

**United States Department of the Interior**  
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

**1. Name of Property**Historic name: General Electric Fort Wayne Electric Works Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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

**2. Location**Street & number: Buildings on either side of Broadway at 1635 Broadway and 1030Swinney Avenue City or town: Fort Wayne State: Indiana County: Allen ZipCode: 46802-4378; 46802-4332Not For Publication: ☐ Vicinity: ☐**3. State/Federal Agency Certification**

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

I hereby certify that this X nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national    statewide X local

Applicable National Register Criteria:

X A    B X C    D

Signature of certifying official/Title:

Date

Indiana DNR-Division of Historic Preservation and Archaeology

State or Federal agency/bureau or Tribal Government

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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

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

##### Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

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Object



**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>16</u>	<u>4</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>          </u>	<u>1</u>	structures
<u>          </u>	<u>          </u>	objects
<u>17</u>	<u>5</u>	Total

Number of contributing resources previously listed in the National Register -0-

**Resource Count<sup>1</sup>**

East Campus

1. Building 4 (contributing)
2. Building 6 (contributing)
3. Building 32 (contributing)
4. Building Group 7/8/9 (9 intertwined buildings, counted as three contributing buildings):  
7A, 7B, 8A 8B, 8C, 8D, 9A, 9B, and 9C (3 contributing)
5. Building 1 (contributing)
6. Guard Shack (non-contributing)
7. Guard Shack (non-contributing)
8. Modern storage building (non-contributing)
9. Pedestrian Bridge over Broadway (non-contributing)

West Campus

10. Building 20 (includes Addition 20A) (contributing)
11. Building 22 (contributing)
12. Building 26 (includes Additions 24, 26B, 26C, and 26D) (contributing)
13. Building 19 (includes Additions 19A, 19B, and 19C) (contributing)

<sup>1</sup> Unless otherwise described below, building and addition reference numbers are those at the time that General Electric vacated the property.

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14. Building 27 (includes Additions 27A and 27B) (contributing)
15. Building 21 (contributing)
16. Building 23 (contributing)
17. Building 25 (contributing)
18. Building 31 (contributing)
19. Memorial Triangle (contributing)
20. Building 33 (non-contributing)



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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY – Manufacturing facility

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**Current Functions**

(Enter categories from instructions.)

VACANT - Not in use

COMMERCE – Business/Professional

EDUCATION - School

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>th</sup> and EARLY 20<sup>th</sup> CENTURY

REVIVAL/ Georgian Revival

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**Materials:** (enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

roof: ASPHALT

other: CAST STONE

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### Narrative Description

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

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#### Summary Paragraph

The General Electric Fort Wayne Electric Works Historic District is located one mile from the Allen County Courthouse, southwest of downtown Fort Wayne. It consists of approximately 15 acres with roughly twenty buildings (with additions) that combine to an approximate 1.3 million square feet.

General Electric understood the complex as two campuses split by Broadway: Broadway East and Broadway West. The east campus today consists of 6 acres with five buildings totaling approximately 603,000 square feet. There are two primary manufacturing buildings developed by General Electric, which are connected at the northeast and together total just under half a million square feet.

The west campus was developed more cohesively beginning in 1917 as General Electric found its east campus landlocked. The west campus is also approximately nine acres with nine

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buildings totaling approximately 690,000 square feet of primarily manufacturing space. This campus is also dominated by two manufacturing factories, Buildings 19 and 26. These two buildings were built roughly at the same time, and have similar massing, scale and design. Together, they total approximately 550,000 square feet.

The General Electric complex has sufficient integrity to convey historic values. On the East Campus, individual buildings vary in condition and integrity but are generally in fair to poor condition. Typical problems include spalling exterior masonry and cast stone and failed roofs. The historic windows were mostly replaced with Kalwall in 1993; extant steel windows are in poor condition. On the West Campus, prior to rehabilitation the individual buildings retained integrity but were generally in fair to poor condition. The rehabilitation of the West Campus, done in part through the Historic Rehabilitation Tax credit program, allowed for masonry restoration, the replacement of modern windows with historically appropriate windows, and for the continued use of the historic buildings as office, commercial, and school spaces.

### **District Inventory:**

#### East Campus

Building 1 – 1907  
Building 4 – 1919, 1930  
Building 6 – 1916  
Building 7 – 1893  
Building 8 – 1907  
Building 9 – 1903  
Building 32 – 1967  
North Guard Shack – ca. 1973  
East Guard Shack – ca. 1998  
Storage Building – ca. 2010  
Pedestrian Bridge over Broadway

#### West Campus

Building 19 – 1917  
Building 20 – 1907  
Building 21 – 1926  
Building 22 – 1917  
Building 23 – 1927  
Building 24 – 1921  
Building 25 – 1954  
Building 26 – 1917  
Building 27 – 1919  
Building 31 – 1942  
Building 33 – 2022

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### **Narrative Description**

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For over a century, General Electric occupied the Broadway complex. It was managed as a utilitarian industrial complex that included the construction and demolition of numerous buildings, structures, and additions. Fundamentally, the complex was bisected by Broadway to create an east and west campus, with a small pedestrian bridge over Broadway connecting the two campuses. Each campus is described below.

The company was not rigorous or consistent in distinguishing between “buildings” or “additions,” nor in how it numbered structures. The list of structures here relies, where possible, on the company’s historical numbering system. For present purposes, additions that do not have a separate number are identified with a letter suffix (e.g., Addition 26A).

In total, the historic district encompasses one site comprised of 20 buildings, most of which include interconnected additions, a pedestrian bridge over Broadway, and one site. The east campus has 11 resources. Of these, 7 are contributing buildings, 3 are non-contributing buildings, and 1 is a non-contributing structure. The west campus has a total of 11 resources. Of these, 9 are contributing buildings, 1 is a contributing site and 1 is a non-contributing building.

## **SETTING**

The General Electric (GE) complex is located approximately one mile southwest of downtown Fort Wayne. The property is accessed from downtown via Broadway, which is a primary north-south arterial with a single traffic lane in each direction. Buildings and uses along Broadway are generally streetcar-era commercial with single family houses on the adjacent blocks. The GE complex is just south of the CSX railroad tracks (formerly Pennsylvania Railroad), which cross Broadway via a steel-frame viaduct. The land to the east of the complex historically was associated with the Wabash Railroad but today consists of a large parking lot. Due south is National Register-listed McCulloch Park, a four-acre landscaped urban park which is part of the Fort Wayne Park and Boulevard System Historic District (reference number 10001099). To the west, the area is comprised of single-family housing, generally early 20<sup>th</sup> century, wood-framed, two-story houses on standard 5,000 square foot city lots.

## **SITE**

The two campuses were not physically connected until 1939. At that time, a one-lane steel frame concrete bridge was constructed parallel and adjacent to the elevated Pennsylvania Railroad tracks.

### East Campus

The east campus site today is approximately 6 acres. It is irregular in form. Historically, General Electric occupied the land south of the CSX railroad tracks to the north and east edge of McCulloch Park, and from Broadway east to the Wabash Railroad Yards. Buildings along Broadway and at the southeast have been demolished.

Where buildings do not exist, the land is generally paved in a utilitarian fashion. There are no character-defining landscape features.

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The campus is dominated by Buildings 4 and 6, which are interconnected and located at the north. The east campus has approximately 600,000 square feet of building. Building 4 has 304,500 square feet and Building 6 has 195,000 square feet, comprising 50% and 30% of the east campus respectively. Building 32 abuts Building 6 at its west wall and is the easternmost building on the campus, barring the small guard shack structure located in the adjacent parking lot off of Lindley Avenue. Buildings 7/8/9 (3 resources) are located at the southwest.

Until World War II, the property was largely unsecured. During World War II, a wrought iron fence was installed along the boundary with McCulloch Park and includes a gate entry anchored with a brick pier at the southwest corner along Broadway near Building 1. Generally, the remainder of the property is enclosed with chain link fencing.

No rehabilitation work has been undertaken on the East Campus.

### West Campus

The west campus site is slightly less than 9 acres. It is irregular, somewhat trapezoidal in form. On the north, the property line is roughly 790 feet, running adjacent to the elevated CSX railroad tracks. The east boundary is roughly 310 feet, and follows from the rail line along the east wall of Building 20 south to the south side of Wall Street then southeast to the north brick pier at the Broadway gate, then southwest along Broadway to Swinney Avenue. The south boundary is roughly 750 feet from Broadway along Swinney Avenue to the west wall of Building 31 to the south wall of Building 27 and then west to College Street. The west boundary is approximately 400 feet, along College Street to Wall Street then east to the west wall of Building 26 and then north to the railroad.

The parcel is industrial in character and has been rehabilitated for reuse. Parking and driving areas have been repaved with asphalt and cementitious pavers with compatible low-rise landscaping which has maintained and enhanced the industrial character of the site.

East of Building 19 is a triangular patch of grass that historically featured a World War I memorial flagpole, a pair of artillery cannons, and in 1949, a bas relief War Memorial. This was known as Memorial Triangle. These historic features were previously removed. This area has been landscaped as part of the rehabilitation of the site.

Buildings are generally organized along an east-west axis with three discernable rows of structures. The northernmost row consists of three primary buildings that more or less run the length of the property between the CSX tracks and vacated Wall Street. From east (Broadway) to west (College Street), these are Buildings 20, 22, and 26. Located to the north of these buildings is a narrow, linear space that separates the buildings from the adjacent railroad right of way. Within this space, there is a pedestrian right of way that provides access below the railroad tracks. Located to the north of Building 20/22 is a narrow paved walkway that provides access to the site from the pedestrian tunnel. To the west of Building 22 is an open area that has been landscaped and paved for use as exterior amenity space as part of the recent rehabilitation. Located to the north of Building 26 is a former concrete loading dock. The eastern portion of the loading dock has been retained, with the west section of the loading dock removed and the area redeveloped with raised walking paths and landscaping which has embraced the industrial character of the site. East of Building 20 is a triangular paved parking

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lot with a triangular lawn center that includes two small trees. This area now consists of Building 33, which is a brown brick commercial building that was constructed as part of the recent rehabilitation project. At the northeast is the bridge over Broadway along the CSX tracks; this bridge was removed and replaced circa 2000.

The second row of buildings runs along the south side of Wall Street and an east-west alleyway mid-block between Wall Street and Swinney Avenue. Wall Street today is a paved drive from Broadway to College Street. This row of buildings consists of two buildings (Building 19 and 27). Now known as "Dynamo Alley" as part of the recent rehabilitation, this east-west roadway provides primary access within the site and has been regraded, paved with compatible cementitious pavers and compatible low-rise landscaping. Adjacent to the north elevation of Building 19 and south elevation of Building 26, below-grade areas have been constructed out of poured concrete with associated stairs to provide access below grade and above to the former loading docks. These spaces are utilized as amenity spaces for the users of the rehabilitated site.

The third row consists of four smaller buildings clustered at the southeast corner of the property along Swinney Avenue, separated from the row of buildings just north by a narrow-paved alley vacated circa 1941. Building 21 is the easternmost, oriented along an east-west axis and facing onto Broadway. In the southeast corner, between Buildings 21 and 23 is Building 25 which is set slightly off-kilter. To the west but oriented north-south are Buildings 23 and 31, both facing onto Swinney Avenue and separated by a narrow-paved walkway. These buildings are separated by paths that have new cementitious pavers that were installed as part of the previous rehabilitation project. West of Building 31 is a large paved rectangular parking lot, 350 feet east west and 150 feet deep. This lot has been repaved and landscaped as part of the previous rehabilitation project.

## **EAST CAMPUS BUILDINGS AND ADDITIONS**

The property has 11 resources: Building 4, Building 6, Building 32, Building 7/8/9 (3 resources), Building 1, a small modern building just west of 8D; a board and batten guard shack on axis with Lindley St, a guard shack east of Building 32, and the footbridge over Broadway

Buildings 4, 6, and 32 are located along the CSX rail line at the north. Although interconnected, the three buildings developed independently and had separate building numbers with General Electric. Building 4 attaches to Building 6 at the northeast corner and the wall in this location has been entirely removed. Building 32 attaches to the east elevation of Building 6 and runs the length of the elevation.

In terms of development, massing and scale, the campus is dominated by Buildings 4 and 6. Both buildings are rectilinear with flat roofs, and they developed within a few years of one another between 1916 and 1919. Materially, the buildings are clad in red brick with cast stone trim. Windows have generally been replaced. Where windows were industrial steel sash, most have been infilled or replaced with either glass block or Kalwall. Building 1, the security shed constructed when the campus was enclosed in the early 1940s, is much smaller scale and utilitarian in design. Building 32 came several decades later in 1968, and is much more utilitarian in appearance than the other buildings on the campus, constructed from cinderblock with no windows. Building 7/8/9, a series of interconnected buildings and additions at the

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southwest of the campus, stands out for its irregular shape and materials and was developed through the demolition and construction of various buildings and additions over nearly a century. The guard shack structures likely date to outside of the period of significance as they appear to have been constructed in the 1970s and 1980s, and the small building west of 8D likely dates to 2010.

No rehabilitation work has been undertaken on the East Campus buildings.

#### **Building 4 (1919, 1930; contributing building) photos 1-3, 5, 6, 7 (interior), 8 and 13**

Background: Building 4 was constructed in two stages. The architect was Harris & Richards for both stages. The first stage was constructed in 1918-19. It was "L" shaped in form, five-stories tall with a full basement, and attaching to Building 6 at the northeast. Construction required the demolition of the west end of Building 3. The base of the "L" ran east-west along the rail lines and was 150 feet in length and 77 feet in width. The leg of the "L" aligned to the west, creating a light well between it and Building 6. That leg was also 77 feet in width and 225 feet in length.

In 1930, a western extension was added. This involved demolishing the remainder of Building 3, and the north end of Building 2. This wing extended Building 4 west another 150 feet and included a connection to the remainder of Building 2 on floors 1 through 3. In addition, a sixth floor was constructed that spanned the length of the north section of Building 4; this top floor featured a north-facing shed-style monitor roof.

In 1943, a wood-framed rooftop addition was built on the south leg of Building 4. This addition was clad in asphalt shingle with a band of tripartite, wood-framed, double-hung windows at the perimeter.

There have been three major modifications over time: 1) in 1962, the three-story Building 2 was demolished and four westernmost bays of floors 1-3 were infilled with hollow clay tile while the openings on floors 4 and 5 were infilled with glass block and clay tile.; 2) at this same time, the windows on the west elevation and sixth floor were replaced with glass block; and 3) the south wood-framed sixth floor was reclad with corrugated metal, removing all windows, enclosing most openings and installing modern aluminum cladding.

Exterior: Building 4 today is "T" shaped, best understood as two attached rectilinear structures. The top of the "T" is 300 feet east-west and 77 feet north-south. The stem of the "T" is 225 feet north-south and 77 feet east-west.

Utilitarian in nature, the building does not have a clear hierarchy among elevations. All elevations are similar and best understood as repeating bays with broad oversized window openings at each floor with a cast stone sill and head. Horizontal articulation is achieved with a cast stone belt course between the first and second floors, and at the cornice. Pilasters reach from floors 2-5 and provide vertical articulation on the west faces of the stem and leg; additionally, the east elevation of the leg has pilasters dividing the bays. Each pilaster has stylized geometric capitals with shield-like ornament. Both the top of the "T" and the stem have had a sixth-floor addition. The top or northern portion is brick matching that below with four vertical lights across each bay. The top on the stem is metal panel. The structure is reinforced-concrete, and materials are consistent, with dark red brick and cast stone trim. Windows were

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originally multilight steel sash, grouped in three with steel mullions; most have been replaced with glass block.

The west elevation of the top of the "T" is three bays across (see photo #1). The sixth floor maintains the bay structure of the lower portion with a different fenestration. The two southern bays are identical. The northern bay houses a stairwell, and the window is divided into three segments with a window flanking a brick panel. This bay extends above the roofline with a penthouse providing roof access.

The north elevation is twelve bays across and borders the rail line (see photo #2). The 10 interior bays reflect the standard bay construct. The outer bays are reflective of the typical stair tower construct. The additional top floor also has a slight modification of the fenestration. The site is paved, though historically the north wall ran along a rail spur. At the ground floor, one time openings for the rail spur have been infilled.

The east elevation attaches to Building 6. Only the top two floors are visible. These are mirror images of the top two floors of the west.

The south elevation has been modified over the years. Conceptually, it is similar to the north. However, the western three bays once attached to an earlier manufacturing building that was demolished. The building facade here has been infilled with painted hollow clay block (see photo #13). The stair tower that connects with Building 6 is located in the easternmost bay. The stem of the "T" connects to the south elevation at bays 6-9. At the intersection of the stem and top at the southwest corner is two bay structure and a stair tower.

The roof is flat but has a shed-style north-facing monitor.

As to the stem of the "T", the south elevation is three bays across (see photo #5). This is similar to the south elevation of Building 6 except for the additional floors, metal panel cladding, and the absence of cast stone banding on the penthouse. The east and west bays are nearly identical, again reflecting the standard bay construct (see photos #1, 5, 6). The roof is flat.

Interior: All five floors (as well as the basement) are similar: an open floor plate of approximately 39,000 square feet divided with a grid of mushroom style concrete columns (see photo #7). Finishes are consistent with painted brick perimeter walls, concrete or creosote block floors, and exposed concrete ceilings. The east-west sixth floor is a clear span steel frame structure with an open floor plan, steel trusses and a shed-style north facing monitor roof. The sixth floor of the south leg is wood-framed with wood columns dividing the space into a primary center flanked by two narrower bays. Once housing offices, the sixth floor for both areas was previously gutted.

Vertical circulation was achieved by full-height utilitarian concrete stairs at the northwest, northeast, and southwest corners. Additional stairs are located at the west where the stem and top of the "T" intersected. Adjacent to the northwest and southwest stairs is a freight elevator. The stairs and penthouses were extended when the sixth floor was added.

**Building 6 (1916; contributing building) photo 3, interiors, 6 and 8**



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Background: Building 6 was built in 1916 as a warehouse and shipping facility. It was built on vacant land to the west of an existing two-story warehouse slated for demolition to accommodate what would be Building 4. The architect for Building 6 was Harris & Richards. It featured a north loading dock with a spur along the Pennsylvania Railroad as well as a two spurs from the south along the east and west elevations. Along the west elevation is a three-story structure that appears to have been a slightly later addition. The floors do not align with Building 6. In the 1960s, Building 32 was constructed adjacent to the east elevation.

The building is largely intact. As noted, the lower level of the east elevation is attached to Building 32 but apart from removal of doors, the openings appear to be intact. Many, if not most, of the upper floor windows have been replaced with glass block. Along the west wall at the second floor is a wood-framed cantilevered asphalt shingle-clad walkway which appears to have been installed in the 1940s; that walkway has failed.

Exterior: Building 6 is a rectangular, utilitarian factory building. It is four-stories tall with a full basement, measuring 103 feet east-west and 350 north-south. It attaches to Building 4 at the northwest corner. It attaches to Building 32 at the east. Materials are consistent on all four elevations with dark red brick and cast stone trim. Windows are generally steel sash, grouped in three with steel mullions. Many of the windows have been replaced with louvers, glass blocks, or Kalwall. Utilitarian in nature, the building does not have a clear hierarchy among elevations. All four elevations are similar and best understood as repeating bays with broad oversized window openings at each floor with a cast stone sill and head. Horizontal articulation is limited with broad cast stone window heads and a lesser sill that spans window groups complemented by a cast stone cornice. Each pilaster is capped with a cast stone panel.

The south elevation is four bays across (see photo #5). The three eastern bays are identical. The western bay houses a stairwell and the window is divided into three segments with a window flanking a brick panel. Here the fenestration is taller and windows are double-hung, multilight steel sash. This bay extends above the roofline with a penthouse providing roof access. The penthouse is distinguished by multiple decorative cast stone bands.

The north elevation is along the rail line. Today, the site is paved though historically the north wall ran along a rail spur. The four bays are identical with the standard bay structure. At the ground floor, one time openings for the rail spur have been infilled (see photo #3).

The east elevation is fourteen bays across, identical in form using the standard bay structure. The ground floor attaches to Building 32 (see photo #4).

The west elevation is truncated at the north where it abuts Building 4 (see photo #6). A stair tower with penthouse is located at the intersection of Buildings 4 and 6. Like the penthouse at the south, this penthouse is distinguished by multiple decorative cast stone bands. The southern 9 bays follow the standard bay structure. The 10<sup>th</sup> bay from the south, next to where the stair tower has been constructed, is approximately two-thirds across. Attached at the west elevation at the lower two floors is a three-story structure. This addition, set one bay in from the south, is approximately 24 feet across, and 178 feet long, aligning to the north end of the 10<sup>th</sup> bay from the south. Windows in this element have been replaced with glass blocks. A cantilevered, wood-framed walkway connects the stair tower at the north with the third floor of this structure. The

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northern portion of this structure was used as a warehouse; the south portion originally housed offices but was later stripped and adapted for warehouse use.

The roof is flat with a synthetic membrane with a low parapet and cast stone coping.

Interior: All five floors are similar with utilitarian finishes: an open floor plate of approximately 35,000 square feet divided with a grid of mushroom style concrete columns (see photo #8). Finishes are consistent with painted brick perimeter walls, concrete or creosote block floors, and exposed concrete ceilings.

Vertical circulation was achieved by full-height utilitarian concrete stairs at the southwest and northwest. Adjacent to both stairs is a freight elevator.

### **Building 32 (1968; contributing) photo 4**

Background: Building 32 was built in 1968 as a supplemental warehouse and shipping facility. It was constructed to accommodate truck transport and was built over the rail spur lines along the east elevation of Building 6. It is a cinderblock, windowless facility.

Exterior: This building is rectilinear but irregular in form. It is an enlarged one-story utilitarian steel frame building with a flat corrugated metal roof. In length, it is roughly 390 feet north-south and abuts the east wall of Building 6. East-west the building is roughly 60 feet, with two sections at the center that extend an additional 60 feet and 45 feet east-west, respectively. The northern section starts 55 feet from the north of the building and extends for 110 feet; the southern section is 145 feet north of the southern perimeter of the building and is 80 feet north-south. All four elevations are similar, comprised of painted CMU, generally without openings (see photo #4). The north section on the east has four oversized, modern, roll-up doors.

Interior: The interior is utilitarian. The west wall is the former exterior east wall of Building 6. The other perimeter walls are exposed CMU. The floor is concrete. The ceiling is exposed metal deck. At the north is a one-story painted CMU office structure with T-111 siding for walls and acoustical dropped tile ceiling.

### **Building 7/8/9 (1893; 1902, 1908, 1937, 1941, c. 1960s, c. 1980s; 3 contributing buildings) photos 1, 9, 10, 13, 14**

Background: This complex consists of nine interconnected and largely intertwined structures. Though altered over time, this conglomerate building generally contributes to the complex.

Building 7A was constructed in 1893 as part of a five structure-interconnected complex associated with a now demolished brass foundry. Between 1902 and 1907, the brass foundry and the western half of Building 7A were demolished. There had been an existing alleyway to the west of 7A before the demolition, and then the western half of 7A (which did not include the alleyway) was demolished. Then the alley was covered over with 7B. Construction of the roof for 7B required removing portions of the cornice to 7A. Today, Building 7A is two stories, approximately 30 feet by 51 feet. Addition 7B is approximately 15 feet by 51 feet. A modern stair connects the first floor northeast corner to the second floor northwest corner. Initially, Building 7

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was a varnish room. During World War II it became part of the wire division. By the 1960s, it was used as a plumbing shop on the ground floor and an office on the second floor.

Building 8A was constructed in 1902 as a machine shop. It is the second oldest building in the GE complex. In 1937, the area between Buildings 7A/Addition 7B to the north and Building 9A/Building 9C to the east was covered, creating Addition 8B. This area is two stories, "L" shaped, with a floor plate of approximately 3,000 square feet. In 1941, a triangular-shaped, two-story addition with a floor plate of approximately 8,000 square feet was built to the west (Addition 8D). About this same time, a bridge to Building 2 at the north was expanded to include toilets (Addition 8C); this bridge was demolished in the 1960s. During World War II and after, Building 8 was dedicated to the manufacture of wire insulation. In the 1960s, it was adapted for office and training uses.

Building 9 (A/B/C) was built in 1908 as a three structure powerhouse complex with a boiler building (9C), generator building (9B) and an engine/turbine building (9A). To the east was a massive smokestack.

Exterior: Building 7/8/9 is an irregular rectilinear mass that features several alterations and modern additions related to its continued use. Although all facades are masonry clad, the overall massing, organization, materials, and fenestration vary between building sections and do not have a uniform appearance. As organized, the resource lacks a primary elevation, though the most prominent is the south.

*South Elevation:* The south elevation is an amalgamation of the south elevations of Buildings 8 and 9 and is the most intact.

The south elevation of Building 8A is painted red brick, vertically articulated into three bays. The two outside bays are mirror images with paired windows at the first and second floors, the central bay having had an open industrial doorway on the first floor flanked by a single window, the second floor having paired windows. The original doorway has been modified to two paired windows. The monitor roof extends this elevation to a third level with windows on the third level matching those on the second. A brick belt course separates the first floor from the upper floors. Window and door openings have a cast stone arch and sill. Many of the window openings have been infilled, others have louvers. One original window exists which is six-over-six, double-hung, wood sash in wood frame. The east elevation of Building 8A is only exposed for approximately 170 feet at the south; what is visible suggests that the façade consisted of a regular row of evenly spaced windows on the first and second floors. Again, most openings have been infilled and/or replaced with louvers. The west elevation is obscured by the later addition of 8D but is thought to mirror the east.

The 1937 Addition 8B to the west has a single bay, approximately 10 feet across. The face of 8B is recessed approximately 170 feet from 8A and 95 feet from the face of 9A. It is clad in red brick, painted to match the south face of machine shop, though the brick size, bond and mortar do not match those of the machine shop. The original black-colored mortar has been painted white. Fenestration defines the bay into three floors with a paired glass in aluminum frame door at the ground floor and glass block windows at the second and third floors, the third-floor window being roughly a third taller.

