

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Pittsburgh Terminal Warehouse and Transfer Company

other names/site number Pittsburgh Terminal Warehouses, Inc.

## 2. Location

street & number 333-400 East Carson Street

N/A
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 not for publication

city or town Pittsburgh City

N/A
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 vicinity

state Pennsylvania code PA county Allegheny code 003 zip code 15219

## 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

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

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:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**5. Classification**

**Ownership of Property**  
 (Check as many boxes as apply.)

**Category of Property**  
 (Check only **one** box.)

**Number of Resources within Property**  
 (Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
3	0	buildings
0	0	sites
1	0	structures
0	0	objects
4	0	<b>Total</b>

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

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

N/A

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Commerce/Trade: Warehouse

Commerce/Trade: Business

Commerce/Trade: Specialty Store

Industry/Processing/Extraction: Energy Facility

**Current Functions**

(Enter categories from instructions.)

Commerce/Trade: Warehouse

Commerce/Trade: Business

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

Late Victorian: Renaissance

**Materials**

(Enter categories from instructions.)

foundation: Concrete

walls: Brick

roof: Synthetics: Rubber

other:

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

The Pittsburgh Terminal Warehouse and Transfer Company complex comprises three brick buildings—the East Carson Street building, the warehouse building, and the power house—and one multi-component structure—Terminal Way—in an industrial area on the South Side of the City of Pittsburgh (Photographs 1- 3). The site of the complex slopes down from East Carson Street at its southern boundary to the Monongahela River at its northern boundary; South Third Street borders the complex to the west and South Fourth Street borders it to the east. The four-story East Carson Street building, which currently houses offices, a lunch counter, and a parking garage, is partially built into the hillside at the southern edge of the complex so that only its top two floors are visible on the East Carson Street elevation. From the street, it appears to be two buildings, but it is actually one building with a U-shaped vertical section. The upper floors of the East Carson Street building, as well as the upper floors of the similarly organized warehouse building directly north of it, are separated into west and east sections by the private road called Terminal Way. Terminal Way begins at the perpendicular intersection with East Carson Street, extends north over the lower two floors of the East Carson Street building, spans McKean Street with a deck girder bridge, extends over the lower three floors (basement and floors one and two) of the warehouse building, spans the railroad tracks on a second deck girder bridge, and terminates at the power house near the Monongahela River. The warehouse building is a six-story plus basement, steel-frame, brick building with a U-shaped vertical section that currently houses warehouse space and offices. The third building of the complex is the two-story buff brick power house building at the north end of Terminal Way at the edge of the Monongahela River; it currently houses warehouse space and offices. Both the warehouse building and the power house are built on the floodplain of the Monongahela River. The Renaissance Revival style buildings and Terminal Way, which were designed by architect Charles Bickel, were completed in 1906 as an intermodal warehouse complex offering uniquely-configured, rentable, seven-level warehouse spaces as well as office space, a bank, a restaurant, a telegraph office, and a power generating facility. The complex, which retains its exterior integrity as well as the integrity of several important interior spaces, currently houses offices, occupied and vacant warehouse space, and a small lunch counter. The three buildings and the multi-component structure all contribute to the resource.

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### Narrative Description

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The area surrounding the Pittsburgh Terminal Warehouse and Transfer Company was once a bustling industrial center, and it still retains active neighboring industrial interests like the Keystone Sand & Gravel plant to the west, the former Pittsburgh & Lake Erie (P&LE) Railroad right-of-way (now CSX Transportation) that runs through the northern part of the complex, and the wharves along the south bank of the Monongahela River. The former Republic Steel buildings now house the M. Berger Industrial Park to the northeast of the complex. At the southern end, there are a number of empty lots including the parking lot to the east and the empty lots adjacent to the east and west sides of the East Carson Street building.

### *East Carson Street Building*

The East Carson Street building is a four-story steel frame structure with red brick walls and a rectangular plan that is built into the bank of a sloping site so that only the top two stories are visible on the main (south) façade (Figures 1 and 2). The two lower stories, which are visible at the rear along McKean Street, originally housed stables and hay lofts but were converted to a parking garage in the mid-1990s (Lackner, personal communication 2012). The presence of the private access road Terminal Way makes the upper two stories of the structure appear as two buildings: a five-bay office building to the west and a narrow one-bay building to the east, which houses a lunch counter and the facility's security office. The East Carson Street building is the most decoratively detailed building in the complex. It is designed in a Renaissance Revival style with richly textural classical details executed in wood and in the same pale red brick of the building.

The front (south) facade features five distinct bays to the west of Terminal Way and a single bay to the east of the road (Photographs 4 and 5). These East Carson Street elevations follow a tri-partite arrangement of three horizontal zones. At street level, each western bay has a storefront with two large plate glass windows and paired glass and wood doors. The windows and doors are framed in wood trim that is painted dark green with three clerestory windows above to allow maximum natural light into the tall interior office spaces. The far left bay has a recessed entry. This street level zone is capped by a projecting wood cornice with decorative molding (including dentil molding) that bears the names of the tenants of the office space. Each bay is separated by a brick pier that is further articulated with a brick Doric pilaster and a projecting capital created by the manipulation of the wood cornice. The upper level features three segmental arch windows in each of the five bays. The windows have been restored (ca. 2000) to the original six-over-six double hung sash configuration and feature brick flat arches with pronounced keystones. The brick piers and pilasters that separate the bays continue on this level and indicate the presence of the steel support columns of the building's frame. The cornice and attic story of the west section of the East Carson Street building layer multiple late medieval and classical motifs wrought in brick. The attic story is marked by corbelled brick string

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courses, corbelled machicolations, and recessed rectangular panels ornamenting the parapet wall of the flat roof. The brick piers and pilasters continue to the attic story where they rise above the parapet wall slightly and, with their stepped profiles, establish a regular rhythm and balancing vertical emphasis for the predominantly horizontal composition. There is a modern River Walk Corporate Centre sign cantilevered from the southeast corner of this section (ca. 2006) (see Photograph 5). The east section of the East Carson Street building has an unusually slim plan that is only one-bay wide along its front (south) façade facing East Carson Street. Historic photographs show a neighboring building immediately to the east (Figure 21). By situating this slim building at the southeast corner of the complex, the architect was able to provide a grand entrance at Terminal Way and give the illusion of a balanced and symmetrical composition. Though this section is also two stories, it is not as tall as the west section. The single bay of the front façade is marked by a glass door with a wire-reinforced glass sidelight panel under a suspended three-sided aluminum canopy. The upper level reads visually as a half-story with a decorative recessed brick panel. The attic story is arranged similarly to the west section except that capped brick piers are visible only in this zone.

The side elevations of the East Carson Street building are blank party walls. To the west, the building abuts a one-story brick building and to the east the building abuts a vacant lot. The rear (north) elevation of the East Carson Street building features a rather utilitarian treatment of the first two stories that historically housed stables and a hayloft (Photograph 6). The lower walls, which were altered during the period of significance and after, contain a collection of (original) segmental arch and (altered in the mid-1950s) rectangular double hung sash window openings, the majority of which still function as windows. Some openings have been bricked-in most likely in the mid-1950s. In the mid-1990s the large doorways that once accommodated horses and wagons were modified for cars and trucks, and a small two-story, three-bay brick addition was added at the northwest corner. An exterior catwalk/fire escape structure is attached between the second and third stories (at the level of Terminal Way) at the rear of the west section. The upper stories of the rear (north) elevation echo the more articulated Terminal Way elevations with five groupings of three segmental arch windows with pronounced keystones, brick pilasters, and a corbelled brick cornice.

The East Carson Street building also features five-bay-deep elevations along Terminal Way, which frame the street entrance to the complex (Photographs 7 and 8). Because the section of the building located to the west of Terminal Way is taller with two fully articulated stories, it differs somewhat from the elevation of the eastern section. The elevation on the western side of Terminal Way features five groupings of three segmental arch windows with prominent keystones, except at the far right of the elevation where the opening houses a door. The windows on this elevation are replacement windows with cruciform muntins added during the mid-1950s, and the two windows at the far left have been enlarged (lower sills—date unknown). The treatment of the

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cornice and attic story is repeated from the front (south) façade. The elevation on the eastern side of Terminal Way features six ungrouped segmental arch windows with prominent keystones at street level for the six bays at the right. The windows are replacements added during the mid-1950s, within the period of significance. Two central segmental arch openings have been altered to accommodate a shorter window and a door (mid-1950s). The left end of the elevation features other alterations: a bricked-in opening, two additional doorways, and a projecting glass corner window for security, which were likely added during the renovation campaign in the mid-1950s. Only five squat segmental arch window openings light the upper level between corbeled string courses. The cornice and attic story on this elevation mirror the treatment on the opposite side of Terminal Way.

While the exterior of the East Carson Street building is largely intact, the interior spaces have been altered. The western section of the building formerly housed a bank, a restaurant, and a barber shop as well as offices at street level (third floor) (Figure 22). Some of the current offices retain plaster walls and original finishes, but the wood paneled teller's cage of the banking room and the restaurant's tile floor have been removed. The offices of the Pittsburgh Courier retain many of the finishes from the earliest years of their occupancy, which began in the 1960s (Photograph 9). The narrow, one-bay wide section of the building, which lies to the east of Terminal Way, continues to house a lunch counter (Photograph 10). The interior finishes (dropped ceiling, trim, lunch counter, and floor) have been updated (probably mid-1980s). The rear of this section houses a small guard's station, which was installed in the mid-1950s. The first floor interior currently has parking spaces in a large open area with supporting columns, and the second floor has minimally subdivided warehouse space.

### *Terminal Way*

Terminal Way is the private street that unifies the entire Pittsburgh Terminal Warehouse and Transfer Company complex (see Photograph 3). It is a multi-component structure that meets East Carson Street at the southern end of the complex at ground level, but due to the sloping site that mostly occupies the Monongahela River floodplain, the majority of Terminal Way is elevated above ground. Terminal Way passes through the west and east sections of the East Carson Street building (over the second floor of the building) and is carried by a bridge over McKean Street. The steel deck girder bridge has an enclosed structure immediately below it, which formerly concealed a conveyor belt apparatus that was a modification for a furniture-making client of the warehouse complex dating from the mid-1950s (Photograph 11). Terminal Way passes over the first three levels (basement and first and second floors) of the warehouse complex and bisects the upper four levels (stories three through six) into west and east sections. Terminal Way is carried over the railroad tracks south

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of the warehouse building and to the east of the original part of the power house by a second steel deck girder bridge (this one with a reinforced concrete cantilevered deck) that terminates at the north edge of the power house near the south bank of the Monongahela River (Photograph 12). The bridges supporting Terminal Way have been reinforced to handle heavier truck traffic. The street retains the sidewalks and gutters of its original design.

### *Warehouse Building*

The largest building of the complex houses the individual warehouse spaces (Figures 3-9). Like the East Carson Street building, the warehouse building is also a single building whose basement, first, and second floors fill a large, almost square footprint. At the level of the third floor, Terminal Way runs through the center of the building and bisects the upper four stories into west and east sections, so that the building is U-shaped in vertical section. From Terminal Way, it appears to be two separate structures (see Photographs 1 and 2). The building was designed as an intermodal facility with 38 first floor loading docks for wagons or trucks along the east and west side elevations as well as third floor motor vehicle access from Terminal Way. The railroad lines to the north of the complex were outfitted with six railroad sidings that entered the warehouse on the first floor. The tracks were grouped on either side of Terminal Way, and individual warehouse spaces were aligned perpendicularly to the tracks along the west and east sides of the building. Each relatively narrow warehouse section was connected *via* its own freight elevator (and a modest staircase) to the same long narrow space in the basement and on floors two through six, creating 38 leasable seven-story warehouse spaces. Monongahela River traffic could also be accessed either with a crane from the north end of Terminal Way or from the wharf behind the power house.

The exterior of the warehouse building suggests the steel frame structure inside, but it does not highlight the novel arrangement of the warehouse space. It is a building whose design is driven by its functional requirements with an applied Renaissance Revival style treatment. The south elevation of the warehouse building (facing McKean Street) has a number of bricked-in openings that were most likely filled in *ca.* 1950 during the period of significance (Photograph 13).

The west side elevation of the warehouse building features 19 odd-numbered loading dock bays and the east side elevation has 19 even-numbered loading dock bays on the first floor (Photographs 14 and 15). The basic configuration of each bay has a wood paneled overhead garage door with a row of six glass panes at the center and the individual warehouse address number painted in dark yellow on a black stripe to the right of the garage door. Each loading dock bay has a corrugated metal slab canopy suspended over the door with an

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opening for clerestory windows above the canopy. The bays are separated by brick piers and outlined at the top by brick dentil molding. While the overall arrangement remains consistent, several bays on both the west and east sides have been altered by a change in materials, including aluminum and vinyl garage doors, and by the introduction of pedestrian doors to the opening or the filling in of the clerestory windows. Some of the stone pavers and gutters from the historic era remain. The west and east side elevations of the warehouse complex are organized with the tall first story loading dock space, which is capped by a modest cornice with brick dentil molding. Floors two through five are grouped in bays with three windows on each level; some of the windows have been restored to the original six-over-six double hung sash configuration (ca. 2000), but most are replacement windows from ca. 1950. The grouped stories are set in a slightly recessed area between framing brick piers and under a line of brick dentil molding. The sixth floor has corbeled brickwork forming four arched window openings per bay in the style of a late medieval/renaissance machicolation. The parapet wall that crowns the composition has been partially replaced (ca. 1981), and on the east and west sides, the original patterned brickwork was not replicated.

The northwest corner of the warehouse building has an irregular profile to accommodate the railroad right-of-way immediately to the north of the building. The first floor of the north elevation has an office located at the center of the elevation with a small frame structure appended to it (the former office of the General Superintendent of Transportation) as well as six openings for incoming trains (Photograph 16). Two small one-story brick structures were added at the rear in the 1950s to accommodate truck traffic; the addition at the right obscures the sixth rail entrance bay.

The elevations of the upper four stories that are visible from Terminal Way have received more decorative treatment than the lower floors, far side elevations, and rear elevation (Photographs 17-19). The warehouse building elevation on the west side of Terminal Way has 19 bays with street level (third floor) storefronts and offices sheltered under a continuous shed roof canopy supported by triangular brackets. The storefronts/offices generally have three large panes of glass and a double door entry that are framed with wood trim and capped with clerestory windows. A wood cornice board with projecting molding runs across the top of the bay with the tenants' names and individual address numbers painted in the frieze. The bays of the fourth and fifth floors are grouped together and each features three windows per floor, which are recessed between brick piers. The rectangular window openings have been restored (ca. 2000) with six-over-six double-hung sash windows. Brick dentil molding tops each bay. The sixth floor features arcade groupings of four round arched window openings in each bay. The arched windows have stone sills, corbelled brickwork bases, brick arch outlining, and a string course of bricks at the springing of the arches. In the attic zone above the sixth floor there is a staggered pattern of recessed and projecting brick squares or dentils, which is capped

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by a parapet wall with recessed square panels. The attic zone/parapet was restored to its original configuration ca. 1981. The rear (north) elevation of this west section of the warehouse building is more utilitarian in treatment. The seven-bay north elevation features groupings of just two rectangular windows (ca. 1950 replacements) in each bay with brick dentil molding above the fifth story. A band of variegated brick above the sixth floor windows and the plain stepped parapet are from the ca. 1981 renovation. The warehouse building elevation on the east side of Terminal Way is arranged similarly to the opposing west side elevation. The primary differences are due to the cold storage rooms located on the upper floors of the east section at the north end. Because these rooms were designed to maintain a constant cold temperature, their exterior walls have a minimum of openings. Thus instead of groupings of three windows in the bays at the north end of the elevation, there are only occasional small rectangular windows. The attic story also differs from the companion elevation across Terminal Way. A band of variegated brick above the sixth floor window arcades and the plain parapet date from the ca. 1981 renovations. The seven-bay rear (north) elevation of the east section is more utilitarian with large areas of blank brick walls denoting the cold storage areas of the building. The rear elevation also has an altered parapet.

The long, narrow warehouse spaces, 20 feet by 155 feet, can be seen on the roofs, where the interior walls find expression and outline the plan of the building (Photograph 20). The roofs also have 18 one-story brick structures with stepped gable parapets that house the elevator machinery. Other roof structures house water tanks for the building's sprinkler systems and serve as tool sheds.

The interior of the warehouse building retains much of its original materials and design. Over time, though, several of the original warehouse spaces have been partially or fully reconfigured either to provide broad open areas of storage on one level or to accommodate modern office needs. As early as the 1920s, advertisements for the Pittsburgh Terminal Warehouse and Transfer Company offered warehouse space on a single floor (in the narrow 20 feet by 155 feet configuration) or on several floors, as well as the initially-intended full seven-story allotment. By 1924, it was clear that space was also being reconfigured by joining adjacent warehouse spaces on the same floor as demonstrated by a note written on the 1924 Sanborn Fire Insurance map indicating that "openings in partition walls are constantly being changed for occupants" (Sanborn Map Company 1924). When the Hillman Company took over the facility in 1947, it began planning a number of changes to try to meet the demands posed by an increased reliance on trucks for carrying freight and by tenants' needs for more flexible storage space. In the early and mid-1950s during the period of significance, the company removed two of the railroad spurs entering the warehouse building and replaced them with expanded loading/unloading facilities for trucks; it opened up larger storage areas on one level by removing some of the dividing walls between the original warehouse spaces (e.g., most of the sixth floor west;

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see Figure 9 and Photograph 29); and it replaced the windows in the warehouse and East Carson Street buildings. Between the early 1960s and the early 1980s after the period of significance, later owners filled in most of the railroad bays with concrete, leaving room for just a few freight cars on each track (Lackner, personal communication 2012).

The basement floor plan provided for substantial reinforcement under the first floor train tracks and only half-length individual warehouse spaces (see Figures 3 and 13). Photograph 21 shows the broad, open area located in the basement under the tracks of the first floor. The steel columns are encased in fireproofing, and the brick walls have been painted white. The basement remains relatively unchanged from its historic design.

The rear (north) of the first floor has six openings that were originally configured with gently curved rails for trains to enter the building to load and unload their cargo (see Figures 4 and 14). At the center rear of the first floor, there is a two-story structure inserted into the tall warehouse space (see Photograph 16). The structure served as office space for the oversight of the train deliveries. Beginning in the 1960s, most of the track area was filled in with concrete. Originally the warehouse floor was designed to be at the same height as the floor of the train box cars for ease of loading and unloading. With the bulk of the tracks filled in, the central space is now being used for warehouse storage (compare Photograph 22 with Figure 23). Access from the first floor to the upper floors was provided by the individual freight elevators located in the individual warehouse spaces and by six central heavy duty freight elevators that had larger dimensions and capacities than the individual elevators. These bigger elevators, of which two remain, could transfer items to the basement or, more likely, to the second floor where they could be more easily maneuvered. The first floor also had access to half-length sections of the individual warehouse spaces to the west and east of the central rail tracks. Large, heavy wood doors with steel plating were counterbalanced over the segmental arch entries to the first floor warehouse space and to the individual freight elevators (Photograph 23). Several of the doors have been replaced or reconfigured.

The second floor has a relatively intact central open area with the two remaining large freight elevators (see Figures 5 and 15). Many of the individual warehouse spaces have been combined and enlarged, but at least twelve of them retain their historic configuration. Photograph 24 shows the historic arrangement with a long, narrow space defined by tall brick walls, a grouping of three segmental arch sash windows, a private elevator (behind the brick wall in the right foreground), and the trace of a former metal fire stair on the wall to the right.

The third floor has the frontage of office space along Terminal Way, and some of it has been modernized (see Figures 6 and 16). The third floor of the west section houses some offices with replacement carpeting, doors,

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and drywall partitions, but many of these office spaces also retain original features like the exposed brick walls and original wood and steel doors. Examples of modernized office spaces (ca. 2000) that retain some historic features are found on the third and fourth floors of the west section of the warehouse building (Photographs 25 and 26 and Figures 6 and 16).

The upper floors have some intact warehouse spaces that retain their plans, private freight elevators, and historic materials like the fifth floor west space shown in Photograph 27 (see Figures 17 and 18). The elevator is at the left and a long bank of windows (the building's north elevation) is at the right. Many of the freight elevators are still in good working order and retain their original fittings. Fewer warehouse spaces retain the fire doors and original metal stairs that provided secondary access between floors. Other warehouse spaces in the west and east sections remain more or less intact. The east section had cold storage rooms located in the north end of the building with cork-lined masonry walls that were between 18 and 24 inches thick and floors that averaged 24 inches deep. Though the original cooling equipment has been removed from the cold storage area on the fifth floor of the east section, the hanging straps are still visible on the ceiling, and the walls are still faced with about seven inches of cork insulation (Photograph 28 compare with Figure 24).

