

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 PropertyHistoric name: Pennsylvania Produce Terminal Historic District – Fort Wayne

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. LocationStreet & number: 420, 433, 435, 438, 440, 450 East Brackenridge StreetCity or town: Fort Wayne State: Indiana County: AllenNot 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_____
State or Federal agency/bureau or Tribal Government

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In my opinion, the property X 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

☒☐

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Site

Structure

☐

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

6

Noncontributing

1

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE/warehouse

TRANSPORTATION/rail-related

TRANSPORTATION/road-related (vehicular)

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/business

COMMERCE/TRADE/professional

DOMESTIC/single dwelling

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _

Foundation: Concrete

Walls: Brick, concrete, metal: steel

Roof: Synthetics: rubber

Other: Concrete

Narrative Description

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

Summary Paragraph

The Pennsylvania Produce Terminal Historic District – Fort Wayne is a complex of five brick warehouses on both sides of the 400 block of East Brackenridge Street, one mile southeast of downtown Fort Wayne and immediately north of the Pennsylvania Railroad main line and sidings that formerly served its car shops south and west of the district. The street was Holman Street at the beginning of the period of significance, but the City of Fort Wayne changed it to Brackenridge during the period. The Brackenridge name will be used throughout this nomination. It is and was in a mixed-use area and is a compact district. An existing Fort Wayne warehouse company moved its operations to a new building in the district on Brackenridge Street in 1925. By 1928 the railroad had chosen local architect A.M. Strauss to design its produce terminal project there, finally moving forward on a development project in the area that had been talked about for more than a decade.¹ At the same time, the railroad was completing the

¹ “Lafayette shacks are doomed to pass away,” *The Journal-Gazette*, July 26, 1917, page 11.

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elevation of its main line tracks (which run east-west immediately south of this district) across the south side of downtown Fort Wayne resulting in a viaduct over Lafayette Street.² Strauss responded to his contract with the railroad with a unique engineering solution, designing four nearly identical, ultra-modern-for-the-times warehouses perfectly suited to the four fresh produce companies he knew at the design stage would be occupying them. Rail spurs, close to but not identical to the spurs that had served a railroad lumber storage yard previously in this location, served the west sides of each of the four 1929 warehouses, which had truck loading docks on their east sides. The terminal project opened in 1929, joining Mitchell Sales & Storage Inc. across the street, which also had access on its west side to a rail spur crossing Brackenridge Street and turning west down the alley toward Lafayette Street. The rail sidings have been removed. All five warehouses have two stories. The four Strauss warehouses have some Craftsman details with their decorative brick and concrete trim and capped parapets. All five warehouse buildings are considered as contributing to the district, and all retain good integrity. The former Mitchell property also includes additional structures, a c.1990 cement block outbuilding that is non-contributing and a c.1950 Quonset hut that is contributing.

Narrative Description

In the 1920s, the landscape of the 400 block of East Brackenridge Street changed quickly from the single-family homes facing the Pennsylvania Railroad car shop and lumber storage yard that had been familiar for years. Commercial development pressure, including for warehouse space, was high, especially on the south side of downtown Fort Wayne along the railroad. The Pennsylvania Railroad had made public announcements first in 1917 and reconfirmed in 1923³ its expectations that warehouses would be developed on its property in the area. The railroad had established its car shop in Fort Wayne in the 1880s. Commercial warehouses were constructed and occupied by local businesses moving from elsewhere in town to take advantage of the business opportunities created by proximity to both rail and truck transportation routes. Capping it all off, the city changed the street name from Holman to Brackenridge late in 1929 in honor of pioneer Judge Joseph Brackenridge.⁴

The 1918 Sanborn maps⁵ confirm the presence of the easternmost facilities of the Pennsylvania Railroad car shops on the south side of the block with outdoor lumber piles arranged along four rail spurs between Clay Street and the structure about halfway down the block. That structure housed the car shop planing mill and its engine and boiler rooms. The planing mill structure wrapped in a U-shape around a transfer table fed by five more rail spurs. The north side of the

² "History of Fort Wayne & Allen County 1700-2005," John D. Beatty, ed., M.T. Publishing Co. Inc., Evansville, IN, 2006, page 87.

³ "Pennsy to construct new industrial track," *The Journal-Gazette*, July 4, 1923, page 10.

⁴ Lindenwood Historical Foundation, "Pioneers Resting in Historic Lindenwood," Judge Joseph Brackenridge, 1989.

⁵ Sanborn Fire Insurance Maps, 1918, page 53.

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street was residential with the Mount Olive Baptist Church, built in 1915, within the row of houses.

In 1925, local businessman J.R. Mitchell bought land at the northwest corner of Brackenridge and Clay⁶, demolished the home there and built a warehouse for his Mitchell Sales & Storage Company, which he moved there from its Osage Street location. The new rail spur extended north across Brackenridge Street to serve it. In 1928, the Pennsylvania Railroad transformed its side of the block by removing everything but the westernmost part of its planing mill and engaging local architect Alvin M. Strauss to design its produce terminal project there (Strauss Contract No. 498-2535⁷), also served by rail spurs to the west side of each building. The produce terminal opened in 1929. The four nearly identical warehouses Strauss designed were planned to function as a district concentrating Fort Wayne's fresh produce warehousing and distribution businesses. This arrangement provided the most modern facilities and the best available transportation access for both rail and truck transport. This location is one block from Lafayette Street, which was U.S. 27, a major U.S. highway going north-south through Fort Wayne, and only a few blocks south of the Lincoln Highway (U.S. 30) route going east-west through Fort Wayne at that time. The Mitchell warehouse shared the transportation access benefits of the location and was set up for storage and distribution of general and food products, not perishables like its neighbors across the street.