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Building 9A is east of Building 8, set off by a narrow 15 feet lane that leads to Addition 8B. The south face consists of three components with consistent materials and generally consistent fenestration. Building 9A is westernmost, 50 feet across, one-story with a front facing gable roof. Pilasters divide the elevation into three bays. The central bay has an industrial door at the ground level and paired window above. The flanking bays have paired windows at the ground level. The north elevation is assumed to be a mirror image. The west elevation is partially obscured by a one-story addition but appears to be comprised of a consistent bay structure with paired windows. Most windows have been infilled. The east elevation is thought to be a mirror image. Windows are multi-light, double-hung, wood sash in wood frame.

Building 9B to the east is set perpendicular to 9A. It is of similar materials, scale and massing, though longer on the east-west axis and with a side facing roof-line. It has a one-story extension at the south. The south face is symmetrically organized masonry with pilasters dividing the elevation into bays with paired windows. The ground floor extension is asymmetrically set to the west abutting Building 9A; at the center is an industrial door. Generally, windows are modern.

*East Elevation:* The east elevation from south to north consists of the east elevation of 9B, 9C, Addition 8B, and 7A (see photo #9). The east elevation of Building 9B was previously removed in its entirety and the current cladding is modern corrugated metal panel. The east elevation of 9B is 42 feet across and reads as three stories. It is clad in partially painted red brick with pilasters dividing the elevation into equal bays. Fenestration is generally multilight steel sash windows, though irregular. As built, the roofline features a cast stone coping; the coping and parapet in the southernmost bay has been removed and is covered with metal panel. The next element of the east elevation is that of Addition 8B, which is set back from the east elevation of 9C by 110 feet. This section is 43 feet across and consists of metal paneling partially covering horizontal wood plank. Adjacent is the east elevation of Building 7A which is roughly 51 feet in length and two stories tall. Here the wall is modern, installed circa 1986. Two stories in height, the ground floor is more or less a blank wall while the second floor has two modern window openings with glass block windows set to the north.

*North Elevation:* From east to west, the north elevation consists of the north elevation of Buildings 9C and 7A and Additions 7B, 8B, and 8C. The north elevation of Building 9C is roughly 105 feet in length and two stories in height with a side gable roof. Historically, it was similar in design to the south elevation, brick with symmetrical bays. At some point, the window openings were enclosed and the cladding covered with stucco, which is now in failing condition. Today, the north elevation is a blank wall of painted stuccoed brick with pilasters dividing the elevation into equal bays (see photo #14). The north elevation of Building 7A and Addition 7B are forward from Building 9 by 95 feet. This elevation is similar to that of the east elevation. It has been reclad with modern brick, is a blank wall at the ground floor and has modern glass block windows at the second floor. This construct was built circa 1986. The north elevation of Building 8C is two stories tall, 50 feet across, and is a modern brick wall built circa 1986. The north wall of 8A has been treated similar to Building 7A and Additions 8C and 7B. Roughly 20 feet across, and two stories in height, it is a blank brick wall at the ground level with two modern glass block window openings at the upper level. This portion also was built circa 1986.

*West Elevation:* The west elevation consists of one bay (approximately 15 feet) at the north of Building 8A. The remainder are the angled elevations of Addition 8D. The section of 8A mirrors

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that of the north elevation of 8A in this location, constructed in 1986 with modern brick and glass block windows. The west elevation of Addition 8B consist of two faces both two stories in height set at right angles at the southwest corner. Both angles are clad in red brick, though the color does not match that of other sections of 7/8/9. Originally, the mortar was dark gray; it has since been painted white. The northern section is roughly 160 feet in length; the southern 102 feet. As built, the building faces consisted of repeating equal bays with an oversized multilight steel sash window roughly 15 feet across on the first and second floors. At some point, likely in the 1960s, the windows were replaced with glass block (see photo #13).

Interior: Much like the exterior, the interior is an agglomeration of spaces that are utilitarian and industrial in nature and have been added onto or modified as the building was expanded. As the complex was not originally designed as a single building, it lacks a clear entry or designated interior spaces, and due to revisions over time, the interior was not organized to adhere to any particular manufacturing process. The agglomeration had little vertical access to move parts, equipment and product. It featured angled spaces and cubbyholes. Interior spaces were modified and altered when Building 7/8/9 became primarily office space.

*Building 7:* Originally connected to the brass foundry, the east half of the building was demolished. In its current configuration, it is a small, two-story structure subdivided into small rooms on both the first and second floor. The spaces are enclosed and access is limited. Addition 7B connects once exterior elevations but does not contribute to organization or efficiency. Today, the ground floor is functional space with perimeter brick walls, concrete floors and exposed ceiling; the second floor has mostly gypsum board walls and acoustical drop tile ceilings.

*Building 8:* With Additions B, C and D, Building 8 is best understood as four interdependent structures. Building 8, constructed as a machine shop, featured a 14,000 square foot rectilinear floor plan, open except for the grid of the steel structure dividing it into three bays. Much of this space remains, though portions of the second floor north have been adapted for office use. Perimeter walls are painted brick. Ceiling is exposed structure; floor is wood. Areas adapted for offices have gypsum board walls and acoustical tile ceilings.

Building 8B has a floor plan of roughly 3,000 square feet on two levels. It is generally open with an elevator at the southeast corner. Finishes are painted brick walls, wood flooring and exposed ceiling. The space is best characterized as enclosed areas that had once been exterior. It attaches on two levels to Buildings 8A and 7A and Addition 7B, and on the ground floor to Buildings 9A and 9C but does not easily facilitate movement between the buildings.

Addition 8C is 1,500 square feet on two stories with washrooms on the ground floor and offices on the upper floor. Finishes are tile or gypsum board walls with acoustical tile ceilings.

Addition 8D is a triangular two-story space with a footprint of approximately 7,600 square feet. Built as a factory building in 1941, in the 1960s and later in the 1980s, the interior was modified from industrial use to office use. The interior is utilitarian office with wall-to-wall carpet or linoleum flooring, gypsum board walls and acoustical dropped tile ceilings. The angled form served no specific purpose and is counter-intuitive to the industrial processes.

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**Building 9:** Building 9 is a largely intact space. Building 9A is roughly 50 feet square, a single oversized story with basement organized along a north-south axis. Building 9B is roughly 2800 square feet, organized along an east-west axis, also a single oversized single story with basement. Building 9C consists of two rooms: the first 1,900 square feet; the second, 3,200 square feet. It also has an oversized room with basement. The rear (east) room of 9C includes the original oversized boilers. Finishes include concrete floors, perimeter brick wall and exposed ceilings.

**Access:** Vertical access today consists of a single stairway at the south leading to the second floor, complemented by a second (blocked) stair at the north. There is a single freight elevator at the southeast of Addition 8B.

### **Building 1 (1941; contributing building) photo 17**

**Background:** Until the early 1940s, the General Electric facility had unrestricted access. The property was not fenced and no authorization was required to be on site. This changed on August 12<sup>th</sup>, 1940, when employees were issued identification badges and required to wear them. Employees without badges were sent off. The complex was fenced and the entry to the office building (Building 18, now demolished) relocated from Broadway to the street between GE and McCulloch Park so it would be within the secured perimeter. To control access, guard houses were constructed at this entry with another on the west side of Broadway at Wall Street. Building 1 opened on December 8, 1941. The exterior is largely intact without modifications. The interior has been modernized. The west gatehouse has been removed.

**Exterior:** Building 1 is a security shed located just east of the Broadway entry at McCulloch Park. The building is roughly 55 feet along a northwest-southeast axis and 20 feet across. It is one-story, built on slab with an asphalt shingle hipped roof (see photos #16 & 17). The building is roughly divided into halves. The southeast office section has red masonry walls. The north and west wall are similar with a grouping of three windows with a metal man door on left. The east wall has two small windows at the roofline at the far north and south. The south wall is a blank wall at the east with paired windows and a man door to the west. The south wall continues to the length of the building with a masonry bulkhead supporting a continuous band of six metal framed windows with a stack of four lights. The northwest half of the building is open, supported by painted metal poles.

**Interior:** As noted, the northwest portion of the building is more or less open to the elements. It has a concrete floor and painted particle board ceiling. The north and west elevations are open except for a single metal pole at the center of each elevation and the northwest corner. The wall at the southwest is wood paneled with steel frame windows. The office section, which is 26 by 20 feet (520 square feet), has gypsum board walls, acoustical dropped tile ceiling and linoleum flooring over concrete.

### **Guard Shack off of Lindley Avenue (ca. 1998, non-contributing) photo 10**

A one-story guard structure that is located at the entrance to the GE East Campus from Lindley Avenue. This utilitarian structure is clad in metal siding and features multiple single paned windows and a flat roof. While the 1950s and 1960s Sanborn maps indicate that this area of the East Campus historically had a guard structure, the historic structure was located further down

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Lindley Avenue and was demolished in the 1980s or 1990s. The current structure was constructed in the late 1990s.

**Guard Shack east of Building 32 (ca. 1970s, non-contributing) photo 4**

A one-story guard structure located at the entrance to the GE East Campus off of Fairfield Avenue adjacent to the campus perimeter fencing. This guard structure a simple, utilitarian building, and features metal siding and large viewing windows. While the 1950s and 1960s Sanborn maps indicate that this area of the East Campus historically had a guard structure, the historic structure was located closer to the loading dock area of Building 32, and was likely demolished in the 1960s or 1970s. The current structure was constructed in the 1970s.

**Modern Storage Building west of Building 8D (ca. 2010, non-contributing) photo 1**

This storage building was constructed after the demolition of Building 17, which did not occur until after 2003. Aerial imagery does not show the current structure until 2010. This building is a two-story brick structure with a pyramidal hip roof and brick quoins at the corners. The north and south elevations of the building feature a large arched window opening.

**Broadway Footbridge (ca.2000, non-contributing)**

A small utilitarian pedestrian footbridge over Broadway is located adjacent to the active CSX tracks and provides access to the East Campus. The bridge is a simple reinforced concrete and steel bridge with metal guardrails. It was constructed c. 2000, outside the period of significance, and is non-contributing.

**WEST CAMPUS**

In terms of development, massing and scale, the campus is dominated by Buildings 19 and 26 which are approximate mirror images and were constructed at the same time. Both are five stories in height and together account for roughly 75% of the campus' square footage. The third largest building is Building 27, adjacent and east of Building 19; this one-story structure is 67,000 square feet. Generally, the other buildings are one- and two-story, varying from 3,350 square feet to 31,700 square feet. Buildings are rectilinear with flat roofs and generally are clad with red brick and feature cast stone trim. As a part of the rehabilitation work undertaken at the West Campus, several non-historic docks and additions were removed to re-expose historic elevations and openings. Existing Kalwall and other modern windows were replaced with historically appropriate sash at all building exteriors. Historically, the uses of the West Campus buildings were overwhelmingly manufacturing, with two smaller buildings are dedicated to office use, and one to recreation, however with the rehabilitation undertaken, the buildings have largely shifted to office, commercial, and educational uses as the result of a recent certified rehabilitation.

For reference, please note that Wall Street is now known as "Dynamo Alley."

**WEST CAMPUS BUILDINGS, ADDITIONS, AND SITE**

**Building 20 (1907; contributing building) photos 19 and 20**

Background: Building 20 is located at the northeast corner of the West Campus. It was built in 1907 on what was then a full block site bounded by the railroad and Wall Street on the north

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and south, and by Morrill and Union Street on the east and west. At the time, the surrounding land was predominately single-family houses. The land was purchased in 1907 and Building 20 operational by 1908.

In 1912, a portion of the building was adapted for the manufacturing of the "Audiffren Machine." The Audiffren Machine was an early concept for a residential refrigerator developed by French inventor Marcel Audiffren. European models were sold in the United States in 1903. General Electric was invited to manufacture the Audiffren Machine in the United States in 1911 and the first manufactured American models were made in Fort Wayne in 1912. In 1916-17, manufacture of the Audiffren Machine was moved to the now demolished Building 12. By the 1930s, the building was assigned to GE's General Services Division, in support of the overall complex. In 1941, Addition 20A was constructed which covered Union Street; several openings were punched into the west elevation to allow access. By 1951, it was divided into a ground floor electrical maintenance shop and a second-floor tin shop. By the mid-decade, the upper floor was adapted for offices with partitions at the perimeter. It has recently been rehabilitated for use as a food hall on the first floor with leasable office space on the second floor.

Exterior: The building is rectangular, approximately 84 feet east and west, and 160 feet north and south. The two-story utilitarian building is a steel and concrete structure. It is consistently clad in dark red brick.

The building faces south onto Wall Street. This front elevation is two stories with a front facing monitor roof (see photo #19). Brick pilasters divide the elevation into seven bays; the pilasters are symmetrical with differing widths. As part of the rehabilitation project, the existing modern windows were replaced with historically appropriate windows that match the design and configuration of the historic industrial sash. Brick string courses, a continuous limestone sill at the first and second floor articulate the elevation horizontally. Above the second floor are overlapping ghost signs that read: "Wood Systems" and "Fort Wayne Electric Works", and above that "1907" and "20". The gable end of the monitor has wide paneled brick pilasters, and corbel strips fill the gable. A new entrance was constructed with a compatible industrial canopy.

The east elevation faces Broadway. In material, design and articulation, it is similar to the south. Fenestration divides the elevation into 16 equal bays. The cornice line drops slightly at the northernmost bay and the fenestration pattern is atypical of the rest of the building, though horizontal articulation continues. The belt running above the second-floor windows includes a corbel table. As on the south elevation, the existing modern windows were replaced with historically appropriate sash and a new entrance with an industrial canopy was created.

At the time of construction, the adjacent rail line was at grade. Today, the northern elevation is largely obscured by the rail line which aligns closely to the second floor level and leaves an alleyway of approximately 10 feet. As part of the rehabilitation project, existing infilled openings were daylighted and restored to their historic configuration. Existing modern windows were replaced with historically appropriate sash. Below the windows is a ghost sign that reads "Fort Wayne Electric Works" with "Wood Systems" below. Above and set back one bay is the monitor roof which also has a ghost sign that reads "20" and "1907".

Until 1941, Union Street allowed worker access between the west campus and the housing and parking on the north across the Pennsylvania Railroad. In 1941, Union Street was vacated and



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the street, which ran between Buildings 20 and 22, was infilled at the first floor level (Addition 20A). This hid the west elevation at the first floor. The elevation is similar to that of the east elevation, though the brick has been painted and the window openings had generally been infilled with brick. The second level is exposed and again largely mirrors the east elevation. As part of the rehabilitation project, the existing glass block windows were retained at the second floor, and modern windows were replaced with historically appropriate sash elsewhere. Certain infilled areas on the first floor were left infilled, and other reopened to house new windows and doors.

The monitor roof was previously encapsulated.

Interior: Building 20 was constructed as a brass foundry with two stories. The structure is steel frame with concrete floors (see photo #20). As part of the rehabilitation project, Building 20 now functions as a commercial space and open food hall, retaining its historic open floor plate with small vender areas delineated with partial height walls. Bathrooms and mechanical rooms were added to the north and south perimeter areas to support the building's use. The creosote block flooring, an important historic feature, could not be retained due to environmental concerns, so it was recreated using replacement stamped concrete that matches the design and characteristics of the creosote. Ceilings and perimeter walls left exposed in areas to retain the overall industrial feel of the building. The second floor was converted to office space, the majority serving as open office space and one small conference room constructed towards the center. Existing wood flooring at the second floor was heavily damaged and was replaced with in-kind materials. Mechanicals remain exposed throughout as was the historic condition of the building.

*Addition 20A (c. 1940s):*

Background: In 1941, an addition was constructed to the west side of Building 20. When Building 20 was first constructed in 1907, the west elevation faced Union Street which terminated at the Pennsylvania rail tracks. In 1914, the railroad elevated the tracks and a pedestrian underpass was constructed to connect to the neighborhood to the north. Twenty-five years later, when General Electric secured the complex, Union Street was closed and a one story, 17 foot tall, "lean-to" style structure was built attached to the east elevation of Building 22 and supported by steel columns adjacent to the west elevation of Building 20. Sanborn Maps suggest this space historically was subdivided into two approximately equal rooms. The building's original use is unknown; in 1951 and forward, it was used for truck repair. It has recently been rehabilitated for use as an entrance lobby and amenity space for the adjacent food hall within Buildings 20 and 22.

Exterior: This infill structure has only two elevations: The first is at the south looking onto Wall Street. It is 36 feet across and clad in a red brick that is lighter than the standard dark red used in the west campus (see photo #19). The elevation is organized in a utilitarian and asymmetrical fashion and featured roll up doors, louvers, and some steel sash. As part of the rehabilitation, the south elevation now features two new entrances that are recessed behind the brick elevation and contain a glazed curtainwall.

The second elevation is at the north overlooking the elevated rail line. At the time of this construction, the rail was elevated. Historically, the north wall was largely a utilitarian blank masonry wall with a central industrial style roll-up metal door flanked by a man door and two

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windows. As part of the rehabilitation, the north elevation received a glazed curtainwall entrance.

Interior: Addition 20A is 5,400 square feet. It is largely open though at the south (near Wall Street) there is a large room created by modern CMU. The east and west walls are the painted exterior walls of Buildings 20 and 22, respectively. The north and south walls are painted brick. Addition 20A functions as a pedestrian walkway that now connects the interiors of Buildings 20 and 22. MEPs are exposed within the space to highlight its industrial character.

### **Building 22 (1917; contributing building) photos 21 and 22**

Background: Designed by Harris & Richards, Building 22 is a one-story 30-foot tall rectangular building running 75 feet east-west and 154 feet north-south. It was constructed as an annealing plant in conjunction with transformer manufacturing in Building 26. It has recently been rehabilitated for use as a food hall. When built it was located at the intersection of Union Street at the east and Wall Street on the south. To the north are the rail lines. The area to the west was a transformer yard and included a gravity tank and today has been repaved and landscaped as part of the rehabilitation and is used as a tenant amenity space.

Exterior: The subject building is clad in dark red brick with painted stone trim. It faces south on Wall Street (see photo #21). The south elevation has a single window spanning the width of the building and sitting on a cast stone sill. As part of the rehabilitation, a modern roll up door was replaced with glazed storefront system that matches the configuration of the surrounding window openings, with a small pedestrian entrance directly adjacent. The existing Kalwall windows at the monitor were retained. The main window was replaced with curtainwall designed to match the historic configuration. The roof line is flat with a decorative, Classical/Prairie detailed cornice.

The west elevation is similar in materials and composition with dark red cladding and a single oversized window spanning the length, sitting on a cast stone sill and capped with a cast stone cornice. At the north was a roll up door opening that was replaced with panel consisting of slats that mimic the previous door. As part of the recent rehabilitation new openings at the first floor level housing glazed garage-style openings were constructed. The existing modern curtainwall window was replaced with a historically accurate window.

The east elevation is similar in design but with substantial modifications. Building 20A was constructed across the east windows. Additionally, the exterior, now interior, space has painted brick. The historic window openings were infilled with brick. As part of the rehabilitation, a storefront system with glazed doors was installed towards the center to provide access between buildings. Additional glazed storefront system was inserted towards southern end of elevation to provide access to tenant spaces within.

At the rear, the north elevation is similar to the south. The first floor consists of painted brick with the second floor consisting of a large curtainwall system to match the historic window configuration. A cast stone cornice runs above the second floor windows.

Interior: The interior was historically an open floor plan of 11,500 square feet divided only by a north-south line of steel columns. Overall, it was a utilitarian industrial space with concrete floor,

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painted perimeter brick walls, and exposed saw tooth style monitor roof (see photo #22). As part of the rehabilitation project, the interior of Building 22 was converted for use as a food hall/open market. Existing historic features, including brick walls, concrete floors, and exposed ceiling structure were retained. Ceiling cranes were retained as industrial relics. New construction included restrooms and storage spaces at north and south ends, as well as the construction of a half mezzanine along the eastern and northern perimeter to create additional vendor space (see photo #22).

### **Building 26 (1917; contributing building) photos 24-28, interiors, 29-31**

Background: Building 26 was one of three structures announced in February, 1916, "one large building and two auxiliary structures."<sup>2</sup> The two other structures were Building 22 and Building 27. Contracts for construction were let to Wells Brothers of Chicago in March. The project was completed and the building dedicated in January, 1917 with 8,000 people in attendance. At the time, it was considered to be the largest building in Fort Wayne.

The building was initially utilized for general manufacturing with punch presses on the ground floor, transformers on the 2<sup>nd</sup> and 3<sup>rd</sup> floor, the Entz Electric Auto transmission and Rock Drill products on the 4<sup>th</sup> floor, and tool making on the 5<sup>th</sup>. Shortly after completion of Building 4, the 4<sup>th</sup> floor was then used by the fractional motor department. By 1931, the four lower floors (including the basement) were used by the transformer division while the 4<sup>th</sup> floor by the Meter Division and the top floor by tool making. Over the ensuing years, the transformer division came to occupy the entire building. The building has recently been rehabilitated for use as leasable tenant space.

Exterior: Building 26 is located at the northwest; it is a five-story reinforced-concrete industrial building with full basement. A south-facing "U", it measures 429 feet east-west and 129 feet north-south at the long ends of the "U" and 78 feet at the base of the "U". Materials are consistent on all four elevations with dark red brick and cast stone trim. Windows, originally steel sash, were replaced with Kalwall but have been returned to their original configuration with historically appropriate sash.

Utilitarian in nature, the building does not have a clear hierarchy among elevations. All four elevations are similar and best understood as repeating bays with broad oversized window openings at each floor with a cast stone sill and head. Horizontal articulation is achieved with a cast stone belt course between the first and second floors and at the cornice. Slightly projecting brick pilasters provide vertical articulation on floors 2-5. The pilasters and the spandrel treatment echoes that of Building 4. The cast stone elements, which survived in poor condition, have been restored as part of the rehabilitation project.

The south elevation faces onto Wall Street (see photo #25). It is symmetrically organized. The east and west legs are identical, three bays across. At the inner corners of the "U" is a two-bay structure set one bay from the south end. At the outside this bay continues the typical bay design. It has a central brick panel flanked by window openings. The interior bays, where stairs are located, have a different fenestration pattern with narrower windows elevated above the line

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<sup>2</sup> "Three New Buildings: General Electric Authorizes Additional Factory Facilities Here," *Fort Wayne Sentinel*, February 14, 1914, 1.

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of the typical windowsill/head. This bay extends above the roofline with a penthouse providing roof access. The penthouse is distinguished by multiple decorative white cast stone bands. The center of the "U" is 7 bays across and returns to the standard bay design. At the base of the "U" is a loading dock with storefront openings between the pilasters (See Addition 26D) which were installed as part of the rehabilitation project. As the enclosed loading dock addition was determined to be outside of the period of significance, it was removed during the rehabilitation process, exposing the original first floor exterior of Building 26.

As part of the rehabilitation project, the window openings at all elevations were returned to their original size and now house historically appropriate multi-pane sash. Certain windows have been enlarged to house entrance doors at the first floor. The removal of the modern additions allowed for the reestablishment of the historic loading dock canopy at the south elevation. At the roof, a small addition, clad in sympathetic materials, was constructed adjacent to the existing rooftop penthouse and a roof deck was constructed for tenant use.

The design for Buildings 26 and 19 included pedestrian bridges over Wall Street at the second and fourth floors. These are steel frame, one-story with painted metal facades (see photo #24, 26). These pedestrian bridges were rehabilitated and the windows replaced with historically appropriate multipaned sash. The exteriors were repainted white to match the historic conditions.

The west elevation is five bays across. The northernmost bay has a brick panel in the window opening. At the center ground floor is a roll up door opening (see photo #27). The historic window openings were reopened with the exception of the first bay to house historically appropriate multipaned windows. The west elevation also contains an active loading dock, which retains the historic loading dock door and updated it with a large canopy to allow for continued industrial use. This loading dock was constructed as part of the rehabilitation project.

The east elevation is similar to the west and consists of five bays, with a brick panel in the window openings at the northernmost bay. The west elevation differs at the first floor, where the first and fourth bays house small multipaned windows. The one-story Addition 24 attaches to Building 26 at the south end of the east elevation, the roofline aligning with the windowsill, while the north elevation of Addition 24 runs vertically across the north window opening of Building 26 (see photo #23). The second exception is the addition of Addition 26C (see below). This building attaches to the north elevation of Addition 24 and continues north across the east elevation of Building 26 nearly but not quite aligning with the north elevation of Building 26. The roof of Addition 26C aligns with the spandrel below the third-floor window.

The north elevation is 17 bays across. The easternmost and westernmost two bays are similar to the northernmost bays on the east and west elevation, containing brick panels in the window openings. The north elevation parallels the rail line, and when built, a rail spur ran along the north face adjacent to a concrete loading dock. The ground floor of this elevation had roll-up door openings that spanned between the pilasters. In 1970, Addition 26B was constructed, eliminating the spur line, extending the dock and enclosing the area over the original spur. The original doors of the north elevation were removed and the space adapted from shipping to production.

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Addition 26B, further described below, was removed as part of the rehabilitation of Building 26, exposing the historic first floor openings. All windows on the north elevation, with the exception of the first and final two bays, were reopened to their original sizes and house historically appropriate multipaned windows. Basement windows were also reopened as a result of the removal of the addition. The upper portions of select windows have been modified to house metal louvers required for the building's updated mechanical systems. The brick at the lower two floors was previously painted when it was located within Addition 26B, and was repainted red as part of the rehabilitation project, to match the unpainted brick above.

The rehabilitation and the need to prevent potential flooding led to slight regrading around the ground level of the North Elevation. Two exterior porches were constructed atop the slab of Building 26B and the former railroad spur loading dock foundation to provide additional outside amenity space.

Interior: All six floors (including the basement) were historically similar in character: an open floor plate of approximately 38,000 square feet divided with a grid of mushroom style columns. Finishes were consistent with painted brick perimeter walls, concrete floors, and exposed concrete ceilings (see photo #29).

