain of the interior brick wall that once separated the two two-story portions. Five wooden treads lead down to the floor level of the eastern two-story building.

A three-ton crane manufactured by the Pawling & Harnischfeger Co. of Milwaukee, Wisconsin, spans the eastern portion's interior bay. Wood surrounds and muttins are visible in the semicircular south gable end pediment. A diagonal board-and-batten door exits the eastern wall leading to a paint shop. Four semi-circular arches with piers similar to the western portion ornament the north interior wall. A double rowlock segmental-arched opening in the northern section of the party wall, currently sheathed with planks, once allowed access between the two factories. Rails enter the eastern building a horizontal rolling door in the northeast corner of the eastern elevation.

A small one-story brick shed with a slender chimney penetrating its roof forms an ell off the northeast corner of the eastern factory. This building formerly served as a boiler house. Workers have identified the circular brick foundation of a former cistern directly east of the rolling door entrance.

White stucco along the west elevation of the combined buildings (N-12482.02) shields most evidence of earlier buildings associated with the Hilles & Jones complex. An iron lintel with concrete block infill below indicates the location of a former two-story entrance to an earlier building. A stuccoed one-story wall extends westward where associated buildings, razed in the mid-1980s, once stood.

A three-story, monitored-roof building (N-12482.03; see Plate 44, p. 214) forms an ell extending southeast from the two two-story buildings. Brick piers rise from the concrete foundation defining ten bays along the southern elevation. Nine first and second story bays contain windows with double-rowlock segmental-arch lintels and

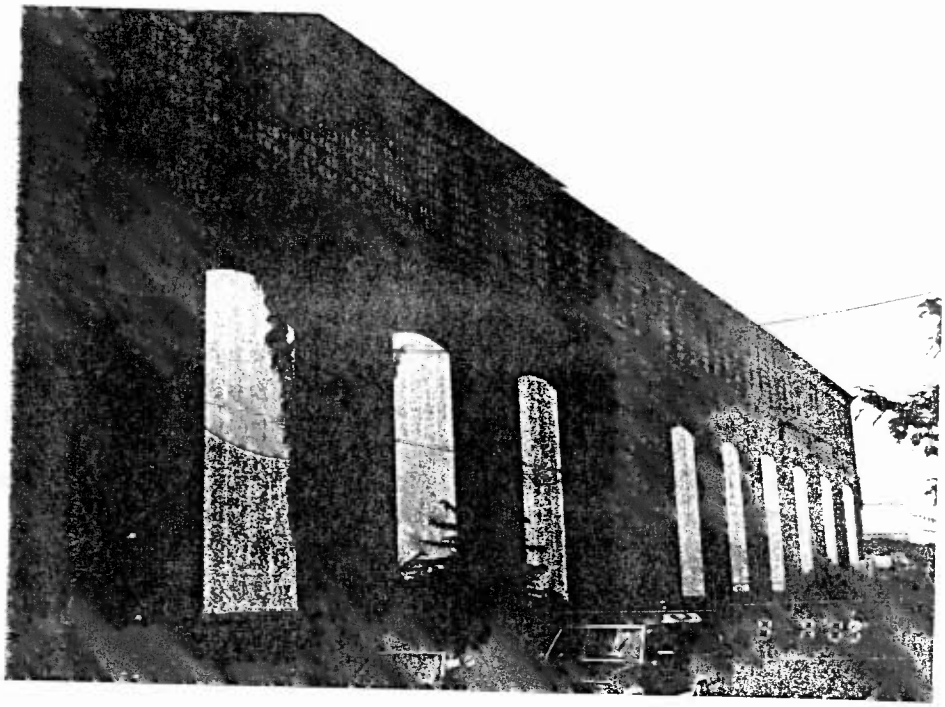

Plate 44: South elevation of the Hilles & Jones erecting shop (N-12482.03) looking east (Photograph by D. Gula)

concrete sills. Forty 40-light industrial windows form a continuous third story level clerestory. A concrete lintel caps the clerestory and supports the monitor sheathed with corrugated tin. A large metal, horizontal-roll door in the south elevation's fourth bay from the west once enclosed narrow gauge rails joining this building to another building (N-12483.01) directly to the south.