All five warehouses in the Pennsylvania Produce Terminal Historic District – Fort Wayne are two-story brick structures and all are considered contributing to the district along with the c.1950 Quonset hut at 435 E. Brackenridge. Considered non-contributing in the district is a c.1990 concrete block outbuilding at 433 E. Brackenridge that is part of the 435 E. Brackenridge property. No similar warehouse district was developed anywhere else in Fort Wayne, especially not one with separate but nearly identical buildings bringing competitors in the same business sector so closely together effectively as a single-use business campus, while still benefitting each company individually. The Pennsylvania Railroad maintained ownership of the terminal buildings until 1974, after it was ordered to sell as a part of its bankruptcy proceedings.

The area surrounding this proposed historic district contains a variety of uses, such as commercial, residential, educational and industrial. The Phyllis Wheatley Social Center, located in a former home in the 400 block of East Douglas Street north of the Mitchell property, was founded in 1920 as a community center for the city's growing black population. It is now the African/African-American Historical Museum.

⁶ Deed recorded in Allen County, Indiana, September 5, 1925, in Book 298, Page 24.

⁷ Project List (by Project Number), Strauss Associates, Inc., Architects/Engineers, Fort Wayne, Indiana, Compiled by Herman S. Strauss, Architect, Fort Wayne, Indiana, September, 1966, with minor editing by staff of the Drawings & Documents Archive Ball State University, Muncie, Indiana, December 1998.

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THE STRAUSS BUILDINGS

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The four Strauss two-story brick and concrete buildings are all similar, with rectangular plans, flat roofs and similar doors and windows. Railcars were delivered to the west sides of the buildings, their contents were unloaded into storage in the warehouses, and then product was loaded into trucks at the docks on the east sides of the buildings for delivery to the merchants who would sell them to consumers. The buildings are accented by decorative brick and concrete trim and capped parapets in a Craftsman style. Two rows of soldier course bricks highlight the foundation. The dark brown brick is laid in the running bond pattern. All face north. All of their eastern elevations have loading docks, designed for loading trucks to haul perishable goods to locations in Fort Wayne and Northeast Indiana. The docks are intact, and all maintain much of their original integrity. All were designed with enclosed garages to the back (south) with an additional loading dock. The decorative brick pattern with concrete trim accents and parapet wall is repeated on the south elevation. All windows are replacements, with a variety of fixed-pane and sliding styles. All four had rail spurs running to their west elevations linked to the main Pennsylvania tracks to the south. Comparing the 1918 and 1957 Sanborn maps shows that the warehouse rail spurs are not the ones present for the earlier railroad use.

All four Strauss warehouses were equipped, according to newspaper coverage⁸ at the time they opened, “with refrigeration and ventilation systems like the New York and Philadelphia produce terminals.” Three cooler rooms in each building’s basement were fully encased in four-inch layers of cork insulation and equipped with special ventilation and electrical refrigeration systems. The cork insulation has been removed from all of the buildings. Specially equipped “banana rooms” were on the first floors of each building, which also had specially equipped rooms for storage and preparation of celery for distribution. They each were served by an electric automatic freight elevator capable of lifting 2,500 pounds. Offices were on the north ends of the first and second floors.

The 1918-1957 Sanborn maps⁹ show that the four warehouses were used for cold storage of produce and meat. The easternmost warehouse is labeled “Beer Depot,” which suggests that Fort Wayne breweries used its refrigeration facilities as part of their product distribution network, whether locally or beyond. Fort Wayne had at least two major breweries during the period of significance.

420 EAST BRACKENRIDGE STREET

The westernmost Strauss warehouse is 420 E. Brackenridge St. (See Photo 0001) Its difference from the other Strauss-designed warehouses occurs on its south elevation. The garage door windows have been changed to four rectangular fixed-pane windows. A vertical cylindrical storage tank less than 20 feet taller than the south elevation of the building was added c.1970

⁸ “Fort Wayne Takes Another Step Forward With Completion of \$350,000 Produce Terminal on Holman Street For Four Leading Commission Houses,” *Fort Wayne News-Sentinel*, April 27, 1929, page 23.

⁹ Sanborn Fire Insurance Maps, 1918-1957, page 53.

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near the southwest corner of the garage by the former owners, Kadex Corporation of Indiana, a manufacturer of dry wall products. The building at 420 has recently been rehabilitated and is used for residential and business. The current owner (who lives there) has renamed it “The Miller,” his last name.

438 EAST BRACKENRIDGE STREET

The Strauss warehouse at 438 E. Brackenridge St. has two features that differentiate it from its group members. (See Photos 0002-0005) First, the garage on its south side has the most original architectural integrity of the garages in the four Strauss warehouses. (See Photo 0003) The original dimensions of the garage bays have been maintained, and two of the three wooden garage doors are original. Second, on its west elevation, a roof leak introduced water into the wall and caused the brick veneer to separate and fall. Concrete blocks have been used to reconstruct that portion of the wall, but the brick veneer has not been replaced. (See Photo 0017) This building has the same owner as 420 E. Brackenridge. When he arranged mail delivery for it, the post office changed its address from the historical 430 to 438 E. Brackenridge. The building has been remodeled with apartment space on the second floor and commercial office space on the first. The owner has renamed it “The Strauss” after architect A.M. Strauss. When the rail spur on the west side of this warehouse was removed, which happened by 1980, after the period of significance, according to available historical aerial imagery¹⁰, truck docks were added across the space between 420 and 438 East Brackenridge. The current owner has enclosed those docks creating a metal-walled, flat-roofed hyphen between the two buildings. (See Photo 0002)

440 EAST BRACKENRIDGE STREET

The next Strauss warehouse moving to the east, at 440, has the most overall architectural integrity of the Strauss-designed warehouses. (See Photos 0011-0014) It is also the largest of the four, having been designed to be 10 feet wider than the others. Its number and location of windows are the same as the others. On its west elevation, one freight door and a garage door have been sealed off with concrete blocks. On the south elevation is a one-story garage area. The original garage has been maintained in shape and size, but all the original brick has been covered with metal siding. The building is in good condition, though the north and part of the west elevation are covered by ivy.