Vertical circulation was achieved by full-height utilitarian concrete stairs at the northeast and northwest corners and at the southwest and southeast nook of the "U". Adjacent to these stairs were men's and women's toilets. Also adjacent to these stairs were full-height freight elevators. As part of the rehabilitation, the stairs were retained. The freight elevator doors were retained and the shafts replaced with new passenger elevators.

General Electric treated these spaces in a utilitarian fashion. From time to time as needs arose, floors or portions of floors were retrofitted for different needs. Sections of the first floor were modernized with sheet metal sleeves around the columns, corrugated metal walls, and CMU enclosures which in some circumstances were fitted out with painted gypsum board walls and acoustical ceilings. General Electric also adapted select floors and portions of a floor for office use. In these instances, finishes generally were modern with painted gypsum board partitions, wall-to-wall carpet or carpet tiles, and acoustical dropped tile ceilings.

As part of the rehabilitation of Building 26, the interior was adapted to house office spaces for new tenants. Many of the historic features were kept intact, including concrete flooring, concrete ceilings, and perimeter brick walls. The perimeter brick walls were cleaned of paint to expose the original pink-colored brick. A central corridor was constructed at the lower floors, providing circulation between public and office spaces (see photo #29). Open office spaces with small sections of acoustic ceiling panels allowed for the retention of the volume of the industrial space (see photo #30,31). The upper three floors were rehabilitated for use by a single tenant and feature enclosed rooms at the center with open office space around the perimeter. MEPs throughout the building remain exposed as was the historic condition.

Pedestrian bridges over Wall Street connected Building 26 with Building 19 at the second and fourth floors. The interiors have been incorporated into tenant spaces as part of the rehabilitation and have gypsum board walls with exposed roof structure.

*Addition 24 (1921) photo 23*

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**Background:** Referred to by GE as Building 24, this addition attaches to the east end of Building 26 along Wall Street. It is a one-story, 110 foot by 44 foot structure interconnected and integral to Building 26. Designed by Harris & Richards, it was constructed in 1921 for flash enameling (melting porcelain to metal) in conjunction with the manufacturing of transformer parts.

**Exterior:** Materials are generally consistent with red brick and cast stone water table and trim on the south and east. Windows have been removed and openings infilled with Kalwall.

The south elevation along Wall Street has strong horizontal articulation with a water table, continuous cast stone head and matching cornice (see photo #23). The elevation has five bays with the three central bays of similar size, the outer bays roughly half as wide. The two center-west bays have a single window opening. Prior to the rehabilitation, the openings had been modified to house roll up doors, infill, and Kalwall. As part of the rehabilitation, the historic window openings were returned to their original configuration and now house historically appropriate multipaned sash. An additional storefront assembly including an entrance was inserted into the first bay.

The east elevation continues the composition. It is divided into two bays, the southern one (near Wall Street) is a single punched window opening; to the north was an apparent man door that had been infilled with brick, surmounted by a window. All openings were returned to their historic configuration as part of the rehabilitation project (see photo #23). Addition 24 abuts Building 26 and so there is no west elevation.

The north elevation is clad with modern corrugated metal with three window openings matching the width of the windows on the south. All openings were returned to their historic configuration as part of the rehabilitation project. An addition to Building 26 (Addition 26C) abuts the north elevation roughly 70 feet in from the east along the 117 foot length.

**Interior:** Addition 24 historically featured an open floor plan of roughly 5,000 square feet. The floor was concrete, with painted brick perimeter walls, and exposed ceiling structure. As part of the rehabilitation project, the interior of Addition 24 was converted into a large meeting/training space for a tenant of Building 26. Called the Don Wolfe room, the space features carpet tile flooring, limited ACT cloud ceilings with historic structure exposed at perimeter walls, and painted brick walls at the perimeter.

*Addition 26B (c. 1970s) – Demolished as part of recent rehabilitation project, photo 28 shows current appearance*

**Background:** Addition 26B was a one-story addition constructed circa 1970 over the loading dock structure along the north rail siding and extending over what had been the rail spur. The addition was removed as part of the rehabilitation of Building 26, exposing the historic first floor openings at the north elevation.

**Exterior:** The east elevation was 19 feet across, clad in red corrugated metal with a center roll up access door (see photo #28). The north elevation was 429 feet in length. The west elevation was 19 feet. Both of the latter were corrugated metal. The west elevation had an access door at the north.

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Interior: The interior was a one-story space, 19 feet across, that ran the length of the north side of the building. It was framed on the south by the 1917 loading dock walls with the historic openings. The remaining walls and intermediary partition were corrugated metal. The ceiling was modern exposed metal. The floor was concrete.

*Addition 26C (1927)*

Background: This 3,200 square foot, 40 foot by 80 foot, one-story addition attaches to Building 26 on the west and Addition 24 on the south. It was constructed for steel storage, and is interconnected to Addition 24.

Exterior: The east elevation is 80 feet in length and approximately 35 feet tall. It is clad in utilitarian red brick and has with two large equal size window openings at the south and third half as wide to the north that received historically appropriate multipaned sash as part of the rehabilitation. The north elevation is clad with modern red corrugated metal and has a central roll up door.

Interior: The interior historically featured a single floor, roughly 40 feet east-west and 80 feet north-south. The partition wall with Building 26 was previously removed. The interior was an open floorplate with corrugated metal walls, concrete floor and exposed ceiling. As part of the rehabilitation project, Addition 26C was converted into additional meeting spaces for a Building 26 tenant. The meeting rooms feature carpet flooring, perimeter brick walls with acoustic wall panels, and ACT clouds with exposed ceiling structure at the perimeters. The mezzanine space off of the first floor is used as an additional conference space. A new stair was constructed between the first floor and mezzanine and features pre-finished brake metal infill along the stair sides and galvanized pipe handrails. The mezzanine space features carpet tile flooring and ACT cloud ceilings hung between the existing steel roof trusses. The existing roof deck will be painted and the ceiling trusses will be retained and exposed.

*Addition 26D (c. 1995) – Demolished as part of recent rehabilitation project, photo 25 shows current appearance*

Background: Constructed circa 1995, the loading dock on the south center was enclosed to create Addition 26D. As this addition was determined to be outside of the period of significance, it was removed during the rehabilitation process, exposing the original first floor exterior of Building 26.

Exterior: The structure had a single elevation, south-facing clad in modern corrugated metal. Adjacent was a steel frame modern truck loading dock was constructed, extending south into Wall Street.

Interior: The interior was a single floor, roughly 175 feet long and 27 feet deep. The partition wall with Building 26 was removed. The space was open with corrugated metal walls, concrete floor and exposed ceiling. Along the east wall was a series of CMU enclosures.

**Building 19 (1917, 1941, contributing building) photos 34 and 35, interiors, photos 36 and 37**

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Background: Building 19 is located at the center of the west campus. Designed by Harris & Richards, it is an approximate mirror image of Building 26.

Building 19 was first rumored on April 4, 1916, while GE was beginning construction on Buildings 26, 22 and 27. Two weeks later, it was formally announced. Construction began a week after the announcement. In early May, the City of Fort Wayne approved walk bridges over Wall Street connecting Buildings 19 and 26. A strike delayed construction of Building 19 and the building was not occupied until August 1917. For most of its history, the building was dedicated to the production of meters, belt-type alternators and induction motors.

At the east end was a streetcar stop with dedicated cars for GE employees. To protect the workers from the weather, a large metal canopy was installed in 1922 (not extant). In 1941, a 77 foot by 69 foot one story addition was built at the north side of the east end. Beginning in the 1950s and into the 1960s, floors and portions of floors were adapted for office use, including the apprentice classrooms, library, photographic room and general offices. The building has recently been rehabilitated for use as leasable commercial space.

Exterior: Building 19 is a five-story reinforced-concrete industrial building with full basement. It is an irregular "U" shaped building opening to the north. The western leg extends further north into Wall Street than the eastern leg. The building measures 405 feet east-west and 76 feet at the interior of the U. The west end is 145 feet in length while the east is 103.

Materials are consistent on all four elevations with dark red brick and cast stone trim. Windows, originally steel sash, were generally replaced with Kalwall and glass block. The rehabilitation of Building 19 included reopening the existing window openings to their original sizes and installing historically appropriate multipaned sash. Utilitarian in nature, the building does not have a clear hierarchy among elevations. All four elevations are similar, best understood as repeating bays with broad oversized window openings at each floor with a cast stone sill and head. Horizontal articulation is achieved with a cast stone belt course between the first and second floors, and at the cornice. Brick pilasters with stylized cast stone capitals, seen on the other buildings of the complex, divide the bays. As part of the rehabilitation project, the heavily deteriorated cast stone elements were restored.

The north elevation faces onto Wall Street (see photo #34). The east leg is five bays across; the westernmost bay extends to the roof with a banded penthouse. The leg is three bays across and reduced one bay to align with the east leg. At this inner corner is a two-bay composition where the outside bay continues the typical bay design. The windows have been generally infilled. The interior bay matches it opposite on the east. The ground floor of Building 19 attached to Additions 19B and 19C). These later additions were demolished as part of the rehabilitation project and now the first-floor openings on the north elevation have been restored to their original sizes. In addition, a small basement level was excavated below three bays of the first floor. Select bays of the first floor were also altered to allow for new entrances to interior tenant spaces. The full historic loading dock, including the historic metal canopy and associated fenestration into the building have been retained with the central section of the dock projecting slightly to the north of the remainder of the dock. Aluminum-framed storefronts simulating overhead doors were installed within the loading openings.



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The east elevation is four bays across with the first floor made up of six bays (see photo #35). The southernmost bay has a brick panel in the window opening, flanked on the south with glass block. Other windows on this elevation were steel sash grouped in threes with steel mullions. At the ground floor, these were three rows of three lights; on upper floors the windows were two rows of three lights. The remaining steel sash were replaced with historically appropriate multipaned sash as part of the rehabilitation.

The west elevation is similar to the east elevation but features 6 bays. The northernmost two bays feature two paired window openings while the remaining four bays are large multipaned windows. Addition 27A sits at the first floor and is fully interconnected with Building 19.

The south elevation is 16 bays across and consistent with the bay structure throughout. The easternmost bay has infill brick flanked by glass block. The window openings now house historically appropriate multipaned sash, with the exception of the upper portions of select windows that house metal panels to accommodate the updated building mechanicals.

Interior: All floors were historically similar, featuring an open floor plate of approximately 36,000 square feet divided by a grid of mushroom style columns. Finishes were consistent with painted brick perimeter walls, concrete or creosote block floors, and exposed concrete ceilings (see photo #37). As part of the rehabilitation project, individual floors were subdivided to create tenant spaces to allow for the building's continued use as modern office space. Within tenant spaces, concrete flooring, columns, perimeter brick walls, and sections of historic ceiling maintained. Perimeter brick walls were cleaned of paint so that the pink brick was exposed.

Originally used for production purposes, General Electric adapted select floors and portions of floors for office use. These offices feature generally modern features with painted gypsum board partitions, carpeted floor, and dropped tile ceilings. As part of the rehabilitation of Building 19, new central corridors were created on each floor. Historic concrete floors were sealed and left exposed in areas, concrete ceilings were sealed and left exposed, and the brick perimeter walls were retained. The historic creosote block flooring at floors 1 and 3 needed to be removed for remediation concerns, and was replaced with an end grain wood flooring product that closely matches the historic creosote pattern (see photo #36).

Vertical access was provided by utilitarian concrete stairs and freight elevators. The stairs were retained throughout as part of the rehabilitation. Historic freight elevator doors were retained with new elevator lobbies created for replacement passenger elevators.

#### *Addition 19A (1941)*

Exterior: 19A is a one-story addition, 79 feet east-west and 42 feet north-south. It is attached to the north end of the east leg of the "U", built over the loading dock. It is steel frame with a concrete floor. Materials and design largely blend with Building 19, clad in dark red brick with multilight steel sash windows (see photo #35).

Interior: The 3,400 square foot space has an open floor plate with exposed brick walls and exposed ceiling and has been rehabilitated for tenant use.

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*Addition 19B (c. 1970s) – Demolished as part of recent rehabilitation project, photo 34 shows current appearance*

Exterior: 19B was a one story structure located at the base of the “U” between the two legs. It had a single elevation of corrugated metal 148 feet across (see photo #32). The date of construction is unknown but materials suggest circa 1970s; further, it appears that the “building” simply was enclosing the original loading dock.

Interior: The interior was steel frame on a raised slab, utilitarian in nature with exposed concrete floor, exposed corrugated metal walls on the north, the brick wall with loading door openings of Building 19 on the south. The ceiling is exposed structure.

*Addition 19C (c. 2000) – Demolished as part of recent rehabilitation project*

Constructed around 2000, Addition 19C was a modern open truck loading dock that was built on slab to the north elevation of Building 19B at the east. It was steel frame with a metal roof. Addition 19D was demolished as part of the rehabilitation project.

### **Building 27 (1920, contributing building) photos 32, 47, interior, 33**

Background: Building 27 was constructed in 1920 at the same time as Buildings 19 and 26. The one-story structure, 67,000 square foot in size, 150 feet north- south and roughly 450 feet east-west. It was also designed by Harris & Richards. The westernmost section is 50 feet east-west and housed a garage. The eastern section is 400 feet east-west. This portion was built in support of the manufacturing of transformers and housed the transformer tank department, a blacksmith shop and associated heat treating department. Later, its role in the manufacture of transformers expanded including machining, assembling, impregnating and baking. In the 1930s when General Electric manufactured the “Monitor-top” refrigerator at its Winter Street factory in Fort Wayne, a portion of Building 27 briefly housed metal forming machinery to produce parts. In 1982, when Building 28 was demolished and new gates installed at the College Street west entry, the northwest corner of Building 27 was adapted into a guard office. Building 27 has recently been rehabilitated for use as leasable tenant space.

Exterior: Materials are consistent with dark red brick and cast stone trim, both painted and unpainted. Window openings previously were infilled with brick but were fully restored with the building’s rehabilitation and now house historically appropriate windows that closely match the historic steel sash (see photo #47). Compatible aluminum-framed storefronts have been added on the north and south elevations to provide access to the interior tenant spaces as part of the building’s rehabilitation. All three extant elevations (west, north and south) are best understood as a repeating bay pattern, each bay 25 feet across with large window openings (approximately 21 feet and 10 feet high) punched into the brick. Each bay is framed by cast stone cornice medallions. The elevations have strong horizontal lines with a continuous cast stone belt course at the windowsill, complemented by a low continuous stone water table at the base and a cast stone coping at the roofline.

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The west elevation facing College Street has the remnants of what appears to be a historic window opening (now bricked in) in the second bay from the south. It has a cast stone head and paired flanking decorative brick panels (see photo #32).

Interior: The building is one-story, steel frame construction with six bays along the east-west created by the structural grid. At the center where the 302 foot long, 50 foot wide and 8-foot-tall rectangular monitor roof is located, the space is clear span. The building was historically a utilitarian industrial space with concrete floor, painted perimeter brick walls and exposed ceiling structure (see photo #33). As part of the rehabilitation project, the interior has been rehabilitated to house additional tenant spaces, subdivided by glazed storefront systems and low-rise walls which allow for the retention of volume within the industrial space. The majority of the historic steel columns were retained and exposed, the brick perimeter walls were retained and paint removed. The central clerestory space was retained and remains open to above with the ceiling structure exposed throughout the building (see photo #33). In areas, tenant layouts have been constructed in a "box in a box" condition with the volume of space within the clerestory remaining open and the lower space subdivided to meet tenant requirements.

The north and south vestibules feature exposed ceilings and the existing concrete floor. The circulation between tenant spaces features dyed and polished concrete floors and exposed ceilings, with some small areas of gypsum board ceilings. MEPs remain exposed within the open clerestory space as was the historic condition.

*Addition 27A (1941) photo 44*

Background: In 1941, General Electric built a single-story steel-frame 4,500 square foot "high bay" connecting the 30 feet between the west end of Building 19 with the east end of Building 27. The building was used in support of the manufacture of transformers. It has recently been rehabilitated for use as the primary entrance to Buildings 27 and 19.

Exterior: This addition has a north and south elevation similar in materials. The north elevation reads as two stories with a center modern roll up door flanked by multilight steel sash windows and a man door on the east. Windows have a painted concrete sill. At the upper level is a continuous grouping of seven steel sash windows with a continuous cast stone sill. The windows are surmounted by modern corrugated metal panel. The roofline is flat. The south face is the same dimension but has a single, oversized punched opening with a double stack of multilight windows set on a continuous cast stone sill. The west elevation of Addition 27A rises above the roofline of Building 27; this elevation is brick with industrial sash windows. As part of the recent rehabilitation, the former loading doors have been replaced with compatible glazed pedestrian entrances and the windows throughout replaced to match the historic condition.

Interior: The slab for Building 27 and Addition 27A are at a similar level, but are about 5 feet below that of Building 19 adjacent at the east. Addition 27A is fully interconnected with Buildings 27 and 19. Between Building 27 and Addition 27A there are modern aluminum-framed storefronts that provide access between the two buildings. Building 19 and Addition 27A are connected via a new stair and open tenant seating area which were created as part of the recent rehabilitation. At the southeast corner of the space there is a raised dock that is accessible from Building 19. Within the space, the brick perimeter walls are exposed as are MEPs at the ceiling, consistent with the industrial character of the space. As part of the

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rehabilitation project, Addition 27A is being used as a large open concourse and features a polished concrete floor and exposed ceiling structure.

*Addition 27B (c. 1972) – Demolished as part of recent rehabilitation project*

Circa 1972, Addition 27B was a full height corrugated metal addition was attached to the north side of Building 27 spanning the east half; that unit is 172 feet long and 19 feet wide. It was demolished as part of the rehabilitation project.

**Building 21 – (1926; c. 1960s, contributing building) photos 38 and 40, interior, 39**

Background: Building 21 was built in 1926 as the “Industrial Service Building.” A single-story, 51 foot by 137 foot brick structure designed by Harris & Richards, it has 7,000 square feet for offices. The eastern third housed “employment and industrial services.” At the western two-thirds was the medical department which included space for waiting rooms, examination rooms, X-ray, electro-therapy, dental and emergency surgery. In the 1960s, the building was adapted entirely to human resources at which time it was gutted and modernized with new partitions, new windows, new doors and some new openings. It has recently been rehabilitated for use as leasable commercial space.

Exterior: Materials are consistent throughout with dark red brick cladding and cast stone trim. Windows are modern with a single fixed tinted light in aluminum frame with cast stone sills.

The building fronts east toward Broadway. The elevation is best understood with three sections, the two outer bays being identical with a single centered window (see photo #38). The center bay is recessed slightly from the building face with a center stone clad round-arched doorway with keystone sections, flanked by a single window on the north and south. Implied piers are topped by shield-like capitals. The roofline is stepped with a cast stone cornice and matching cast stone coping. The west elevation is similar in design except that the doorway is arched with a transom light.

The south elevation is partially obscured by Building 25. As designed, it featured eight bays of paired windows; the center six bays being slightly recessed from the building face. At the third bay from the east is a single leaf doorway with decorative cast stone head. A modern door was cut at a window opening in the bay adjacent to the east. The north elevation is similar to the south but with one modern door inserted in the fifth bay from the east.

Interior: Building 21 has a rectangular floorplate of roughly 7,000 square feet. Serving as office space, the main entry was located at the south elevation which led to a reception vestibule and then to an east-west corridor. Finishes were all modern with painted gypsum board walls and partitions, wall-to-wall carpeting and tile flooring and acoustical dropped tile ceilings. As part of the rehabilitation, the modern materials at the interior of Building 21 were removed and the finishes were updated with compatible materials, including new gypsum board ceilings, gypsum board walls, and the existing concrete floors (see photo #39).

**Building 23 – (1926; contributing building) photo 40, interior, 41**

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**Background:** Called the "Employees' Recreation Building," Building 23 was built in 1926, constructed by General Electric on land acquired by the GE Recreational Foundation in 1924. The search committee explored possible locations around the city but eventually opted for a site adjacent to the GE complex. Designed by Harris & Richards, the building included a basketball court with perimeter seating, a small stage and a small balcony. The lower level featured bowling lanes. The second floor had a projection room and exercise room. The Foundation also asked the architects to design an eastern, 80 feet by 82 feet, two-story wing that ran perpendicular. This wing was to house an auditorium, lounge areas, classrooms and meeting rooms for education and social events; the basement would have a rifle range. This wing, however, was not built. Over the years, there have been some upgrades, including new seating in the gymnasium and modernization of the bowling space, likely in the 1960s. The building has been renovated for continued use as leasable entertainment space.

**Exterior:** Building 23 faces onto Swinney Avenue, near the corner of Broadway and Swinney and just east of Building 31. The building is rectangular, approximately 82 feet east-west, and 143 feet north-south. It is one-story with full basement and upper-level partial floor. It is consistently clad in red brick with cast stone trim and a cast stone rusticated water table.

The primary façade is at the south facing Swinney Avenue. The elevation has five bays organized symmetrically into a projecting three bay composition flanked by similar style single bays flanking on east and west (see photo #40). The central composition features an oversized entry door with two sets of modern aluminum paired doors surmounted by a tall four light transom. The doorway has a pediment cast stone surround with large console brackets flanking the transom. Above the door at the second level is a grouping of three windows. The flanking bays divided by pilaster strips have paired windows with 3 stacked lights on the first and second floor. Windows at the basement level were previously infilled. The bay to the east is a second entry with paired doors surmounted by a transom and a cast stone surround. Above, at the second level, is a three-light window with a cast stone pediment. The western bay is symmetrically balanced but has a simpler composition. The cornice is classically designed cast stone with brick parapet above. The center section forms a pediment.

The east, west and north elevations are essentially blank brick walls with rusticated water table. Scarring suggests windows may have been infilled at some point in time. At the west is a concrete stair to the lower level and a metal stair to the second floor, both of which were constructed to meet egress requirements as part of the recent rehabilitation..

Minimal work was done to the exterior of Building 23 as part of the larger rehabilitation project at the GE Campus. The existing signage was retained, existing windows and doors were repaired, the roof was repaired, and an additional fire exit was provided at the west elevation. At the east elevation, an addition, known as Addition 23A, was constructed to provide barrier-free access to each level of Building 23 as well as Building 25. Addition 23A is constructed of metal panels and glass curtain wall in a simple design that contrasts with the historic brick buildings but is harmonious with their industrial character (see photo #40). The interior of Addition 23A includes a stair and elevator with exposed structure and MEPs and is utilitarian in character.

**Interior:** The primary entry leads to a stair, approximately 20 feet across, to a vestibule to the gymnasium. The entry and vestibule have terrazzo floor, brick and plaster walls and plaster ceiling. Separating the entry and vestibule are paired wood double doors with transom above.

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The gymnasium has a clear steel span with maple flooring and five rows of seats (photo 31). At the center of the court is the GE logo.<sup>3</sup> At the far north is a shallow elevated stage with a balcony at the northeast corner. Perimeter walls are painted brick. The ceiling is painted wood. As part of the rehabilitation, the existing stadium seating around the basketball court was removed and salvaged for reuse with a portion of the seating retained at the south end of the gym. The basketball court and associated materials were repaired and retained (see photo #42). The stage at the north end has been retained and repaired, with the balcony at the northeast infilled behind the historic railing.

At the east is a wood stair that leads to a full basement. The basement has a bowling alley with twelve lanes oriented along a north-south axis. At the south are restrooms that were constructed as part of the rehabilitation. The stair also leads up to a full width 21 foot wide space at the south. This second floor space is an opening meeting space with a combination of exposed masonry walls, gypsum board walls and ceiling and wood flooring.

### **Building 31 (1942; c. 1960s; contributing building) photo 44, interiors 45 and 46**

Background: Building 31 was constructed as a two-story 26,000+ square foot (94 by 145 feet) masonry-clad, wood-framed office building during World War II. Designed by Fort Wayne architects, Meyer & Meyer, its construction allowed manufacturing space in Building 19 that had been adapted for office use to be returned to manufacturing. The building is located on what had been residential lots acquired by General Electric at the time for future expansion. Plans and timing suggest that the interior of the new office building was not built out until much later. Though the building has remained as office space, it was modernized and upgraded first in the mid-1960s and then in the mid-1980s. The first renovation included a new primary entry located at the west elevation. At that time, the windows were replaced. During the later renovation, a bridge was constructed to connect Building 31 with Building 19. The building was recently renovated for use as a STEM school.

Exterior: Materials are uniform on all elevations with red brick, cast stone trim, and modern aluminum-frame fixed single-pane windows. The roof is flat.

It faces south onto Swinney Avenue, organized into three components with a central section consisting of 9 bays each with a window at the first and second floor separated by a spandrel of red header brick and cast stone trim in a centered, vertically channeled band (see photo #44). The east and west components are essentially identical with two bays of windows. The entry is at the west end of the building, framed by a classically detailed cast stone surround with paired wood doors surmounted by a transom. Horizontal articulation is limited to a cast stone cornice.

The west elevation is symmetrically organized. The first bay projects slightly and continues the spandrel decoration of the south. The remainder of the elevation consists of eight paired windows with a cast stone sill, then a group of three windows maintaining the horizontal lines. At the far north, fenestration is largely utilitarian. Horizontal articulation is achieved with cast stone sills, cast stone heads at the first floor and then a continuous head at the second floor. The north elevation is the rear facing the alley. Fenestration here is somewhat utilitarian and all

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<sup>3</sup> General Electric has restricted use of the GE logo in the complex; as a condition of the sale of the property the logo in the Recreational Building is the only logo allowed to remain.

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window openings have been infilled with brick. Like the north, the east elevation had most window openings infilled with brick. As part of the rehabilitation project, the existing infilled openings were at the east and north elevations were daylighted and windows compatible with the windows at the south and west elevations were installed. A new entrance was created on the west elevation to provide primary, barrier-free access for the school and is protected by a compatible, metal canopy.