A double rowlock segmental arch lintel spans a wooden door with original iron hinge pintles situated in the eastern-most bay of the building's north elevation. A ten-ton crane travels the whole length of the building's interior bay. Industrial sash with hoppers once occupied the monitor's clerestory. A modern motorized horizontal roll door in the fourth bay from the west on the north elevation mirrors the opening on the southern elevation. The first three western bays of the north elevation possess a two-story brick with concrete roof paint shop addition.

The northwest office ell (N-12482.01) contains two small stuccoed-white brick buildings fronting North Church Street: a shallowly-sloped, parapet gable-roofed, one-story office joins a two-story parapeted gable building to the north (see Plate 45, p. 216). Tar covers both building's roofs. A small chimney penetrates the western portion of the north building. An elongated, horizontal sign-inset juts into the south building's west gable peak. A small wooden-shingled pent roof overhangs a wooden entry door with sidelights in the north building's east gable. A shed roof addition east of the north building possesses a small one light window, exposed rafters and wood shingles.

The southern one-story office building has received extensive contemporary remodeling. Five first-story bays along the south wall do not possess original windows or doors. Four large wooden 15-light windows flank a raised panel aluminum door with sidelights and a glazed semi-circular arch. The exposed wood truss roof framing displays some reused timbers. Three skylights previously illuminated the southern building's interior. A relatively new roof completely hides the fiberglass and metal corrugate that currently covers the skylights, now only visible from the attic. The northern two-story office contains raised panel wood doors and wood baseboards and surrounds. The north building's upper story has similar exposed wood trusses.

O'Brien also owns another large three-story monitored factory on the southeast corner of East Ninth and North Locust Street (N-12483.01; see Plate 46, p. 217). Facing North Locust Street, the building contains concrete apron walls formed by large, coursed blocks. The apron wall rises and surrounds a horizontal rolling door that penetrates the north elevation's third bay from the west. Rails once connected this entrance to the three-story building directly to the north (N-12482.03). Eleven short concrete piers define ten bays along the north elevation. Identical piers

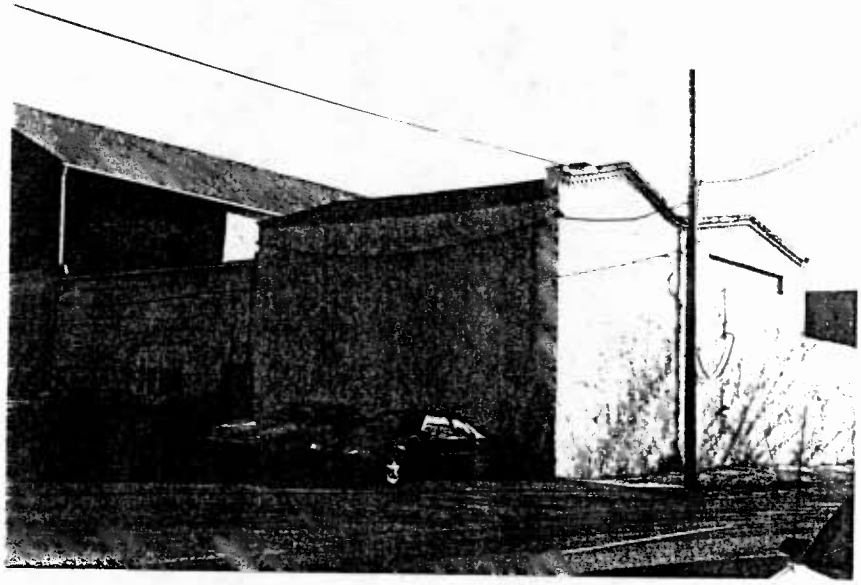

Plate 45: West and north elevations of the Hilles & Jones blacksmith shop (N-12482.01) looking south (Photograph by Stuart Dixon)