450 EAST BRACKENRIDGE STREET

The easternmost Strauss-designed warehouse at 450 E. Brackenridge has its eastern elevation facing Clay Street. (See Photos 0006 and 0015-0016) On its north elevation, the original window shapes and dimensions have been maintained, but one window has been infilled with brick. Several windows on the east elevation have been sealed with concrete blocks. The west elevation is covered by ivy. The garage on its south elevation is one bay wider than the garages of the

¹⁰ Allen County iMap GIS Viewer Historical Imagery layer, <https://www.acimap.us/viewer.html>.

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other Strauss-designed warehouses. Three of its four garage bays have metal doors, and the easternmost one is sealed with concrete blocks. The building is in good condition, though the view of it is partially obscured by ivy.

THE 1925 WAREHOUSE

To the north, at 435 E. Brackenridge St., is the earliest warehouse in the district. (See Photos 0007-0010) This two-story, rectangular brick building is also a freight warehouse associated with transfer of goods between rail and truck transport. A rail spur extended from the south to its west side; however, it has been removed. Red bricks in common bond pattern clad its exterior. It has a flat roof except for a projecting rooftop entrance from the interior. Its main façade faces south. It has a central first floor entrance with five windows on the main façade. A decorative limestone element is a more recent addition above the central window on the second floor of the main façade, under the capped parapet wall. The east elevation is comprised of six windows on the first floor and a freight door entrance. Windows vary in size and are rectangular except for a square one south of the freight entrance. On its second floor are six rectangular windows. The west elevation has remnants of the loading dock, and a black metal exterior staircase has been added. There are four first- and one second-story entrances on this elevation. An aggregate stone material was used for the window sills on the east, west and south elevations. All windows are replacements, either fixed-pane or sliding. The north elevation has no windows or entrances. It is two feet from the foundation of the arched side of the Quonset hut on the property. The interior freight elevator on the west side of the building provides access to the roof, which has a membrane surface. The building was recently rehabilitated for use by an architectural firm, completed in 2022. (See Photo 0009) The project has been approved for use of tax credits under the Federal Historic Preservation Tax Incentives program.

Also on this parcel is a c.1950 Quonset hut. (See Photo 0010) It appears to have been used for motor truck maintenance or storage and is a good example of the building type, which is uncommon in Fort Wayne. Though one garage door exits the building toward Clay Street, there is no curb cut at the street at this time. The corrugated metal, half-circle-shaped hut is elevated on a concrete foundation. It is two feet from the warehouse but not connected to it. The hut has doors at its east and west ends with louvered vents above them at the roof peak. Its location would allow trucks to drive through from east to west or vice versa for service or loading/unloading. There is evidence the hut's east and west elevations were painted at some point, but the rest has the patina of rust.

A non-contributing c.1990 one-story concrete block outbuilding is on the west side of the parking lot on the warehouse's west side and has its own address of 433 E. Brackenridge St. (See Photo 0007) It was built with a shallow pitched, front gable roof of asphalt shingles with an entrance facing the alley. White metal siding fills the façade in the front and rear roof peaks. It has metal double entry doors on the front, north façade enclosing the 30-by-60-foot interior that was intended for a telecommunications equipment use that never materialized, according to its current owner. A second single-door entrance is on its west façade. It is windowless. It is not currently in use and is outside the period of significance.

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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.)

TRANSPORTATION

COMMERCE

ARCHITECTURE

ENGINEERING

Period of Significance

1925; 1929 to c.1960

Significant Dates

1925

1929

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Strauss, Alvin M.

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Period of Significance (justification)

The first building of the complex dates to 1925 and the complex gradually fell out of use by about 1960. Despite its decline in use, the railroad continued to own the terminal complex until 1974.

Criteria Considerations (explanation, if necessary)

None.

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 Pennsylvania Produce Terminal Historic District – Fort Wayne is a distinctive and locally unique commercial district with significance under National Register Criterion A and Criterion C. Under Criterion A, the district is significant for its associations with the development of transformative commerce and transportation systems, especially in the local grocery market. The complex was designed and engineered to modernize the way produce was shipped and distributed and it served in this role for decades. Specifically, the terminal was engineered to keep produce fresh, to offer far greater ease of unloading from rail cars, and to offer far greater ease of re-loading to delivery trucks for local distribution. All these processes had been accomplished in the heart of downtown, in several buildings not designed for perishable food storage or motor truck access, prior to the construction of the complex. The decision to include the specific “– Fort Wayne” designation in this historic district’s name was made because of research for Criterion A. This produce terminal was one of several modern produce terminal projects the Pennsylvania Railroad undertook about this time as it responded to technological progress in the transport and storage of fresh food and to competitive commercial pressures in this segment of the grocery market. Under Criterion C, the district represents a unique, significant and distinguishable entity designed by a locally significant architect as a precisely engineered unit intended to function as a whole without its single building components having individual distinction. The earliest warehouse was built in 1925, likely with anticipation of the larger project to come, and the complex of four large fresh produce warehouses was built as a unit in 1929 from a single design by the local master architect Alvin M. Strauss and his engineers. Cold-storage warehouses like these transformed how the grocery industry could provide fresh food to customers year-round. These highly engineered buildings worked in concert in a grocery marketplace changing rapidly from neighborhood markets devoted separately to baked goods, dry goods, produce and meats to full-service grocery stores and on to what we know as supermarkets. The combination of the improved, modern storage technology engineered into the buildings with improvements in transportation technologies (refrigerated rail transport, modern highway development and truck improvements) resulted in Fort Wayne shoppers enjoying fresher produce from farther away during more months of the year than ever

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possible before. The period of significance extends from 1925 to c. 1960, when the railroad stopped using the buildings as fresh food warehouses. It sold them in 1974.