Photograph 29 shows a broad open area on the sixth floor of the west building that was opened up during the period of significance (in the early 1950s) to provide more flexible storage (see Figures 9 and 18). The brick-encased steel support columns mark where interior walls once stood. Scars in the concrete floor show where fire doors were formerly installed with fire stairs to seal off or provide access to adjacent floors. Photograph 30 shows another intact original configuration warehouse space on the sixth floor east of the warehouse building.

### *Power House*

The last building associated with the Pittsburgh Terminal Warehouse and Transfer Company is the power house located at the end of Terminal Way along the Monongahela River at the north edge of the complex (Figure 10). The power house was originally a double story Renaissance Revival style building constructed in 1906 (Photograph 31). A Duquesne Light substation was attached to its west elevation, under Terminal Way, between 1949 and 1950, when the coal-fired, steam-heating system was replaced and the furnaces and boilers were removed. The substation was expanded to the west sometime after 1967 based on aerial photographs.

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The steel-frame structure is faced with pale beige brick in contrast to the red brick of the rest of the complex, and the treatment of its wall surface is markedly less sculptural and more planar than the other buildings. The south elevation, which faces the railroad tracks, was originally seven-bays wide. Each bay had paired, tall, round arch windows except the third bay, where a large rectangular door was added, and the sixth bay, where a single round arch capped a doorway. The window openings have been filled in with wood panels and much smaller modern windows have been installed (most likely ca. 1950), but the arches remain intact. The bays are outlined with double story brick pilasters. The upper level features paired segmental arch clerestory windows under corbelled brick machicolations. The east elevation has an irregular arrangement with two vehicle bays at the bottom left, a one-story one-bay frame addition at the right, two round arch windows of different scales (filled in), and three rectangular windows (filled in) (Photograph 32). At one time there was a smokestack associated with the power house but it was removed ca. 1950. Like the south elevation, the north elevation has tall, paired, round arch window openings, although the windows have been boarded up and small modern replacement windows have been installed (Photograph 33). The substation is located under Terminal Way at the far right of the north elevation. Sometime after ca. 1950, the western half of the building was subdivided to create two floors, which currently house offices and storage space. The upper floor of the west side is visible from Terminal Way with its decorative cornice treatment and altered windows (Photograph 34). The eastern half of the interior retains its original double story configuration and is now used primarily for storage and office space (Photograph 35).

### *Integrity*

The Pittsburgh Terminal Warehouse and Transfer Company has integrity. The complex is able to convey a strong sense of its historic appearance. The location is unchanged, and the setting maintains elements of the surrounding industry that characterized the neighborhood in the historic period. The feeling and association of the complex are particularly strong; the interrelation of the component buildings and structure remains as it was during the period of significance from 1904-1960.

The design, workmanship, and materials of the exteriors of the East Carson Street building and the warehouse building are intact. Minor changes to the parapets, windows, and loading dock doors do not compromise the integrity of these buildings, particularly because many of the changes were made during the period of significance. The power house also retains integrity. The addition at the end of Terminal Way was in place in 1950, during the period of significance. It reflected the shift from steam to electrical power. The small building appended to its west is not historic, but it is small when compared to the overall building. The original windows are boarded over, but the tall arched openings remain.

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The interior integrity of the East Carson Street building and the warehouse building has undergone more changes to meet the evolving needs of the facility. The process began during the period of significance, as the needs of tenants changed and seven story spaces became less appealing. However, a significant portion of the original and unaltered design, materials, and workmanship remain, and they aptly convey the historic impression of the facility.

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**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.)

Property is:

- 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.)

Commerce

Architecture

**Period of Significance**

1904-1960

**Significant Dates**

1906

1947

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Bickel, Charles

**Period of Significance (justification)**

The period of significance begins at the start of construction and captures the intermodal, self-contained design and construction of the complex, key components of its historic significance; the years leading up to

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the Great Depression, its most successful period of operation and use; its post-war reorganization and purchase and operation by the Hillman Company, whose decrease in facilities for railroads and increase in facilities for trucks reflected the shift in transportation then engulfing the country; and the departure of American Hardware & Supply Company, which reflected a shift from urban to suburban warehouse facilities and the need for the Pittsburgh Terminal Warehouse and Transfer Company to solicit new clients and approaches under new ownership.

**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Pittsburgh Terminal Warehouse and Transfer Company complex was built in the early twentieth century by Pittsburgh's industrial elite as a speculative warehouse facility. The complex provided warehouse and office space in an intermodal complex accessible by water, rail, and roads. The combined railroad terminal, general warehouse and office space, and cold storage facilities were designed to be a self-contained facility emphasizing Progressive ideals of efficiency, economy, and scientific management. Built during a period of intensive economic development in Pittsburgh in the late nineteenth and early twentieth centuries, the complex is eligible for National Register of Historic Places (NRHP) listing in a local context under Criterion A for Commerce and Criterion C for Architecture. The deftly layered classical motifs and finely-wrought brick details of its Renaissance Revival architecture elevate the appearance of the complex above more mundane warehouse examples. The period of significance runs from 1906, when construction of the Pittsburgh Terminal Warehouse and Transfer Company complex was completed, to 1960, when the complex's major post-World War II tenant left the building.

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

*History of the Pittsburgh Terminal Warehouse and Transfer Company*

The Pittsburgh Terminal Warehouse and Transfer Company was incorporated in February 1898. Pittsburgh engineers Patterson & Hallem and architect Charles Bickel prepared a financial plan and prospectus for the project (River Walk Corporate Centre 2012). The model was Cupples Station in St. Louis (NRHP listed in 1985), a privately developed, multi-building complex of multi-story brick warehouses built between 1894 and 1917 near that city's Union Station. The Cupples Station complex transferred river freight to no fewer than ten

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rail lines radiating west from St. Louis. It reputedly was the largest "River-to-Rail" transfer facility in the world when built. The centrally-located warehouse complex saved considerable time in freight handling and was enthusiastically embraced by local shipping interests. It played a major role in maintaining the preeminence of St. Louis as a railway center in the first half of the twentieth century and became the model for warehouse facilities in New York City and Chicago as well as Pittsburgh (Stiritz and Lang 1985:Section 8).

Total capital investment in the Pittsburgh Terminal Warehouse and Transfer Company project was two million dollars, raised by issuing 30-year five percent first mortgage gold bonds (Pittsburgh Press 1909). Some of Pittsburgh's leading industrialists invested in the project, including George Westinghouse; George Laughlin, Jr., of Jones & Laughlin Steel, a national steel-making power centered in the Monongahela and Ohio river valleys; financier James I. Buchanan; and Captain James A. Henderson (River Walk Corporate Centre 2012). Buchanan and Henderson were the driving forces behind the project. Buchanan was a banker and financier who moved to Pennsylvania from his native Hamilton, Ontario, in 1877. Buchanan first settled in Oil City, where he was employed by the Oil City Trust Company during that region's oil boom; he would remain in the oil and natural gas business the rest of his life. Natural gas and steel magnate J.J. Vandergrift brought him to Pittsburgh ca. 1885 (Boucher and Jordan 1908:24-25; Fleming 1922:47-48). Captain James A. Henderson, a Pittsburgh native, had been involved in shipping on the Ohio River since the age of 15. He formed his first business in 1872, at the age of 21, a river-based freight forwarding and commission business. In 1893, he merged a number of steamboat lines into the Pittsburgh & Cincinnati Packet Line, a highly successful river freight hauling service operating between the two named cities. Always interested in river transportation, Henderson served as president of the National Board of Steam Navigation for six terms in 1895, 1896, 1897, 1904, 1905, and 1908. In 1908, he relinquished most of his extensive business enterprises to become vice president, treasurer, and director of the Pittsburgh Terminal Warehouse and Transfer Company. Buchanan served as president and Henderson as vice president of the company from its founding until at least 1929 (Harper 1931:384-385; Ambler 1932:292).

Buchanan and Henderson were each members of the Scots-Irish, Presbyterian elite that ran Pittsburgh's business and governmental affairs during much of the nineteenth and early twentieth centuries. Both men were highly ranked Freemasons, served on numerous interlocking boards of directors as well as pro-business organizations like the Pittsburgh Chamber of Commerce and Board of Trade, and held memberships in the same private clubs frequented by other Pittsburgh industrialists like Andrew Carnegie and Henry Clay Frick (Fleming 1922:48; Harper 1931:385).

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For the Pittsburgh Terminal Warehouse and Transfer Company, the investors chose a location on Pittsburgh's industrial South Side, across the river from downtown Pittsburgh and just upstream from Pittsburgh's Point, where the Monongahela and Allegheny rivers converge to form the Ohio River. The area where the warehouse complex was to be built was already heavily industrialized. The chosen location occupied a large parcel between Third and Fourth streets on the west and east, the Monongahela River on the north, and East Carson Street, the major thoroughfare through Pittsburgh's South Side, on the south. The proposed site was occupied by the Oliver Wire Company, a part of the American Steel & Wire Company, and two city blocks of brick and frame buildings (see Figure 11). To its west was a planing mill and to its east was a manufacturer of railroad spikes (G.M. Hopkins Company 1901).

The project broke ground in 1904 and was completed in 1906. The Pittsburgh Terminal Warehouse and Transfer Company consisted of three buildings (Figure 12; G.M. Hopkins and Company 1910). The largest building was a six story warehouse occupying the entire block between Third and Fourth streets on the west and east, McKean Street on the south, and the railroad tracks of the Pittsburgh and Lake Erie (P&LE) on the north. Promotional material stressed that the warehouse had more than 30 seven story warehouse spaces (six floors plus basement) under one roof, plus additional rooms for cold storage facilities. Six railroad sidings entered directly into the building (Pittsburgh Press 1905; Pittsburgh Terminal Warehouse and Transfer Company 1906). A second building, four stories in height, fronted on the north side of East Carson Street. The warehouse and East Carson buildings are shaped like a "U" in vertical section. Bisecting the buildings at the third floor level was a two-lane street named Terminal Way, which connected East Carson Street with the river. Bridges carried Terminal Way over McKean Street and the railroad tracks. The third building, the complex's power house, was built between the railroad tracks and the Monongahela River. It housed coal-fired furnaces and boilers that provided steam heat and electricity to the complex. The Pittsburgh Terminal Warehouse and Transfer Company was intermodal in nature, accessible by rail, water, and road.

The architect for the Pittsburgh Terminal Warehouse and Transfer Company complex was Charles Bickel, one of Pittsburgh's most prolific practitioners of the era. Bickel opened his office in Pittsburgh in 1885 after education and training in Germany, and was responsible for at least 90 important works in his thirty-five year career (1885-1920). Surviving Pittsburgh structures designed by Bickel include the Ewart Building, 1891 (NRHP listed 1979); the Hartje Brothers Building, 1895 (NRHP listed 1996); Reymer Brothers Candy Factory, 1906 (NRHP listed 1997); the R.H. Boggs Building, 1912 (NRHP eligible 1982); German National Bank (now the Granite Building), 1889; the United Presbyterian Publishing Building, 1896; the oldest section of Kaufmann's Department Store, 1898; and 915 Penn Avenue, ca. 1910. One biography speculated that Bickel

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“probably did more work than any other architect in the State of Pennsylvania, his plans averaging yearly close to \$3,000,000” (Fleming 1922:255). Bickel's earliest designs, the Granite and Ewart buildings are Richardsonian Romanesque in style, following the design cues of Pittsburgh's famous H.H. Richardson-designed courthouse. His later designs include Beaux Arts (R.H. Boggs Building) and Renaissance Revival styles (Uhl 2011).

The complex apparently had little trouble attracting tenants. A 1908 publication promoting Pittsburgh, released just two years after the complex was completed in 1906, claimed the Pittsburgh Terminal Warehouse and Transfer Company housed “300 tenants and businesses” (Pittsburgh Gazette-Times 1908:387). The number of businesses seems unrealistically inflated and probably reflected civic boosterism. A newspaper article from 1910 was probably more accurate, reporting that the warehouse spaces were “rapidly filling up.” The majority of the tenants were “newcomers in Pittsburgh mercantile affairs,” a positive trend for Steel City business development. Building tenants mentioned in the article included the Johnsons-Peters Company, a steel tube manufacturer; Charles L. Kiewart, a maker of electric lamps and electrical supplies; the American Seeding Machine Company, an agricultural implements manufacturer; General Electric; and soap and toiletries maker The Larkin Company. The article concluded by stating that “Several other leases for large space in the Terminal group are pending, and the signing of these contracts will leave but a small portion of the big building unoccupied” (Pittsburgh Gazette-Times 1910). Later publications indicated that Dilworth Brothers, a wholesale grocer and coffee roaster, had significant space in the building and roasted coffee beans in the complex (Pittsburgh Terminal Warehouses and Transfer Company ca. 1920).

A 1915 newspaper article reported that an impressive amount of freight passed in and out of the complex: In one year the Pittsburgh Terminal Warehouse and Transfer Company “used more than 19,000 freight cars in handling materials.” The cold storage system “cared for nearly 23,000,000 pounds of commodities, and in the same period between 350,000,000 and 400,000,000 pounds of general merchandise were handled, and the system was not taxed except in rare and unusual instances” (Pittsburgh-Gazette Times 1915). A 1916 publication described the complex as “a city of business,” the seven story units “so arranged that every consignment and shipment can be received and made under one station roof” (Fleming 1916:229).

The Pittsburgh Terminal Warehouse and Transfer Company may have initially sought to market its warehouses as individual seven-story units, but by around 1920 promotional material advertised that “A tenant may lease a single room, a series of rooms, or one or more 6-story warehouses” (Pittsburgh Terminal

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Warehouse and Transfer Company ca. 1920). A note written on the 1924 Sanborn Fire Insurance map stated that "openings in partition walls are constantly being changed for occupants" (Sanborn Map Company 1924).

The complex apparently did well until the 1930s when, like many other businesses, it hit upon hard times. The complex had been financed by issuing 30 year bonds scheduled to come due in November 1936. Unfortunately for the owners of the complex, this occurred right in the midst of the Great Depression. Exacerbating the situation were bookkeeping irregularities by Buchanan, which affected financing and limited the amount of cash on hand (69 Federal Supplement 1946:289). On October 31, 1931, a full five years before they were to come due, a newspaper article announced that the Pittsburgh Terminal Warehouse and Transfer Company would not be able to meet its 30 year bond obligations (Pittsburgh Press 1931).

The company continued soliciting business; for example, a 1937 newspaper article noted that one of Pittsburgh's best known firms, United States Steel, was taking storage space in the building (Pittsburgh Post-Gazette 1937), and Pittsburgh's largest department store, Kaufmann's, began to use some of the cold storage space, which had previously housed foodstuff, to store women's fur coats (Lackner, personal communication 2012; Pittsburgh Terminal Warehouse and Transfer Company 1916:14-35). However, these and other measures could not right the company's financial ship. Apparently, the multiple-story spaces, innovative when the complex was built in 1906, became less appealing over time due to their narrowness and the amount of floor space to which they committed a tenant (Lackner, personal communication 2012). This was perhaps particularly true during the Depression, when fewer goods were being made and shipped. United States Steel and Kaufmann's, for example, each took only portions of floors. Not even the advent of World War II, a time when warehouse space should have been at a premium, could save the company. The Pittsburgh Terminal Warehouse and Transfer Company entered receivership in February 1943. Reorganization was completed in 1947, with the new entity called the Pittsburgh Terminal Warehouses, Inc. (Pittsburgh Post-Gazette 1947; Pittsburgh Terminal Warehouses, Inc. ca. 1960).

The new owner of the complex was J.H. Hillman & Sons Company. Founded by John Hartwell Hillman in 1913, J.H. Hillman & Sons Company was a major player in the mining and distribution of coal and coke along the Monongahela and Ohio rivers. As the coal in his older mines became depleted, Hillman vertically integrated, expanding into the transportation industry. In 1918, he incorporated the Hillman Transportation Company and the Dravosburg Dock and Construction Company. The firms built and repaired barges, which were used to distribute goods, particularly coal, on the Pittsburgh District's rivers (Hopkins 1992:3-4). The

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intermodal nature and square footage of the Pittsburgh Terminal Warehouse and Transfer Company undoubtedly appealed to the Hillman Company.

American transportation underwent a fundamental change in the post-World War II era, with goods shipped by rail and water declining in both relative and absolute terms and the amount moved on roads increasing. In light of this shift, the Hillman Company made a number of changes to the Pittsburgh Terminal Warehouse and Transfer Company complex. It reduced the number of railroad tracks entering the building from six to four and expanded facilities for trucks, constructing a rectangular eight bay, single story brick addition to the rear of the east half of the warehouse building in 1950, and a three bay, one story addition, also brick, to the west half between 1953 and 1956. The latter is irregularly shaped due to constraints imposed by the P&LE right-of-way (Figures 19 and 20). The barge facility on the river was shuttered in the late 1940s and remained unused until the early 1960s, when a Hillman Company subsidiary briefly revived it to transship sugar brought in from the American South. The Hillman Company also made wholesale changes to windows of the warehouse building (although the fenestration pattern and window sizes remained unchanged) and replaced the coal-fired, steam-heating system. Power was now supplied by an electrical substation added between 1949 and 1950 to the west end of the power house, at the north end of Terminal Way. With the furnaces and boilers removed, the original portions of the power house building were used for general storage and transfer and as a lumber warehouse (Sanborn Map Company 1951 and 1955; Pittsburgh Terminal Warehouses, Inc. ca. 1960; Lackner, personal communication 2012).

In the Hillman Company years, the complex continued to lease seven story storage spaces as well as portions of floors in the warehouse building. The largest single client was American Hardware & Supply Company, a wholesale cooperative distributor of hardware (Funding Universe 2012). Westinghouse Corporation, among other concerns, leased office and warehouse space, and the warehouse and East Carson Street building were also home to array of print shops. Clients like Westinghouse and the printers were attracted to the complex by its proximity to downtown Pittsburgh and the lower rent they paid by being outside the central business district. The businesses in the East Carson Street building underwent numerous changes as part of the shift in population and business out of the city to suburban locations. A restaurant or lunch counter, however, has been a near constant presence in the building, and the *Pittsburgh Courier*, one of the nation's most influential African American newspapers, has occupied an office in the East Carson Street building since the 1960s.

In 1960, American Hardware & Supply Company, the complex's major tenant, moved to a new facility in East Butler, 40 miles north of Pittsburgh (Funding Universe 2012). The new facility provided easier access for

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tractor-trailers and was emblematic of the post-war shift of many distribution facilities away from inner city locations. The defection left the Pittsburgh Terminal Warehouse and Transfer Company complex 75 percent vacant. In 1963, eight building tenants and their families, led by Dan Lackner of Paper Products, Inc., a tenant in the complex since the company's founding in 1913, purchased the building (Jones 2012; Paper Products, Inc. 2011; Lackner, personal communication 2012). Between the early 1960s and the early 1980s, the new owners filled in most of the railroad bays with concrete, leaving room for just a few freight cars on each track (Lackner, personal communication 2012).

The building continues to be owned by descendants of the 1963 purchasers (River Walk Corporate Center 2012). In 2005, they changed the name of the complex to River Walk Corporate Centre and marketed the space for office use as well as warehousing. The present owners have added exterior lighting, upgraded electrical, heating, and ventilation systems (Jones 2012), and are in the process of replacing the buildings' windows with replicas of the original windows, as well as other changes meant to restore the exterior architecture of the building. As of 2012, River Walk Corporate Centre houses approximately 80 businesses and nonprofit organizations, with an occupancy rate of approximately 66 percent (Lackner, personal communication 2012).

#### *NRHP Evaluation – Criterion A for Commerce*

The Pittsburgh Terminal Warehouse and Transfer Company complex is eligible for NRHP listing under Criterion A in the area of Commerce. It is locally significant as a warehouse, office, and transportation complex designed and built during a period of tremendous growth in Pittsburgh's industrial and commercial development, when metropolitan Pittsburgh transitioned from a craft-based production economy to one driven by large, vertically and horizontally integrated heavy industries. The shift generated a need for warehouse and office space. Private investors developed the Pittsburgh Terminal Warehouse and Transfer Company to help meet some of that need.