Interior: Building 31 is two stories with floor plates of approximately 13,600 square feet. In the early 1960s it was entirely gutted and rebuilt as office cubicles. A new reception desk was located at the south end of the west elevation. On both the first and second floors, along the west and south wall were a series of private offices. Toilets and common spaces were at the north. Vertical access was via stairs at the southwest corner and northwest corner. Prior to the rehabilitation project finishes were modern with painted gypsum board partitions, wall-to-wall carpet and stone tile flooring, and acoustical dropped tile ceilings. Along the south wall was exposed brick.

Building 31 was rehabilitated to house the FWCS Steam School, and features multiple classroom and lab spaces at each floor, as well as other student and staff spaces. A central corridor at each floor features the existing concrete floor and the existing ceiling structure (see photo #45). Classroom and lab spaces feature a mix of exposed structure and ACT ceilings, with the ACT held back from the building perimeter. Perimeter walls were finished with painted gypsum board, to be consistent with the historic conditions, and select areas feature exposed brick (see photo #46). Columns throughout are exposed wood structure as was the historic condition. MEPs are exposed except where there are finished ceilings.

### **Building 25 (1955; contributing) photo 40, interior, 43**

Background: Building 25 was built in 1955. It was used for testing decibel levels on mid-size and larger fractional motors. The one-story 5,400 square foot concrete block building had a 750 square foot soundproof chamber with an adjacent work space for monitoring equipment and a single office.

In the post-World War II years, General Electric refocused its corporate energies to recast itself as a modern international corporate conglomerate touching all aspects of life from transportation, communications, industry, consumer products and beyond. One initiative among many was an effort to devise a next generation fractional horsepower motor. This effort resulted in the company introducing the "Form G" in March of 1952. The new product was 50% lighter and 40% smaller with similar power ratings. However, consumers found the new product flawed with a higher-pitch noise and greater vibration over earlier models. Three years after the introduction of the Form G, General Electric built Building 25 to measure decibel levels and vibration. Building 25 has been rehabilitated for use as leasable commercial and dining space.

Exterior: Building 25 is a rectangular building set off-center at the southeast corner of the west campus. It neither aligns with Broadway, which is to the east, nor the grid of adjacent buildings preceding it (Buildings 19, 21, 23 and 31). It measures 54 feet on a roughly northwest-southeast axis and 59 feet on the northeast-southwest axis. The building is one story with an elevated section at the rear (north) that measures 32 feet by 34 feet.

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As part of the rehabilitation project, select modification were made to existing window and doors across elevations, but all other exterior materials were repaired and retained.

The only entrance is located facing closest to Broadway. That elevation is a blank brick wall with two brick pilasters dividing the wall into three sections, the two outside being equal while the central section being roughly half. In the center section, though off center, is an aluminum door, set on a concrete step with a simple flat metal canopy above. The northeast and northwest walls are blank brick. The southwest wall has a single brick pilaster off center to the west with a modern roll up door slightly to the west of that. Concrete ramps were installed at the north and south elevations to provide ADA access. Addition 23A, as previously described, was constructed adjacent to the west wall to provide barrier-free access to the building.

All four walls of the raised section at the north are brick and without any decoration or openings.

Interior: The interior is a one-story 3,350 square foot structure on concrete slab with a partial basement. To the southwest is a single room that spans the width of the building. To the southeast is an entry vestibule and at the northeast two small offices. Finishes were linoleum flooring and painted gypsum board walls ceilings are either acoustical drop tile ceilings or painted gypsum board. Due to the nature of Building 25's interior, a design was created in consultation with SHPO and NPS reviewers that allowed for the use of the interior as two levels of tenant space with exposed brick, concrete and steel structure and concrete floors.

## **SITES**

### **Memorial Triangle 9 (1924; contributing) photo 35**

East of Building 19 and west of Broadway is a 5,000 square foot triangular patch of lawn with a modern flagpole and modern tree (see photo #18). The triangle is set off from Building 19 and from Broadway by a narrow sidewalk. Along Broadway is a wrought iron fence installed in 1941. At the north along Broadway are paired brick piers supporting a wrought iron gate.

Prior to World War II, special GE streetcars would load employees; Building 19 had a metal shed awning for weather protection. The triangle patch to the east featured a World War I memorial flagpole, a pair of artillery cannons, and then in 1949, a bas relief War Memorial. All of these elements were donated to the city of Fort Wayne and relocated to McCulloch Park by 2013. The site has been repaved and landscaped as part of the rehabilitation project.

## **NEW CONSTRUCTION**

### **Building 33 (2022; non-contributing)**

Designed to be in keeping with the historic character of the GE Campus, the new construction at West Campus (Building 33) is of brick construction, with certain building sections featuring insulated dark/warm grey metal panels and storefront glazing (see photo #49). The elevations feature windows with black frames black canopies on the east elevation. Each elevation features a brick façade that is reminiscent and compatible with the character of the other buildings on the GE Campus, containing brick insets, brick sills, and soldier courses. The brick is a brown tone so that it is compatible, yet slightly differentiated from the red brick of the historic buildings so that it does not create a false historic impression. Windows are simple one over ones, with some locations having larger storefront window bays containing three or five



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windows. The placement of these windows across the elevations is in keeping with the window patterns found throughout the GE Campus.

### **Sitework**

As part of the rehabilitation project, additional outdoor spaces were created for campus users that are in keeping with the industrial heritage and character of the complex. The design keeps the linear look and feel of the streets and spaces within the complex. Ornamentation and new features were minimal, limited to outdoor seating, plantings, and other small features. The addition of new pedestrian plazas and open spaces were designed to be visually unobtrusive and compatible with the historic character of the complex.

A new street runs parallel Swinney Avenue and the railroad, going down the center of the complex and forming a connection between College Street and Broadway. This street is referred to as Dynamo Alley, formerly Wall Street, and features two traffic lanes along with sidewalks on either side. The driving lanes and sidewalks are finished in compatible unit pavers. The sidewalks feature shade trees and several types of plants and planters.

Several pedestrian plazas are located throughout the campus, including in front of Building 19, in front of Building 26, between Building 26 and Building 22, to the east of Building 25, and between Building 20 and Building 30. All plazas feature cantilevered seating, outdoor tables, and other seating areas and will be hardscaped with pavers and associated plantings.

Several new pedestrian paths that run parallel to the campus buildings were constructed to connect with individual buildings and other locations on the campus and will provide pedestrians safe routes throughout the site. An elevated walkway was constructed to the rear of Building 26 and connect to the outdoor spaces at its North Elevation.

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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.)

- ☐ 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

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**Areas of Significance**

(Enter categories from instructions.)

INDUSTRY

ARCHITECTURE

**Period of Significance**

c. 1893-1969

**Significant Dates**

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder (last name, first name)**

Harris & Richards

**Period of Significance (justification)**

The GE complex is locally significant under Criterion A in the category of Industry. Criterion A requires a significant association with a significant event. As described below, the General Electric facility is significant for its impact on the economy and industrial development of Fort Wayne. The period of significance is c.1893 to 1969, in accordance with the 50-year cutoff. The period of significance begins at the approximate completion date of the earliest building in the

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district. The impact of Ranald McDonald's Fort Wayne Electric Works reaches back to its inception in the 1880s, but as detailed in National Register Bulletin 15, the period of significance cannot predate the earliest resource.<sup>4</sup> GE continued to operate in some capacity at the site until the 21<sup>st</sup> century. The complex is not significant for its mere association with General Electric.

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

N/A

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

The GE complex is locally significant under Criterion A in the category of Industry and under Criterion C as an example of industrial architecture.

Criterion A requires a significant association with a significant event. As described below, the General Electric facility is significant for Industry for its impact on the economy and industrial development of Fort Wayne. The inspiration of Fort Wayne entrepreneur Ranald McDonald in the 1880s, the Fort Wayne Electric Works grew under General Electric's leadership to be the dominant employer in the city over the next several decades. On February 18, 1917, the Fort Wayne Journal Gazette declared: "Fort Wayne's Greatest Industry, The General Electric Works, is expanding."<sup>5</sup> By this time, General Electric employed roughly 10,000 at the Broadway complex. The presence and success of GE in Fort Wayne aided the city in establishing itself as an industrial center, attracting additional manufacturing enterprises and a large magnet wire industry.

Few industries were as transformational in American society as electrification. The site's heritage dates to James Jenney's perfection of arc lighting and Ranald McDonald's establishment of the Fort Wayne Electric Works, making Fort Wayne a leader in "arc light" development. Upon McDonald's death, General Electric acquired the company, invested heavily and transformed it from manufacturing lighting systems to electrical products such as transformers, generators and motors, capitalizing on the diversification and domestication of the electrical industry. Within a decade, General Electric built 1.3 million square feet of manufacturing capacity at the site to produce a spectrum of electrical apparatus, from massive dynamos to fractional horsepower motors<sup>6</sup>. In the process, the company became the largest employer in the city, and in the words of Clovis E. Linkous in General Electric at Fort Wayne, "a symbol of community progress."<sup>7</sup>

<sup>4</sup> Primary sources identify McDonald as Ranald McDonald, Ronald McDonald and R. T. McDonald. The Fort Wayne Sentinel, in announcing McDonald's death on December 24, 1989, referred to him as Ranald T. McDonald.

<sup>5</sup> "Fort Wayne's Greatest Industry, The General Electric Works, has Splendid Organization in the Electro-Technic Club", *Fort Wayne Journal Gazette*, February 18, 1917, p. 1

<sup>6</sup> Fractional horsepower motors (or fractional motors) are electric motors with a power rating lower than one horsepower, typically used in consumer products.

<sup>7</sup> Clovis Linkous, *General Electric at Fort Wayne*, pp. 155-56.

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The Greater Fort Wayne Development Corporation<sup>8</sup> used the success of General Electric as validation of its commitment to economic development and a demonstration of the quality of its labor force. These efforts resulted in securing International Harvester, among others, in growing the city's economic base.

Following World War II, the impact and influence of the Broadway complex dissipated. First, GE purchased the Taylor Street factory on the west side of town for the production of fractional motors. These motors were the dominant product manufactured at the current complex; the acquisition of the Taylor Street factory created a more modern industrial center for GE with a workforce larger than that of the Broadway complex. Fundamentally, this acquisition signaled that, while the company's history was located on Broadway, its future would not be. At this same time, GE purchased or built numerous factories, which further decentralized production. Sites included factories in Kokomo (IN), Tiffin (OH), Morrison (IL), and elsewhere. This further changed the place of the Electric Works from the center of manufacturing to one of many assets. Paralleling the decentralization of production was a re-alignment of management. From the beginning, GE managed the Fort Wayne Works as a singular independent facility supervised by a single "Works Manager." This person was in charge of the entirety of the Fort Wayne operations, including satellite facilities such as the Winter Street and Decatur plants. In 1947, GE redefined lines of authority so that there would no longer be a single person in charge of the Electric Works but rather managers of product lines across geographic locations. Over the ensuing years, production and employment levels at the Broadway campus dropped consistently and at times significantly as GE shifted production to newer, more efficient factories with cheaper and typically non-union work forces. Thus beginning in the Post-World War II years, the Broadway campus no longer served as a singular symbol of Fort Wayne's industrial strength, but rather one of many GE assets to be managed by GE's corporate headquarters in Schenectady, New York. Nonetheless, GE remained a strong economic presence in Fort Wayne.

The complex is also locally significant under Criterion C for Architecture. Four buildings in particular are excellent examples of early twentieth century industrial architecture: Buildings 4, 6, 19, and 26. These buildings were constructed between 1916 and 1930, and exemplify the new building and engineering technologies for industrial buildings of this period in siting, massing, materials, and style. The architecture of the GE Electric Works demonstrates the development of the daylight factory building type.

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

**Criterion A: Industry**

In 1929, at about its peak, General Electric employed roughly 10,000 people at its Broadway complex; this number was 9% of the city's population and 44% of its work force. Built on the heritage of Ranald McDonald's Fort Wayne Electric Works<sup>9</sup>, General Electric's product line was

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<sup>8</sup> The Greater Fort Wayne Development Corporation was the development arm of the Fort Wayne Chamber of Commerce. It was incorporated on June 20, 1920, with a capital stock value of \$1 million.

<sup>9</sup> It is important to note that the roots of McDonald's Fort Wayne Electric Works lay in the manufacturing of closed "arc" lighting systems, while General Electric's growth in Fort Wayne focused primarily on the manufacture of

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both uniform and diverse. The complex manufactured electrical apparatus, though in hundreds if not thousands of variations. Products included regulators, generators, alternators, transformers, switches, and motors. Uses ranged from industrial to domestic. In particular, the Fort Wayne complex was the site of the first ice making machine in the United States, precursor to the domestic refrigerator.<sup>10</sup>

Upon taking control of the Fort Wayne Electric Works, General Electric invested heavily in expanding its operations. Prior to this expansion, in 1907, Fort Wayne's population was roughly 60,000 with a labor force of roughly 11,000. The city had 1,200 business enterprises, including 240 individual manufacturing businesses. Yet, four employers were responsible for providing jobs to 70 percent of the laborers.

The city's primary employers included the Pennsylvania Railroad Company, Bass Foundry, and Wayne Knitting Mills. The Pennsylvania Railroad Company was the operating entity of the Pennsylvania Railroad and included workmen associated with the roundhouses, passenger services, freight houses, and related enterprises. East and south of downtown two Pennsylvania Railroad branch lines merged, the Wabash Railroad and the Grand Rapids & Indiana; at the junction, the railroad had a roundhouse with extensive maintenance facilities. Even as late as 1915, the railroad employed upwards of 3,500. Perhaps the second largest employer was the Bass Foundry and Machine Works with 1,200 employees. The company was established in 1858 by John Bass as a rail wheel and axle foundry. By 1906, the company was reputed to be the largest such manufacturer in the world, employing upwards of 2,500. Finally, the Wayne Knitting Mills employed roughly 1,000. This was the enterprise of Theodore Thieme, a German immigrant. The company was organized in 1891 and by 1895 was employing 175 people.<sup>11</sup> With the exception of General Electric and the Wayne Knitting Mills, all of the resources associated with these businesses have been demolished.

As early as this, mostly under the tutelage of Ranald McDonald, the Fort Wayne Electric Works had grown from a start-up enterprise to an employment of 1,000 in 1907, representing roughly 7% of the city's workforce. By 1915, General Electric was the second largest employer, after the railroad, with 3,000 workers.<sup>12</sup> This expansion continued as the facility continued to grow physically. By 1919, the Broadway complex employed 5,800.<sup>13</sup> Over the next decade, as demand for electric motors and equipment exploded, the workforce peaked at 10,000.<sup>14</sup>

During this time, on a statewide basis, the manufacture of electrical machinery and apparatus accelerated dramatically. From 1909 to 1914, while the number of enterprises actually dropped by one, employment grew by 33% from 3,000 to 4,000 and wages grew by 86%. The value of products grew from \$7.7 million to \$8.8 million.

This trend continued and accelerated through the next fifteen years. From 1914 to 1919, while the number of enterprises grew by only 10%, the employment grew by 188%, the value of products grew from \$9 million to \$41 million, and the value added by manufacturers grew from

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electrical motors and equipment. See page 39.

<sup>10</sup> B. J. Griswold, *The Pictorial History of Fort Wayne, Indiana*, p. 82

<sup>11</sup> [www.worldmapsonline.com/historicalmaps/1W-IN-FW-1907.htm](http://www.worldmapsonline.com/historicalmaps/1W-IN-FW-1907.htm), accessed various dates 2017.

<sup>12</sup> B. J. Griswold, *The Pictorial History of Fort Wayne, Indiana*, p. 82

<sup>13</sup> Clovis Linkous, *General Electric at Fort Wayne*, p. 283.

<sup>14</sup> Clovis Linkous, *General Electric at Fort Wayne*, pp. 291

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\$5 million to \$21 million. This acceleration continued into the 1920s when employment reached 21,000, the value of electrical products reached \$133 million in 1929 with value added at another \$76 million.<sup>15</sup> At this time, the Fort Wayne works employed just under half of all workers in the industry in Indiana with an average wage of \$12,363.<sup>16</sup>

Fort Wayne's business leadership leveraged General Electric's investment to attract additional industry to the city. Beginning in the early 1920s, the Chamber of Commerce through its Greater Fort Wayne Development Corporation (GFWDC) initiated a campaign to solicit more business to the city. By 1923, General Electric employed 74,000 nationwide in an estimated 25 million square feet of factory space with annual sales of \$243 million. While the company expanded through acquisition, its Fort Wayne operations were central to its manufacture of electrical equipment, secondary only to the Schenectady headquarters. The company's continued investment in Fort Wayne certainly validated the business environment, work ethic and labor skill set of the community. One of the biggest successes of the GFWDC was convincing Cyrus McCormick, Jr. to locate International Harvester's truck manufacturing in Fort Wayne, a 1.5 million square foot assembly line on 127 acres that began production in 1923. Other successes in the 1920s included B. F. Goodrich, Phelps Dodge, and an S. S. Kresge warehouse.<sup>17</sup> The city recruited most of these new industries for a newly developed industrial campus on the southeast side.

Though eventually eclipsed as the city's largest manufacturer and employer, General Electric remained a primary economic force in the city. During World War II, General Electric worked closely with the U.S. government to respond to the need for war materiel. The need for new factory space resulted in the government funding the construction of a new 162 acre, nearly 800,000 square foot facility at 2000 Taylor Street. While the factory's primary wartime function was to build superchargers for the air fleet, it was acquired by the corporation after the war and adapted for manufacturing fractional motors.<sup>18</sup>

Over the years, General Electric had created satellite operations. As early as 1907, it built the Holman Street factory in Fort Wayne for the manufacture of light bulbs. After the invention of the refrigerator, it also built the Winter Street factory in Fort Wayne for manufacturing its monitor top model. In 1920, it built a 40,000 square foot branch plant in Decatur, Indiana to support the work of the Broadway campus.<sup>19</sup>

However, the 800,000 square feet of the modern Taylor Street factory represented a watershed for the Broadway complex. While senior management was still based at Broadway, the magnitude of the new Taylor Street facility, with 4,800 employees, suggested that over time Broadway would not be the epicenter of General Electric in Fort Wayne. At the same time, General Electric capitalized on purchasing or building another factory in Decatur, Indiana, and new facilities in Morrison, Illinois; Kokomo, Indiana; Tiffin, Ohio; Jonesboro, Arkansas; and elsewhere.

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<sup>15</sup> *United States Census, 1920, 1930*

<sup>16</sup> Walter Goll, "1925", *General Electric News*, Volume 10, No. 1, January 1926.

<sup>17</sup> "Big Boom Due Here", *Fort Wayne Sentinel*, January 27, 1922, p. 1.

<sup>18</sup> Clovis Linkous, *General Electric at Fort Wayne*, pp. 354.

<sup>19</sup> *Electric World*, January 3, 1920, p. 51.

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In the post-World War II years, General Electric's employment levels both in Fort Wayne and specifically at the Broadway complex dropped, gradually but also quickly. From the 1929 peak of 10,000 located just at the Broadway complex, companywide employment in Fort Wayne dropped from 11,000 in 1953 to 7,000 in 1960 to 5,000 in the 1970s.<sup>20</sup> As production and employment dropped at the Broadway facility, so too did its influence and symbolic place citywide.

Apart from the economic and industrial contribution, the Broadway complex also played a defining role in the community development of Fort Wayne. By the turn of the century, much of the surrounding area had been platted for single family homes with considerable development. With the expansion of General Electric, proximity to work became an asset and a liability, the latter in part due to noise but also the industrial smells of annealing wire. That said, the General Electric Corporation worked hard to engender a sense of community among its union workforce. It organized summertime picnics and concerts on land owned along the St. Mary's River. It created apprentice programs and club activities. It celebrated employee accomplishments through publications and newsletters. It offered medical services and a company cafeteria. In 1926, it built the recreation building to host the General Electric basketball team and bowling team. It also sponsored baseball and other sports teams, as well as parades and local events. At one point, the complex included a rifle range. General Electric offered low-interest loans and life insurance to employees for home purchases with automatic withdrawals from individual paychecks and even negotiated with the traction company for special cars to help employees get to and from work. The most visible trace of corporate beneficence is Building 23, a temple-like recreation building for employees, built in 1926.

### **Criterion C: Industrial Architecture**

The General Electric Fort Wayne Electric Works is significant under Criterion C for industrial architecture. The buildings are excellent examples of the type of industrial buildings that were constructed in industrial cities like Fort Wayne in the late nineteenth and early twentieth century. Though buildings are present on the campus that date to the late 1800s, the integrity of these buildings is compromised. Therefore, the industrial history of General Electric is best conveyed through the buildings that were used for production and constructed by GE on the site between 1916 and 1930.

Examples of these buildings on both the east and west campus convey the historic values of factory buildings during the early twentieth century. Specifically, the buildings which best illustrate this industrial style on the east campus are Building 6, though it was used primarily for shipping and warehousing and not manufacturing, (1916), and Building 4 (1919 and 1930). On the west campus, they are Building 26 (1917) and Building 19 (1917).

Historically industrial works included buildings with very specific purposes such as powerhouses, foundries, forge shops, machine shops, erecting shops, and production sheds or industrial loft buildings. The buildings on the GE campus, referenced above, are daylight factories where products, in this instance varying types of electrical apparatus, were

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<sup>20</sup> Clovis Linkous, *General Electric at Fort Wayne*, pp. 381-2, 444. Generally, General Electric employment in post war Fort Wayne was roughly 40% at the Broadway complex, 40% at the Taylor Street factory, and 20% at the Winter Street factory, though actual numbers ebbed and flowed over time.



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manufactured. Daylight factories were large scale buildings, constructed either with steel frames or reinforced concrete due to the structural demands of such large footprints, the necessity to support heavy loads of machinery, and the need to withstand vibration. The use of steel and/or concrete allowed for the expanses of steel windows to light and ventilate the factory floor for workers.

Expansive spaces were required for the transportation of goods and materials throughout the work space, as was ample room for large machinery and workers. When Building 26 was constructed in 1917 the newspapers declared it a “Monster Building”, and with 275,000 square feet of floor space it was to be the biggest building in Fort Wayne.<sup>21</sup> Building 19 is the mirror image of building 26, equal in scale and completed later the same year. Conversely, Building 8A is an example of the earlier factory type, where builders used heavy masonry shells with punched openings.

The buildings, dating after 1916, are constructed of reinforced concrete with brick-clad facades. Reinforced concrete was a practical choice for industrial buildings of the era, as it was both fireproof and economical. Factory buildings had to be structurally sound enough to support the machinery but also cost effective; therefore, the challenge was often determining the correct number and spacing of the columns to satisfactorily meet both these requirements. The floors and buildings were often used interchangeably by General Electric as new technologies or changes in demand required, however options for the configuration of larger machinery could be limited by the layout of the columns.

Advancements in the technology of reinforced concrete solved structural, interior design, and lighting problems of earlier iterations of factory buildings. The structure of reinforced concrete also allows for large windows. In industrial spaces of the era, fewer, larger floors provided space for large machinery, the open spaces punctuated only with support columns. In 1905, civil engineer C.A. P. Turner developed the “mushroom system” of columns, named for the shape of the top of the columns and the speed of their construction and replication.<sup>22</sup> This type of construction allowed for better light distribution, and was also more resistant to the vibration of the machinery, meaning it was feasible to build multiple stories as well as large footprints.

As typical of this period of industrial architecture, the buildings are of large or even massive scale. This design was dictated by use, as they were pragmatically designed to fulfill a specific function. Though they were designed for manufacturing use, the details of this use were often left flexible, so that changing technology and differing demand for products could be addressed in the same work space. In the case of the buildings at GE, the buildings and floors were intended to be used as needed at the time.

With the progression of industrial architecture came a variety of different applied architectural styles; in addition to engineering advancements and changing requirements for new technologies, these shifted over time. The exterior sheath of reinforced concrete buildings could range from concrete to brick. Typically, brick remained the material of choice for façade work. Often, to break up the grid of the façade, there would a simple ornamentation near the top of the

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<sup>21</sup> Linkous, pp. 150.

<sup>22</sup> Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States*, New York: Oxford University Press, 1999, p. 158.

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wall to draw the eye up.<sup>23</sup> Engineering and architecture came together in what Willard Case, an engineer in the 1920s, described as the “modern industrial spirit”, namely “simplicity, lack of pretense, and solidity”.<sup>24</sup> Factories designed in this manner demonstrated strength, good proportions, clean lines, and attractive colors and finishes without too much unnecessary additional ornamentation.<sup>25</sup> The exterior elevations of Buildings 4,6,19, and 26 have some cast stone or masonry decoration, though overall they are utilitarian in design with no primary elevations or prominent entrances.

With the use of reinforced concrete, the window-to-wall ratio could be increased. By 1916, the use of steel frames for industrial windows had become commonplace, as steel had proved to be less expensive to maintain than wood and the process of production of steel windows had been standardized. With steel frames, windows could span between piers and light and ventilation could be maximized.<sup>26</sup> In a complex as large as GE, and given the speed with which expansion was undertaken, steel was the practical and economical choice for windows. To provide maximum lighting, windows on Buildings 4,6,19, and 26 were large and fill the space between piers. The windows were operable, multi-light sash in a steel frame and provided ventilation.

The interiors were utilitarian with exposed concrete ceilings and either concrete or creosote floors. The interior design of the buildings was austere with a noticeable lack of amenities; bathrooms were provided but buildings did not include break rooms, employee locker or dressing rooms, kitchens, or community spaces found in typical work spaces today. The buildings also did not have office spaces as designed in the early twentieth century, although as GE continued to occupy the campus and needs changed, some floors were adapted to include more finished office spaces. Vertical circulation was limited to one freight elevator and stair at each end of the massive buildings. Given the amount of employees working on each floor and product being moved throughout the building, this was almost certainly insufficient. The placement also did not take into account effective transportation patterns. This austerity was partly due to the ever-changing manner with which the buildings were used.