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

Under Criterion A, The Pennsylvania Produce Terminal Historic District – Fort Wayne demonstrates how the railroad, as a business operating locally but with concerns and resources on a national level, and five local businesses, responded to transformative commercial and transportation trends and technological developments to serve their business needs in the Fort Wayne market.

Fort Wayne had been a regional commerce and transportation hub since the glaciers retreated 10,000 years ago and left the area with terrain and waterways that made it the most direct portage from the eastern Great Lakes to the Wabash and Mississippi rivers and the Gulf of Mexico, a connection greatly valued by the French and the British in the 1600s and 1700s. The Miami who knew this area as their homeland valued the portage, too, and fought hard, well, and long to maintain control of it. Civil chief Jean Baptiste de Richardville became the young State of Indiana's wealthiest resident¹¹ because he inherited control of the portage from his business-savvy mother Tacumwa in the early 1800s when control of the area was finally being legislated and negotiated away from the Miami and other tribes. The early city fathers and succeeding generations of business people of Fort Wayne did not lose sight of the importance of being a transportation and commerce hub, and they worked diligently to ensure that each new generation of transport linked Fort Wayne to the world¹², from plank roads to the Wabash & Erie Canal (ground broken in 1834) and then railroads (first locomotive arrived in 1854) and, finally, modern, paved highways.¹³ Fort Wayne was on the Lincoln Highway, the nation's first coast-to-coast highway inaugurated in 1913, which emphasized modern pavement for roadways. The city's commercial and manufacturing businesses and the area's agricultural producers were continually served by these transportation connections, and the city's growth depended on these resources.

Three business scenarios illustrate how business leaders in the growing Fort Wayne of the 1920s responded to transformative commercial and transportation opportunities and contributed to the Pennsylvania Produce Terminal Historic District — Fort Wayne.

¹¹ Allen County-Fort Wayne Historical Society website Richardville page, <https://fwhistorycenter.org/richardville-house/>.

¹² "Fort Wayne During the Canal Era 1828-1855: A study of a Western community in the middle period of American history," by Charles Poinsatte, Indiana Historical Bureau, 1969.

¹³ Allen County INGenWeb Project Fort Wayne, Allen County, Indiana, website, <https://www.acgsi.org/genweb/fort-wayne/streets-of-fort-wayne-indiana.html>.

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The first scenario focuses on the Pennsylvania Railroad, whose main east-west line runs along the south side of the district and which owned the land on the south side of Brackenridge Avenue that it had already developed as its car shops beginning in 1863. After the Civil War, they became a major site for the building, repair and maintenance of rail passenger cars and small and medium locomotives.¹⁴ Nationally, by the mid-to-late 1920s, the railroad was beginning to see competition from the trucking industry because technological advances were making it finally able to compete with the railroad as a freight hauler over the improving network of paved local and intercity roads. Pennsylvania Railroad tracks served the Fort Wayne International Harvester truck plant where the S Series (marketed as Speed Trucks because they could go as fast as passenger cars) heavy line of trucks was built.¹⁵ Business news in the local newspapers frequently mentioned the need for additional warehouse space for various businesses and manufacturers. In 1917, the railroad publicly announced a project to lay additional industrial siding track in south central Fort Wayne to serve businesses there, but by 1923 it was quoted in another newspaper article as admitting it had been unable to complete that project. Instead, it announced another, different industrial siding track project. The project would transform the easternmost end of its car shops property where lumber had been stored outdoors into the branching-off point of a siding track that would go north across Brackenridge Street half a block and turn west two blocks to serve the Edison Lamp Works location between Clinton and Barr Streets. Railroad managers likely were already thinking of another new use for that lumber storage area, because the newspaper article states expectations that additional warehouses will be built to use the new siding track. In 1928 the railroad let contracts for a \$200,000 produce warehouse complex¹⁶ it opened the next year at a final cost of \$350,000, according to the local newspaper coverage. The railroad held ownership of the complex, benefiting from the additional stream of revenue from the leases. Real estate development and additional revenue streams were transformational commercial changes for the railroad rooted in the business realities of the time and were a significant part of company operations under W.W. Atterbury, who became president in 1925.¹⁷

The ways the Fort Wayne project shares particular aspects with the other railroad produce terminal and freight terminal projects of the time demonstrate how the railroad was dovetailing the project to the Fort Wayne market. For its 1927 produce terminal project in Manhattan, the railroad converted North River Piers 27, 28 and 29 into an enlarged produce terminal in a project that also included enlarging the produce yard near Newark and Jersey City. The North River

¹⁴ Leininger, Kevin, "CITYSCAPES: "The Pennsy Shops," *The News-Sentinel*, December 26, 1981, <http://egen.fortwayne.com/ns/projects/history/scapes37.php>.

¹⁵ "The Speed Era: IHC's S-line trucks 1921-29," posted on Hemmings website, <https://www.hemmings.com/stories/2016/07/28/the-speed-era-ihcs-s-line-trucks-1921-29>.