Pittsburgh, located at the confluence of three rivers, had been a transfer station for goods moving east or west of the Allegheny Mountains by the early nineteenth century and an industrial city since the 1840s, a center of craft-based iron, glass, and, to a more limited extent, textile production. The city's navigable rivers provided a ready means of bringing raw materials to Pittsburgh's manufactories and shipping their finished products out. The rivers and coal deposits in and near the city were easily accessible sources of fuel. In the 1850s, the first of the great east-west railroads reached Pittsburgh, the Pennsylvania Railroad (PRR). The PRR, through

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extensive acquisitions and leases, then extended its main lines to Chicago and St. Louis and built or controlled branches connecting the railroad to the Great Lakes, New England, and the South, knitting Pittsburgh into a national system of transportation and product distribution (Tarr 1989:213, 217; Muller 1989:191-193). Other railroads eventually followed including the Baltimore & Ohio (B&O) in 1871 and the P&LE in 1879.

The ready sources of fuel and the improved transportation networks sparked a transformation in Pittsburgh's economy. Beginning in 1876, when Andrew Carnegie opened the first large-scale steel mill in the Pittsburgh District, and accelerating during the 1880s and 1890s, Pittsburgh's economy transitioned from craft-based manufacturing to large, vertically and horizontally integrated heavy industries. Most notable were the district's steel mills; the Pittsburgh District, which stretched from the Allegheny and Monongahela valleys through Pennsylvania's portion of the Ohio Valley, became the preeminent steel producing center of the nation and the world. Other important industries included aluminum, electrical equipment, and railroad parts and supplies. As the transition unfolded, Pittsburgh attracted greater amounts of capital and ancillary business and industries. Pittsburgh became an industrial and corporate center (Tarr 1989:240; Muller 1989:192), a headquarters town for emerging titans like United States Steel, Alcoa, Koppers, Gulf Oil, Pittsburgh Plate Glass, and H.J. Heinz, as well as for dozens of smaller companies (Muller 1989:193), and a great distribution center of goods (CCCPP 1923a:55).

The economic boom of the late nineteenth and early twentieth centuries, in turn, led to a population explosion in the Pittsburgh area, as immigrants from southern and eastern Europe and African Americans from the American South flocked to the area in search of jobs, many of which, in the new industrial economy, were classified as "unskilled" or "semi-skilled" (Tarr 1989:228; Couvares 1984:88-89). One historian called the Pittsburgh of 1910 "a new city—indeed a new metropolitan area—risen on the site of the old" (Couvares 1984:80). By 1910, the Pittsburgh metropolitan district contained one million people, twice as many as it had in 1890 and three times as many as in 1880. The oldest portion of the city, located within the triangle formed by the confluence of the three rivers, had transformed into a downtown commercial district with skyscrapers, corporate offices, retail establishments, and city and county government offices as people, particularly the city's elite, began moving to outlying areas. Manufacturing and warehousing remained along the riverbanks near the tip of the triangle, an area known as the Point, across from it on Pittsburgh's north and south sides, and along the banks of the Allegheny, Monongahela, and Ohio rivers (Couvares 1984:80, 82; Tarr 1989:227, 231).

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The economic transformation of Pittsburgh created an acute need for office space and storage and distribution facilities. Storage and distribution warehouses “act[ed] somewhat as regulators of the flow of commodities and operate[d] to stabilize prices” (CCCPP 1923a:76). The needs for office and warehouse spaces were primarily met by the private sector (Tarr 1989:228). The Pittsburgh Terminal Warehouse and Transfer Company complex is one such example of privately built warehouse space. The complex was financed and constructed by members of Pittsburgh’s business and industrial elite as a speculative venture. The target demographic was wholesale businesses needing storage and distribution space.

A newspaper article written in 1915, less than 10 years after the Pittsburgh Terminal Warehouse and Transfer Company was built, highlighted Pittsburgh’s “highly developed” mercantile warehouses. In addition to the Pittsburgh Terminal Warehouse and Transfer Company, the article mentioned (Pittsburgh Gazette Times 1915):

The huge Duquesne Warehouse at the Point, identified with the Pennsylvania Railroad system; the Union Storage Company, with two large modern warehouses; the United Storage Company and the Consolidated Storage Company, each with extensive modern warehouses equipped with shipping facilities for both rail and water transportation and within short hauls to all important business districts of Pittsburgh.

In addition, the article noted that “no less than 14 companies and firms” maintained warehouses throughout the city just to handle domestic furniture (Pittsburgh Gazette Times 1915).

The railroads that served the city were major developers of Pittsburgh’s storage and distribution warehouses. The PRR, P&LE, & B&O all maintained large, multi-story warehouses in or near Pittsburgh’s downtown commercial district. These included the PRR’s aforementioned Duquesne Warehouse, a five-story brick freight station and warehouse located in Pittsburgh’s Point (demolished); the P&LE’s Central Warehouse, a 1917, seven-story steel frame and brick warehouse encased in concrete and finished with red face brick, now a part of the NRHP listed Pittsburgh & Lake Erie Railroad Complex; and the B&O’s Anderson Street Freight Station and Stores Building, a seven-story high steel frame building encased in concrete (demolished) (CCCPP 1923a:56-58, 69-71).

Entrepreneurs and speculators also constructed multi-story storage warehouses along Pittsburgh railroad lines in the late nineteenth and early twentieth centuries. A 1923 publication listing Pittsburgh’s 12 largest

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warehouses highlighted other large speculative warehouse ventures. In addition to the Pittsburgh Terminal Warehouse and Transfer Company complex, these included the H.B. Rea Warehouse at Second and Try streets, just east of the downtown triangle (NRHP listed 2007); the aforementioned Union Storage Company along the Pennsylvania Railroad at Liberty and Second Avenue in Pittsburgh's Point (demolished); and United Storage Company along the Allegheny River north of downtown (demolished) (CCCPP 1923a:76).

Three factors make the Pittsburgh Terminal Warehouse and Transfer Company complex distinctive: its accessibility, Progressive design, and cold storage facilities. The complex was intermodal in nature, accessible by rail, road, and water. Many Pittsburgh warehouses were serviced by both railroad lines and streets, including all those mentioned in the preceding paragraph and those associate with large manufacturers of goods, such as H.J. Heinz Company (NRHP listed 2002) and Armstrong Cork Company (NRHP listed 2005). However, "Rail-to-River" freight terminals were rare, even during Pittsburgh's period of intensive economic development. A report published in 1923 listed only two such facilities, the B&O's Anderson Street Freight Station and Stores Building and the Pittsburgh Terminal Warehouse and Transfer Company (CCCPP 1923b:38).<sup>1</sup> A 400 foot long wharf along the Monongahela River connected to the warehouse building *via* Terminal Way (Pittsburgh Press 1905). In addition to water access, all three of Pittsburgh's major railroad carriers (the PRR, B&O, and P&LE) serviced the Pittsburgh Terminal Warehouse and Transfer Company complex, the only warehouse facility in Pittsburgh that could make that claim. The Allegheny & South Side Railway, a short line operating on Pittsburgh's South Side, provided the connection. Wagons and automobiles could access the warehouse and other buildings in the complex on Third, Fourth, McKean, and East Carson streets, as well as Terminal Way. Streetcar lines running along East Carson Street connected the complex to nearby train terminals, Pittsburgh's central business district, and downtown hotels (Pittsburgh Terminal Warehouse and Transfer Company 1906, 1916, and ca. 1920).

Accessibility was an important component of the Pittsburgh Terminal Warehouse and Transfer Company's design. The complex was built during the Progressive Era, a political and social movement in place from the 1870s to the Great Depression which sought to bring order to the emerging urban-industrial society by stressing efficiency and scientific management of issues (Wiebe 1967:164-195). The complex reflected Progressive era principles of efficiency, economy, and scientific management. Indeed, the 1915 newspaper article claimed that "the great Terminal Warehouse and Transfer Company plant...has been studied for its

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<sup>1</sup> It is unclear why the Consolidated Storage Company, mentioned in the 1915 newspaper article, was not included on the list. The Consolidated Storage Company building has been demolished.

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marvelous design and efficient service by warehouse companies from all sections of the United States” (Pittsburgh Gazette Times 1915).

Freight, whether arriving by rail, water, or road, was transferred to the warehouse building, which was constructed as more than 30 individual seven-story warehouse units (six floors plus basement) under one roof. The arrangement was a selling point of the complex, touted as an economical means of saving businesses the cost of building and maintaining their own individual warehouses. The storage space was located on either side of Terminal Way (Figures 13 through 18)<sup>2</sup>. Each seven-story warehouse space had its own private elevator; there were also six public elevators to the mezzanine. Except for the cold storage rooms (see below), individual spaces on the third through sixth floors were 20 feet wide by 155 feet long. The spaces on the basement and first floors were not as long, due to the presence of the railroad terminal. In addition to the individual warehouse spaces, the second floor under Terminal Way had a 48 foot by 380 foot “mezzanine station” where outbound less-than-carload freight (that is, freight material that would not fill an entire boxcar) could be stored until a freight car’s worth was accumulated. The total storage space in the building was approximately one million square feet. The sections of the third story fronting on Terminal Way housed offices of the tenants using the warehouse space. Having office space in warehouse buildings was not unusual, as many businesses that maintained warehouses ran their businesses and did wholesale or retail trade out of street level shops (CCCPP 1923a:58, 60, 64, and 69; Uhl 2007:8.5, 8.7). What was distinctive about the Pittsburgh Terminal Warehouse and Transfer Company was that the platforms in front of the offices were built to the height of wagon or truck beds (Pittsburgh Terminal Warehouse and Transfer Company 1906, 1916, and ca. 1920).

At the time construction was completed, most freight arrived by rail. The complex had a number of significant features to make the loading and unloading of rail freight as efficient as possible. The warehouse’s first floor was meant to function as a union terminal accessible to all of Pittsburgh’s major railroads. To ensure that railroad operations went smoothly, the Pittsburgh Terminal Warehouse and Transfer Company maintained its own General Superintendent of Transportation charged with overseeing freight traffic, and the various railroad companies also maintained freight offices in the building as well (Pittsburgh Press 1905). Six railroad sidings, each capable of handling 10 freight cars, fed directly into the buildings (see Figures 14 and 23). To maximize efficiency, the outermost tracks, tracks 1 and 6, handled inbound freight, which could be off-loaded either to exterior bays on Third, Fourth, or McKean streets, or toward the interior of the building for movement to the

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<sup>2</sup> The 1906 publication received by the preparers did not contain a floor plan for the fifth floor. It is similar to the floor plans for the fourth and sixth floors.

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other floors. The concrete railroad platforms were built to the same height as the floor of a railroad freight car, making unloading and loading efficient. The exterior first floor loading docks on Third, Fourth, and McKean streets, like those of Terminal Way, were built to the height of a wagon or truck floor for the same reason. Promotional literature stressed that freight would be under roof the entire time it was at the complex and, therefore, it would not be subject to exposure to the elements. The unified transportation and warehouse operations were economical as well as efficient, because freight did not have to be transported from an off-site railroad depot to a warehouse, saving on hauling (also known as drayage) costs. This was especially important for wholesalers receiving less-than-carload freight, who generally were responsible for transporting the freight from the railroad depot to their facility. By lessening the amount of handling the freight would receive, opportunities for breakage or damage were also decreased (Pittsburgh Terminal Warehouse and Transfer Company 1906 and 1916).

The northeast corner of the fourth, fifth, and sixth floors featured cold storage facilities (Figures 17 and 18). Cold storage was an important part of the Pittsburgh Terminal Warehouse and Transfer Company's business. Independently-operated cold storage facilities were relatively rare in Pittsburgh when the complex was constructed. The 1923 report on Pittsburgh's warehouses mention only three large cold storage facilities including the Pittsburgh Terminal Warehouse and Transfer Company. The second, maintained by the Union Storage Company, was comparable in size. The third, operated by the Pittsburgh & West Virginia Railroad, one of Pittsburgh's smaller regional railroad carriers, had a much smaller capacity (CCCPP 1923a:76) . Both buildings have been razed.

The cold storage facilities were a showpiece area of the building, a model of Progressive ideals where the best scientific practices of food handling were followed, because "The public [was] rapidly learning to appreciate how much cold storage [was] doing in the equalization of food prices, the providing of a more varied diet in all seasons at reasonable prices than was ever before available and the promotion of public health through scientific preservation of foods" (Pittsburgh Terminal Warehouse and Transfer Company 1916:14). Each cold storage room was large, completely insulated, temperature regulated, and "kept in a condition of cleanliness and sweetness." Walls were between 18 and 24 inches thick and cork-lined; floors averaged 24 inches in depth. Cold storage products were grouped by type (butter, cheese, eggs, poultry, cream, dried fruit); citrus fruit and fish were not accepted, because of their "deleterious" effect on dairy products (Pittsburgh Press 1905; Pittsburgh Terminal Warehouse and Transfer Company 1916:14-23). Promotional material quoted a well-known Pittsburgh "exponent of home economics" as saying "I could not but wish that the average home were

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as sanitary clean as the plant...disease would greatly diminish throughout the whole country” (Pittsburgh Terminal Warehouse and Transfer Company 1916:14).

The building materials and safety systems further reflected Progressive ideals of efficiency and scientific management. The warehouse building featured “fireproof construction,” including steel framing; exterior walls of vitrified brick; multi-paned metal industrial sash with wire-glass windows; and automatic fire doors, as well as the brick walls separating the individual warehouse spaces from the first to the sixth floor; concrete floors; and a sprinkler system with 7,300 sprinkler heads in place throughout the entire building. The sprinkler system’s water tanks were placed on the building’s roof. There were also night watchmen, fire and police alarm boxes, and fireplugs around the entire building (Pittsburgh Press 1905; Pittsburgh Terminal Warehouse and Transfer Company 1906 and 1916). The fireproof construction lowered insurance costs, another selling point used by the company.

The two other buildings in the complex were also built with efficiency and economy in mind. The East Carson Street building was four stories in height, but only two of those stories were visible from the front. The lower two stories, which were accessed from McKean Street, included a first floor stable able to accommodate more than 100 wagons, where tenants and those in the drayage business could house their vehicles and horses (Pittsburgh Terminal Warehouse and Transfer Company ca. 1920; River Walk Corporate Center 2012). The second story reportedly stored hay for those horses (Lackner, personal communication 2012). Later, when vehicles had supplanted horses, the two floors were used for general storage (Sanborn Map Company 1924). The third and fourth stories, accessible from both East Carson Street and Terminal Way, housed the Terminal Trust Company bank (of which James Buchanan was president); a telegraph office; a restaurant; business offices; and retail stores, thus providing tenants and other businesses and workers in the vicinity with nearly any services they could need in one complex (Pittsburgh Terminal Warehouse and Transfer Company 1906 and 1916; Lackner, personal communication 2012).

The power house was built between the P&LE tracks and the river, an efficient location that allowed coal, the fuel source for the power plant, to be delivered to the building either by rail or water. The interior of the building was arranged in two sections, with the east half containing the boilers and the west half the engine and dynamo room (Sanborn Map Company 1906). The power house’s large furnaces and generators produced the complex’s steam heat and electricity. A tunnel running between the power house and the other two buildings housed the steam pipes and electrical conduits. Heating and electricity were provided to the

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tenants free of charge, another aspect of the self-contained, efficient nature of the complex (Pittsburgh Press 1905; Pittsburgh Terminal Warehouse and Transfer Company 1906; Lackner, personal communication 2012).

The building's accessibility, economy, and efficient design allowed it to weather the Great Depression and to continue operations during the post-World War II era. A reduction in the number and length of railroad tracks and an increase in facilities for trucks in the years following World War II reflected a larger shift in the primacy of road-based transportation over railroad based transportation in the post-war years. Ultimately, however, warehouse facilities in and around Pittsburgh's commercial core became less common after the war, as redevelopment changed the commercial landscape. With increasing frequency, companies preferred locating warehouse facilities within easy access of highways. In 1960, the Pittsburgh Terminal Warehouse and Transfer Company lost its major post-war tenant, signaling an end to its period of significance, although the complex continues to operate, in a reduced capacity, to this day.

#### *Comparables – Criterion A for Commerce*

The Pittsburgh Terminal Warehouse and Transfer Company was inspired by St. Louis's Cupples Station development (Stiritz and Lang 1985:8.5), and it has a number of similarities to that complex. The Cupples Warehouse District, NRHP listed in 1985, was larger and included a series of 10, five- to seven-story commercial warehouse buildings constructed between 1894-1917. The warehouse buildings are of similar height and mass to the Pittsburgh Terminal Warehouse and Transfer Company warehouse building. The warehouse buildings of both complexes feature brick walls and construction meant to resist fire. Most fundamentally, both were designed and built with the same goal in mind: to offer wholesale business tenants greater efficiency and economy in the shipping and handling of freight by transporting freight loads from multiple railroads directly into and from the warehouse buildings.

The Pittsburgh Terminal Warehouse and Transfer Company is also comparable to the Pittsburgh's Try Street Terminal, which was NRHP listed in 2007 (Uhl 2007). The Try Street Terminal, completed in 1921, was one of the commercial warehouses highlighted in the 1923 report on warehouse facilities (CCCPP 1923a). Both resources feature large commercial warehouses located just outside of Pittsburgh's downtown commercial district, the Pittsburgh Terminal Warehouse and Transfer Company across the Monongahela River on Pittsburgh's South Side, and the Try Street Terminal just to the east of downtown on Second Avenue. Both were private speculative developments accessible by multiple means of transportation. In the case of the Try

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Street Terminal, this meant roads and two of Pittsburgh's major railroad carriers, the PRR and the B&O, had direct access into the building. Both housed a variety of tenants and had offices at street level.

### *NRHP Evaluation - Criterion C*

The Pittsburgh Terminal Warehouse and Transfer Company complex is significant under NRHP Criterion C for architecture. The complex reflects a very progressive design that is self-consciously modern and carefully programmed to meet the functional needs of an early intermodal facility, providing approximately one million square feet of space. The incorporation of road, rail, and water transportation into a facility that could provide seven-story individual warehouse space with private freight elevators and options for state-of-the-art cold storage was a relatively novel idea that received a great deal of attention and early praise. Though the warehouse configuration ultimately proved to be somewhat limiting, the experiment was a significant one. The complex was also served by the East Carson Street building, which offered office space, a restaurant, a bank, a telegraph office, and stables for the use of tenants and by the power house which controlled the electricity and heating/cooling for the facility.

In contrast to its progressive layout of interior spaces and functions, however, the exterior architectural expression of the complex is staidly traditional favoring the Renaissance Revival style that was extremely popular for early tall buildings, warehouses, and other urban structures of the time. Charles Bickel, the architect of the complex's buildings, deftly layered classical motifs and finely-wrought brick details to elevate the appearance of the complex above more mundane warehouse examples that commonly featured utilitarian windows and simple corbelled cornices. The introduction of the element of Terminal Way as the unifying central spine of the composition and the roughly symmetrical handling of the building sections on either side of Terminal Way demonstrate the architect's mastery of a complex sloping site and demanding building program with the added benefit of a dramatic entrance.

### *Comparables – Criterion C for Architecture*

The NRHP-listed St. Louis's Cupples Station development, which served as a model for the Pittsburgh Terminal Warehouse and Transfer Company, occupied a much larger tract of land with 10 warehouse buildings linked by underground tunnels and rail spurs. The five- to seven-story fireproof brick buildings were built in a simplified and generally utilitarian version of the Renaissance Revival style. At their most decorative—with tripartite facades that evoked the Renaissance palazzo form—they are less articulated than

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the Pittsburgh complex. Most of the Cupples Station elevations are flat brick walls with round arch, segmental arch, or rectangular windows without any unifying features like the central Terminal Way with its flanking offices and storefronts. The Pittsburgh Terminal Warehouse and Transfer Company condensed the functions of the multi-warehouse St. Louis complex without sacrificing any of its efficiency, thus allowing intermodal (river, rail, and roadway) transfer and storage of goods in secure facilities under one roof.

The Pittsburgh Terminal Warehouse and Transfer Company is also comparable to the Pittsburgh's NRHP-listed Try Street Terminal from 1921. The nine-story warehouse building has a modern design with a clear articulation of its concrete structure, which is offset by curtain wall panels of brick and multi-pane industrial windows. A subtle row of brick dentil molding above the ninth-story windows provides the only historical ornament. The building is constructed with concrete slab floors supported by concrete mushroom columns. This structural system provides open flexible floor space (in contrast to the long narrow individual warehouse spaces in the Pittsburgh Terminal Warehouse and Transfer Company warehouse building) and incorporates flat ceilings (in contrast to the low jack arch vaulting of the warehouse building), which increase the useable volume of the storage space and reflect the natural light from the large industrial windows. The Try Street Terminal lacks the novelty and precise articulation of the warehouse building's original design, but it provides the flexible and easily-configured open storage space that became more highly valued by tenants and that was the goal of some of the warehouse building's ca. 1950 renovations.