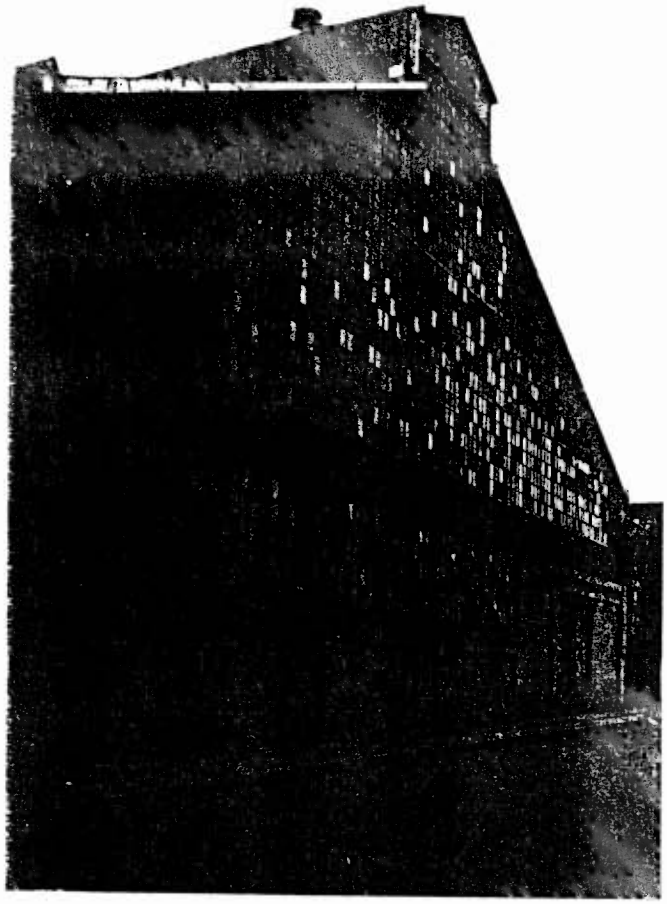

Plate 46: West elevation of the Hilles & Jones foundry (N-12483.01) looking east (Photograph by D. Gula)

describe seven bays on the west elevation. A similar apron wall surrounds a former doorway in the southern three bays of the west elevation. The second story and most of the third story level windows display metal corrugate sheathing. A third story clerestory exhibits five rows of four-light industrial sash. Some of the west elevation bays contain concrete block. Two rows containing six strings of 12-lights penetrate the west monitor gable end. Tin sheaths the monitor and gable roof. The eastern elevation exhibits a broken gable forming an ell dividing the interior space into two longitudinal work bays. The south elevation is formed by a modern concrete block party wall extending the length of the factory separating the O'Brien half from the RC Fabricators portion.

Four concrete trestles in the east yard carried railway cars through an opening covered by a diagonal board and batten door in the second story of the east elevation. Rails traverse throughout the factory first story. A large horizontal roll door in the north bay of the east elevation allowed rail access as well. A ten-ton crane spans the west half of the south bay. A two-ton Pawling & Harnischfeger Co. crane travels over the north bay. A four-ton crane crosses the first story. Two metal furnaces lined with brick protrude through the monitor roof. "J. W. Paxson Co. Phila." manufactured the two furnaces, "No. 12" and "No. 8."

RC Fabricators (N-12483.02 & N-12483.03) encompasses two buildings situated at the northeast corner of North Locust and Taylor Streets. The north building (N-12483.02) shares a concrete block party wall with the O'Brien Machinery owned three-story monitored building to the north. This building forms an overall ell-plan wrapping around RC Fabricators offices (N-12483.03) to the south.

The northern RC Fabricators building (N-12483.02; see Plate 47, p. 219) stands two storys tall with a parapeted monitor gable facing North Locust. Five-to-one common bond brick with contrasting headers composes the west main elevation. Three piers capped by concrete delimit three bays along the building's west elevation. The O'Brien building to the north forms an illusory fourth pier on the north. Two bays contain two pairs of 25-light industrial sash with six light hoppers and concrete sills. The two southern bays contain glass block in addition to one pair of 25-light sash with six-light hoppers. Corrugated tin sheaths the roof monitor.