¹⁶ Indiana Construction Recorder, May 12, 1928, Page 14. Accessed via Indiana State Library Digital Collections.

¹⁷ "Centennial History of The Pennsylvania Railroad Company 1846-1946," by George H. Burgess and Miles C. Kennedy of Coverdale & Colpitts, published by The Pennsylvania Railroad Company, 1949. Part Nine, "Administration of William Wallace Atterbury (1925-1935)," pps. 588-643.

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facility is no longer extant. In Fort Wayne, the railroad repurposed land it had been using as outdoor storage of lumber for its car shop to house its produce terminal. For its 1928 and 1929 Philadelphia Improvement Project work, which added cold storage, produce warehouse space and new produce yard capacity, the railroad set a state-of-the-art refrigeration standard that was cited as the level of achievement the Fort Wayne warehouses would duplicate. The 1929 Pittsburgh produce terminal was part of a larger freight terminal project, and it has been included in the Pittsburgh Strip District National Historic District, listed on the National Register of Historic Places in 2004 (NRHP Ref. No. 104000194). The Fort Wayne produce terminal is the larger part of its historic district, but when built its location was integrated into the rest of the Pennsylvania Railroad's extensive properties on the south side of downtown Fort Wayne, ranging from its passenger terminal on the west through its car shops to this terminal. The Philadelphia Freight Terminal and the 1929 Detroit produce terminal, a joint project with the Wabash and Pere Marquette railroads, included space for display and sale of merchandise and offices for the tenant produce dealers. Fort Wayne's warehouse project included office space, too, though at least one of the tenants maintained his existing retail space elsewhere downtown. Finally, for the Philadelphia Improvement Project, the railroad selected a distinguished architect and general contractor, as was its customary practice.¹⁸ For example, its 1915-1919 Chicago freight terminal project was designed by William L. Price (1861-1916, senior partner in the Chicago firm he founded in 1900 with M. Hawley McLanahan). The railroad had also chosen him to design its Fort Wayne passenger station (NRHP Ref. No. 98001056) in 1914 and a depot in Converse, Indiana, in 1912, and he designed three opulent resort hotels at Atlantic City, N.J., among many residential, commercial, and industrial projects. The Chicago Freight Terminal was completed by the firm after his death and demolished in the early 1970s.¹⁹ In Philadelphia, the railroad selected architectural firm Graham, Anderson, Probst & White and general contractor United Engineers & Constructors of Philadelphia for its 1920s Philadelphia Improvement Project, which included the 1929 produce terminal and the 1929 Pennsylvania Freight Terminal listed on the National Register of Historic Places in 1999 (Reference No. 99001291). In Fort Wayne, it selected the leading local architecture and engineering firm of A.M. Strauss in 1928 for its produce warehouse project, which opened in 1929. It may matter that Price himself had passed away and was no longer available for Indiana projects.

The massive scale of the Chicago and Philadelphia warehouse projects is appropriate for their urban locations. The Fort Wayne warehouses are also in scale with their urban location. The six-story Philadelphia warehouse occupies an entire city block. The five-story warehouse in Chicago had 1.5 million square feet of space. Each has its own design concept: Fort Wayne applies Craftsman styling to the four nearly identical buildings lined up along the long and relatively narrow block-long property selected for the project, Philadelphia has Art Deco styling on its immense structure, and Chicago's structure is designed to look like a collection of "smaller

¹⁸ Pennsylvania Railroad Freight Building National Register of Historic Places Nomination Form, Section 8, Page 1. NRHP Ref. No. 104000194.

¹⁹ Industrial History blog post, August 9, 2017, <http://industrialscenery.blogspot.com/2017/08/prrs-freight-houses.html>.

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buildings through varied facades and floor elevations, capped by a 12-story pyramid-topped clock tower.”²⁰ Chicago’s style is Neo-Classical, except for the Art Deco clock tower.

The second scenario focuses on transformative transportation opportunities and the first of the district’s buildings to be constructed. Just like the Fort Wayne railroad managers, John R. Mitchell was dealing with changes of plans in the early 1920s. As the decade began, he was well established in Fort Wayne as the manager of the local Washburn-Crosby Company, Minneapolis-based millers and sellers of Gold Medal Flour. He was an expert networker and represented the company energetically as vice chair of the Chamber of Commerce wholesalers and jobbers committee,²¹ by providing expert quotes about the price of wheat for the local newspapers and by speaking before local clubs. But in 1921, he had to announce Washburn-Crosby was closing its Fort Wayne office and moving him to Indianapolis as its state manager.²² At least into 1922, he worked in Indianapolis as state manager using the downtown Columbia Club as his residence, while his family remained in Fort Wayne, according to Indianapolis and Fort Wayne city directories. In 1923, Fort Wayne newspapers document his ordinary family life at home at 1123 W. Wayne St. receiving visitors and announcing travels, and in 1924 the Fort Wayne Home Telephone & Telegraph directory not only has him in residence on West Wayne Street but has his business as Mitchell Sales & Storage on Osage Street at the Nickel Plate Railroad, the old Washburn-Crosby warehouse location. He cast his fate with Fort Wayne, and in 1925 he bought the northwest corner of East Brackenridge and Clay streets²³ and built a modern, two-story brick warehouse for his company. As a sidenote, he continued selling flour and bakers’ supplies there into the 1960s, according to a post-1963 Mitchell company invoice form his great-grandson shared with his employer (the current owner-occupant of the building).

Given his excellent connections in the business community, Mitchell could have justified his move knowing what the railroad was planning across the street, which would have made the move attractive. Everyone knew about the siding track that was going right past the property he was buying, another point in the property’s favor.