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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: Pittsburgh Terminal Properties, Inc.

Historic Resources Survey Number (if assigned): N/A

**10. Geographical Data**

**Acreage of Property** 5.7 acres

(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>17</u> Zone	<u>585118</u> Easting	<u>4476023</u> Northing	3	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing
2	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing	4	<u>                    </u> Zone	<u>                    </u> Easting	<u>                    </u> Northing

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

The NRHP boundary for the Pittsburgh Terminal Warehouse and Transfer Company is equal to the tax parcels for Allegheny County tax parcels 3-E-91 and 3-E-150. The boundary includes Terminal Way over the CSX Transportation right-of-way, but does not include the right-of-way. The tax parcel information is housed at the Allegheny County Office of Property Assessment, County Office Building, 542 Forbes Avenue, Third Floor, Pittsburgh, PA 15219.

**Boundary Justification** (Explain why the boundaries were selected.)

The NRHP boundary encompasses the three buildings and one structure historically associated with the Pittsburgh Terminal Warehouse and Transfer Company.

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### 11. Form Prepared By

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name/title Laura C. Ricketts and Gerald M. Kuncio  
organization Skelly and Loy, Inc. date October 19, 2012  
street & number 3280 William Pitt Way telephone 412-828-1412  
city or town Pittsburgh state PA zip code 15238  
e-mail [lricketts@skellyloy.com](mailto:lricketts@skellyloy.com); [gkuncio@skellyloy.com](mailto:gkuncio@skellyloy.com)

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### Additional Documentation

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Submit the following items with the completed form:

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

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### Photographs:

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Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Pittsburgh Terminal Warehouse and Transfer Company

City or Vicinity: Pittsburgh City

County: Allegheny State: Pennsylvania

Photographer: Laura C. Ricketts

Date Photographed: May 23, 2012

Description of Photograph(s) and number: See Continuation Sheet

Location of Digital Files: Skelly and Loy, Inc., 3280 William Pitt Way, Pittsburgh, PA 15238

Printer: HP Photosmart 5514  
Paper: HP Premium Plus Photo Paper  
Ink: HP 564 Photosmart Ink Cartridges

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**Photograph Caption List**

Photograph number	Description of view	Direction of camera
1	View of Terminal Way flanked by east (left) and west (right) sections of the warehouse building, with east and west sections of the East Carson Street building in the middle ground.	SW
2	View of Terminal Way flanked by west (left) and east (right) sections of the warehouse building, with the power house in the middle ground.	NE
3	View of Terminal Way flanked by the west (left) and east (right) sections of the East Carson Street building, with the west and east sections of the warehouse in the middle ground.	NE
4	View of the front (south) elevation of the west section (third and fourth floors) of the East Carson Street building with East Carson Street in the foreground.	NE
5	View of the front (south) elevation of the west and east sections (third and fourth floors) of the East Carson Street building separated by Terminal Way with East Carson Street in the foreground.	E
6	View of the rear (north) elevation of the East Carson Street building with McKean Street in the foreground.	SW
7	View of the northeast corner of the west section (third and fourth floors) of the East Carson Street building with Terminal Way in the foreground.	SW
8	View of the rear (north) and side (west) elevations of the east section (third and fourth floors) of the East Carson Street building.	S
9	Interior view of the Pittsburgh Courier offices in the west section (third floor) of the East Carson Street building.	SW
10	Interior view of the lunch counter in the east section (third floor) of the East Carson Street building.	SW
11	View of the rear (north) elevation of the East Carson Street building (at right) and the deck girder bridge that carries Terminal Way over McKean Street.	SE
12	View from left to right of the deck girder bridge carrying Terminal Way, the power house, the CSX Transportation railroad tracks, and the warehouse building.	NE
13	View of south elevation (first floor) of the warehouse building.	NW
14	View of west elevation of the warehouse building.	NE
15	View of east elevation of the warehouse building.	NW
16	View of north elevation (first through third floors) of the warehouse building with deck girder bridge carrying Terminal Way in the foreground.	SE
17	View of north elevation of west section (third through sixth floors) of the warehouse building from Terminal Way, with billboard structure visible at upper right.	SW
18	View of north elevation of east section of the warehouse building from Terminal Way.	SE
19	View of Terminal Way flanked by the east (left) and west (right) sections (third through sixth floors) of the warehouse building.	SW
20	View of rooftop of east section of the warehouse building.	SW
21	Interior view of the basement of the warehouse building.	N
22	Interior view of the first floor of the warehouse building, showing former railroad track area.	SW
23	Interior view of the first floor in the warehouse building, showing doors to individual warehouse space and private freight elevators.	SW
24	Interior view of warehouse space on the second floor in the warehouse building.	NW

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Photograph number	Description of view	Direction of camera
25	Interior view of a renovated office on the third floor (west section) of the warehouse building.	S
26	Interior view of renovated office and warehouse space on the fourth floor (west section) of the warehouse building.	NE
27	Interior view of warehouse space on the fifth floor (west section) of the warehouse building.	NW
28	Interior view of one of the former cold storage areas with cork-lined walls on the fifth floor (east section) of the warehouse building.	NW
29	Interior view of converted open warehouse space on the sixth floor (west section) of the warehouse building.	N
30	Interior view of warehouse space on the sixth floor (east section) of the warehouse building.	NW
31	View from left to right, power house addition, Duquesne Light substation, deck girder bridge carrying Terminal Way over the railroad tracks, and the south elevation of the power house building.	NE
32	View of the east elevation of the power house building.	SW
33	View of the north elevation of the power house building.	SW
34	View of the west elevation of the power house building (second floor) from Terminal Way.	NE
35	Interior view of the power house building.	SW

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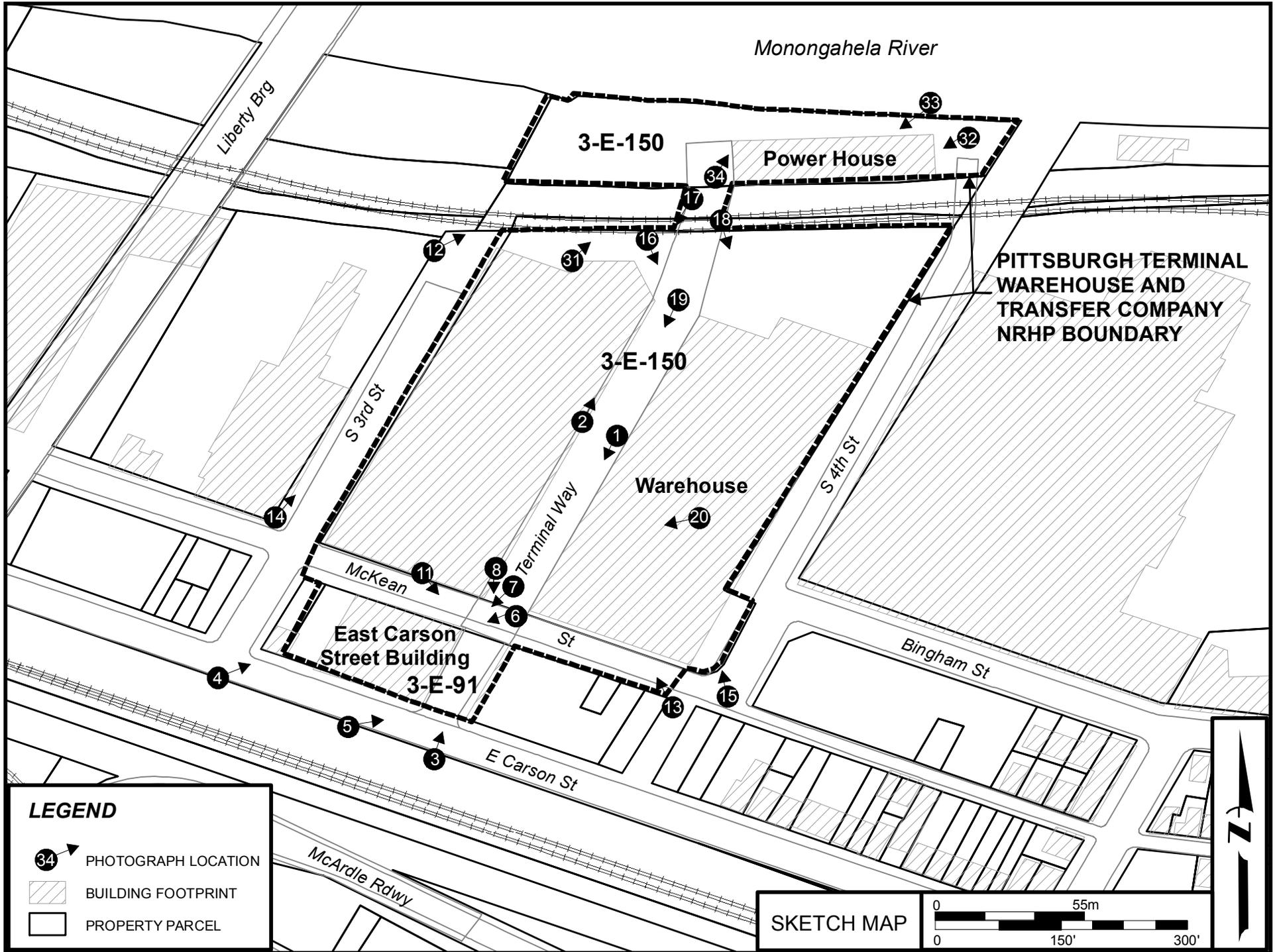
**Property Owner:**

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

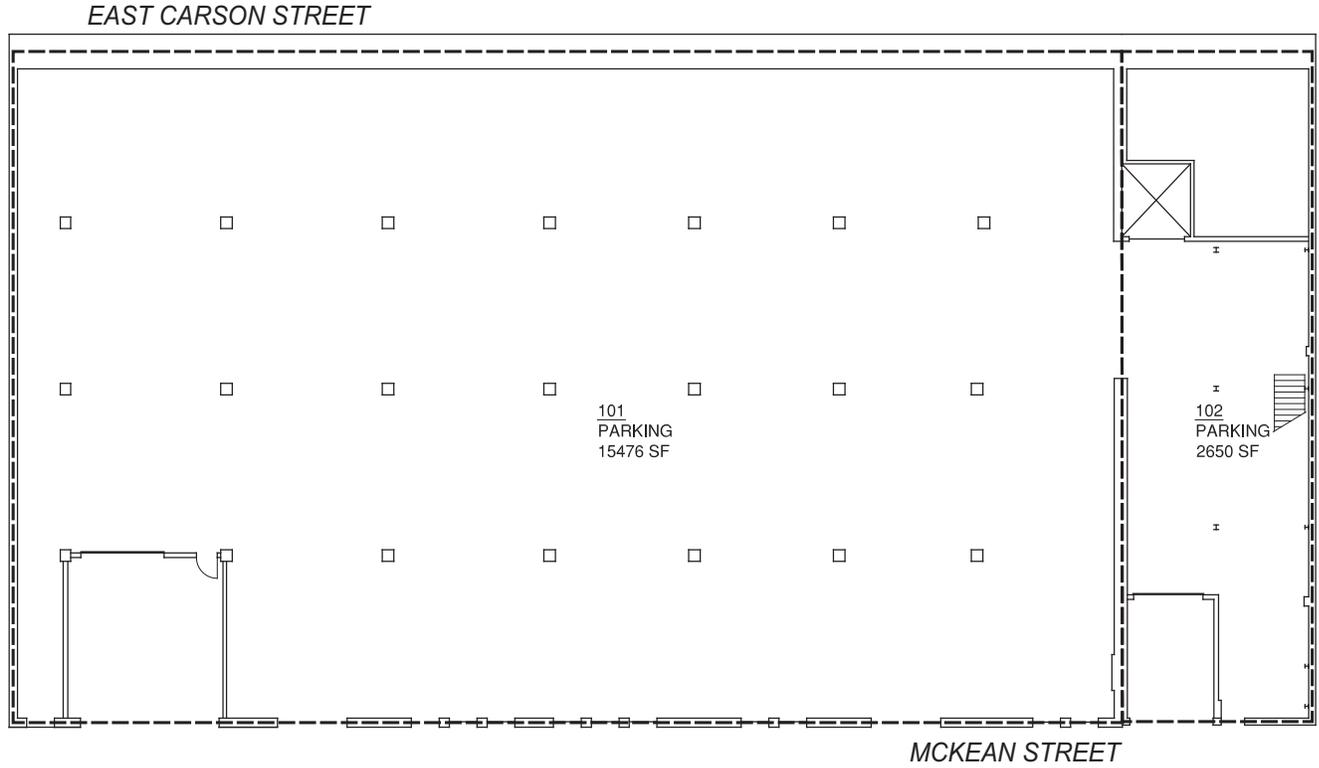
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street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

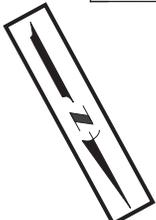
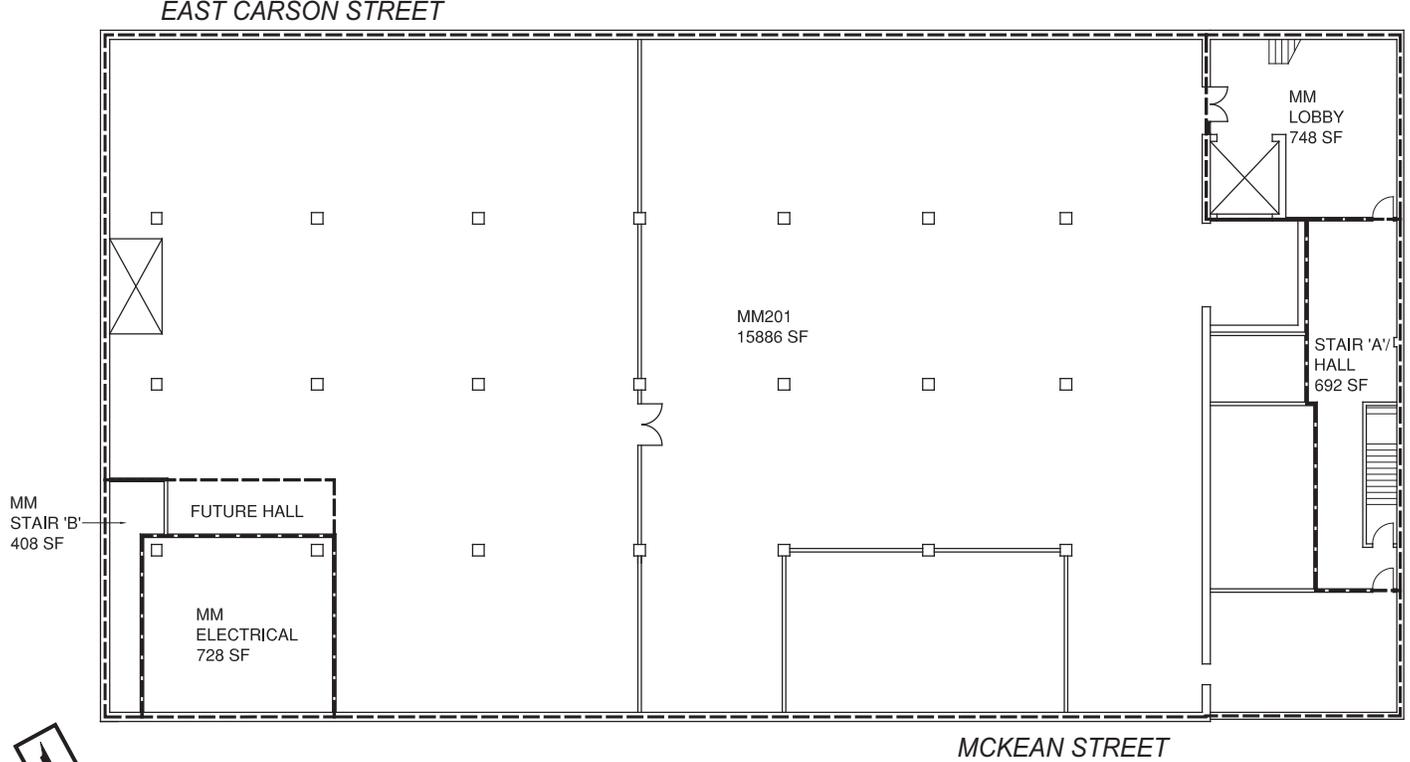
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



### FIRST FLOOR



### SECOND FLOOR

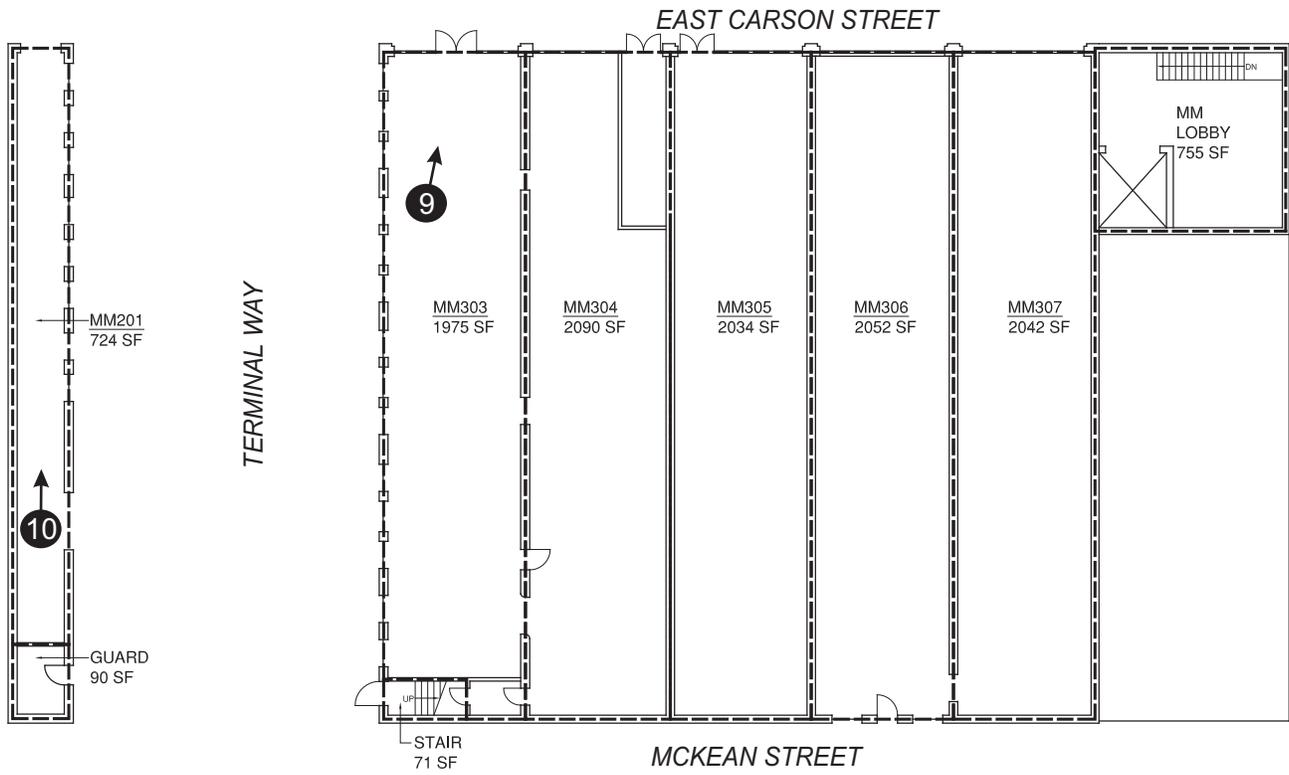


PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / EAST CARSON STREET BUILDING