Nine piers divide the monitored building's south elevation into eight bays (see Plate 48, p. 220). Each bay contains 36-light industrial sash with two eight-light hoppers. The second bay from the east consists of a horizontal roll door in the lower portion with industrial sash above. Stucco covers the lower portion of the third bay from the west.

The east elevation of the monitor-roofed building possesses four bays, three of which contain industrial sash with the same hopper

Plate 47: West elevation of the Hilles & Jones foundry (N-12483.02) looking east (Photograph by D. Gula)

Plate 48: South elevation of the Hilles & Jones foundry (N-12483.02) looking north (Photograph by D. Gula)

arrangement. The fourth bay exhibits a large sliding door. Two five-ton cranes and one newly installed two-ton crane span the interior of the RC Fabricators shop. A five-ton crane runs perpendicular to the gable in an exterior yard east of the east elevation.

A two-and-one-half story with basement, mansard-roofed office building stands at the northeast corner of Locust and Taylor streets (N-12483.03; see Plate 49, p. 222). Slate covers the mansard and its' two shed-roof dormers possessing one-over-one aluminum sash along the west elevation. Two one-over-one aluminum sash penetrate the west elevation's second story. The first story of the stuccoed-white building exhibits a glass panel door with sidelights centered under an "RCFabricators" sign. The south elevation possesses six dormers comparable to the west elevation overlooking Taylor Street. The remnant of a chimney pile exits the roof between the first and second dormer from the west. Six one-over-one aluminum sash of varying size and one eight-light industrial window punctures the second story. The south elevation's first story displays five aluminum cased windows and one steel door crowned by a segmental arch lintel on the east end. Two two-light windows with segmental arch lintels and stone sills illuminate the basement.

A warehouse belonging to the Poly-Del Company (N-12484) stands immediately east of RC Fabricators (see Plate 50, p. 223). The two-story brick building exhibits a shallowly-sloped, concrete gable roof clad with asphalt shingles. Piers describe four bays along the north and south elevations and two bays on the west and east elevation. A corbeled cornice caps the seven-to-one and nine-to-one common bond exterior wall massing. Rowlock segmental arch lintels crown window openings, some exhibiting remodeling. Two openings on the eastern half of the north elevation display wood pediments and sills and eight light wireglass windows. The western windows contain two one-over-one aluminum sash. A large sliding wood door on the first story covers a loading bay possessing an interior traveling crane.

The east corbeled gable-end elevation contains two large, two-story rowlock semi-circular arch openings. The north arch contains a wood planking pediment and an iron lintel capping a brick-filled first story level. The south arched opening possesses a shed-roofed one-story brick addition veiling its first story level. The second story level contains tin sheathing. A one-story, aluminum clad building directly south of the Poly-Del warehouse obscures the south elevation's finish although four bays defined by piers are visible. The aluminum-clad building does not relate to the former Hilles & Jones complex. The western elevation features remodeled windows bays.

The Clark Roofing building (N-12485; see Plate 51, p. 224) stands on the south bank of the Brandywine River east of the Poly-Del