Finally, it is easy to see how he could have decided the old location wasn’t satisfactory for his business plans after comparing the convenience of travel to and from both of them. Osage Street is a small, curving, neighborhood street that connects four blocks south to West Main Street, at that point 18 blocks west of the nearest north-south highway at the time through a busy part of downtown Fort Wayne and 10 blocks away from the nearest east-west highway. In addition, traffic from the older warehouse would have had to cross the busy tracks to go either north or south, depending on its exact location at the tracks. The East Brackenridge location was one

²⁰ Industrial History blog post, August 9, 2017, <http://industrialscenery.blogspot.com/2017/08/prrs-freight-houses.html>.

²¹ “Call Jobbers Meeting,” *Fort Wayne Sentinel*, June 15, 1921, page 16.

²² “Closes Office,” *Fort Wayne Sentinel*, September 3, 1921, page 2.

²³ Deed recorded in Allen County, Indiana, September 5, 1925, in Book 298, page 24.

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block from a paved federal highway U.S. 27²⁴ running north-south through town across railroad tracks that were elevated over main roads, eliminating traffic delays. The site is eight blocks south of the Lincoln Highway route through Fort Wayne, providing high-quality east-west highway access.

The future would hold a greater emphasis on trucking, though, as the roster of businesses in the Mitchell building grew to include the Central Union Trucking Terminal. By 1950, he had bought the rest of Lot 76 north of the building and fit a Quonset hut into the space between the building and the alley. Because of the timing of the addition, it was perhaps a World War II surplus purchase, and it is labeled on the 1957 Sanborn Fire Insurance Map as Motor Freight Station. No trace of the siding track is visible on the 1957 Sanborn map.

Under the ownership and leadership of Mitchell, the building was a busy place with multiple companies, most under his ownership, operating out of it. His companies included food brokerage, oil sales and manufacturing supplies sales. He not only used trucks to bring in and ship out the products his own companies bought and sold, but he also used his property increasingly to service the motor truck hauling industry as it grew to dominate its business sector. Mitchell died in 1963, and the company continued until his heirs dissolved the corporation in 1974 and prepared to sell the property,²⁵ taking their final payout from the bold investment he had made in 1925 in how transportation changes were transforming his business.

The third scenario brings four well-established local produce wholesalers together to share the benefits of the newest technology in their field as tenants in the railroad's new real estate development, the "Pennsylvania Produce Terminal," as the Fort Wayne News-Sentinel dubbed it on April 27, 1929, when it published an article and photograph detailing its opening. Construction of the four-unit terminal made use of 50 years of transformative developments in commerce and transportation. First was the railroad's ability to transport and deliver fresh food, particularly produce. The railroads, meatpackers, and big fruit and vegetable producers had been working on better and better ways to protect the freshness of their products during shipment since the 1870s, beginning with Swift and Company's design of insulated boxcars with an ice compartment on the ceiling in 1878²⁶ and moving on to the Union Pacific and Southern Pacific railroads' partnership in 1907 that would transport fruit from the west to the East Coast with the catchy name of the Pacific Fruit Express.²⁷ The game-changer was the company's ability to manufacture its own ice, producing more than 1,000 tons daily in a Roseville, California, plant,

²⁴ "City Maps 1926-1920," posted on Indiana Transportation History blog March 2020, <https://intransporthistory.home.blog/2020/03/18/city-maps-1926-1930/>

²⁵ Deed recorded in Allen County, Indiana, October 17, 1975, Number 76-23958.

²⁶ Mall, Scott, "FreightWaves: Classics – Refrigeration helped railroad move fresh food nationwide" Part 1, freightwaves.com, <https://www.freightwaves.com/news/freightwaves-classics-refrigeration-helped-railroads-move-fresh-food-nationwide-part-1>.

²⁷ Pacific Fruit Express, Wikipedia, https://en.wikipedia.org/wiki/Pacific_Fruit_Express.

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where its docks could manage 245 rail cars simultaneously.²⁸

The local grocery market was changing at the same time, with neighborhood markets and butcher shops being supplanted by the earliest versions of chain grocery stores. Nationally, the grocery business model changed from locally owned neighborhood markets to regional and national chains in the 1920s. The arrival of Cincinnati-based Kroger in 1926, with their purchase of the local Hoosier Stores chain, marked the turning point when regional-to-national-scale companies set the pace for the grocery business in Fort Wayne.²⁹ The business model of this new generation of grocery stores wanted and needed more and different products to stock for customers with increasingly high expectations that included fresh produce year-round. Local wholesalers, like the four produce companies on Columbia Street, needed to meet this new market demand. Next-generation, state-of-the-art warehouse facilities served by top-of-the-line rail service would equip them to do so.

Until they moved to East Brackenridge Street, these four produce wholesalers were receiving product into warehouses built in the 1800s, lacking the most modern refrigeration. Their ability to ship product out to their customers also needed modernization and improvement. On Columbia Street, they were using loading docks built when horses pulled wagons up to them. They were in a congested part of downtown ill-suited to modern truck traffic and plagued by traffic delays because of frequent train traffic on the Nickel Plate main line, which would not be elevated until 1954.

Changes in truck and highway transportation play a role in this district's significance by creating new solutions to these old problems. Work began in 1910 elevating the Pennsylvania tracks across the south side of downtown, bogging down at Lafayette Street until Mayor William J. Hosey, re-elected to a third term in 1922, secured an agreement with the railroad to complete the elevation there.³⁰ As the period of significance began, better streets and highways were being built, and, bigger, better trucks were becoming available for short- and long-haul work. Both factors were a necessary part of meeting the demand these produce wholesalers faced, completing the transformation.