The site and layout of the buildings are also typical of early twentieth century industrial architecture. By this time, railroads had replaced rivers and canals as the main transportation system for industrial goods. Factories and other industrial buildings were located increasingly along rail lines, leading to the development of industrial corridors. The Electric Works in Fort Wayne was no exception. The campus is sited adjacent to rail lines on both the north and south to provide rail access for receiving raw materials and transporting finished goods. On the GE campus, Buildings 4, 6, and 26, each have direct rail access. Building 19 was unusual in that it did not.

Linear layouts were key for efficiency at industrial complexes. As operations expanded, additions or new buildings were often constructed to form an “L” and eventually a “U” shape.<sup>27</sup> Urban sites in particular had to make effective use of the space, as expansion was at times limited by existing structures and available land. At GE, the buildings were organized for a linear

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<sup>23</sup> Bradley, p. 241.

<sup>24</sup> Bradley, p. 221.

<sup>25</sup> Ibid.

<sup>26</sup> Bradley, p. 168.

<sup>27</sup> Bradley, p. 65.

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process, utilizing railway access and loading docks, although loading docks were arguably not sufficient and placed in locations that would not maximize their efficiency; they were found at the base of the typical “U” shaped buildings, where outgoing and incoming traffic would overlap.

## **Conclusion**

The General Electric Complex along Broadway in Fort Wayne is locally significant under Criterion A for Industry and Criterion C for Architecture. Few industries were as transformational in American society as electrification. The site’s heritage, dating to James Jenney’s perfection of arc lighting and Ranald McDonald’s establishment of the Fort Wayne Electric Works, made Fort Wayne a leader in “arc light” development. General Electric invested heavily in the Fort Wayne Electric Works and upon McDonald’s death acquired the company and its assets. Shortly after, General Electric created modern manufacturing facilities that would allow the company to capitalize on the diversification and domestication of the electrical industry. Within a decade, General Electric built 1.3 million square feet of manufacturing capacity to produce a spectrum of electrical apparatus, from massive dynamos to small fractional motors. In doing this, General Electric became one of Fort Wayne’s largest employers and primary economic generators. The community then leveraged General Electric’s investment through the GFWDC to encourage other industries, such as International Harvester, to locate in the city. The real and symbolic impact of GE on Broadway continued until the post-war years when GE began to decentralize production and focused expansion elsewhere. This shift reduced the symbolic place of the Broadway campus as a centerpiece of industrial strength both to GE and to Fort Wayne.

The massive-scale buildings which dominate both the east and west campus of the General Electric Fort Wayne Electric Works are excellent examples of early twentieth century industrial architecture. In design, materials, and siting, these buildings exemplify the principles of efficiency and the new building technologies of the era. Buildings 4,6,19, and 20 were all designed and constructed in a manner that utilized contemporary engineering to maximize efficiency and cost savings while architecturally paying homage to the “modern industrial spirit”. The site was typical of urban industrial works of the era, organized in a linear fashion within close proximity to the railroad.

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## **Developmental History/Additional historic context information**

The General Electric Complex that straddles Broadway was mostly constructed in the second decade of the 20<sup>th</sup> century, and used by General Electric to manufacture electrical apparatus including an assortment of electric motors and transformers. The heritage of the industrial site dates back to the 1890s, when Fort Wayne entrepreneur Ranald McDonald formed the Fort Wayne Electric Company for the purposes of manufacturing closed electrical lighting systems. To fund expansion, McDonald sold shares of his company, with General Electric as a primary investor. Upon McDonald’s death, General Electric acquired the company and its assets. Initially, General Electric continued to manufacture electrical systems at the complex, while also expanding its product line to include dynamos, electric motors, and transformers. As part of the growing product line, it embarked on a major expansion that included two interconnected buildings of 451,000 square feet for the manufacture of electric motors and a 5-story office building. Landlocked by a public park, General Electric then began to acquire land on the west side of Broadway, constructing two primary factory buildings totaling 545,000 square feet mainly

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for the manufacture of transformers. Through the next several decades, General Electric continued to develop the Fort Wayne complex. General Electric played a critical production role in World War II, though most of this production occurred at a new 800,000 square foot factory at 2000 Taylor Street, built for General Electric by the Reconstruction Finance Corporation. In 1946, General Electric purchased the Taylor Street plant, adapting it for fractional motor production. In this same time period, it acquired or built facilities in Kokomo, Indiana and Tiffin, Ohio, all focused on the manufacture of fractional motors. Through the post-war years, production at the Broadway complex continued, though not as the centerpiece of General Electric in Fort Wayne.

### **Fort Wayne Electric Company**

Fort Wayne Jenney Electric had its beginnings in 1881. In 1877, Charles Brush had developed and patented an arc lighting system, a closed system consisting of a dynamo and arc lamps which could be used to light large, particularly outdoor spaces. On April 29, 1879, Brush demonstrated the system's capacity by lighting up Cleveland's Public Square. Two hundred times brighter than incandescent lamps, cities and businesses embraced the vision of lighting public places. In 1881, *Scientific American* reported that 6,000 arc lights were in use in the United States, with one quarter used for city lighting and another quarter for factories.<sup>28</sup>

About the same time, James Jenney, working with John Langley in Ann Arbor, Michigan, invented a variation of arc lighting. In July 1881, Jenney, along with businessman Walter Hicks, traveled to Fort Wayne as part of a search for investors. In Fort Wayne, Jenney met Ranald T. McDonald. The 32-year old McDonald was an entrepreneurial businessman and third owner of the Evans, McDonald & Co. dry goods house. Born in Allegheny City, Pennsylvania, in 1849, his parents moved to Fort Wayne in the 1850s. During the Civil War, he had served as drummer in the Union Army. Returning to Fort Wayne, he began working as a clerk in a dry goods store, and eventually became a one-third partner in the Evans & McDonald dry goods.

As the story goes, McDonald was impressed by the potential of the Jenney system and organized a successful demonstration in his warehouse, inviting the mayor, city council and an assortment of leading citizens. This was McDonald's first foray into the electrical field.

Within weeks, McDonald launched the Fort Wayne Electric Company. In November, 1881, the company incorporated with a capitalization of 2000 shares of stock valued at \$100,000. Primary stockholders were McDonald, Oscar Simons, Henry Olds, Charles Olds and John Evans, each of whom owned 220 shares or \$11,000 worth. In spring, 1882, the company secured rights to manufacture and sell the Jenney system for Indiana and four other states. With McDonald as the general manager, in September 1882, the company leased a building owned by Olds at Calhoun and Superior Streets and began manufacturing the following month.<sup>29</sup> The first customer was the Home Billiard Room in Fort Wayne. This was followed by a light plant for Library Hall. Growth was rapid such that in 1884, the Fort Wayne Electric Company provided arc lighting for the 244 acre New Orleans World's Fair.

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<sup>28</sup> Linkous, *General Electric In Fort Wayne*, p. 28.

<sup>29</sup> Linkous, *General Electric In Fort Wayne*, p. 6, 27; "Wonder Working Electricity", *Fort Wayne Daily Gazette*, 9/1/1882, p. 3

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After twice relocating to accommodate expansion, in 1885, the company purchased the vacated plant of the Gause Agricultural Works located just south of the rail line on the east side of Broadway and opposite the Fort Wayne Buggy Works. In addition to direct current systems, McDonald pushed the Fort Wayne Electric Company toward expansion in alternating current systems. The advantage of AC was that it allowed the transmission of high-voltage which could be later reduced to smaller voltage for individual customer use. Direct current was limited to a constant voltage which limited its large-scale use. To this end, in 1887, McDonald hired Marmaduke Slattery, a Boston electrical engineer who had patented the Slattery Induction System, and acquired his company Sun Electric. Slattery moved to Fort Wayne in 1887. Slattery pioneered the development of constant voltage, electrical circuitry, and improved incandescent lamps. With constant growth came constant physical expansion. By 1888, Fort Wayne Electric Company employed 275 and was valued at \$500,000.<sup>30</sup>

In March of 1888, the Fort Wayne Electric Company secured a 3-year contract for street lighting in its home city. To fulfill the contract, McDonald desperately needed to expand manufacturing capacities. He first attempted to fund expansion through a local stock offering of \$150,000 but was unsuccessful. He then approached the ownership of Thomson-Houston, one of the three largest electrical companies (the other two being Edison Electric and Westinghouse). Thomson-Houston ownership agreed, provided they gain control of the company. Thomson-Houston then funded the Fort Wayne Electric Company in June 1888. It is surmised that as part of that funding arrangement, Fort Wayne also acquired the American Electric Company with manufacturing facilities in Boston, New Haven, and New York.<sup>31</sup>

In November 1888, the entire Fort Wayne Electric Company complex was destroyed by fire.<sup>32</sup> Temporarily, McDonald set up operations at the shops of Kerr-Murray Manufacturing, a foundry, machine shop, and builder of steam engines, and at the Olds Wagon Works. For a while, there was discussion about potentially relocating from Fort Wayne, however McDonald was insistent that the company remain. Rebuilding began in July 1889. Fort Wayne Electric reopened with a two-story office building, a primary machine shop, brass foundry, and several smaller special purpose buildings.<sup>33</sup>

To accommodate continued growth, with funding from Thompson-Houston, the company quickly began constructing additional facilities. In July 1890, Fort Wayne Electric announced plans to construct two new structures: the first was two-stories, 50 feet by 150 feet, the second three-stories and 80 feet by 200 feet, both designed by Fort Wayne architects Wing & Mahurin. The expansion would add 100 workers. As part of the expansion, the Wabash Railroad built a siding to the works. The new facility also built electric motors.<sup>34</sup>

On April 15, 1892, General Electric supplanted Thomson-Houston as the primary owner of Fort Wayne Electric. It resulted from a merger of two of the primary electric manufacturing companies in the country. One was Thomson-Houston, formed in 1883, based in Lynn, Massachusetts and led by Charles Coffin. The second was Edison General Electric Company,

<sup>30</sup> "Electric Light Companies Consolidate", *St. Paul Globe*, 10/17/1888, pg. 4

<sup>31</sup> Linkous, *General Electric In Fort Wayne*, p. 55.

<sup>32</sup> "A Disastrous Fire", *Fort Wayne Sentinel*, 11/23/1888, p. 1.

<sup>33</sup> Sanborn Fire Insurance Map, 1890; *Fort Wayne Sentinel*, 3/6/1890, p. 4.

<sup>34</sup> "Making Motors: The Fort Wayne Electric Company Rushing Business", *Fort Wayne Sentinel*, 10/28/1889, p. 1.

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founded three years earlier, as a multifaceted manufacturer of electric lamps, motors, dynamos, and associated electric devices. At the time, Edison GE was valued at \$15 million, Thomson-Houston \$10.4 million. Company-wide, Edison GE had 6,000 employees; Thomson-Houston, 4,000. Pooling resources would be significant in a time of industrial consolidation. The Edison Machine Works in Schenectady, New York, became the headquarters of the newly minted General Electric Company (GE). Charles Coffin served as GE's President.

At the Fort Wayne Electric Company in January 1893, a second major fire disrupted business, largely destroying the three-story brick manufacturing building. This fire coincided with personal financial and legal challenges facing McDonald. In addition to being the founder and general manager of the Fort Wayne Electric Company, McDonald was an aggressive entrepreneur. He was involved in the Light & Power Companies of Fort Wayne, Dallas, New Orleans, as well as the Maryland Electric Company. He was one of the owners of the Hoffman House in New York City as well as an active investor in artificial ice companies and streetcar companies. He was also involved in several banks, including two in Fort Wayne, the Indiana State Bank and the Madison Square Bank. These investments were interlocking and intermingled so that when the economy struggled in the Panic of 1893, McDonald faced significant liquidity issues. In December of 1893, McDonald was arrested for attempting to bribe a Springfield, Missouri City Councilman in an effort to secure a lighting contract.<sup>35</sup>

GE owned 42% of FWEC and for many months in the spring of 1894, GE's President Charles Coffin explored with McDonald the potential for redefining GE's relationship with FWEC. McDonald sought financial guarantees for both his outstanding obligations and the well-being of FWEC stockholders. He also wanted assurances that the company would remain in Fort Wayne under his direction. This last point challenged Coffin who sought to close the Fort Wayne operations and consolidate with GE's Schenectady operations. Just prior to FWEC's annual meeting, whereby the stockholders were to elect a board satisfactory to GE, GE broke off discussions, and with sufficient stock proxies to assert control over FWEC, sent a contingent of company men to Fort Wayne. McDonald responded by placing the company into receivership in Superior Court of Allen County. This strategy allowed McDonald to argue that GE was not acting in the best interest of the stockholders and creditors. Simultaneously, McDonald organized the Fort Wayne Electric Association, securing \$1.5 million in capital to cover the predecessor company's outstanding stock obligations and thereby allowing the local Fort Wayne court to grant McDonald control of the company by making debtors whole. The upshot was that the Fort Wayne Electric Company would remain operational in Fort Wayne. In practical terms for the city, it meant that the 1,200 jobs at the complex would remain.<sup>36</sup>

### **A Division of General Electric**

McDonald's success however was short lived. On December 24, 1898, he died of pneumonia in Dallas, Texas. Within a month of his death, company creditors petitioned the courts to place the enterprise under the direction of trustees.<sup>37</sup> In short order, a new management team was installed, approved by stockholders on February 2<sup>nd</sup>. At this time, operations ceased to allow inventorying of assets, and behind the scenes, the court appointed receivers planned to sell the

<sup>35</sup> *Electricity*, January 4, 1899; *Electric Engineer*, 12/29/98, p. 653.

<sup>36</sup> *Electric Engineer*, Vol. 23, p. 98.

<sup>37</sup> "Trustee is Desired", *Fort Wayne Gazette*, 1/28/1899, p. 1.

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property at auction. The company's liabilities were \$1.6 million with assets of \$725,000. The minimum allowed bid was \$356,400, two-thirds of the appraised value. General Electric, which held the first mortgage on the property, acquired the property at the minimum bid.<sup>38</sup> The company immediately announced that it would keep the operation in Fort Wayne, and would begin reopening in late April.<sup>39</sup> On May 18, 1899, the Fort Wayne Electric Works of Schenectady was incorporated with \$500,000 in capital with 5000 shares at \$100 each. In May, GE acquired 3750 shares of the new company (75%). By June, the revived company was operating at full capacity under the local leadership of James J. Wood and Fred Hunting and the overarching management of General Electric with Charles Coffin as President. As initially conceived by Coffin, the new Fort Wayne Electric Works would be a largely self-sufficient, though coordinated, competitor to other General Electric enterprises.

General Electric ownership unleashed a substantial investment in Fort Wayne over the next twenty years. At the time, General Electric was one of the largest corporations in the United States. The company was capitalized at \$32 million, with common stock of \$21.5 million. Sales were \$28 million and operating new revenues typically overaged 17% on sales.<sup>40</sup> By 1907, it was capitalized at \$82 million with \$64 million in common stock. Sales were \$60 million. By 1912, capitalization was \$125 million with common stock of \$101 million.<sup>41</sup> Through World War I and into the heady economic years of the 1920s, the company continued to grow exponentially. In 1920, sales were \$318 million and capital investment was \$298 million.

With a pedigree back to Thomas Edison, General Electric established the first industrial laboratory in the United States at its Schenectady headquarters. At the heart of the laboratory was a professor from the Massachusetts Institute of Technology. Throughout the 19<sup>th</sup> and 20<sup>th</sup> century General Electric established a corporate paradigm marrying pure and practical science, inventing and manufacturing an incredibly broad spectrum of products.

The first electric utility in the world was built in 1882. It was Edison's Pearl Street Station central power plant in lower Manhattan, relying on 27-ton constant voltage dynamos to generate power. This system became the prototype for central station electric utility systems and for large scale electrification. As late as 1910, only 2% of the United States was electrified. By 1920, the number of electric systems grew to 35% and by 1929 it was at 68% (excluding rural populations, the number is even higher at 85%).<sup>42</sup> Total electrical energy product doubled in the 1920s from 43 to 94 billion kilowatts. Based on a statistical abstract of the US, General Electric sought to capitalize on the electrification of the United States (and the world) by inventing, developing, and selling products and systems spanning electrical generation to transmission to consumer product. They produced everything from dynamos to light bulbs. The company was at the forefront of the rise of electrical streetcar systems and the leader of electrical consumer appliances. As America electrified, General Electric grew rapidly. Energy production in total grew from 43 billion kilowatts to 94.6 billion, produced by 14,372 generating plants to 34,055.

<sup>38</sup> "The Big Plant to Stay Here", *Fort Wayne Sentinel*, 4/18/1899, p. 1.

<sup>39</sup> "Organization is Completed", *Fort Wayne Sentinel*, 4/29/1899, p. 5.

<sup>40</sup> Arthur A. Bright, Jr., *The Electric Lamp Industry*, p. 148

<sup>41</sup> John Winthrop Hammond, *Men and Volts: The Story of General Electric*, p. 414.

<sup>42</sup> Matt Novak, "How the 1920s Thought Electricity would Transform Farms Forever, Paleofuture.com, June 6, 2013

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Headquartered in Schenectady, New York, General Electric quickly accepted Fort Wayne as an industrial center worthy of significant investment. At the time, it had the enormous factories of the Thomson-Houston Company in Lynn, Massachusetts, and was pursuing the Stanley Electric Manufacturing Company in Pittsfield, Massachusetts, and Siemens's Halske Electric in Chicago. With its financial resources, General Electric began both the acquisition of land and the construction of new buildings.

When General Electric took over the complex, it consisted of three machine shop structures organized in a south-facing "U" with a rail siding at the north. A two-and-a-half-story office building was located at the northwest, near Broadway. Within the "U" were numerous lesser buildings that included laboratories, testing offices, brass foundry, coal, coke, and lumber sheds.

General Electric's first step was announcing plans to complete a building planned by R. T. McDonald. This was a Wing & Mahurin designed steel frame building.<sup>43</sup> It was a \$100,000, 60x200, 2-story steel frame manufacturing facility for the production of dynamos, generators, and motors for use in lighting and transmission.<sup>44</sup>

At the same time, the company embarked on acquiring lands that would allow expansion to the south. Much of the land due south was vacant, but the land to the southwest was occupied by single family houses. To the southwest was McCulloch Park. In 1906, GE purchased four houses for \$33,300.<sup>45</sup> Concurrently, it attempted to buy McCulloch Park, offering \$30,000 to the city.<sup>46</sup> The conditions of the donation of the park to the city, however precluded the sale. This effectively blocked expansion southward on the east side of Broadway.

In the short term, this prompted General Electric to acquire land near a leased light bulb factory at Holman and Clinton Streets. Plans were announced in March 1907 to build a four-story, 140,000 square foot reinforced-concrete factory exclusively to manufacture incandescent light bulbs. This was the first reinforced-concrete building in northern Indiana.<sup>47</sup> It expanded production from a nearby leased space from 14,000 lamps per day to 240,000.<sup>48</sup> The Holman factory was completed in September 1907.

At the same time, General Electric announced plans for \$1.5 million in new facilities at the Broadway complex on the site of the recently acquired land. The factory was projected to be the largest structure in the city. The reinforced-concrete building would be four stories, 450 feet in length and 246 feet wide, totaling over 400,000 square feet of factory space. This expansion also included a number of smaller self-contained buildings.<sup>49</sup>

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<sup>43</sup> "The Draughting Room at Electric Light Works Being Enlarged", *Fort Wayne News*, 7/14/1900, p. 4.

<sup>44</sup> "Greater Than Ever: The Fort Wayne Electric Works to be Enlarged", *Fort Wayne Journal Gazette*, 8/24/1900, p. 1.

<sup>45</sup> "Electric Works Acquire New Factory Site, *Fort Wayne Journal Gazette*, 12/13/1906, p.3.

<sup>46</sup> "Immense Plant Which Will Be Built in Fort Wayne by General Electric Co.", *Fort Wayne News*, 3/11/1907, p. 1.

<sup>47</sup> "Lamp Factory Building is Practically Finished", *Fort Wayne Sentinel*, 9/18/1907, p. 11.

<sup>48</sup> "To Enlarge Plant: General Electric Company is Negotiating for Property", *Fort Wayne News*, 1/25/1907, p. 1;

"Immense Plant Which Will Be Built in Fort Wayne by General Electric Co.", *Fort Wayne News*, 3/11/1907, p. 1.

<sup>49</sup> "Contracts for Factory Will Be Awarded by General Electric Company This Week", *Fort Wayne Journal Gazette*, 6/23/1907, p. 1



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The architect for General Electric's expansion, and subsequent construction into the 1940s, was the Philadelphia firm of Harris & Richards. The firm was comprised of John McArthur Harris (1867-1948) and Howard S. Richards (1867-1937). At the turn of the century, both Harris and Richards worked at the architectural and engineering firm Wilson Bros. & Co., which was noted for both working with railroads and with manufacturing facilities. When Joseph Wilson died in 1902, Richards, along with Harris and Henry Wilson, continued the firm under the name of Wilson, Harris & Richards. Wilson withdrew from the firm in 1910, and the name changed to Harris & Richards, continuing until Richards's retirement in 1935.<sup>50</sup> One of the new firm's first major projects was a GE factory in Erie, Pennsylvania. Major works included the Academy of Natural Sciences, the Drexel Building, the Girard Trust Company Residence, Mount St. Joseph Academy, the Second Presbyterian Church and Sunday School in Philadelphia, as well as the First Presbyterian Church in Camden, NJ, and the Van Wickle Memorial Library at Lafayette College.<sup>51</sup>

While work commenced on the lesser building, a downturn in the economy, combined with a federal anti-trust action against lamp and electrical supply manufacturers, delayed the factory project.<sup>52</sup> This allowed General Electric to revise its factory building concept and instead it built two structures facing Broadway. The first was an office building. This was a 6-story reinforced-concrete rectangular building fronting onto the new drive off Broadway. To the north, on the site of the earlier office building, was Building 17, a four-story 110,000 square foot manufacturing building. Work on both buildings commenced at the end of May and was completed in late 1911.<sup>53</sup> The two buildings were connected by a bridge.<sup>54</sup>

Other structures built in this period included Building 20 (circa 1907), which was a three-story wood-framed carpentry and woodworking shop at the south and due east of McCulloch Park. In 1910, roughly a dozen smaller structures were built in the same area. The largest was Building 10, a woodworking/carpentry shop. Others were a pipe shop, casting shop, oil shop, brass supply, copper supply, and several sheds.<sup>55</sup>

By this point, the workforce at the complex numbered roughly 2,200. The complex occupied more or less the entirety from Broadway on the west to the Wabash Yards on the east, from the Pennsylvania Rail Road line on the north to McCulloch Park at the southwest and the Wabash Rail line at the south.<sup>56</sup>

## **Development West of Broadway**

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<sup>50</sup> Tatman, Sandra L. "Howard Smith Richards (1867-1937)." *American Architects and Buildings* database. Philadelphia Athenaeum.

<sup>51</sup> "Harris & Richards (1910-1945)." *American Architects and Buildings* database. Philadelphia Athenaeum. [https://www.philadelphiabuildings.org/pab/app/ar\\_display\\_projects.cfm/24987](https://www.philadelphiabuildings.org/pab/app/ar_display_projects.cfm/24987)

<sup>52</sup> "A Million Dollar Gift Announced: General Electric Company to Enlarge Its Factory Here and Employ 500 More Men", *Fort Wayne Journal Gazette*, 1/1/1910, p. 1; "Trust-Busting Suit Brought in Cleveland", *Fort Wayne Daily News*, 3/3/1911, p. 1.

<sup>53</sup> "Work on New Building Commenced", *Fort Wayne Journal Gazette*, 5/26/1910, p. 3.

<sup>54</sup> Linkous, *General Electric In Fort Wayne*, p. 146-47.

<sup>55</sup> Linkous, *General Electric In Fort Wayne*, p.145; Sanborn Fire Insurance Map, 1918-19

<sup>56</sup> Sanborn Fire Insurance Map, 1918-19.

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As the General Electric complex became increasingly landlocked, the company in 1906 began to acquire land to the west across Broadway. The first acquisition was on Wall Street and the railroad between Morrell and Union Streets. The property was occupied by a single-family house. The land and house were acquired in May 1907. On June 23, 1907, the company announced plans to build a brass foundry on the site. The building was completed before year's end. The rationale for a location remote from the manufacturing complex is unknown but may have been prompted by the major fires experienced in the 1880s and 1890s, but also prompted by cheaper land.

The land at the west from Broadway was predominately single family, two-story houses on single platted parcels. To consolidate the land, General Electric negotiated with individual homeowners parcel by parcel, often paying a premium.

By July 1913, all but three of the houses had been removed from the lots on Wall Street in anticipation of a new \$600,000 factory building. In April, excavation started.<sup>57</sup> In February 1914, GE announced plans to build three buildings along Wall Street to College. The largest would manufacture transformers. It was four-stories tall plus basement with a floorplate of 525 by 75 feet creating roughly 200,000 square feet of space. The two-story annealing plant and an associated annealing oil building were constructed nearby. The north wall abutted the rail. The architect of the factory building was Harris & Richards. The new factory increased GE's complex by 54% and added 2,100 new employees to an existing payroll of 2,350.<sup>58</sup> In May, the project was put on hold due to unsatisfactory bids and a slowing economy.<sup>59</sup> In February 1916, the company revised plans and rebid the projects.<sup>60</sup> Wells Brothers of Chicago was selected as the contractors.<sup>61</sup> Construction slowed as the project faced a shortage of workers.

On January 1, 1916, the Fort Wayne Electric Works of General Electric simply became General Electric, Fort Wayne Works.<sup>62</sup>

In early 1916, it was announced the second factory would be similar to the current project, five stories, reinforced-concrete, 400 by 75 feet across.<sup>63</sup> The architect and contractor were the same. Construction on the second building began on April 25<sup>th</sup>. The two buildings were connected by bridges.<sup>64</sup> Both buildings were opened in 1916, the first in September, the second in December. Dedication of both buildings was planned for December 14<sup>th</sup>, though a delay in getting finish materials and a brief walkout by ironworkers and carpenters delayed completion of the first building to January.<sup>65</sup> The second building was not occupied until the fall.<sup>66</sup> According to General Electric, each building took roughly 35,000 tons of material, including 26 tons of brick

<sup>57</sup>Linkous, *General Electric In Fort Wayne*, p.48; *Fort Wayne Daily News*, 1/24/1914, p. 12.