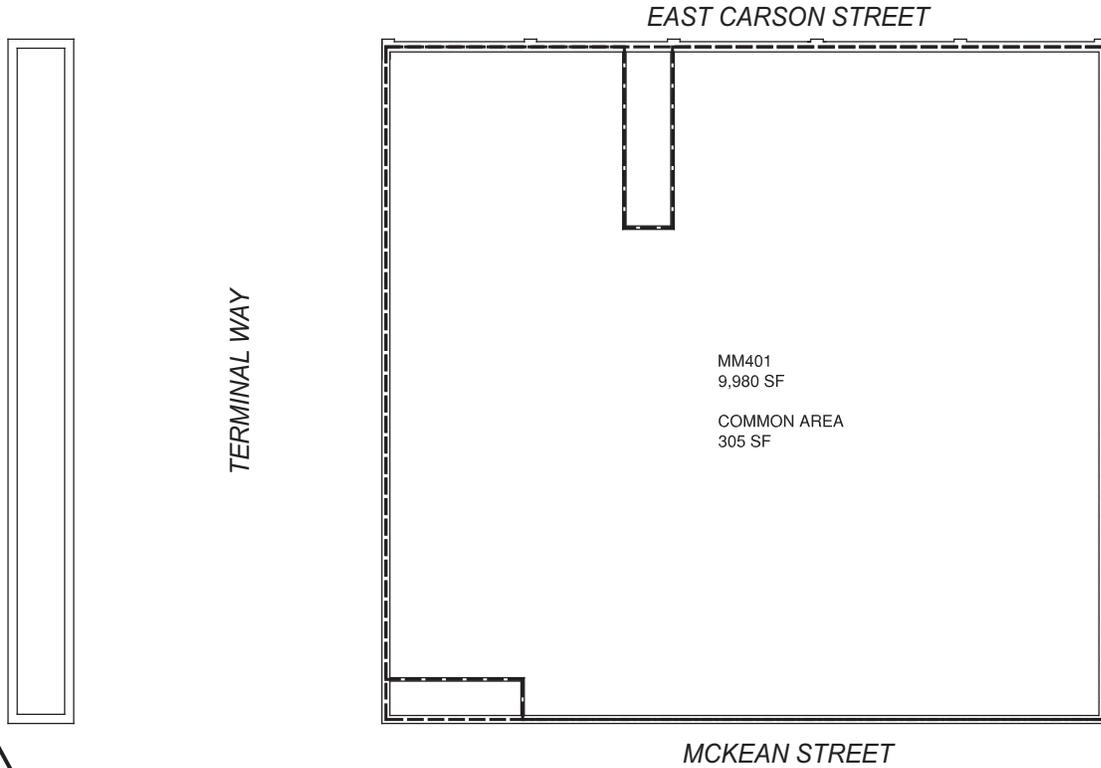
SOURCE: LDA 2012a

FIGURE - 1

**THIRD FLOOR**



**FOURTH FLOOR**



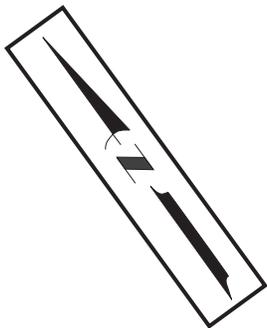
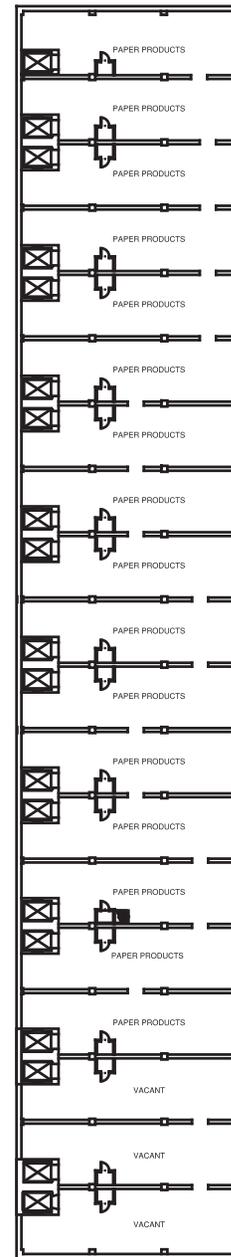
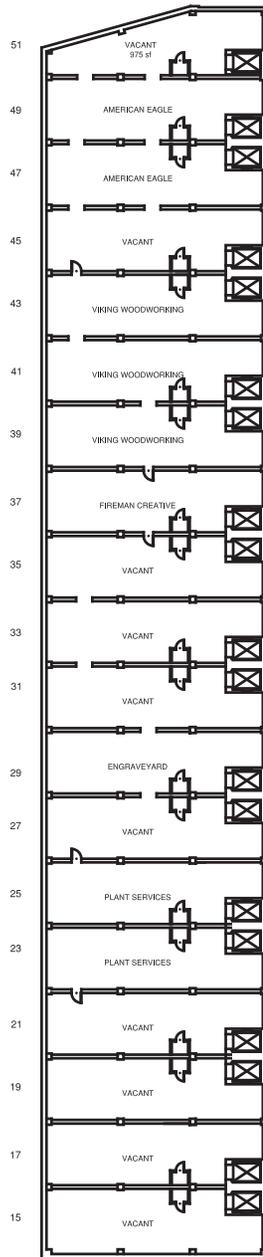
**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / EAST CARSON STREET BUILDING**

**LEGEND**

10 → PHOTOGRAPH LOCATION

SOURCE: LDA 2012a

FIGURE - 2



**LEGEND**

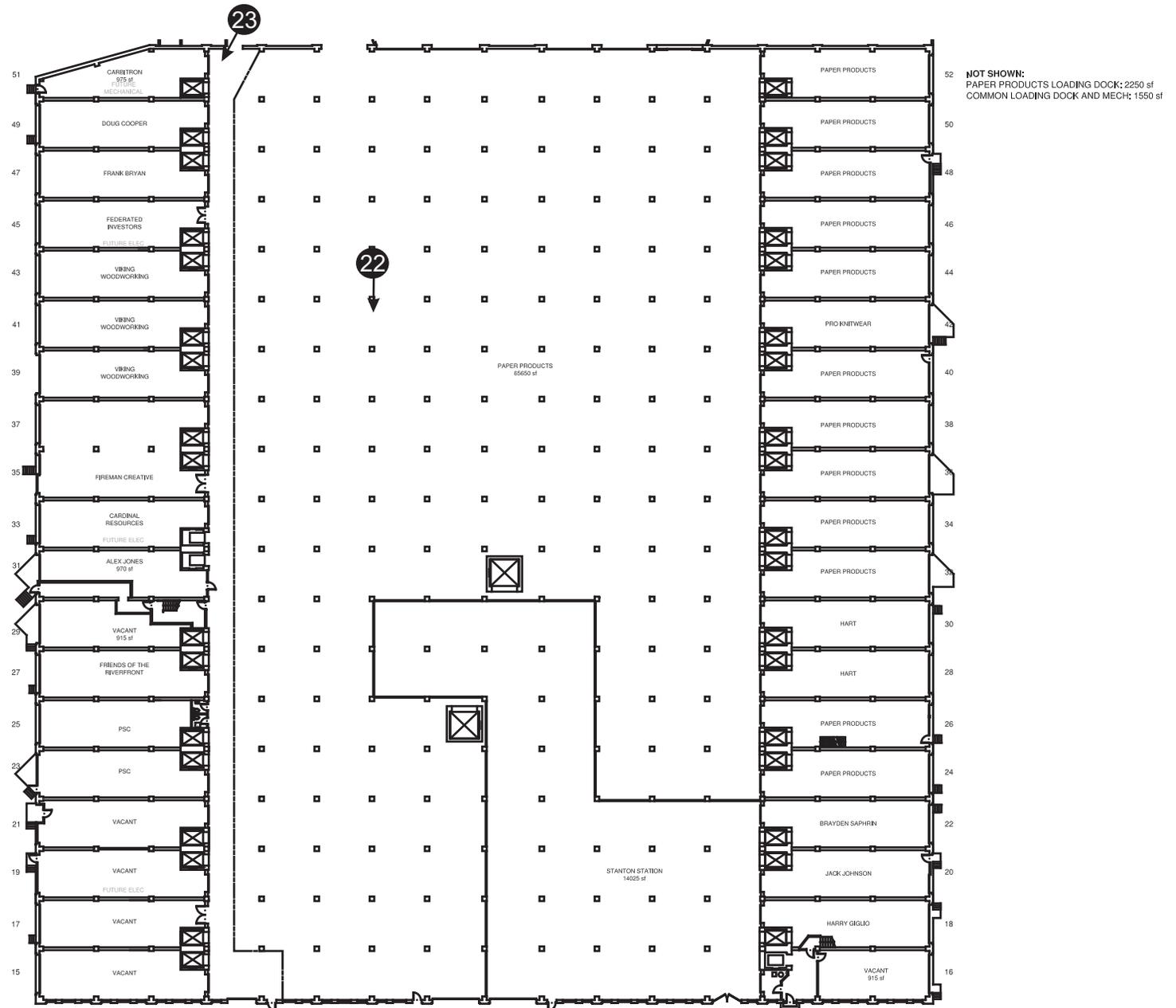


PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER  
COMPANY / CURRENT WAREHOUSE BASEMENT FLOOR PLAN**

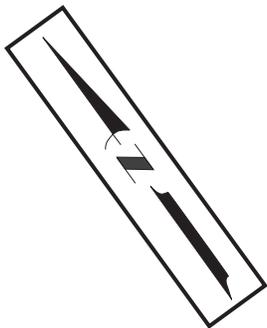
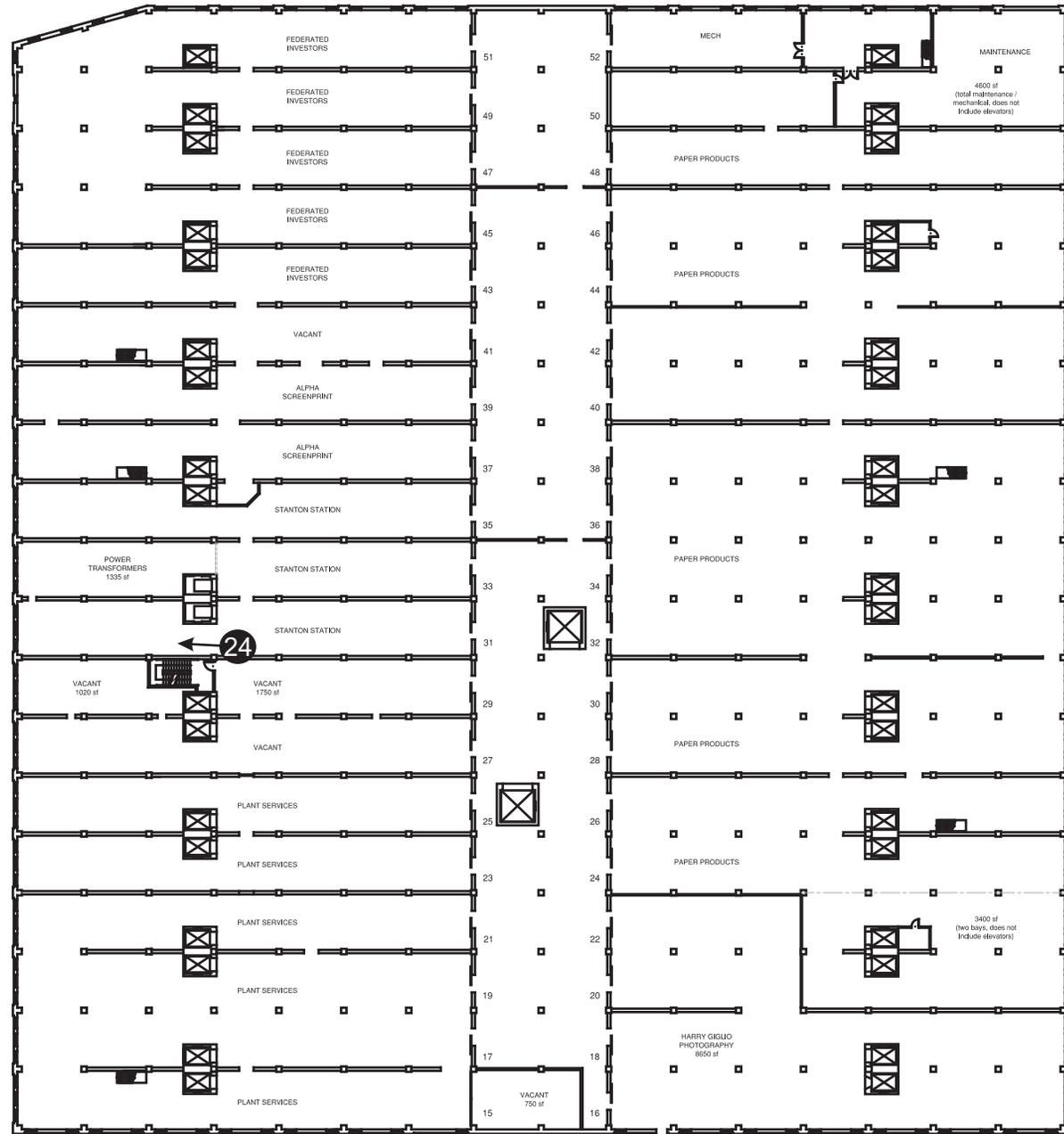
FIGURE - 3  
NOT TO SCALE



SOURCE: LDA 2009

PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE FIRST FLOOR PLAN

FIGURE - 4  
 NOT TO SCALE



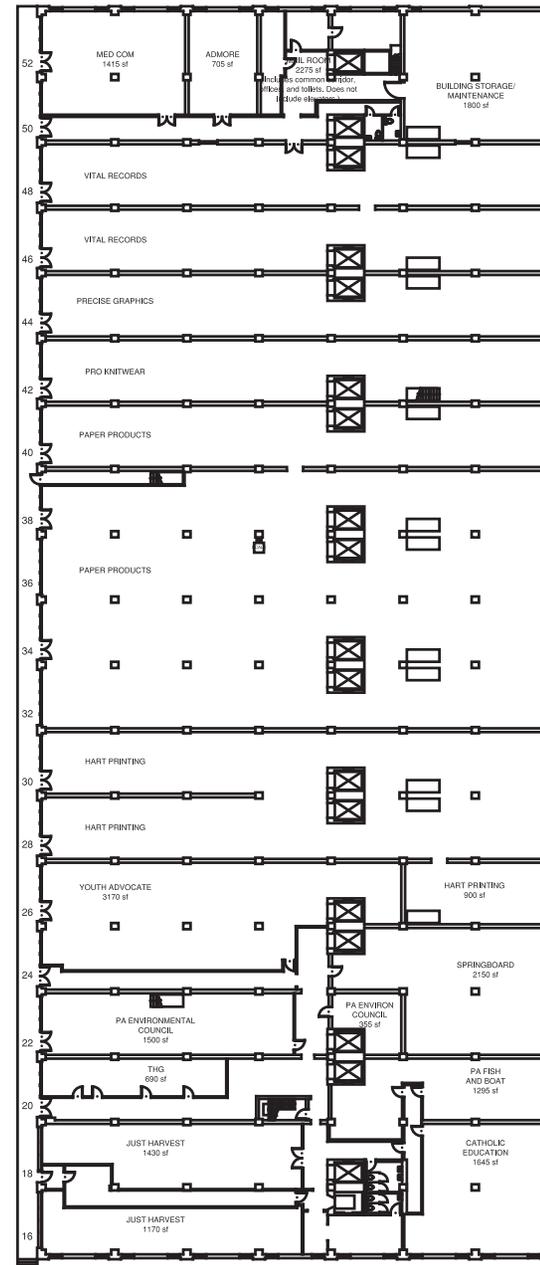
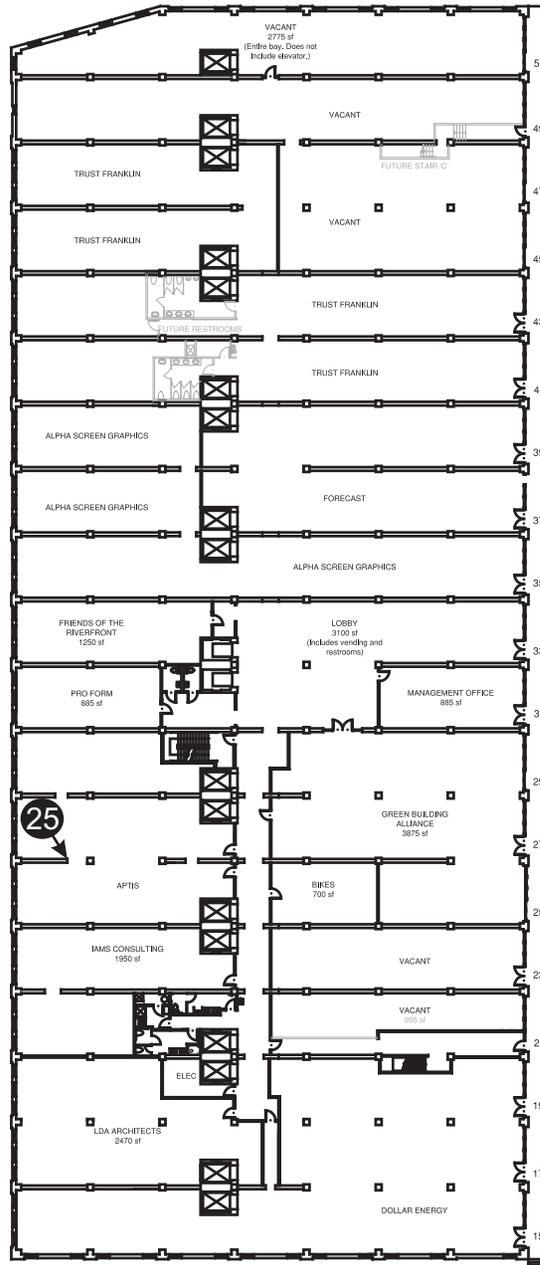
**LEGEND**

24 → PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE SECOND FLOOR PLAN**

FIGURE - 5  
 NOT TO SCALE



**LEGEND**

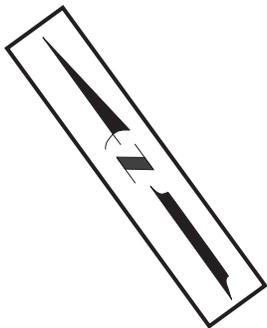
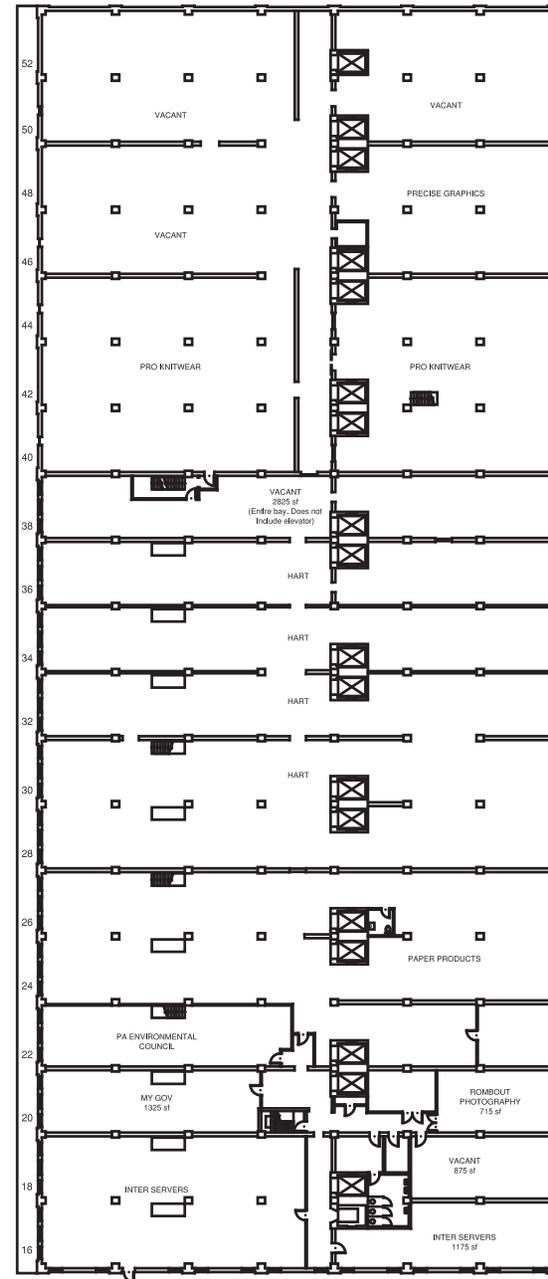
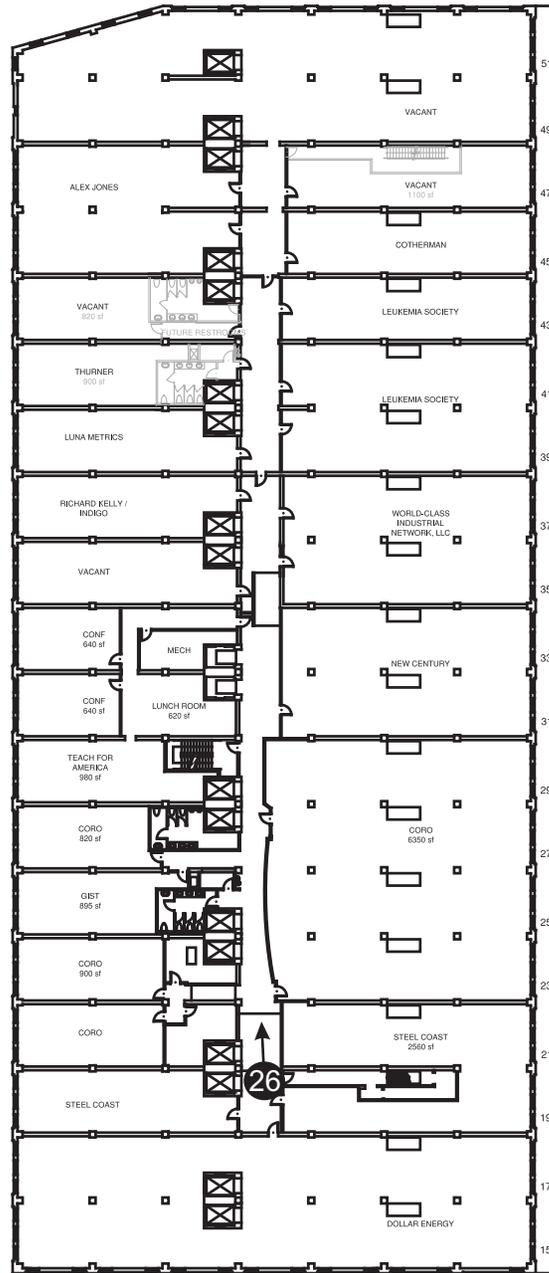


PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE THIRD FLOOR PLAN**

FIGURE - 6  
NOT TO SCALE



**LEGEND**

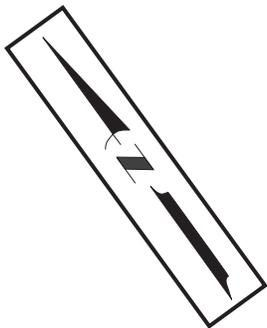
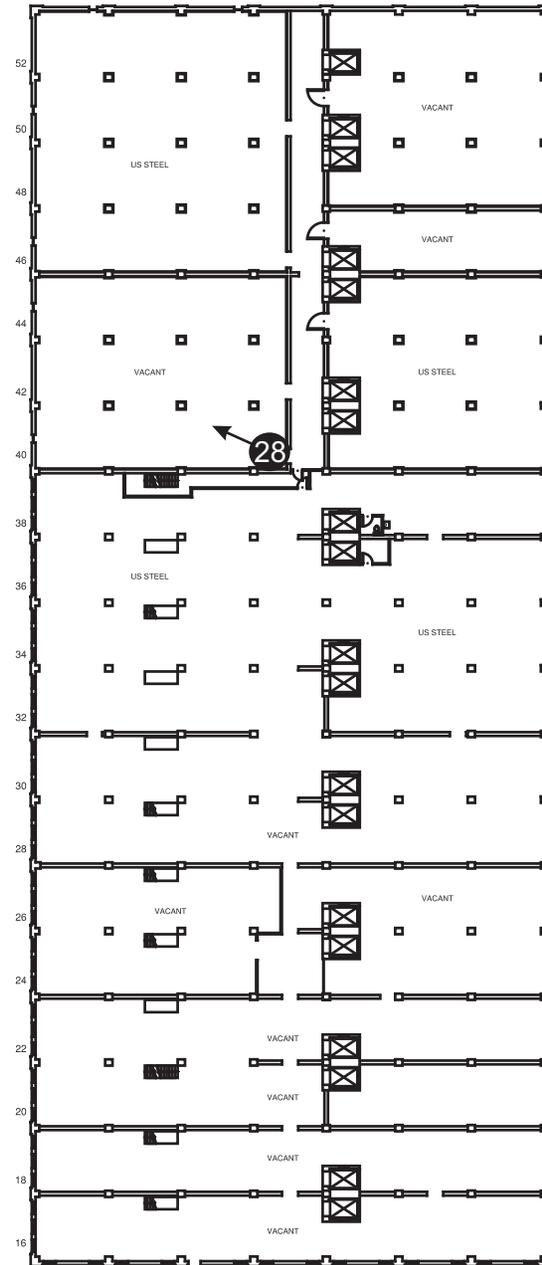
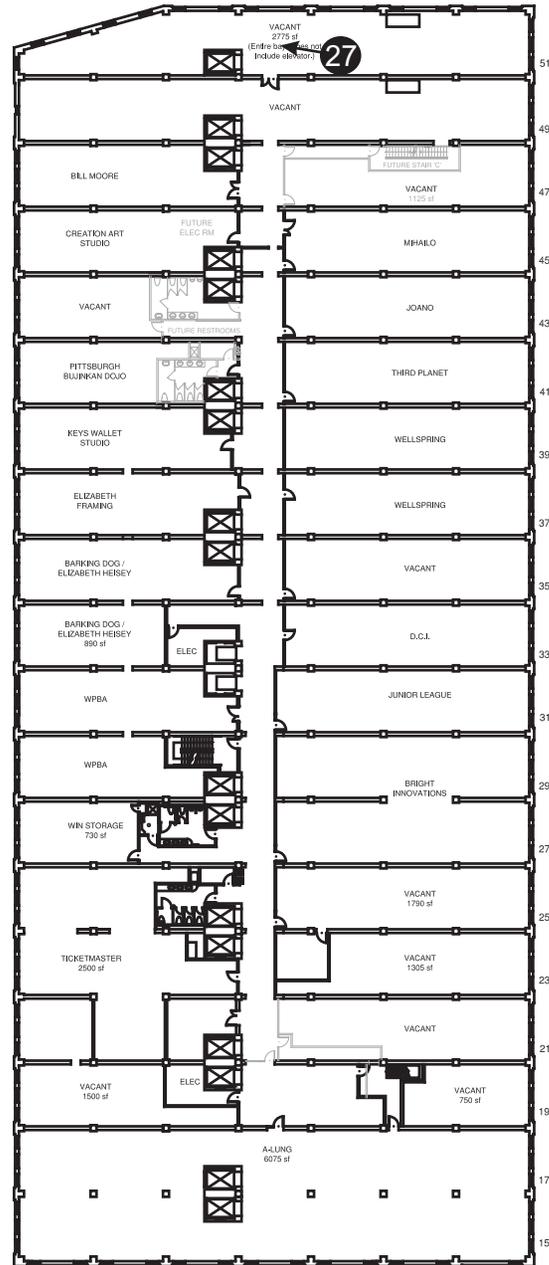


PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE FOURTH FLOOR PLAN**

FIGURE - 7  
NOT TO SCALE



**LEGEND**

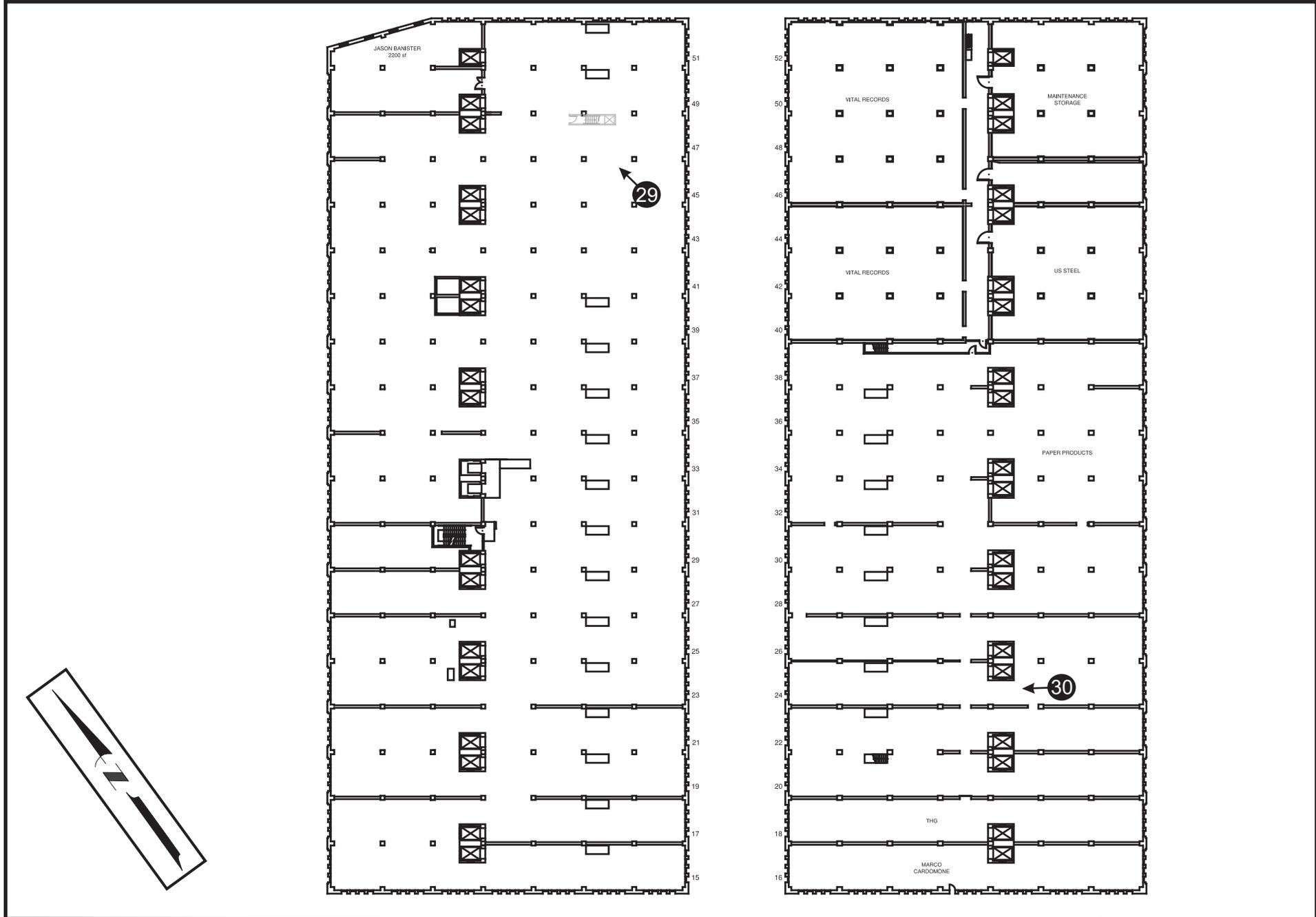


PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE FIFTH FLOOR PLAN**

FIGURE - 8  
NOT TO SCALE



**LEGEND**



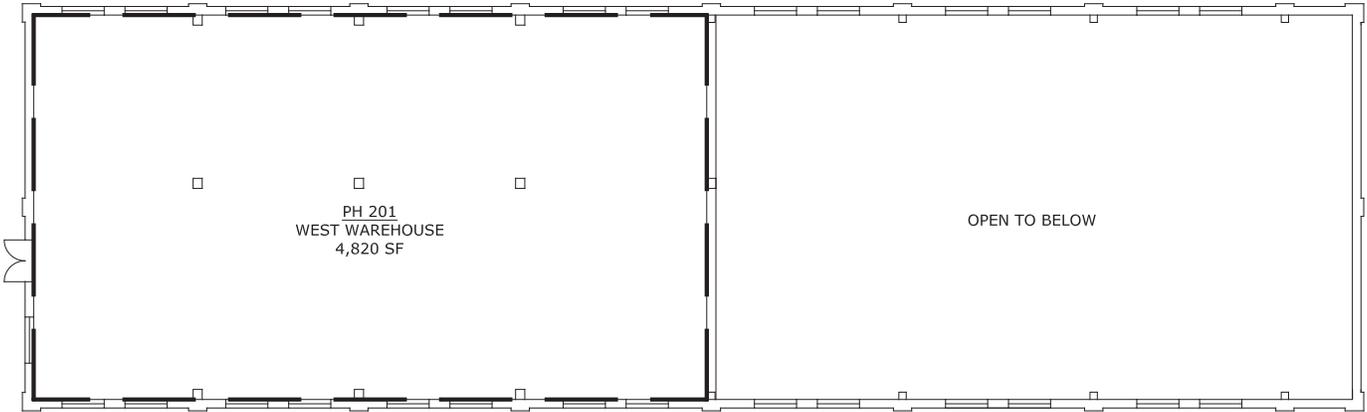
PHOTOGRAPH LOCATION

SOURCE: LDA 2009

**PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / CURRENT WAREHOUSE SIXTH FLOOR PLAN**

FIGURE - 9  
 NOT TO SCALE

### SECOND FLOOR



### FIRST FLOOR



**LEGEND**

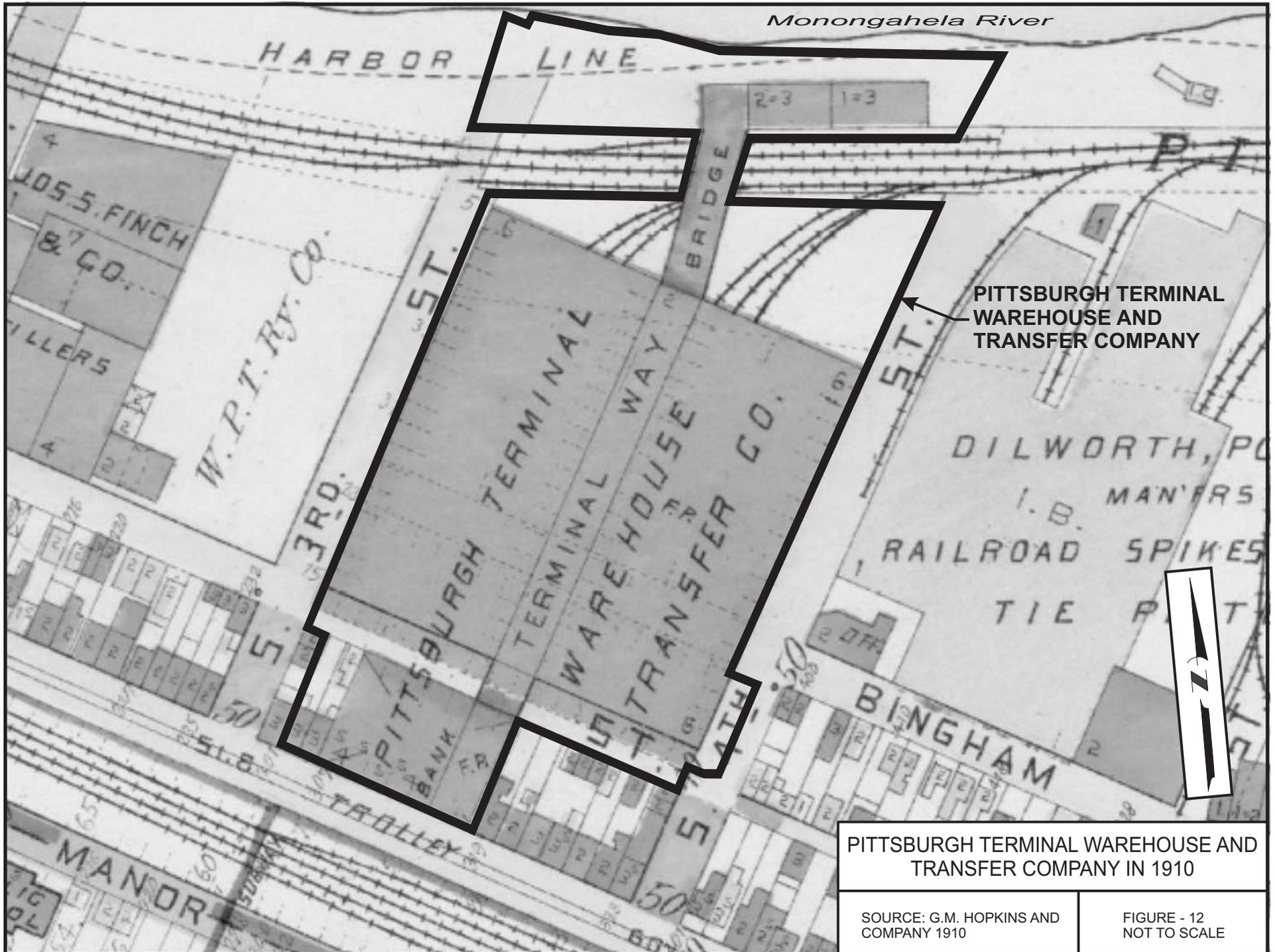
35 → PHOTOGRAPH LOCATION

PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER  
COMPANY / POWER HOUSE

SOURCE: LDA 2012b

FIGURE - 10



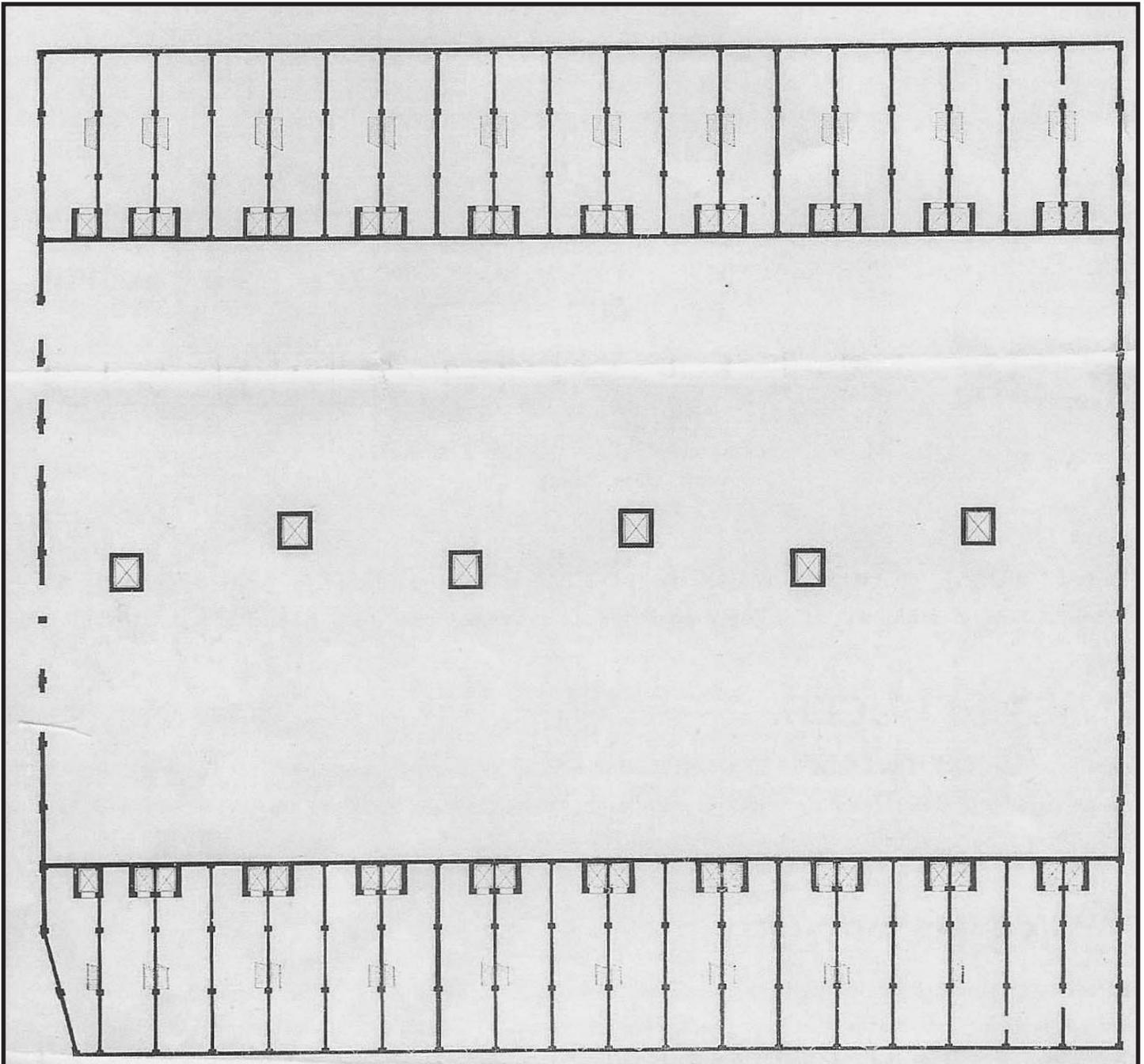


PITTSBURGH TERMINAL  
WAREHOUSE AND  
TRANSFER COMPANY

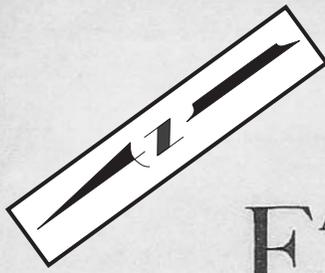
PITTSBURGH TERMINAL WAREHOUSE AND  
TRANSFER COMPANY IN 1910

SOURCE: G.M. HOPKINS AND  
COMPANY 1910

FIGURE - 12  
NOT TO SCALE



BASEMENT FLOOR PLAN.