The East Brackenridge warehouse district provided improved product quality coming in to the warehouses thanks to improved rail transport capabilities, improved capability of the warehouses to maintain produce quality during storage and improved capacity to ship product out using modern trucks with quick and easy access to the most modern roads in town. The facts that the railroad maintained ownership of the warehouses and that the four original tenants maintained their businesses there for as long as 40 years is testament to the strength of the business model

²⁸ Mall, Scott, "FreightWaves: Classics – Refrigeration helped railroad move fresh food nationwide" Part 1, freightwaves.com, <https://www.freightwaves.com/news/freightwaves-classics-refrigeration-helped-railroads-move-fresh-food-nationwide-part-1>.

²⁹ "Hoosier Store No. 28 and Gerding's Drug Store Building," Fort Wayne Historic Preservation Review Board, Staff review of historic district application, January 25, 1999.

³⁰ "History of Fort Wayne & Allen County 1700-2005," John D. Beatty, ed., M.T. Publishing Co. Inc., Evansville, IN, 2006, page 87.

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underlying this produce terminal development.

Here are the details of the original tenants and their use of the four Strauss warehouses in the Produce Terminal.

420 East Brackenridge Street

Joseph Cosentino (1892-1980) operated the Cosentino Company produce business from 1911-1954. That business occupied this warehouse immediately after it was built. By 1950, Kroger Company was using this warehouse.

438 East Brackenridge Street

Prior to occupying this warehouse, Samuel Baum (1845-1914) & Co., Inc. had a retail outlet on East Columbia Street. The company stayed in business despite losing its founder in 1914. The produce business was highly competitive as was reflected in ads in The Fort Wayne Daily News. The produce company regularly advertised when it received new fruit shipments. Wholesale Meats was a tenant in 1960.

440 East Brackenridge Street

Wayne Produce Company, founded in 1914, occupied this warehouse. That company had a retail outlet on Barr Street. Harry Komisarow (1883-1940) was one of the founders of the company. Wayne Produce was consolidated into Clark Fruit, but the building continued use as a produce warehouse through the period of significance.

450 East Brackenridge Street

The first tenant of the easternmost building was The Clark Fruit Company, founded by Ralph Clark (1869-?). Abe Minske (1874-1953) served as the company president. This building gives the district a connection to Prohibition history and Fort Wayne's legacy as a brewery town. Prohibition of alcohol (January 17, 1920 - December 5, 1933) was in place when the Strauss warehouses were built. Just days after Congress repealed Prohibition, Sidney Hutner organized Allen Products Company, a beer and wine wholesale corporation. The company was located at this warehouse from 1939-1942. On a 1957 Sanborn map, this building is labeled as the "Beer Depot." Hutner was a partner in Hutner's downtown clothing store prior to forming this company.

Under Criterion C, the district represents a unique, significant and distinguishable entity designed by a locally significant architect as a unit intended to function as a whole without its single building components having individual distinction.

No similar single-purpose warehouse district of near-identical buildings exists in Fort Wayne, and none other has come to light in the entire state. Strauss himself never duplicated the concept, as demonstrated by a search of his archive at the Andrew Seager Archive of the Built Environment at Ball State University's Estopinal College of Architecture and Planning, though he did do other warehouse projects.

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When the Pennsylvania Railroad chose Alvin M. Strauss for this project, it got the benefit of his and his firm's wide experience in both architectural design and engineering. The firm delivered a unique solution to the project's needs with four near-identical buildings for four tenants instead of one large warehouse with space four tenants could share. It is notable that he knew who the tenants would be and included their names on the plans, but no explanation of how or why they were identified so early in the process has survived. The railroad was upgrading produce terminals in other cities at this time, so it is not remarkable for it to be building similar modernized facilities here. Changes in refrigeration and fresh food storage technologies had matured to the point that new facilities were called for, and the grocery marketplace was eager for the fresh products to sell.

Strauss did, however, deliver a remarkable, unique produce warehouse design, a tribute to his expertise. Strauss has the same level of gravitas as an architect in the Fort Wayne market as the other architects and contractors selected by the railroad had in their larger markets. In Fort Wayne, the railroad officials could have consulted anyone — city leaders, their business peers or their prospective tenants — and all would have led them to the Alvin M. Strauss firm because it was the city's and the region's leading firm. Strauss (1895-1958) was a significant Indiana architect. Born in 1895 to immigrant German parents in Kendallville, Indiana, Strauss became one of Indiana's leading architects. He apprenticed in the offices of prominent architects in both Chicago and Fort Wayne and in 1918 established his own successful firm in Fort Wayne. Strauss' career bristled with activity, and his reputation as an architect quickly spread beyond Allen County to cities throughout Indiana and northwest Ohio.

He worked in several popular styles, and many of his designs are major public, commercial, and residential landmarks in cities throughout Indiana and northwest Ohio. Besides the warehouses, a variety of his work survives in Fort Wayne today, such as the Clyde Meyers House (Ref. No. 92001146) at 921 West Wildwood Avenue, as well as the Tudor Revival Robert M. Pollak House (Ref. No. 09001126) at 4310 Old Mill Road. Public and commercial buildings include the former St. Vincent Villa Orphanage (Ref. No. 94000587) in the 2000 block of Wells Street, the movie palace Embassy Theatre-Indiana Hotel (Ref. No. 75000041), the Allen County War Memorial Coliseum, and the Art Deco Lincoln Bank Tower. Some of his designs outside of Fort Wayne include thirteen buildings at Indiana University located in Bloomington and the National Historic Landmark Auburn Cord Duesenberg showroom and offices (now museum) in Auburn, listed in 2005 (Ref. No. 78000029).