<sup>58</sup> "Largest Pay Roll Ever", *Fort Wayne News*, 3/10/1916, p. 14; "Three New Buildings: General Electric Authorizes Additional Factory Facilities Here", *Fort Wayne Sentinel*, 2/14/1914, p. 1.

<sup>59</sup> "\$400,000 Addition to Electric Works Has Been Postponed", *Fort Wayne Journal Gazette*, 5/18/1914, p. 3.

<sup>60</sup> "Eleven Firms Will Bid on the Work", *Fort Wayne Sentinel*, 2/29/1916, p. 10.

<sup>61</sup> "Chicago Contractors to Erect New Buildings", *Fort Wayne News*, 3/18/1916, p. 1.

<sup>62</sup> "Fort Wayne Electric Work Changes Name", *Fort Wayne News*, 12/17/1915, p. 12.

<sup>63</sup> "Another New Building at the Electric Works", *Fort Wayne News*, 4/17/1916, p.7.

<sup>64</sup> "Start New Building", *Fort Wayne News*, 4/25/1916, p.7; "Electric Works Asks Permit for Bridges", *Fort Wayne Journal Gazette*, 5/2/1916, p. 13.

<sup>65</sup> "January 26 Set for Building Dedication", *Fort Wayne News*, 1/6/1917, p. 7.

<sup>66</sup> Linkous, *General Electric In Fort Wayne*, p.151.

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and stone and 115 tons of glass. Floor space was nearly 14 acres.<sup>67</sup> Approximately 8,000 people attended the dedication.<sup>68</sup> The total investment was \$1 million.

Two years later, in 1918, a one-story brick and steel structure was built at College and Wall Streets. This 67,000 square foot structure served as a garage with access to College Street, as well as a transformer tank department, blacksmith shop, and heat-treating facility.

Back on the east side of Broadway, in April 1917, with burgeoning demand for fractional motors, the company announced plans to raze the older machine shop buildings that formed the historic center of the Fort Wayne Electric Works and begin building what would ultimately be a massive factory complex. Fractional horsepower motors were fundamental to powering domestic electric appliances, such as washing machines, vacuum cleaners, clocks, and fans. They were also critical in the growth of the automobile. The new factory, also designed by Harris & Richards, would be built in stages. The first was 100 feet by 250 feet, five stories tall, and reinforced-concrete construction. Excavation began immediately.<sup>69</sup> The contractor was Bedford Stone and Construction. As construction proceeded, they began demolition of the north heavy timber factory built in the 1890s.<sup>70</sup> Construction was interrupted by rationing of war materials. The building opened in March 1919.

Expansion continued, albeit at a slower pace, with smaller production facilities. In the early 1920s, a one-story steel addition was added at the northwest corner of Building 19 and to the north side of Building 26 (Addition 24). A minor steel storage building was also added west of building 34 and north of 26 (Addition 26C). A 7,000 square foot office building (Building 21) was built in 1926 to house the central employment office, and medical clinic. At the same time, a street-facing recreation building (Building 23), with basketball court and stage, with a bowling alley in the basement was built. Initial plans called for an adjacent auditorium to the east, but the theater space was deleted.

By this time, as characterized by Clovis Linkous, General Electric had “created a complex of manufacturing facilities to match the momentum of the business and the accumulated employee talents. The community felt a great ‘pride of ownership’ in their infant that had grown to be its biggest employer and a symbol of community progress.”<sup>71</sup>

### **GE in Fort Wayne in the 1930s and 1940s**

The next decade was largely absent of new construction. Certainly, in a complex as large and intricate as this, there was a constant churn of office and manufacturing moves and shifts. However, physically, the next notable development occurred in 1937. As both General Electric and Fort Wayne continued to grow, traffic along Broadway had become unmanageable. A survey showed that on the average, company trucks crossed Broadway 254 times a day, while another 3,000 west campus employees entered and left Wall Street either by College, Union or

<sup>67</sup> “New Building Proves Marvel of Construction”, *Fort Wayne Daily News*, 1/18/1917 p. 7.

<sup>68</sup> “Nearly 8,000 at the Entertainment”, *Fort Wayne Sentinel*, 1/27/1917, p. 10.

<sup>69</sup> “Start Addition to Factory Next Week”, *Fort Wayne Sentinel*, 4/28/1917 p. 9; “Improvements Going On”, *Fort Wayne Sentinel*, 4/30/1917, p. 11.

<sup>70</sup> “General Electric Company Lets Contract for Another Building; Starting Work at Once”, *Fort Wayne Journal Gazette*, 10/14/1917, p.13.

<sup>71</sup> Linkous, *General Electric In Fort Wayne*, p.155-56.

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Broadway. To solve the gridlock, General Electric agreed to build a one-lane bridge along the south side of the elevated rail line, while Wall Street was vacated. It was at this time that the security building (Building 1) was constructed at the north side of McCulloch Park.

Even before the attack on Pearl Harbor, General Electric began to focus on supplying war materials to the Allies through Lend-Lease, and then to the United States military. Products included specialized motors for ships and planes, as well as diesel generators for military use. Rapid expansion prompted the federal government to fund the construction of a new 162 acre, nearly 800,000 square foot facility at 2000 Taylor Street, which included 47 acres owned by GE. The decision to build was in June 1941 and GE leased the property on a long-term basis in November that same year. The factory's primary function was to build superchargers for the air fleet. The building was designed by Stone & Webster of Boston who also managed the construction. Fully equipped, the factory cost \$25 million with 700,000 square feet of manufacturing, 46,000 square feet of office and 12,000 of auxiliary employee space. It would house 4,000 employees.<sup>72</sup>

At the same time, several small temporary additions were constructed on the Broadway campus. These included a one-story, wood-framed rooftop addition on Building 4 and a two-story wood-framed triangular addition to Building 8. The space at Union Street was infilled with a steel structure attached to Building 22 with a brick face at the north and south (Addition 20A), while a similar treatment was constructed connecting Buildings 27 and 19. The most substantial structure was the 25,000 square foot two-story office building (Building 31) built on acquired residential land west of the Recreation Building (Building 23). Construction of Building 31 allowed floor space in Building 19, which had been adapted to office, to be returned to manufacturing for the war effort.

Integral to wartime production was securing the manufacturing complex. Prior to the war, access to the property was not restricted. It was not until GE began producing war goods for the British that employees were issued identification badges. At that same time, the property was entirely enclosed with a wrought iron fence along Broadway and McCulloch Park, and chain link elsewhere. The entry to Building 18, which opened onto Broadway, was relocated to the south, inside a gate with a new guard house (Building 1). A second guard house was constructed on the west side of Broadway. After March 3, 1941, GE instituted a "no badge-no admittance" policy.

### **GE in Fort Wayne in the Post War Era**

After World War II, the place of the Electric Works within the General Electric Corporation changed. To this point in time, dating back to James J. Wood, the Electric Works had a single "Works Manager" who was fully responsible for the complex. James Wood held the post from 1899 to 1911. Wood was succeeded by Fred Hunting, who was Works Manager from 1911 to 1922. Hunting was then followed by Walter Goll, who held the post to 1936 and then by Neil Currie to 1939. The last full Works Manager was Manley Lord, from 1939 to 1947. In 1947, General Electric redefined its lines of management. While there remained a "Works Manager," this person only supervised pooled operations, such as maintenance and security. Management now aligned by product lines, not geography, with each manager reporting to GE headquarters

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<sup>72</sup> Linkous, *General Electric In Fort Wayne*, p.353-354.

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in Schenectady. Lord was assigned fractional motors. William Wichman headed up Specialty Transformers and Ballast. James Crawford, based in New York, supervised Motors and Generators.

At this same time, GE decentralized manufacturing. Previously, the manufacturing of products was concentrated in specific facilities. In the post-war years, GE acquired or built factories around the Midwest and the country so that no one product line had a single primary manufacturing center. One of the larger expressions of this trend was GE's purchase of the Taylor Street factory from the Reconstruction Finance Corporation for \$5 million. This factory would be the centerpiece of expanded fractional motor manufacturing, housing an estimated 4,000 employees. At the same time, General Electric purchased or built factories in Decatur (IN), Kokomo (IN) Morrison (IL), Tiffin (OH), Jonesboro (AR), and elsewhere. While the Broadway complex would continue to manufacture fractional motors, it would no longer be the center of such production.

After 1950, the Broadway complex remained essentially in a holding pattern. New construction was limited. The only new building was a brick-clad 5,400 square foot structure at the southeast corner of the west campus. It was built in 1955 with a soundproof room to test noise levels as GE grappled with correcting noise problems associated with the new generation of fractional motors that began production in 1952. Other construction focused on shifting shipping from rail to truck (such as Building 32) and capturing additional space by enclose loading docks (such as 26B), and in adapting one-time factory space in Buildings 4, 19 and 26 for office space.

In the postwar years, employment levels first remained constant but gradually atrophied until the 1960s when its employment dropped by 50%. Nationally, the country was mired in a recession for much of the 1970s, which reflected in weakening demand for factional motors. Employment in the manufacture of durable goods in Fort Wayne dropped by nearly 25% in these years. Between 1969 and 1982, GE eliminated 5,000 of its 6,700 union jobs (75%) citywide. Throughout the 1970s, GE contemplated closing the Broadway complex and other Midwestern factories, shifting production to non-union sunbelt states and Mexico.<sup>73</sup> The appointment of Jack Welch as CEO in 1981 – with an agenda to close aging factories and eliminating jobs – accelerated this trend. In 1983, in an attempt to stave off the loss of jobs, the city granted tax abatements to GE, while the union voted to accept a 10% pay cut. Yet, in five years, Welch eliminated a third of GE's work force nationwide.

As early as the 1970s, GE contemplated closing the Broadway facility. In 2014, with only approximately 100 employees on the site, the company finally did.

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<sup>73</sup> Max Crouch, "Job Wars at Fort Wayne." Labor Research Review. Vol. 1. No. 9. (Ithaca, NY: Cornell University, p. 49.

General Electric Fort Wayne Electric Works Historic District  
Name of Property

Allen County, Indiana  
County and State

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## 9. Major Bibliographical References

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General Electric Fort Wayne Electric Works Historic District  
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General Electric Fort Wayne Electric Works Historic District  
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Allen County, Indiana  
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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: Allen County Public Library

**Historic Resources Survey Number (if assigned):** 003-215-34001-34019

---

**10. Geographical Data**

**Acreage of Property** approx. 15 Acres

Use the UTM system

**UTM References**

Datum (indicated on USGS map):

General Electric Fort Wayne Electric Works Historic District  
Name of Property

Allen County, Indiana  
County and State

☐ AD 1927 or ☒ NAD 1983

1. Zone: 16	Easting: 655140	Northing: 4548324
2. Zone: 16	Easting: 655726	Northing: 4548341
3. Zone: 16	Easting: 655748	Northing: 4548157
4. Zone: 16	Easting : 655143	Northing: 4548136

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

A parcel of land in Fort Wayne, Allen County, Indiana, described as follows. Starting at a point where the CSX (Penn Central) Railroad south right-of-way line meets a north-south line that runs 5' east of the east guard shack located east of Building 32, follow said line south to a point where said line intersects the railroad right-of-way bordering the property. Follow the railroad right-of-way southwest until intersecting an east-west line running 5' south of the guard shack opposite the east corner of McCullough Park. Follow said line to the edge of McCullough Park, just south of the east corner point of the park. Follow the edge of the park northeast, then follow the northeast property line of McCullough Park to the northwest, including the guard shack (Building 1) located toward Broadway (a roadway). Proceed across Broadway to the northwest curb line of Broadway. Turn southwest and follow said curb line of Broadway to the north curb line of Swinney Avenue. Proceed west along the north curb of Swinney Avenue to a point 5' west of the west wall of Building 31. Turn north along said line and go to the north edge of a platted, east-west alley. Turn west along said platted alley and proceed to the east curb line of College Street. Turn north and follow the east curb of College Street to the CSX (Penn Central) Railroad south right-of-way line. Turn east along the CSX (Penn Central) south right-of-way to the point of origin, including the footbridge over Broadway.

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

The parcel includes the industrial campus of GE, and all the historic resources within the period of significance that were built by GE for industrial, administrative, and labor amenity purposes. Land located immediately east of the boundary no longer has any resources. The corner lots at Swinney and College were never associated with GE and do not contribute to the historic complex.

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**11. Form Prepared By**

name/title: Cindy Hamilton, President and Linda Santoro, Senior Project Manager  
organization: Heritage Consulting Group  
street & number: 15 W. Highland Ave.

General Electric Fort Wayne Electric Works Historic District  
Name of Property

Allen County, Indiana  
County and State

city or town: Philadelphia state: Pennsylvania zip code: 19118  
e-mail: chamilton@heritage-consulting.com  
telephone: 215-248-1260  
date: October 21, 2022

### Additional Documentation

Additional Document 1 of 3. District Boundary Map

Additional Document 2 of 3. East Campus Building Number Guide

Additional Document 3 of 3. West Campus Building Number Guide

Submit the following items with the completed form:

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

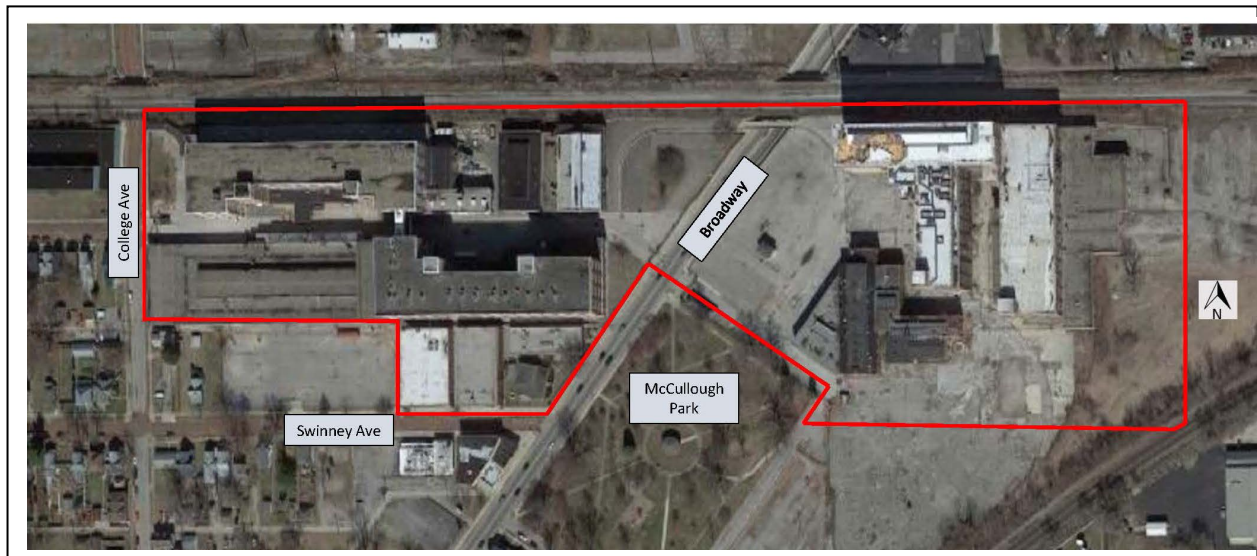
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to 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 100 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.

General Electric Fort Wayne Electric Works Historic District  
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**Additional Document 1 District Boundary Map**

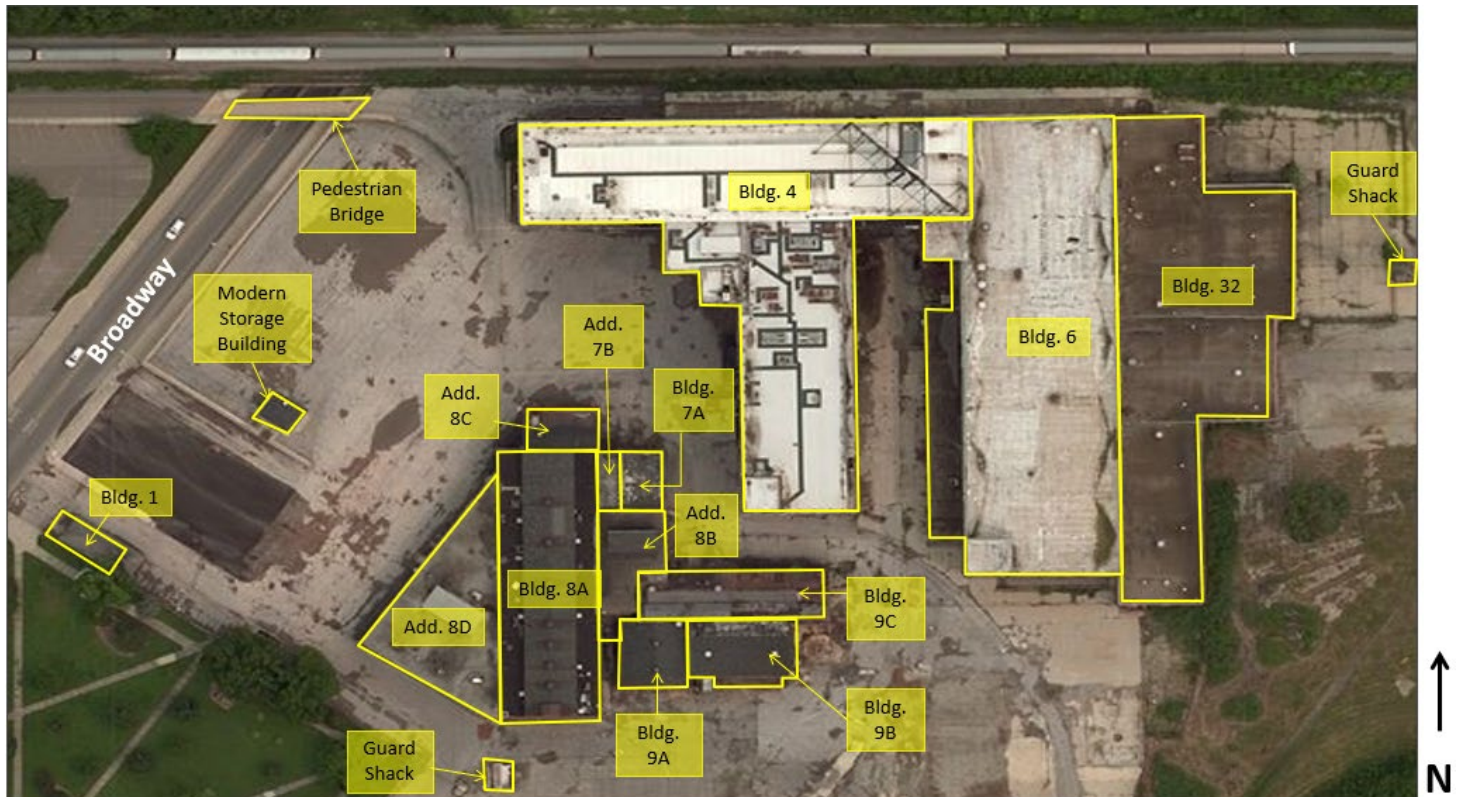


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## Additional Document 2

### East Campus Building Number Guide



### Building Number Guide

Bldg. 4 – Contributing  
Bldg. 6 – Contributing  
Bldg. 32 – Contributing  
Bldg. Group 7/8/9 – Contributing  
Bldg. 1 – Contributing  
Guard Shack – Non-contributing  
Guard Shack – Non-contributing  
Modern Storage Building – Non-contributing  
Pedestrian Bridge – Non-contributing

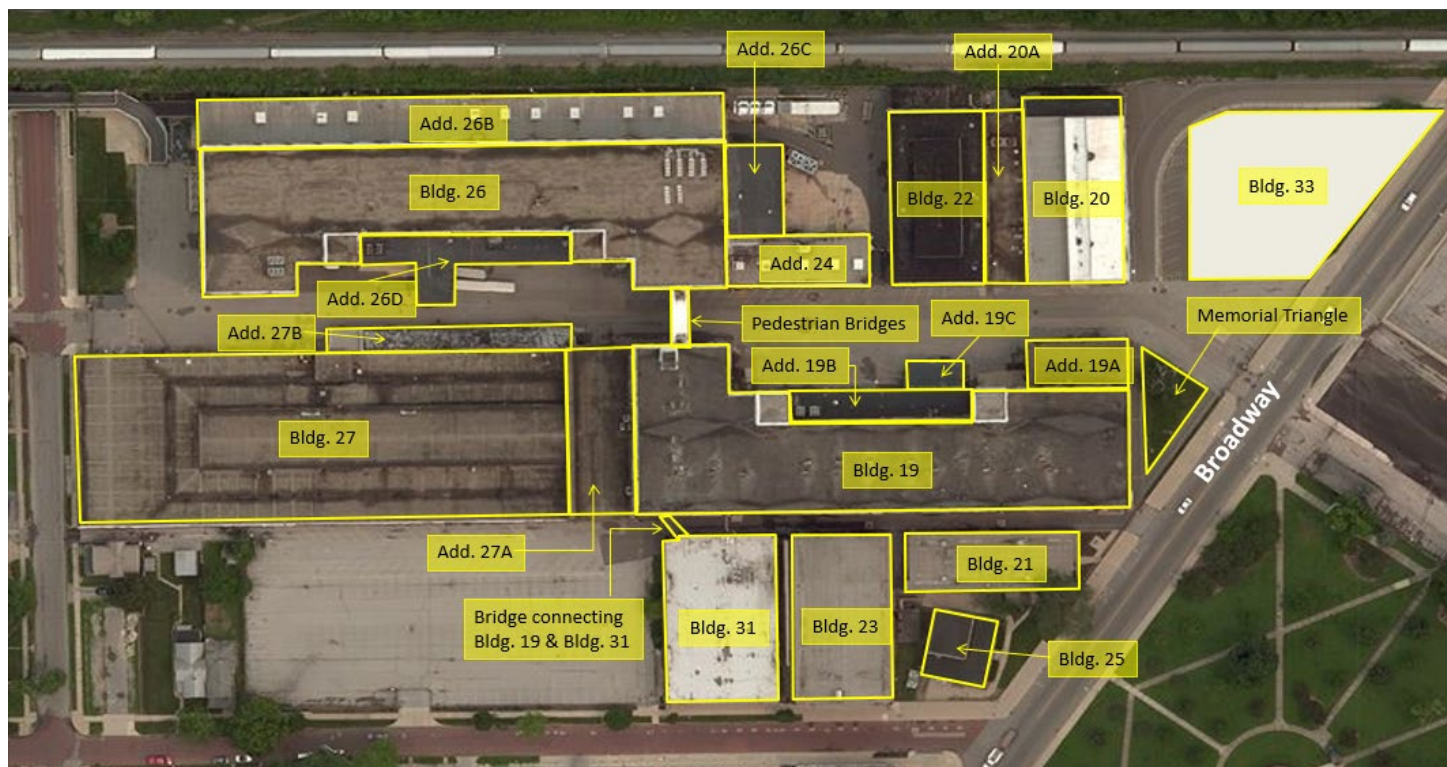


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### Additional Document 3

#### West Campus Building Number Guide



#### Building Number Guide

Bldg. 20 – Contributing  
Bldg. 22 – Contributing  
Bldg. 26 – Contributing  
Bldg. 19 – Contributing  
Bldg. 27 – Contributing  
Bldg. 21 – Contributing  
Bldg. 23 – Contributing  
Bldg. 25 – Contributing  
Bldg. 31 – Contributing  
Bldg. 33 – Non-contributing  
Memorial Triangle - Contributing

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### **Photographs**

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

### **Photo Log**

Name of Property: General Electric Fort Wayne Electric Works Historic District

City or Vicinity: Fort Wayne

County: Allen

State: Indiana

Photographer: Heritage Consulting Group

Date Photographed: February 2017/September 2022

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0001, Exterior View, Looking East across Broadway

2 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0002 Exterior View, Building 4, North Elevation, Looking Southeast from  
the CSX railroad track

3 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0003, Site View, Buildings 4 and 6 and Rail Line, North Elevation,  
Looking Southwest

4 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0004, Exterior View, Buildings 32 and 6, East Elevation, Looking West

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0005, Exterior View, Buildings 4 and 6, South Elevation, Looking North

6 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0006, Exterior View, Between Buildings 4 and 6, Looking North

7 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0007, Interior View, Building 4, Second Floor, Looking East, Typical

8 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0008, East Campus, Building 6, Fourth Floor, Looking South, Typical

9 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0009, Exterior View, Building 9, East Elevation, Looking West

10 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0010, Exterior View, Building 7/8/9, South Elevation, Looking North

11 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0011, Site View, Looking East

12 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0012, Site View, Looking South

13 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0013, Site View, Buildings 4 and 7/8/9, Looking Northeast

14 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0014, Exterior View, Building 7/8/9, North Elevation, Looking Southwest



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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0015, Exterior View, Building 4, West Elevation, Looking East

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0016, Site View, Looking West across Broadway toward West Campus

17 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0017, Exterior View, Building 1, North Elevation, Looking South

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0018, Exterior View, Looking West across Broadway from East Campus

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0019, Exterior View, Building 20, South and East Elevations, Looking  
Northwest

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0020, Interior View, Building 20, First Floor, Looking North

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0021, Exterior View, Building 22, South Elevation, Looking North

22 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0022, Interior View, Building 22, Mezzanine, Looking South

23 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0023, Exterior View, Building 24, South Elevation, Looking North

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0024, Site View, Wall Street, Looking East

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0025, Exterior View, Building 26, South Elevation, Looking North

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0026, Site View, Wall Street, Looking East from College Street

27 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0027, Exterior View, Building 26, West Elevation, Looking Northeast  
from College Street

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0028, Exterior View, Building 26, North Elevation, Looking West

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0029, Interior View, Building 26, First Floor Corridor, Looking West,  
Typical at public corridors

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0030, Interior View, Building 26, Second Floor White Box Space,  
Looking West, Typical