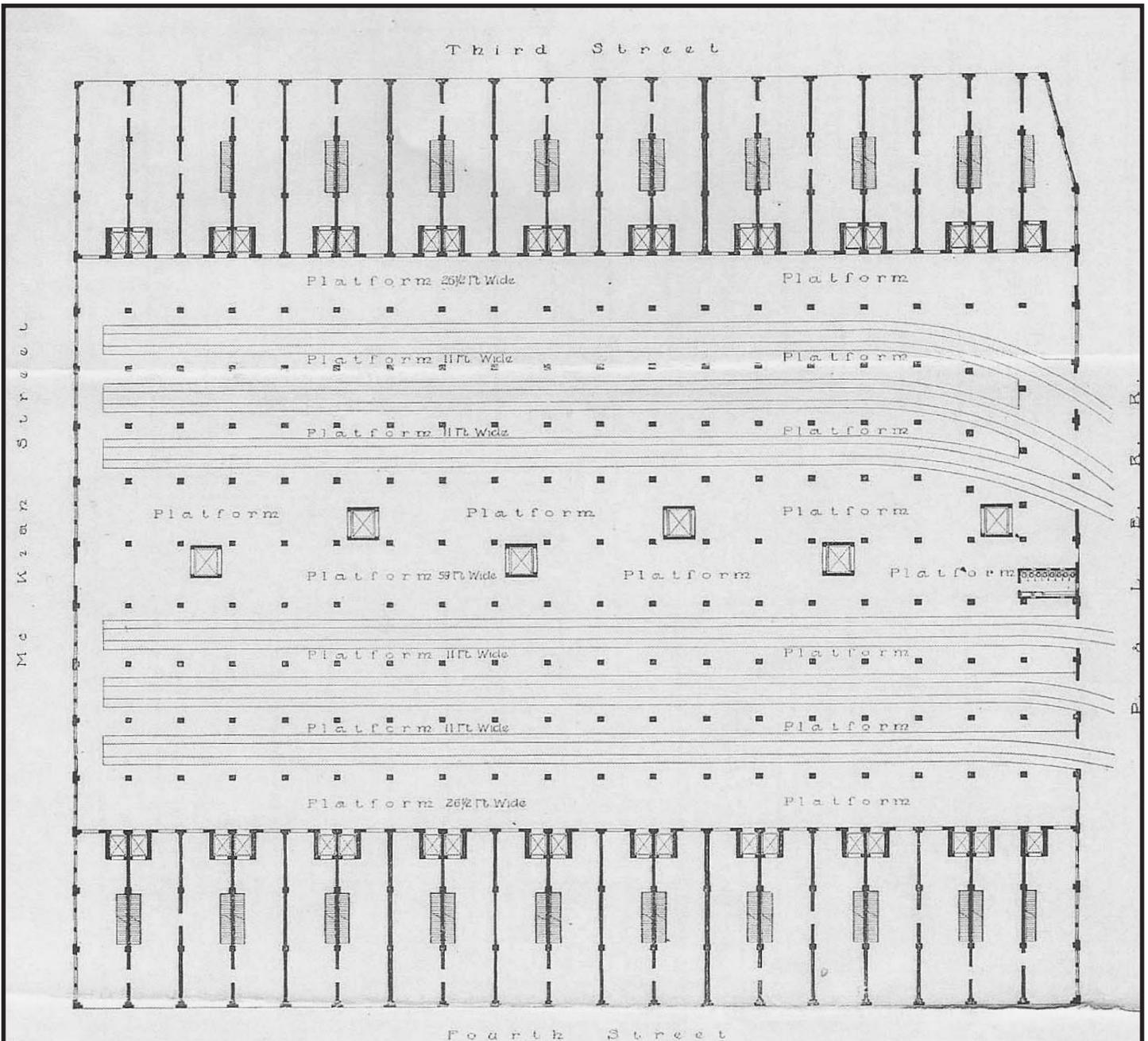


**E**ACH warehouse tenant has a large, well ventilated and properly lighted basement, making the warehouses practically seven stories high. The elevators descend to the basements, and they are in every respect an additional floor which the tenant secures with his lease.

SOURCE: PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY 1906

PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER COMPANY / HISTORIC WAREHOUSE BASEMENT FLOOR PLAN

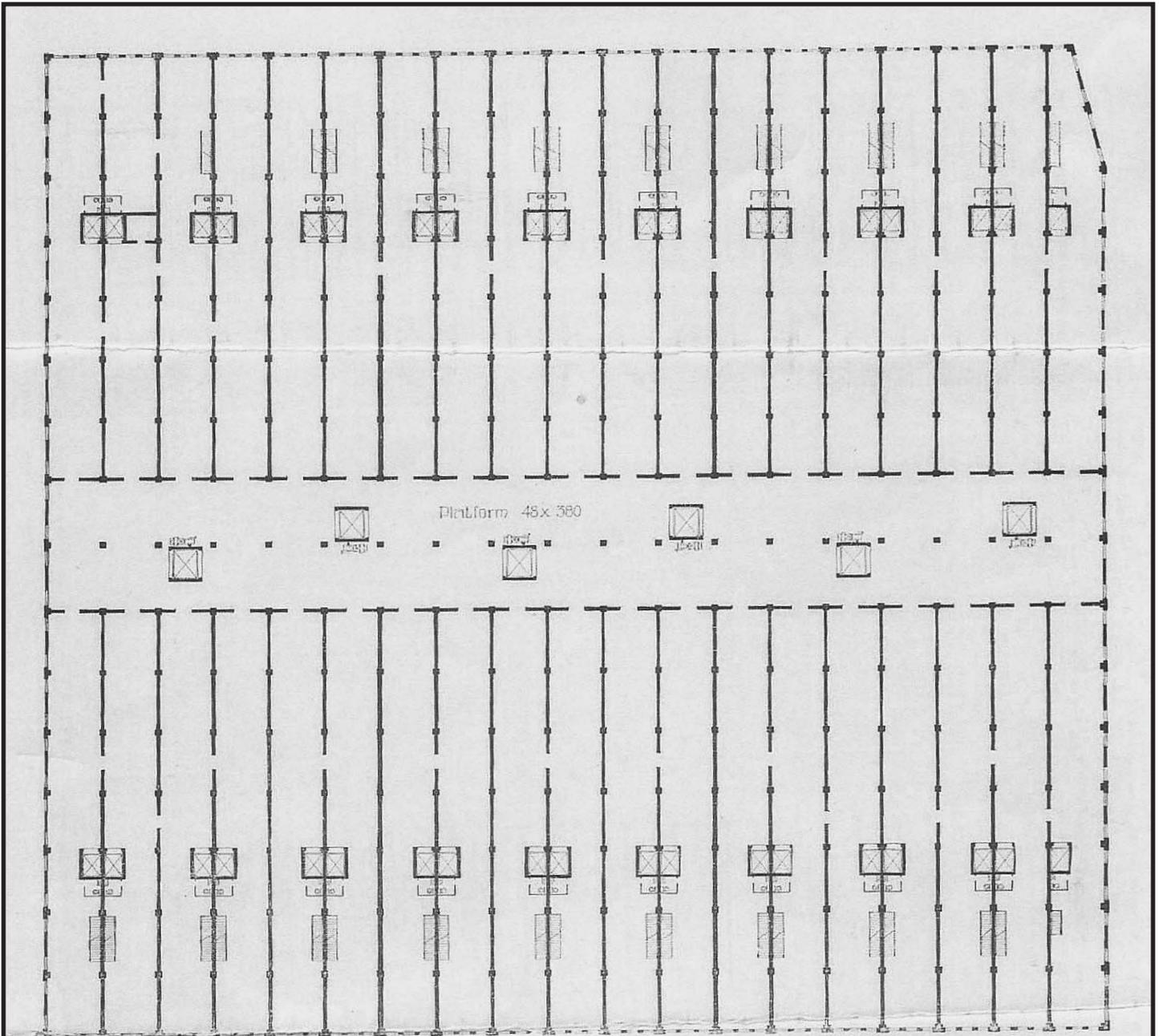
FIGURE - 13  
NOT TO SCALE



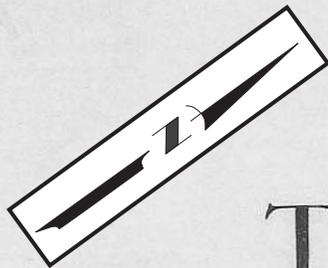
PLAN OF FIRST FLOOR, OR TERMINAL STATION.

**S**HOWING the seven station platforms and six freight tracks, each nearly 400 feet long, running the whole length of the station; also the six big public elevators and the private elevators in each warehouse, stairways, fire walls, partition doors, etc. Warehouses are accessible to teams all around this floor, which is surrounded by McKean, Third and Fourth streets.

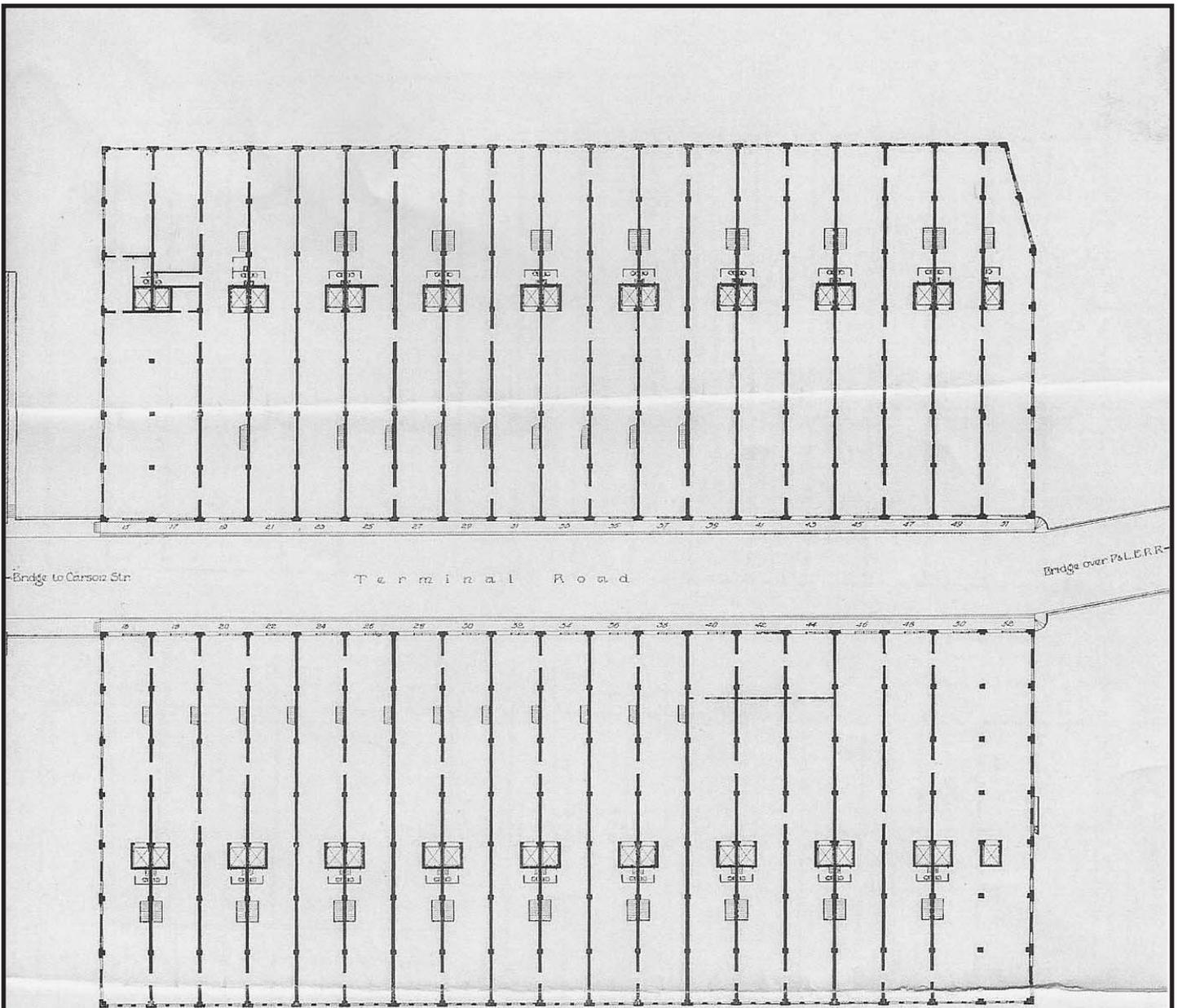
No other city in the world has a convenience in any way approaching this one feature of the Pittsburgh Terminal Warehouse and Transfer Company's system.



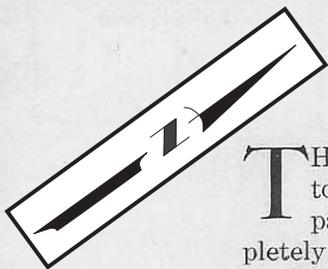
PLAN OF SECOND FLOOR AND THE MEZZANINE.



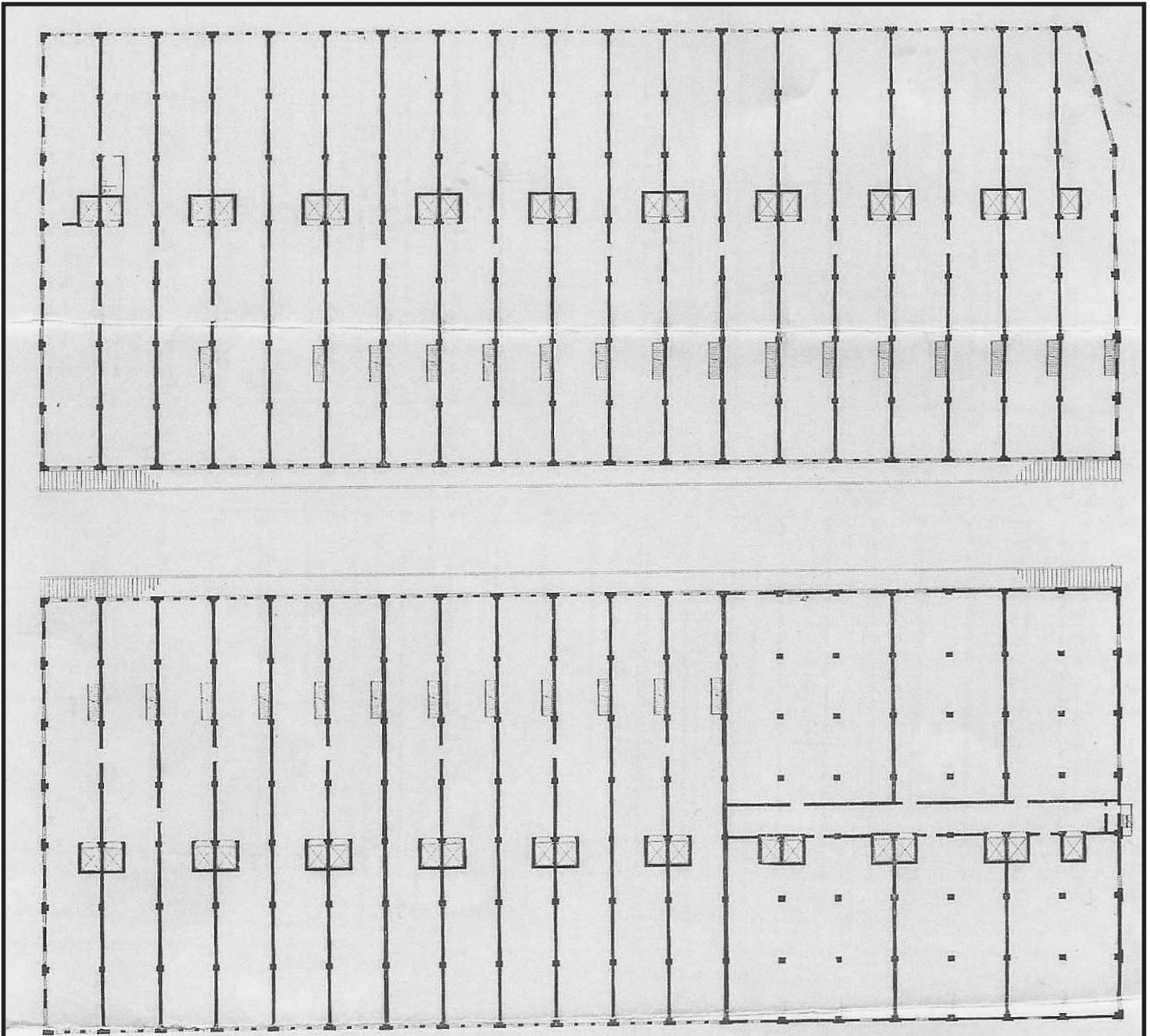
THIS shows the full length of each warehouse, also the mezzanine station, 48x380 feet, on which the public freight elevators load for the station floor below. This will be one of the busiest floors in the buildings when freight departs.



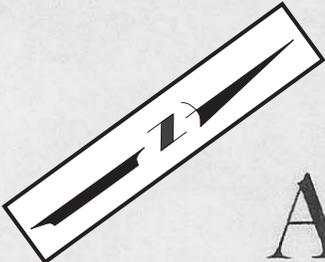
PLAN OF THIRD FLOOR AND TERMINAL WAY.



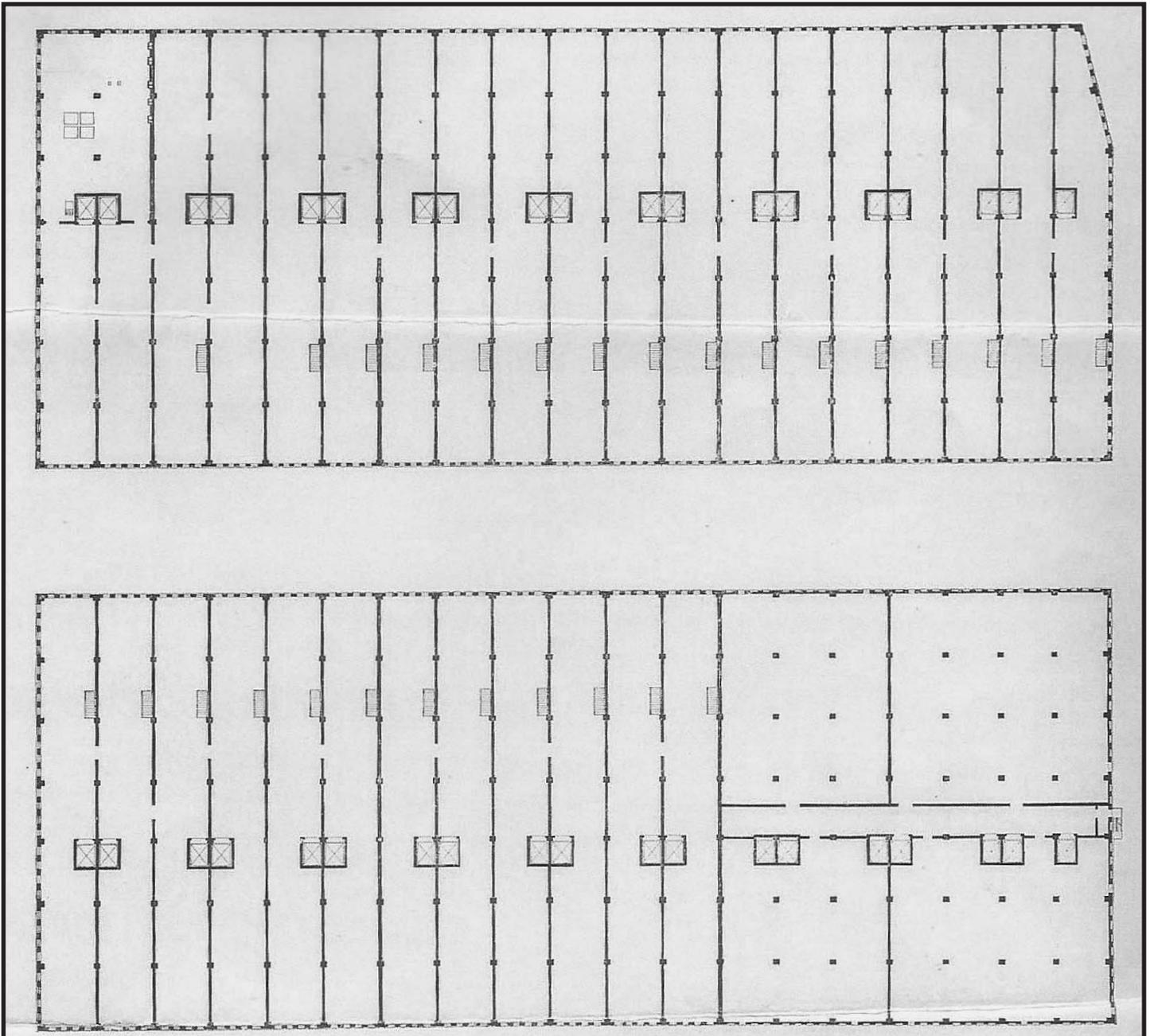
THIS is one of the most important features in the system, next to the terminal station. The chief characteristic is a wide paved street, running off Carson street at level, passing completely through between the warehouses and over the Lake Erie tracks to the power station and river transfer on the Monongahela. There are loading platforms, with canopy cover, along both sides of this street, and here the tenants will have their offices, making it a typical city wholesale street.