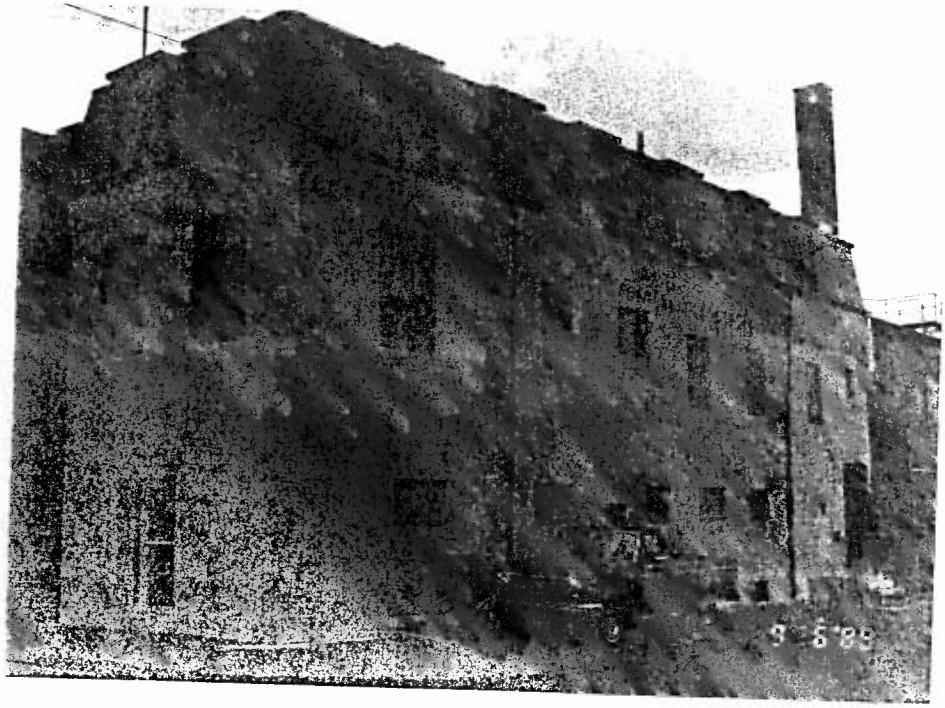

Plate 49: West and south elevations of the Hilles & Jones office (N-12483.03) looking east (Photograph by D. Gula)

Plate 50: East and north elevations of the Hilles & Jones engine house (N-12484) looking southwest (Photograph by Stuart Dixon)

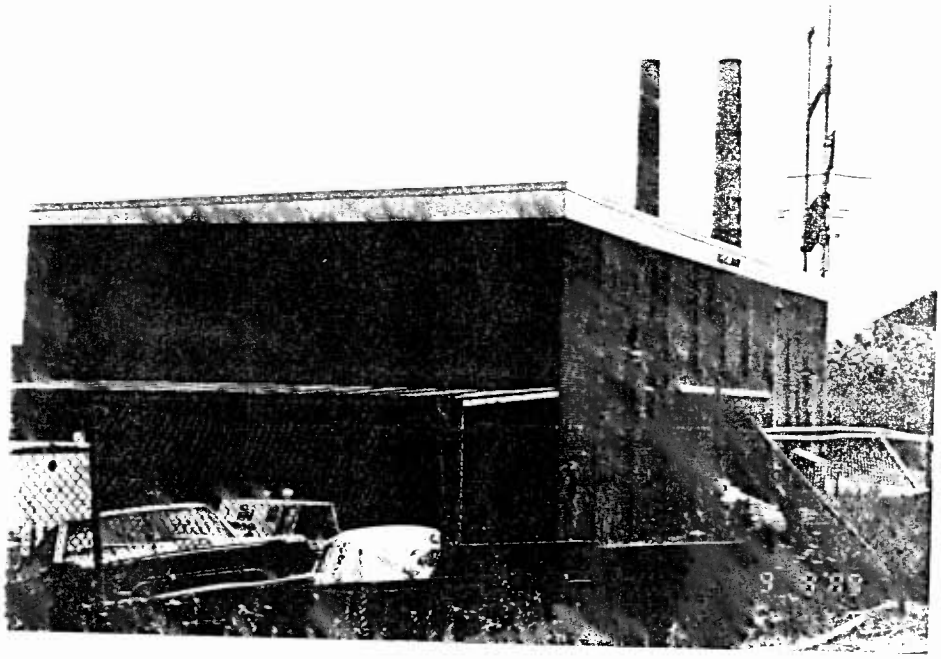

Plate 51: West and north elevations of the Hilles & Jones storage building (N-12485) looking east (Photograph by D. Gula)

warehouse. A small rectangular two-story building composed of stretcher bond brick, a large horizontal roll door penetrates its southwestern elevation. Double rowlock segmental arch lintels crown four second-story windows containing nine lights with six-light hoppers. Two similarly treated windows pierce the first story. Aluminum cladding sheaths the flat roof.