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0031, Interior View, Building 26, Third Floor, Tenant Office Space,  
Looking East

32 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0032, Exterior View, Building 27, West Elevation, Looking Northeast  
from College Street

33 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0033, Interior View, Building 27, First Floor Tenant Space, Looking North

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0034, Exterior View, Building 19, North Elevation, Looking Southwest

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0035, Exterior View, Building 19, East Elevation, Looking West across  
Broadway

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0036, Interior View, Building 19, First Floor, Looking East, Typical at  
Public Corridors

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0038, Interior View, Building 19, Second Floor, Looking East, Typical at  
White Box spaces

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0038, Exterior View, Building 21 and Perimeter Fencing, East Elevation,  
Looking West from Broadway

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0039, Interior View, Building 21, Looking West, Typical

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0040, Exterior View, Buildings 23 and 25 with connector, South and East  
Elevations, Looking Northwest from Broadway

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0041, Interior View, Building 23, First Floor, Looking South

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0042, Interior View, Connector 23a, First Floor, Looking South

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0043, Interior View, Building 25, First Floor, Looking West

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0044, Exterior View, Building 31, South Elevation, Looking Northeast

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0045, Interior View, Building 31, First Floor Corridor, Looking South,  
Typical

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0046, Interior View, Building 31, First Floor Classroom, Looking North

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0047, Site View, Buildings 19 and 31, Looking East

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IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0048, Exterior View, Building 19, West and South Elevations, Looking  
Northeast from Northeast Corner of College Street and Swinney Avenue

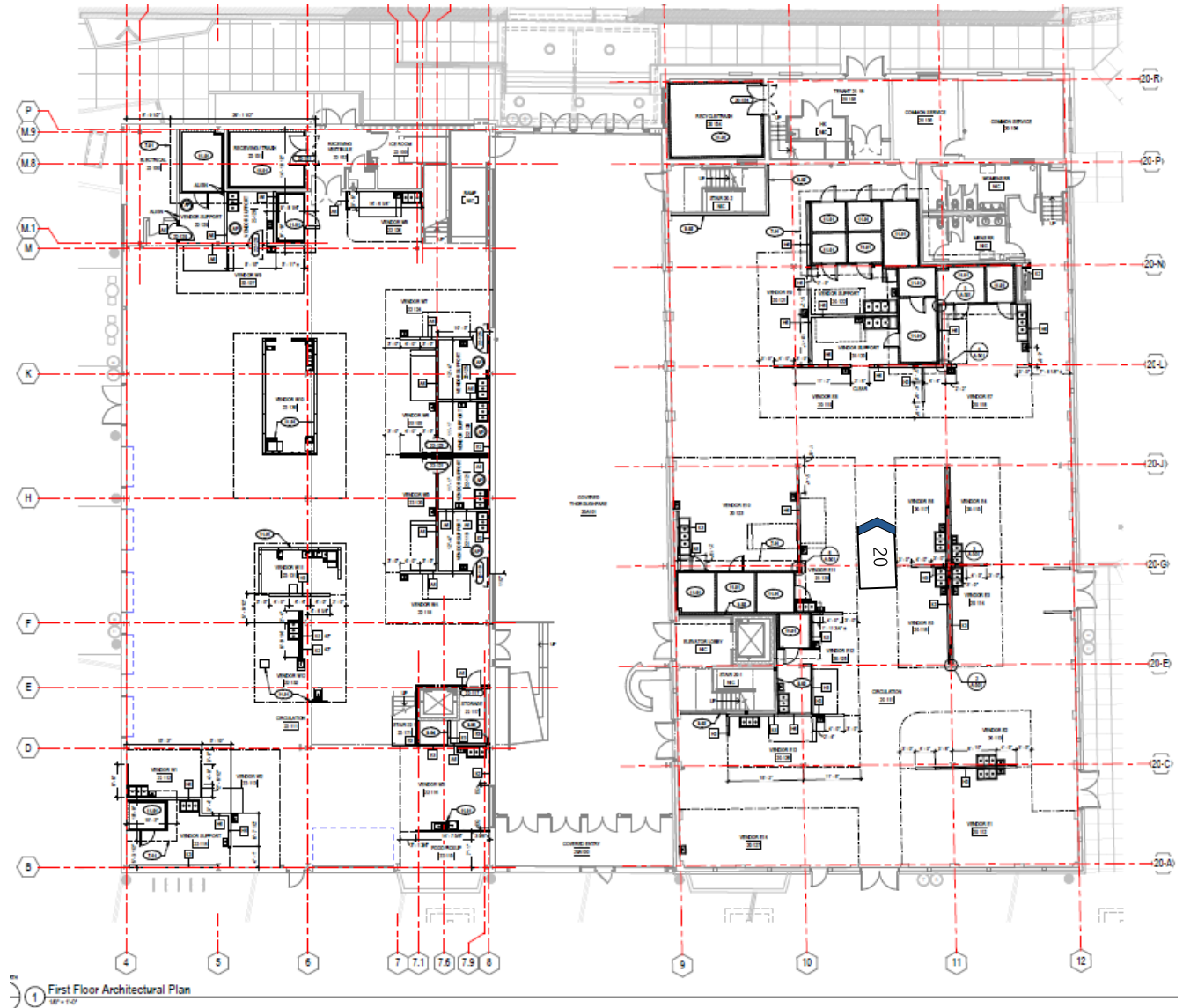
49 of 49.

IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict  
0049, Exterior View, Building 33, East and South Elevations, Looking  
Northwest



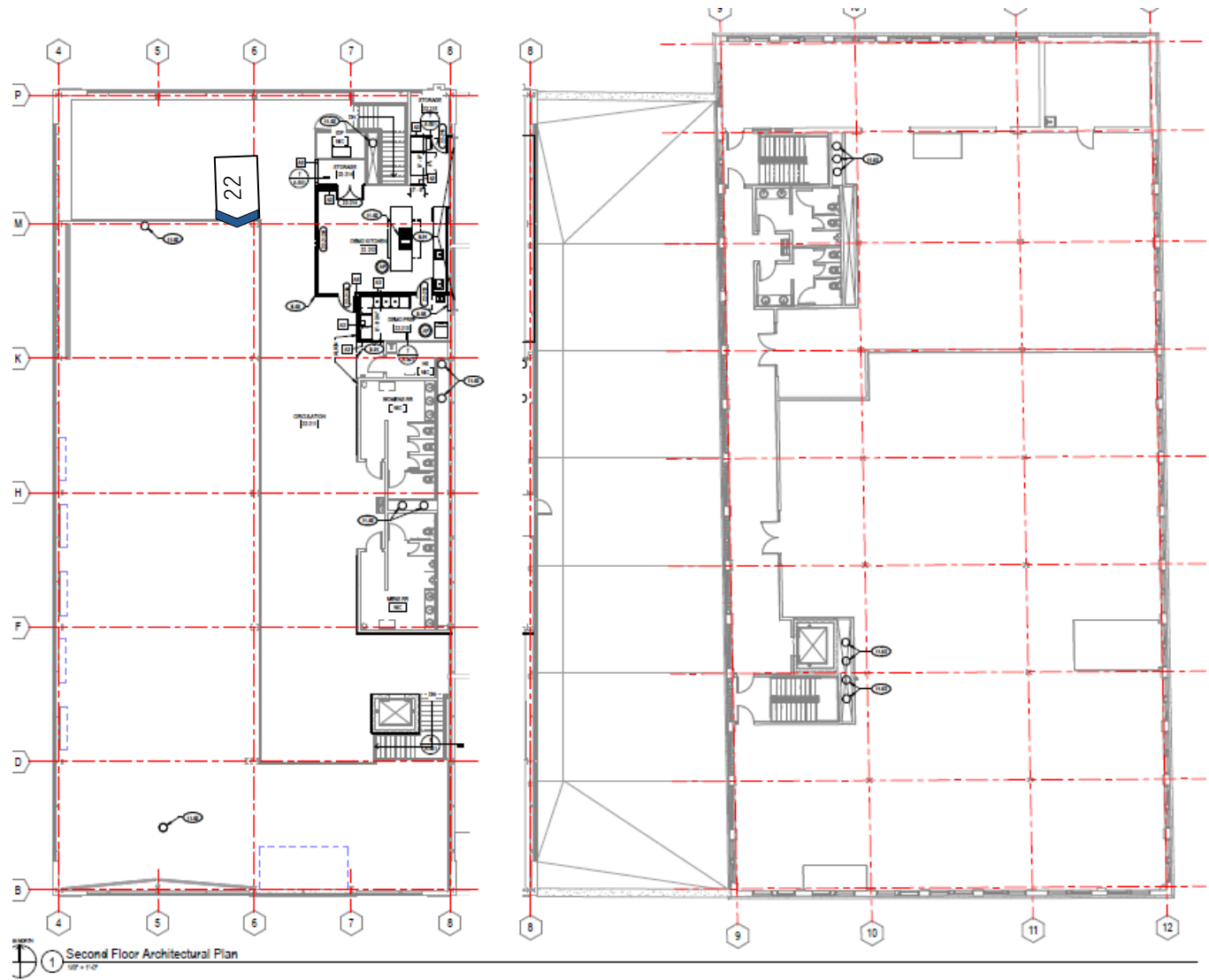


# Buildings 20 and 22 First Floor, Photo 20





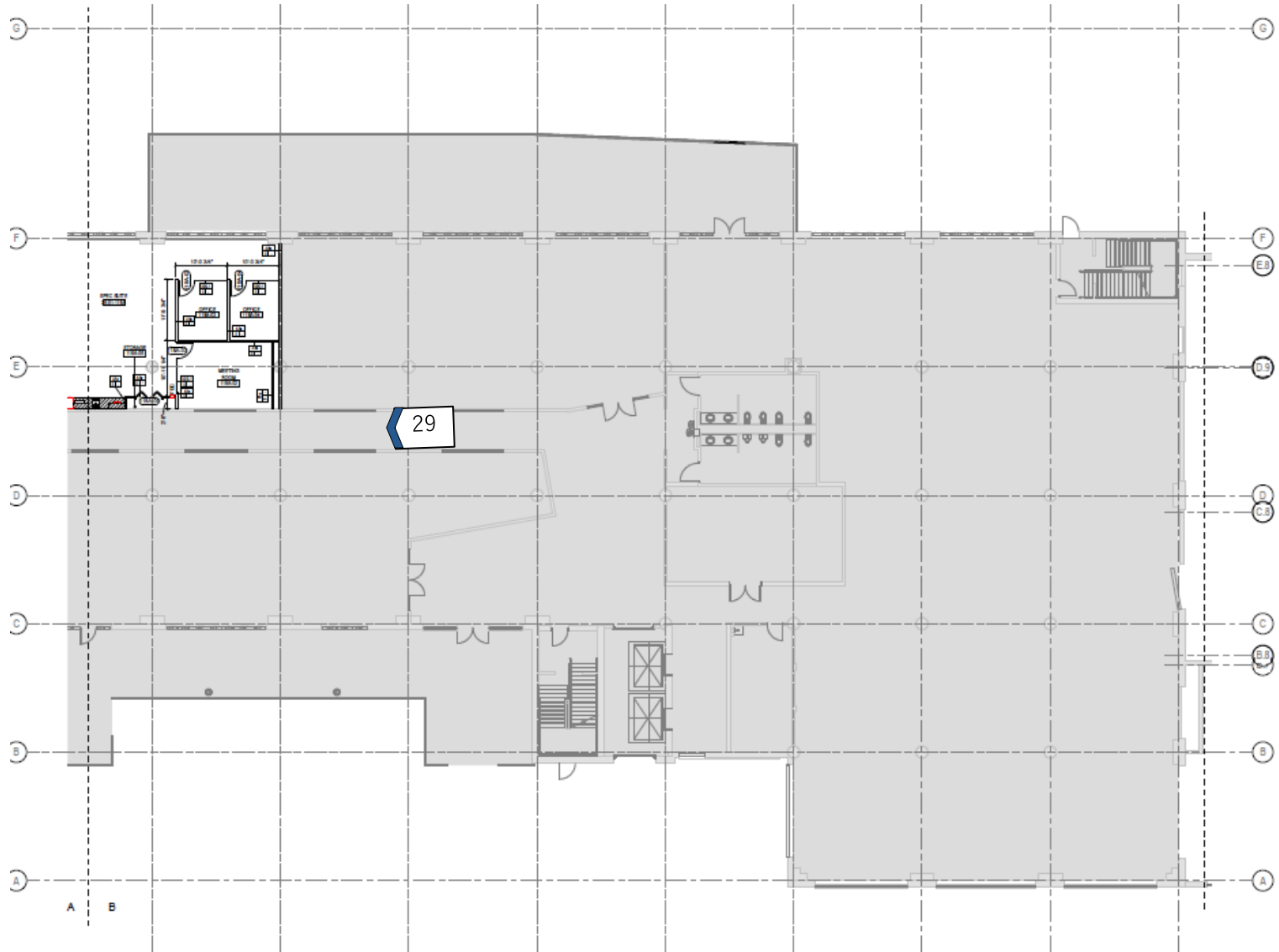
# Buildings 20 and 22 Second Floor, Photo 22







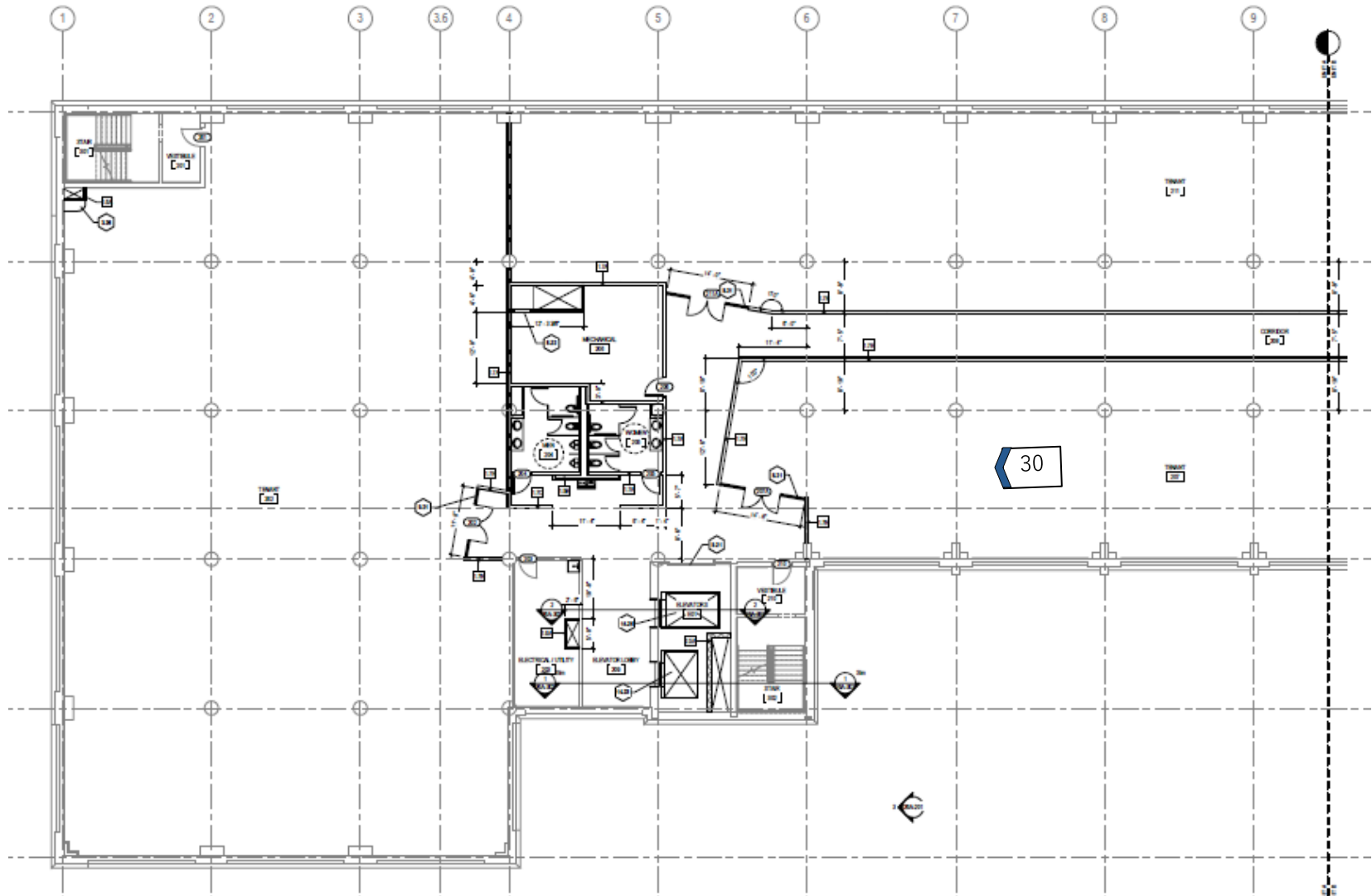
**Buildings 26**  
**First Floor, Photo 29**







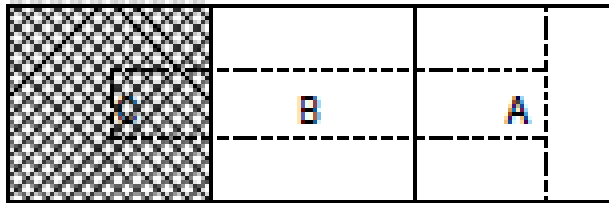
## Buildings 26 Second Floor, Photo 30



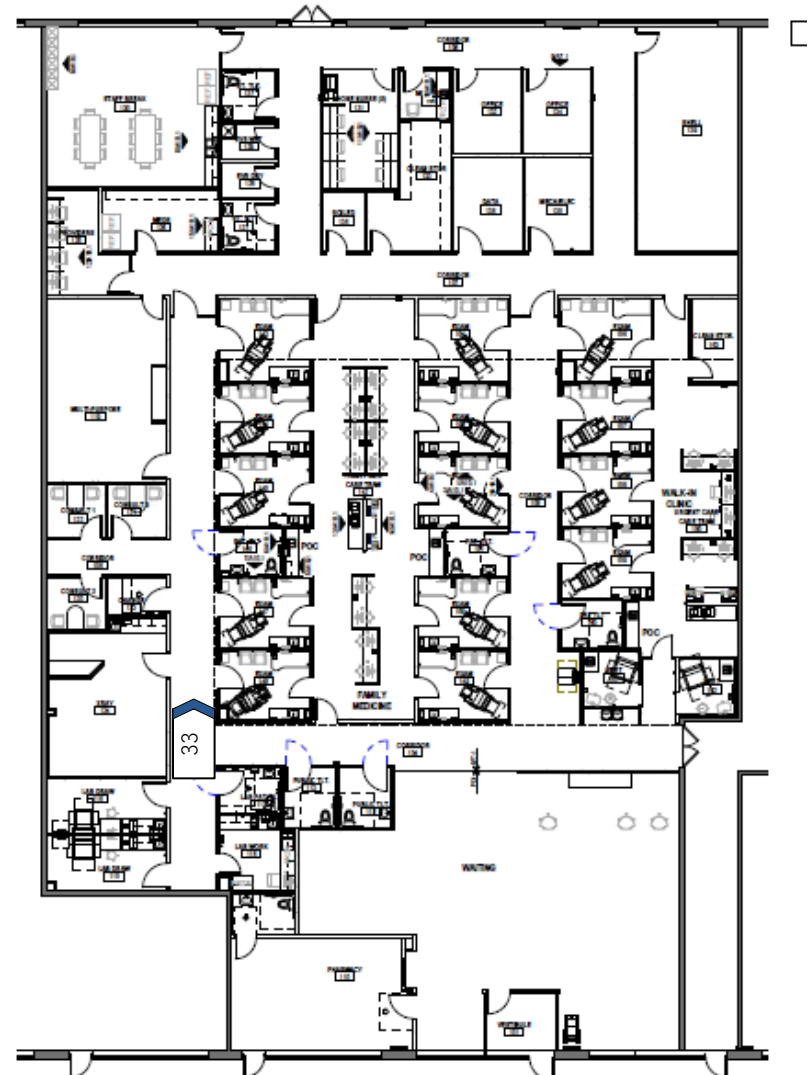
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## Buildings 27 First Floor, Photo 33