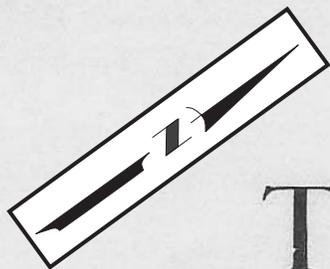
PLAN OF FOURTH FLOOR, SHOWING FIRST TIER OF COLD STORAGE ROOMS.



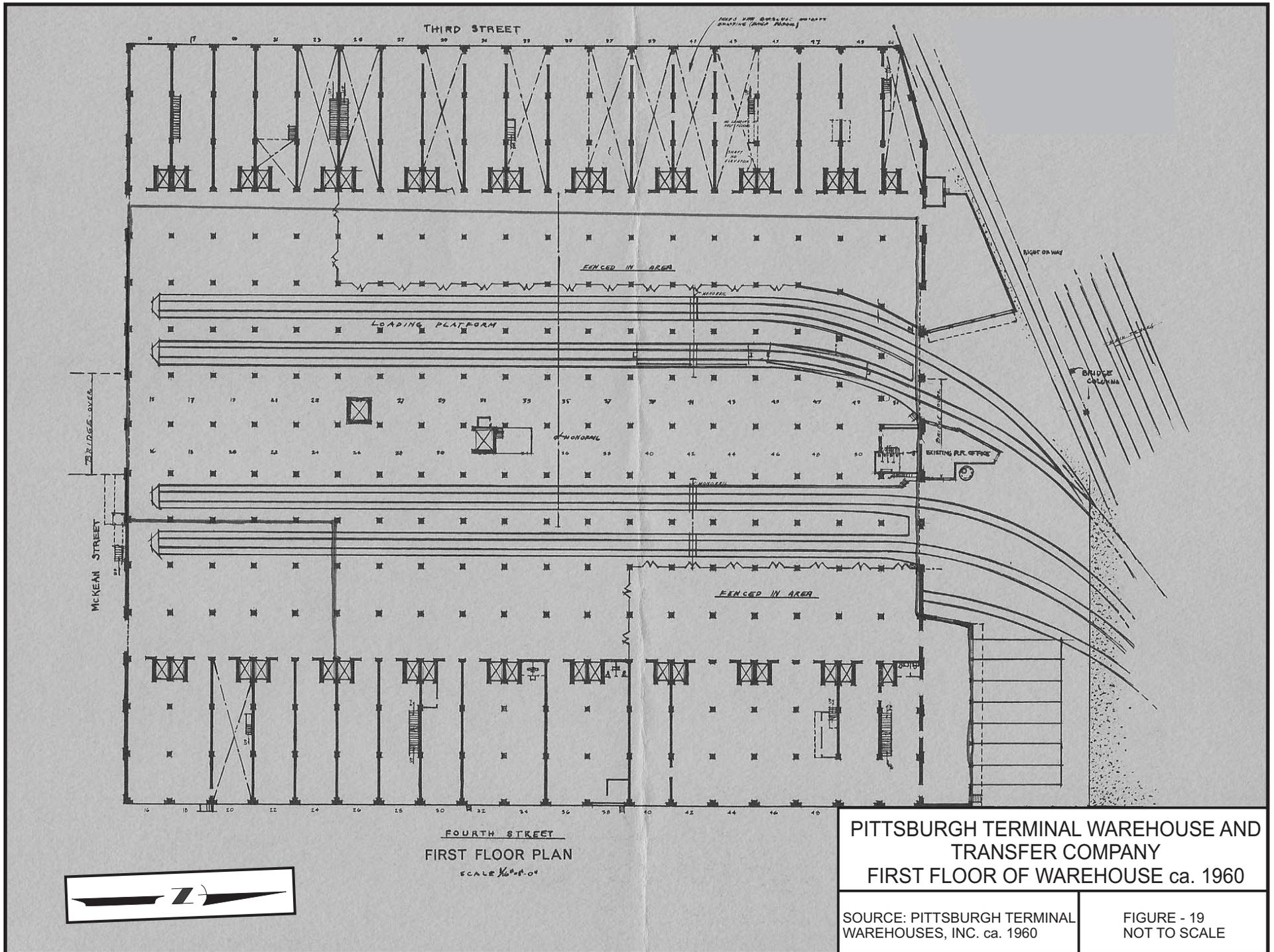
**A**LTHOUGH this warehouse system is not a storage one, provision has been made in it for what is probably the finest cold storage plant in the United States. Nothing which science has devised will be lacking from this splendid feature of the warehouses.



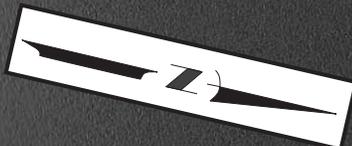
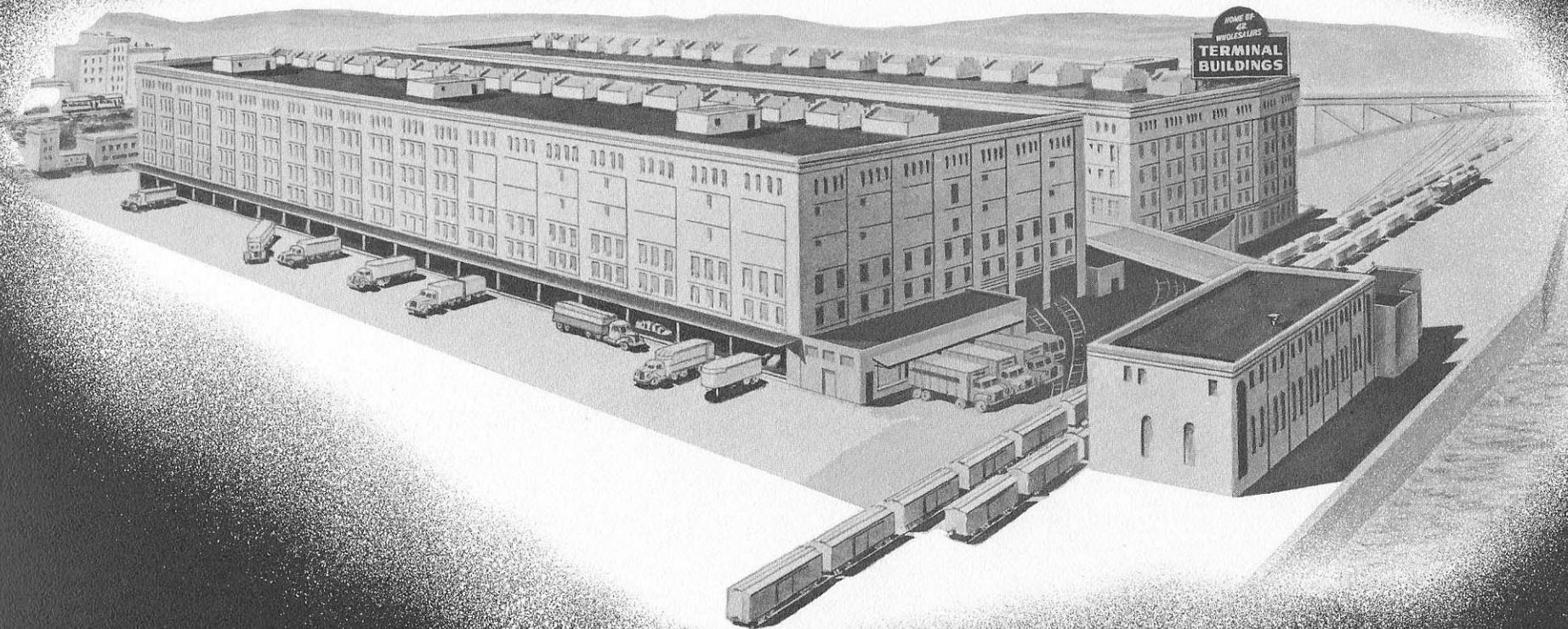
PLAN OF SIXTH FLOOR, SHOWING UPPER TIER OF COLD STORAGE ROOMS.



**T**HE refrigeration in the cold storage plant will be perfection. The latest improved machinery has been installed and special cold storage experts have charge of this important and valuable adjunct to the system of warehouses and freight station.



*868,000 SQUARE FEET...  
OFFICE and WAREHOUSE SPACE... BOTH UNDER ONE ROOF*



PITTSBURGH TERMINAL WAREHOUSE AND  
TRANSFER COMPANY RENDERING ca. 1960

SOURCE: PITTSBURGH TERMINAL  
WAREHOUSES, INC. ca. 1960

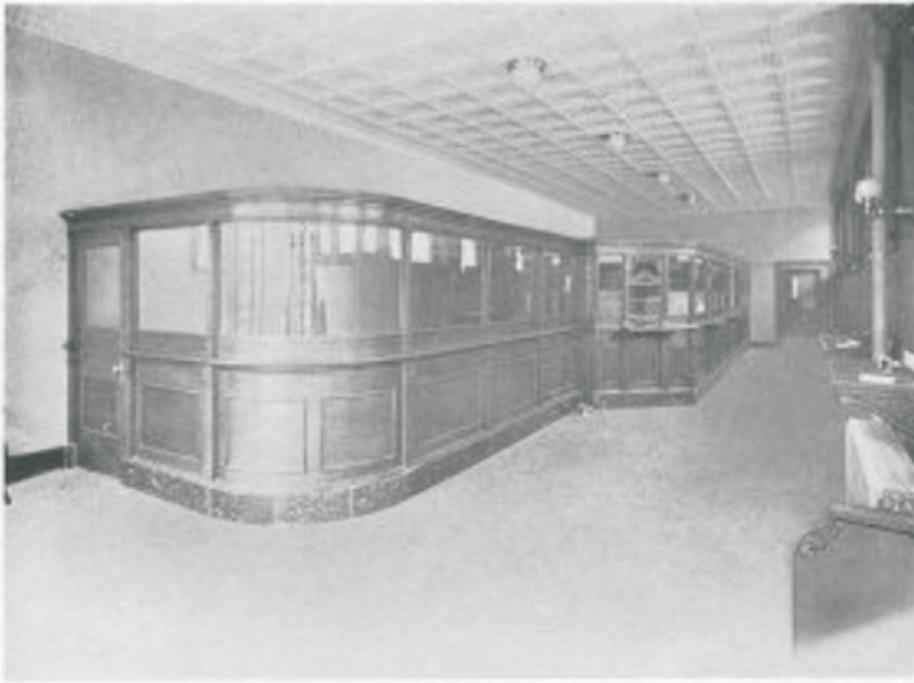
FIGURE - 20  
NOT TO SCALE



PITTSBURGH TERMINAL WAREHOUSE AND  
TRANSFER COMPANY IN 1916

SOURCE: PITTSBURGH TERMINAL WAREHOUSE  
AND TRANSFER COMPANY 1916

FIGURE - 21



THE TERMINAL TRUST COMPANY

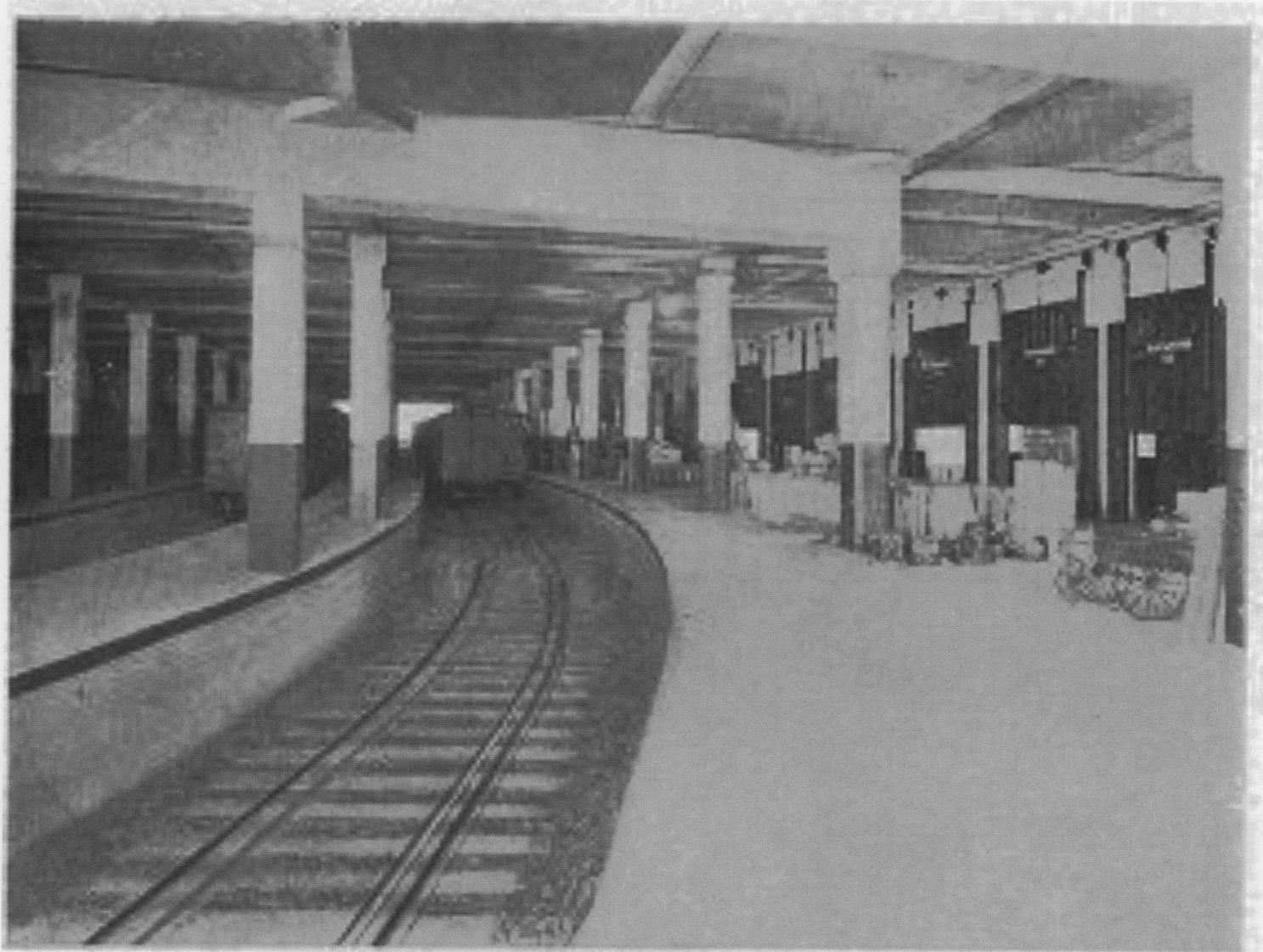


THE TERMINAL RESTAURANT

PITTSBURGH TERMINAL WAREHOUSE AND  
TRANSFER COMPANY BANK AND RESTAURANT IN 1916

SOURCE: PITTSBURGH TERMINAL WAREHOUSE  
AND TRANSFER COMPANY 1916

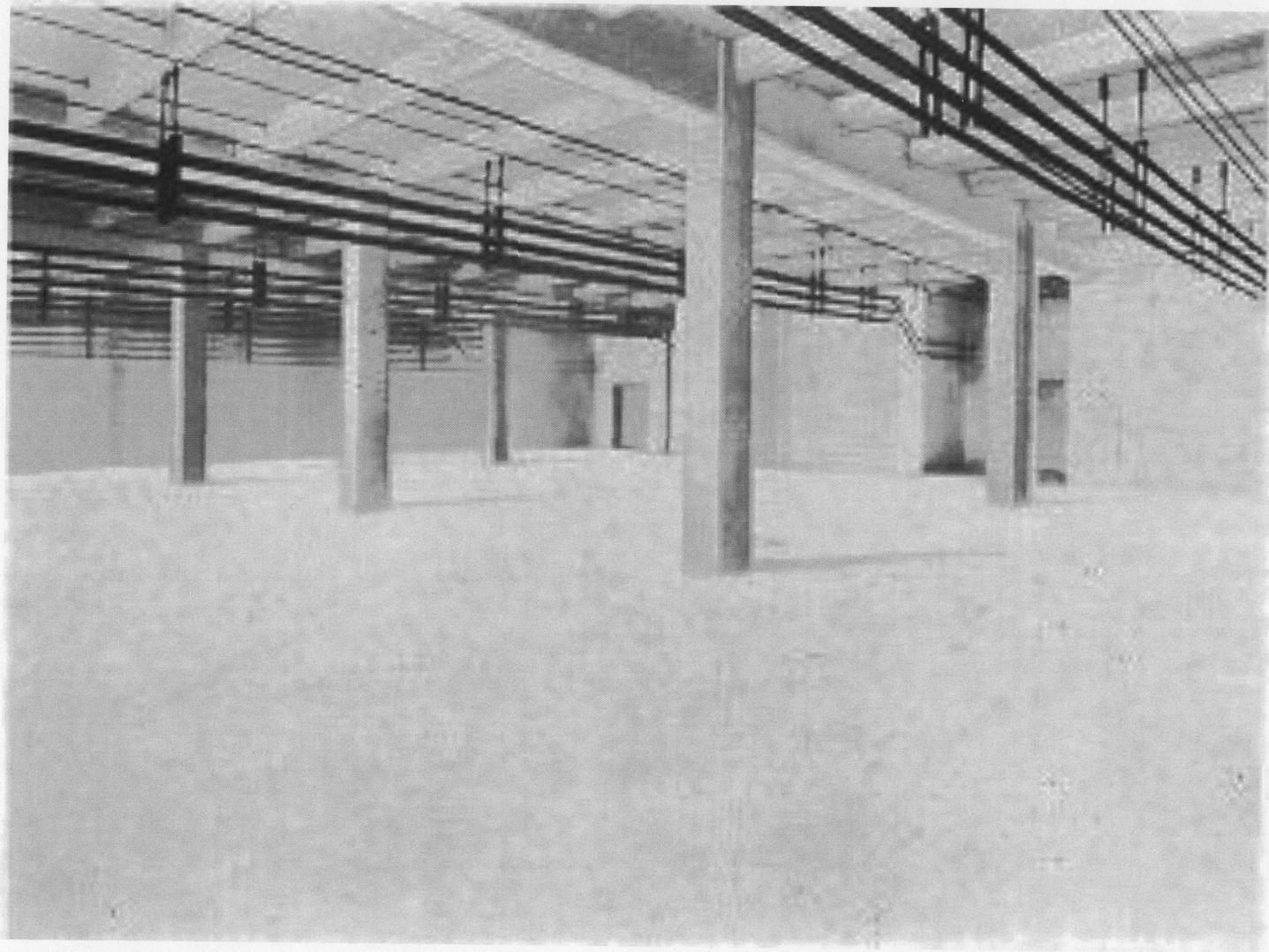
FIGURE - 22



PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER  
COMPANY / FIRST FLOOR OF WAREHOUSE IN 1916

SOURCE: PITTSBURGH TERMINAL WAREHOUSE  
AND TRANSFER COMPANY 1916

FIGURE - 23



PITTSBURGH TERMINAL WAREHOUSE AND TRANSFER  
COMPANY / WAREHOUSE COLD STORAGE IN 1916

SOURCE: PITTSBURGH TERMINAL WAREHOUSE  
AND TRANSFER COMPANY 1916

FIGURE - 24



4477

376

27 30

4476

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25' 00"

4474

4473

4472

120 000 METERS

4471

PITTSBURGH TERMINAL  
WAREHOUSE AND  
TRANSFER COMPANY

ALLEGHENY COUNTY, PA  
UTM

ZONE	EASTING	NORTHING
17	585118	4470023



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