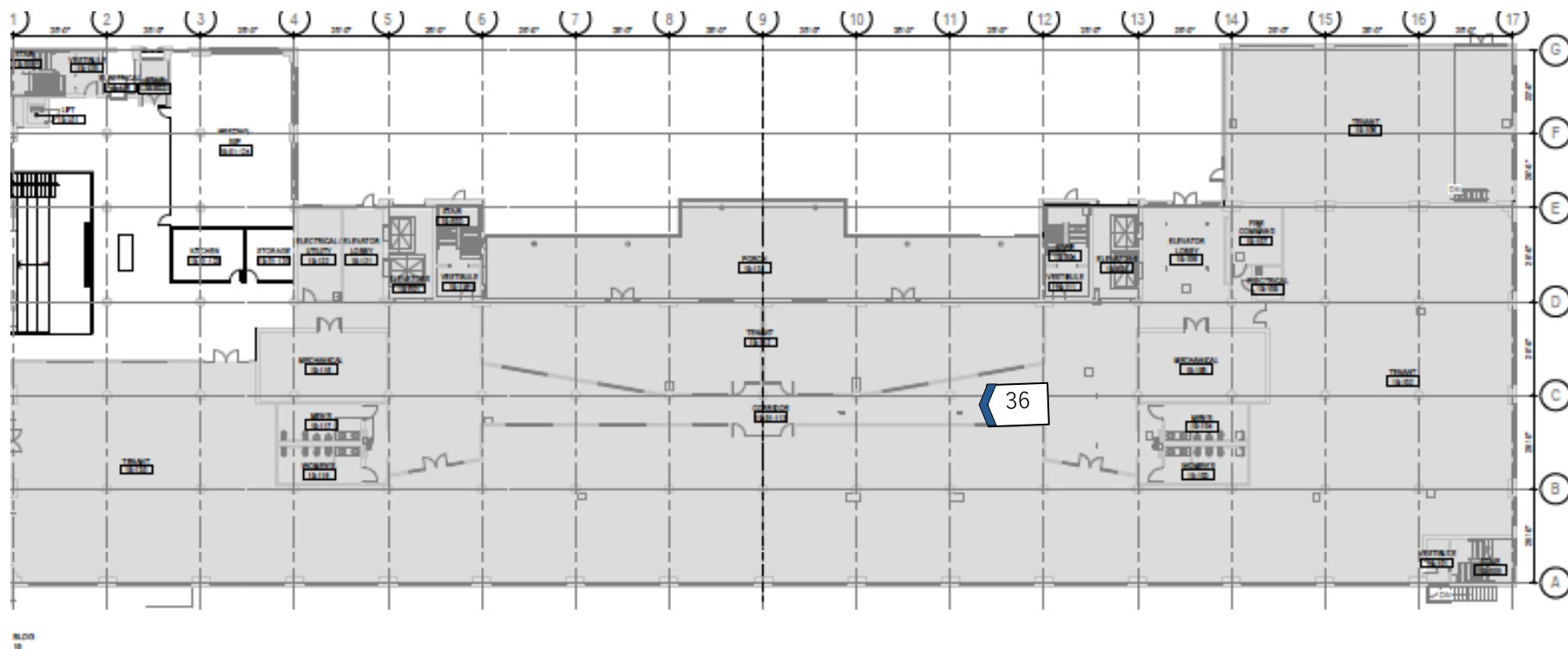


Buildings 27, showing  
portion of floor



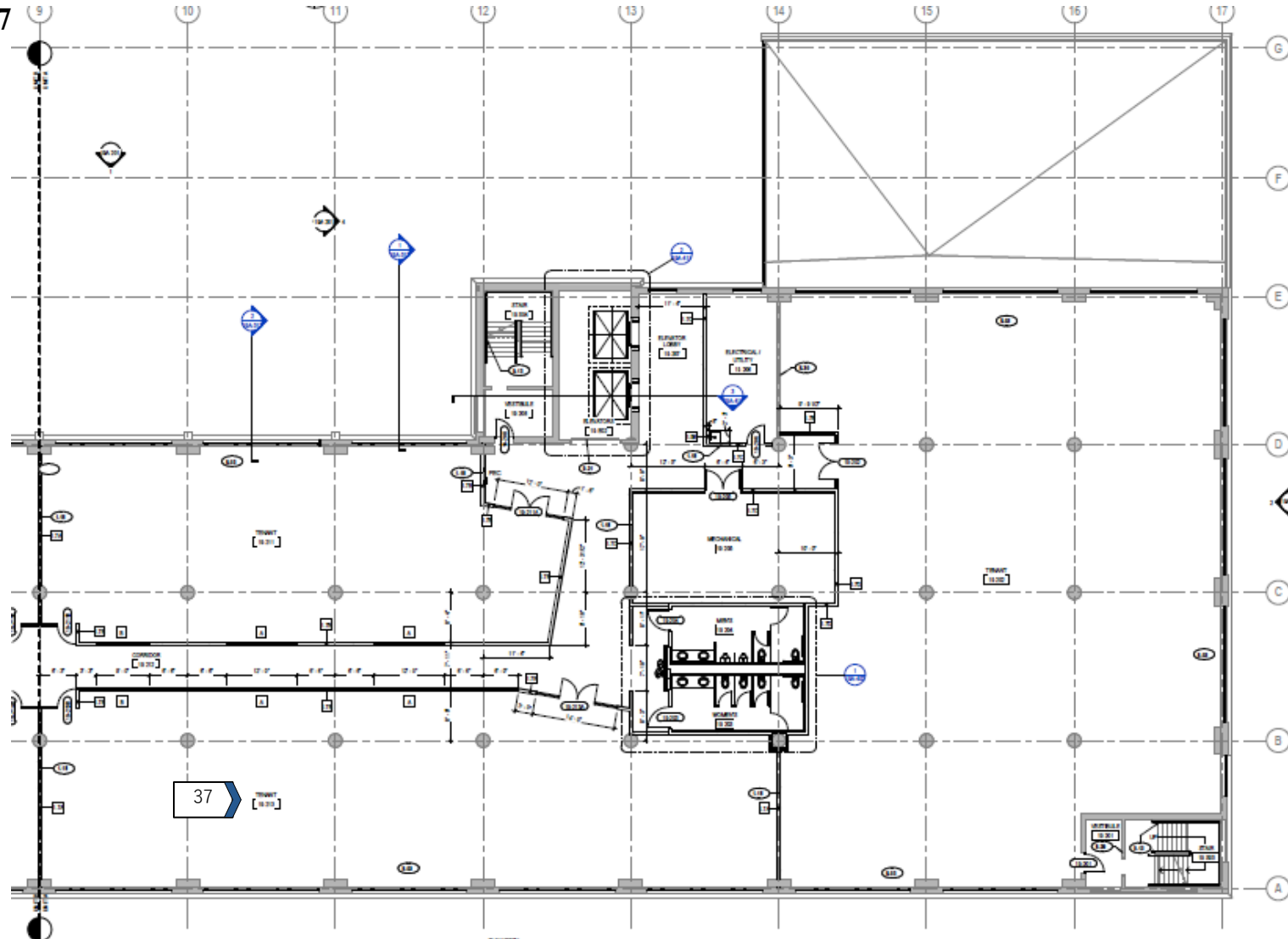


**Buildings 19**  
**First Floor, Photo 36**





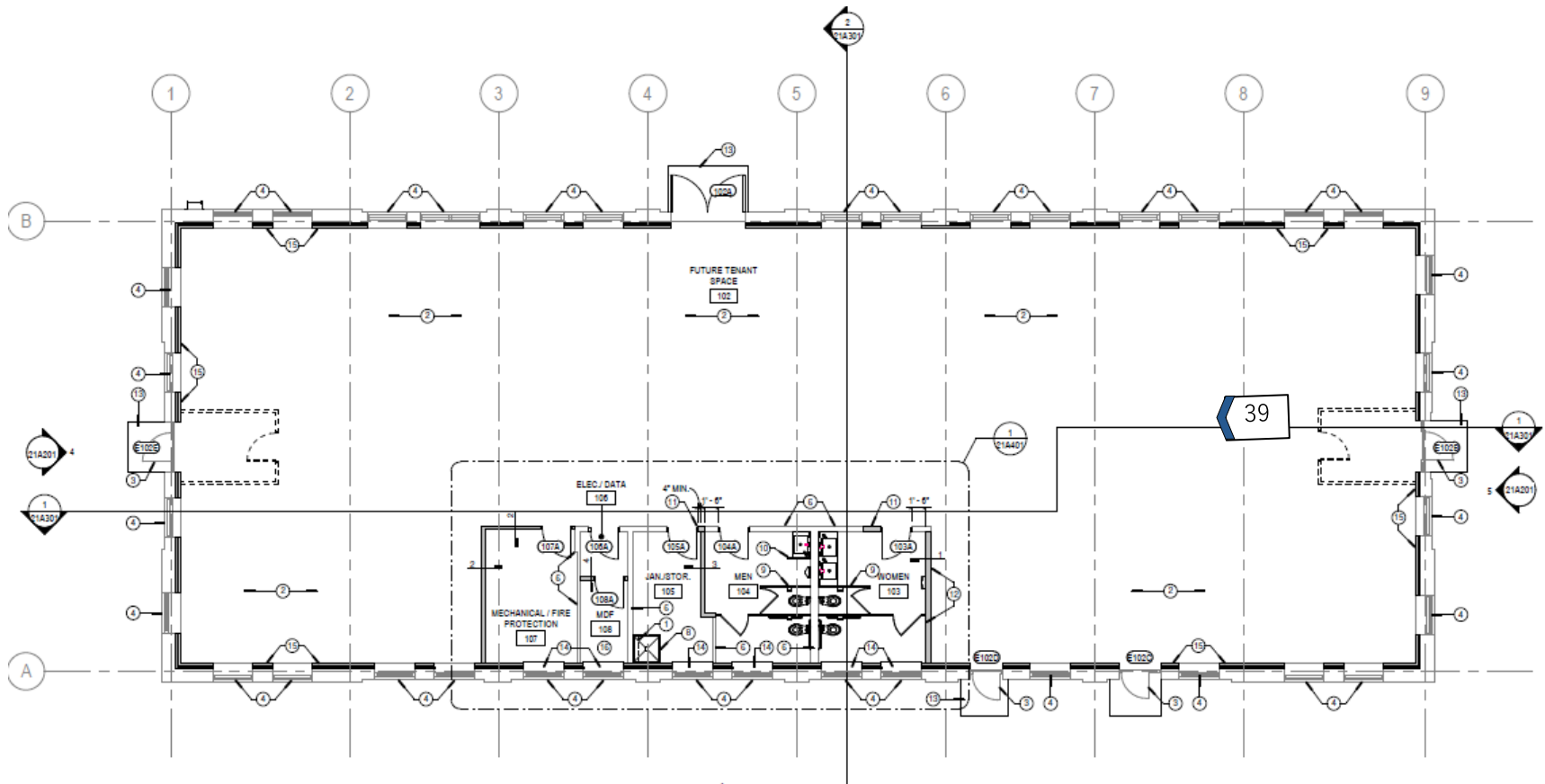
**Buildings 19**  
**Second Floor, Photo 37**





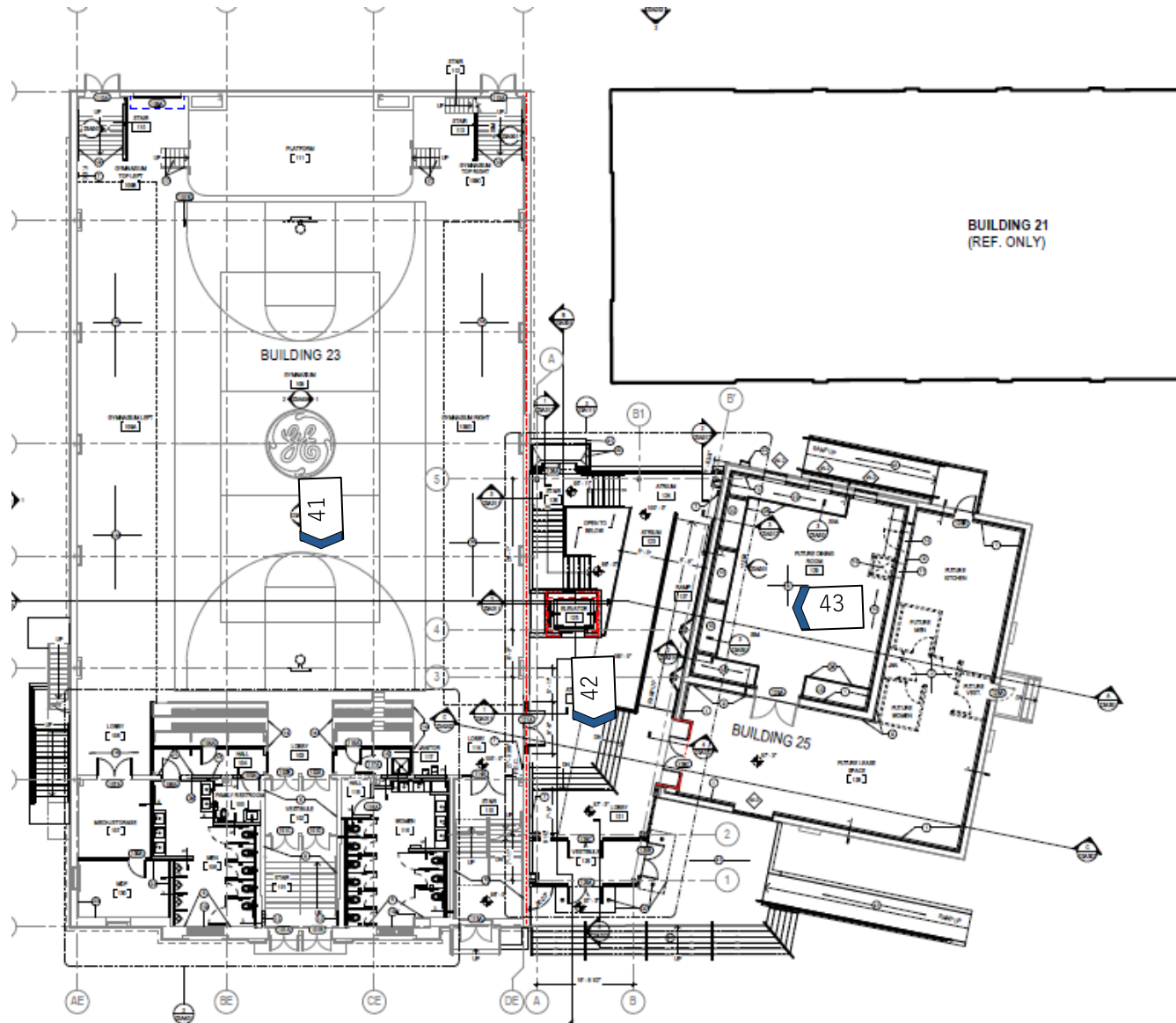
## Buildings 21

### First Floor, Photo 39





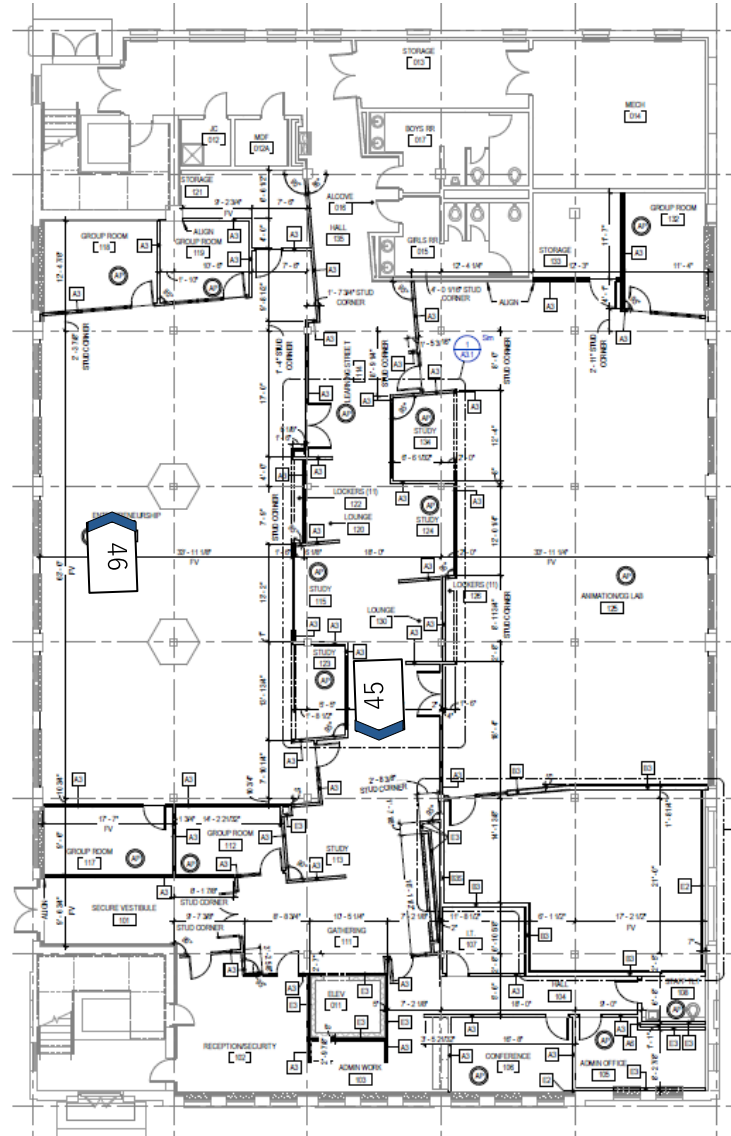
**Buildings 23, 25**  
**First Floor, Photo 41-43**



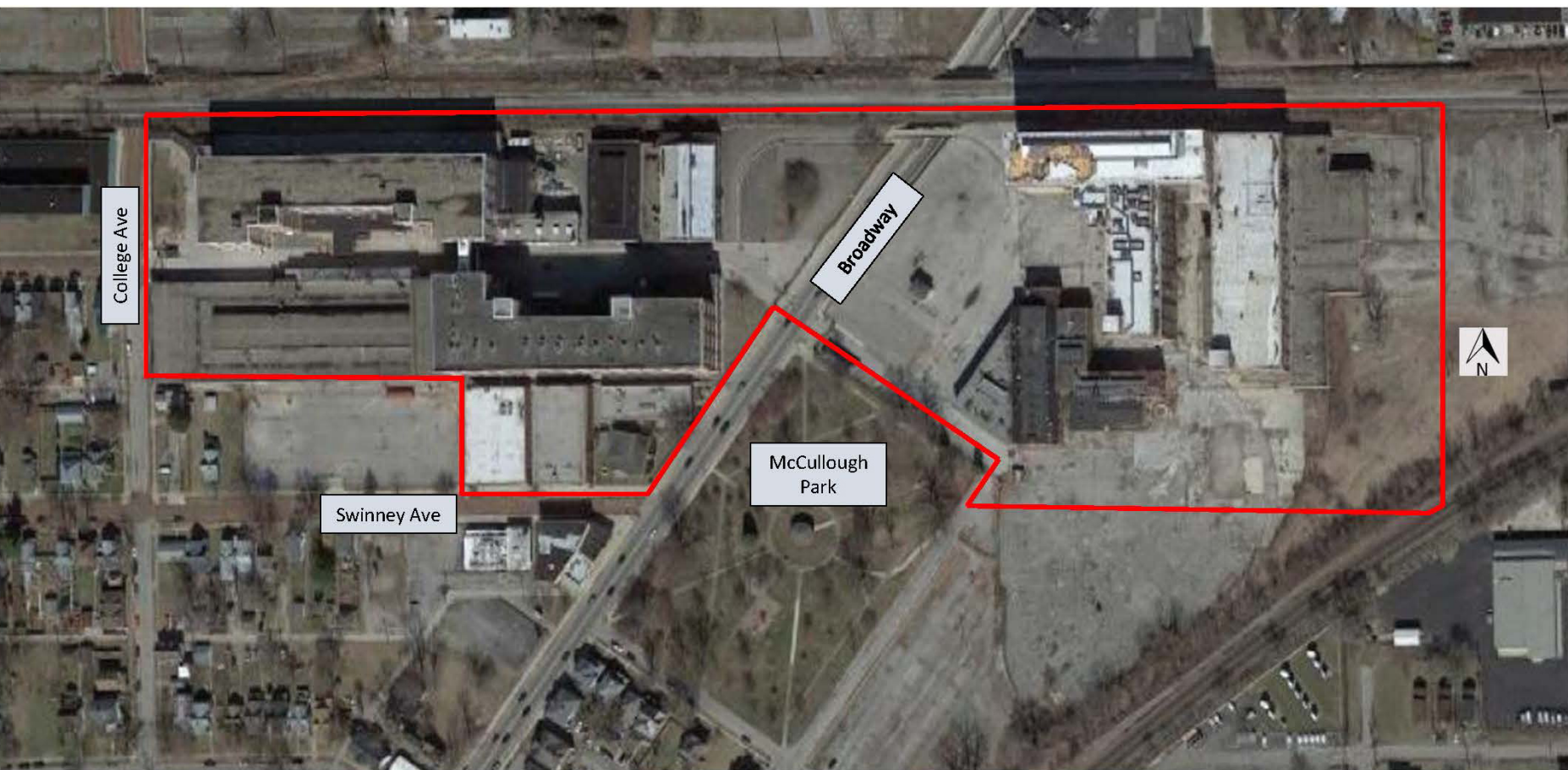


## Buildings 31

### First Floor, Photo 45-46















IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0001



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0004





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0007



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0010





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0013



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0015





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0016

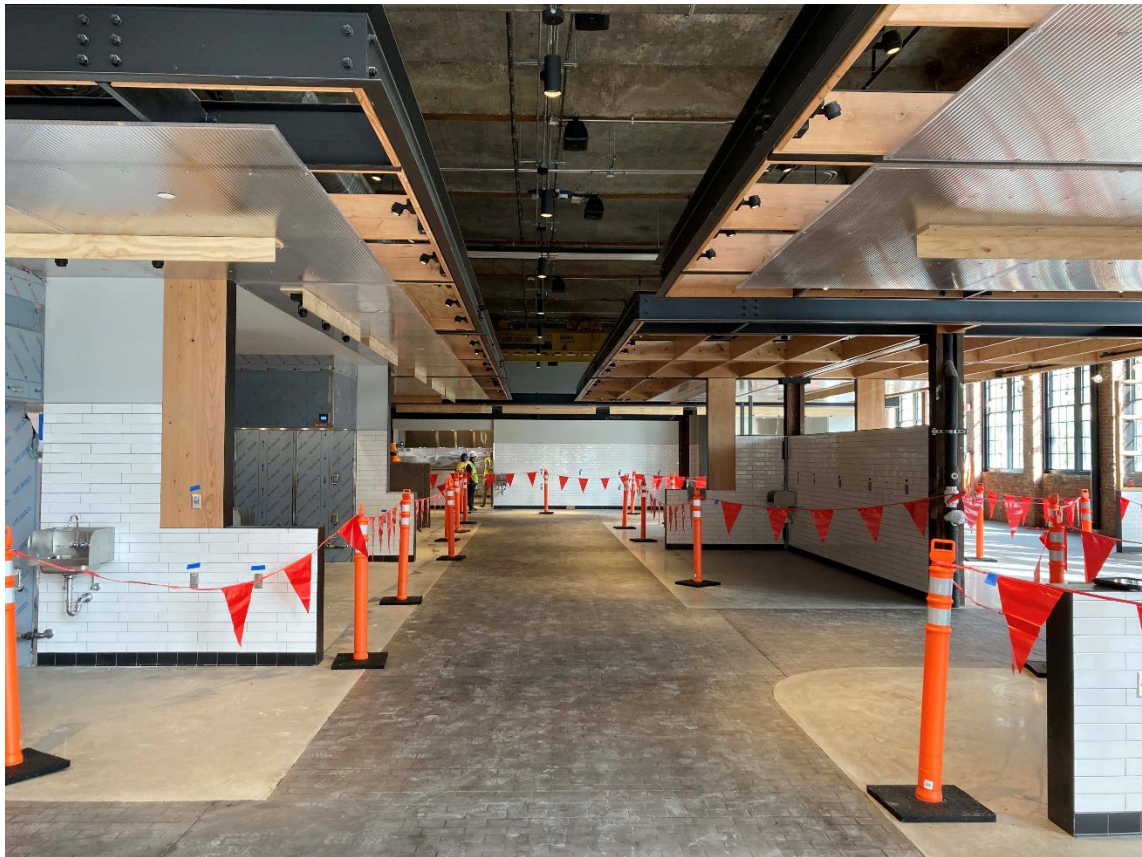


IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0018





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0019

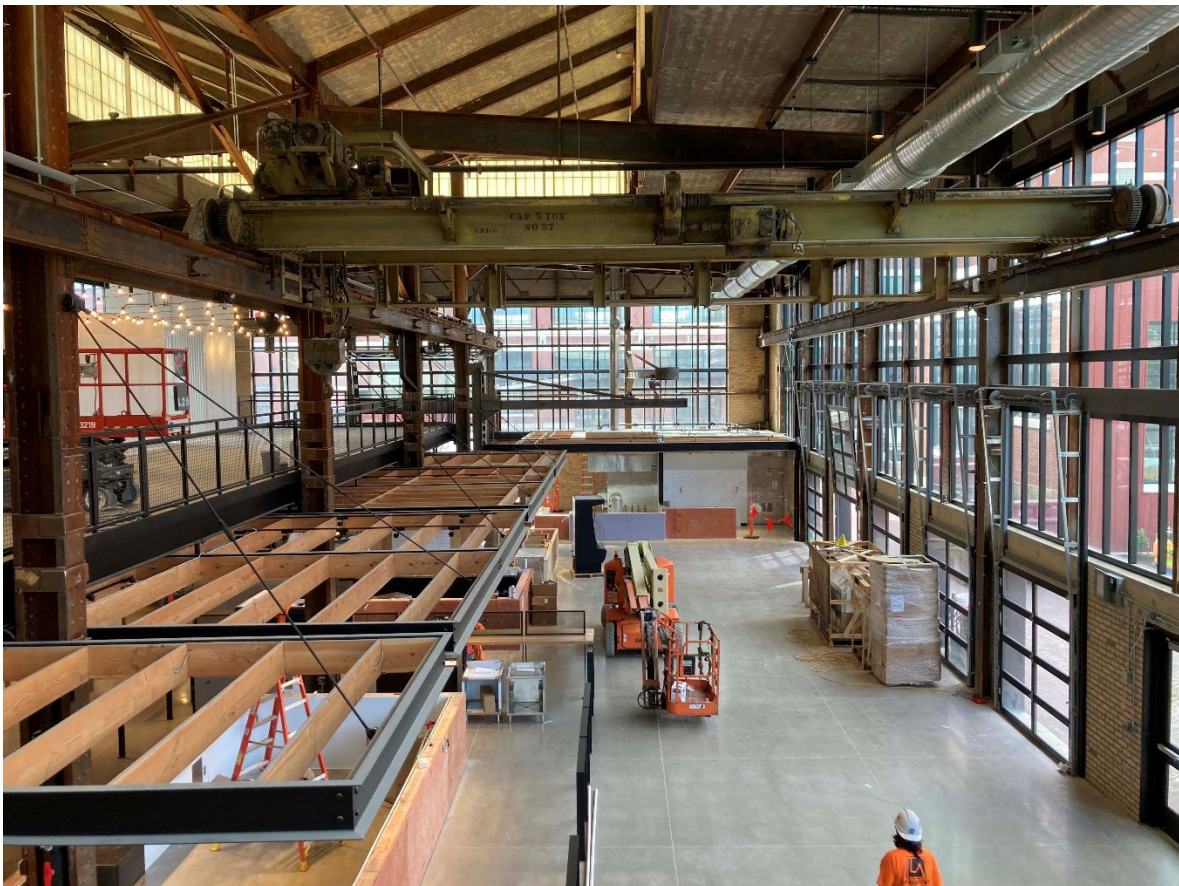


IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0020





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0021

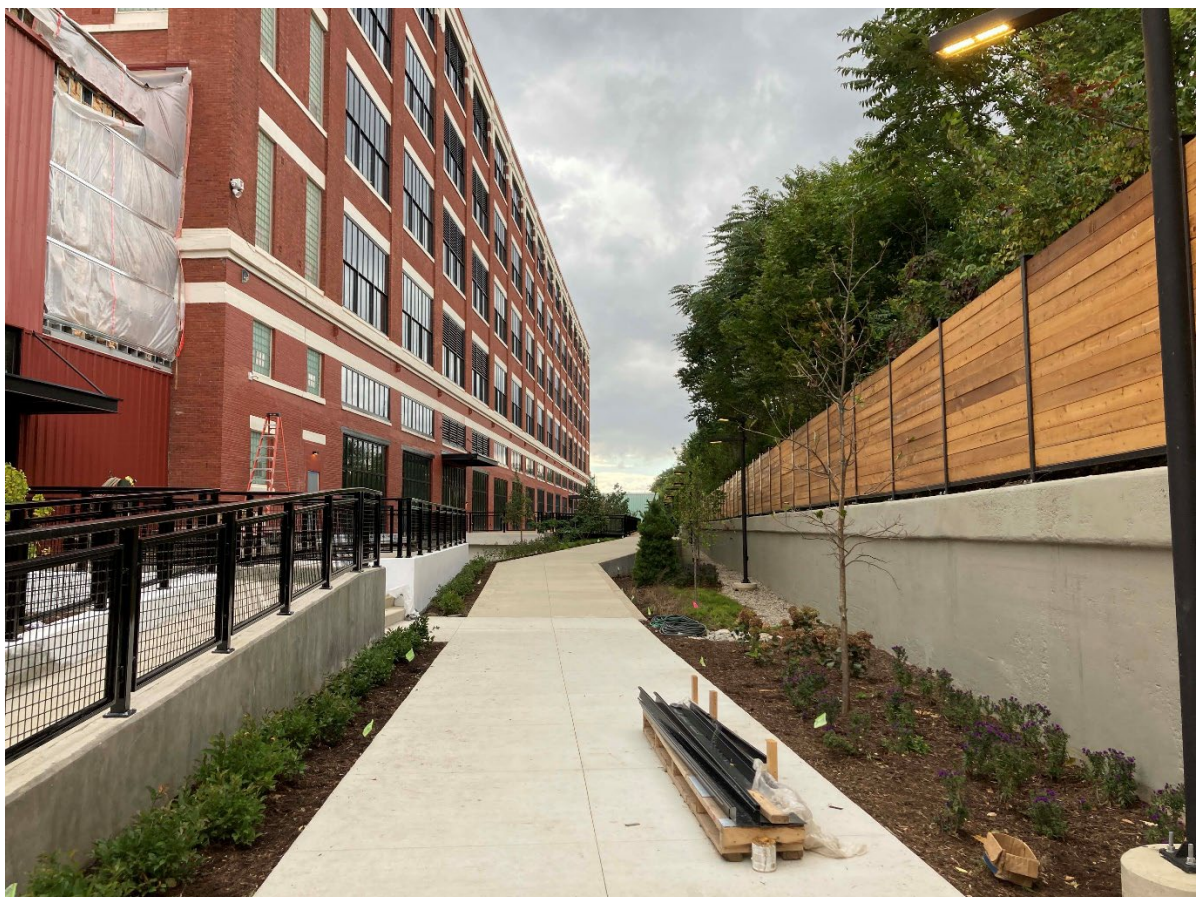


IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0022





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0024



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0028





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0029





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0035



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0040





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0041



IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0046





IN\_AllenCounty\_GeneralElectricFortWayneElectricWorksHistoricDistrict\_0049