At the time Strauss designed the warehouse complex plans, two of his most significant commissions were nearing completion. The Embassy Theatre (formerly the Emboyd) and the connected Indiana Hotel were completed in 1928. The Art Deco skyscraper, the Lincoln Bank Tower (the tallest building in Indiana for several decades), was finished in 1930, the year after the warehouse complex was completed. Strauss' designs changed the face of downtown Fort Wayne for decades. These 1929 buildings within the Pennsylvania Railroad Warehouses Historic District appear in the Strauss firm records as Contract #498-2535.

Strauss's design incorporated the sophisticated refrigeration and storage technology of the other

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contemporary railroad produce terminals, all of which were capitalizing on the new advances that had transformed cold storage and transport. His four nearly identical warehouses smoothly incorporated the arrival of product in modern refrigerated rail cars on the west sides of the buildings, from which the products could be placed directly in storage spaces specialized for their needs. In addition to general cold storage space, special spaces were provided for storage of bananas and celery. For shipment to customers, each building was equipped with loading docks for modern trucks on their east sides, giving easy access to Fort Wayne's network of paved highways.

The four buildings are designed to function as a unit, giving each tenant company its own space and identity while ensuring the terminal functions were as smooth and efficient as if its operations were in one unified space. The buildings are functional, engineered solutions to every need the tenant wholesalers have, and they are identically equipped to fulfill those needs. Only the tenant signs on the exterior differentiate them and the extra 10 feet in width of the 440 East Brackenridge structure, which was noted in the opening day news coverage but not explained.

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Attachment A
Aerial Photograph of Pennsylvania Produce Terminal Historic District
c.1949.

North is at the top of the photo

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Previous documentation on file (NPS):

- ☒ preliminary determination of individual listing (36 CFR 67) has been requested
NPS#44898
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____

From Indiana SHAARD listing:

The four Strauss warehouses are rated as Notable:
(SHAARD No. 003-215-35094 for 430/438 E. Brackenridge;
003-215-35096 for 440 E. Brackenridge;
003-215-35097 for 450 E. Brackenridge, and
003-215-35100 for 420 E. Brackenridge).
The rating for 435 E. Brackenridge is Contributing (SHAARD No. 003-215-35095).

10. Geographical Data

Acreage of Property approx. 4.6

Pennsylvania Produce Terminal Historic District
– Fort Wayne

Allen County, Indiana

Name of Property

County and State

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

| | | |
|-------------|------------------|-------------------|
| 1. Zone: 16 | Easting: 656962 | Northing: 4548626 |
| 2. Zone: 16 | Easting: 656971 | Northing: 4548458 |
| 3. Zone: 16 | Easting: 656843 | Northing: 4548451 |
| 4. Zone: 16 | Easting : 656838 | Northing: 4548617 |

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

Beginning at the southern edge of the east-west alley between Douglas and Brackenridge Streets where it meets the west side of Clay Street, go south along the west edge of Clay Street for 521 feet. Turn west and go 391 feet west to a point in line with the west lot line of 420-438 E. Brackenridge St. Turn north and go 309 feet following said west lot line to the south edge of Brackenridge Street. Go east 213 feet along the south edge of Brackenridge St. to a point in line with the west property line of 435 E. Brackenridge St. Turn north, proceed across the street and go a total of 210 feet to the south edge of the alley between Brackenridge and Douglas streets. Turn east and return 175 feet along the south edge of the alley to the starting point.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries encompass all five properties housing buildings included in the district. This is the boundary determined eligible by the NPS during the Part 1 process.

11. Form Prepared By

name/title: Connie Haas Zuber, ARCH Inc., Historian, and Laura Weston, ARCH, Inc.,
Qualified Historic Preservationist

organization: ARCH Inc.

street & number: 818 Lafayette St.

city or town: Fort Wayne state: IN zip code: 46802

e-mail director@archfw.org

telephone: 260-426-5117

date: July 21, 2023

Pennsylvania Produce Terminal Historic District
– Fort Wayne
Name of Property

Allen County, Indiana
County and State

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log

Name of Property: Pennsylvania Produce Terminal Historic District – Fort Wayne

City or Vicinity: Fort Wayne

County: Allen

State: Indiana

Photographers: Laura Weston, Ellie Bogue, Michael Galbraith

Date Photographed: January 10, 2022, July 19, 2023, and April 7, 2025

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

1 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _001

Pennsylvania Produce Terminal Historic District
– Fort Wayne

Allen County, Indiana

Name of Property

County and State

District streetscape looking west from intersection of Brackenridge and Clay streets, 435 E. Brackenridge is on the right and 420 E. Brackenridge is first on the left. Photo date – April 7, 2025

- 2 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _002**
Looking south at hyphen between 420 and 438 Brackenridge. Photo date – April 7, 2025
- 3 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _003**
Looking north at south elevation of 450 Brackenridge. Photo date - January 10, 2022
- 4 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _004**
Looking southwest at façade and east elevation of 438 Brackenridge. Photo date – April 7, 2025
- 5 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _005**
Looking northeast at east elevation of 438 Brackenridge. Photo date – April 7, 2025.
- 6 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _006**
Façade and east elevation of 440 East Brackenridge looking southwest from East Brackenridge Street. Photo date - January 10, 2022
- 7 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _007**
Looking south at north elevation of 433 East Brackenridge. Photo date – April 7, 2025.
- 8 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District 008**
Facade and east elevation of 435 East Brackenridge looking northwest from intersection of Brackenridge and Clay streets. Also, façade of Quonset hut behind 435 East Brackenridge. Photo date - January 10, 2022
- 9 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _009**
Looking east at west elevation of 435 East Brackenridge. Photo date – April 7, 2025.
- 10 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _0010**
Looking southwest at north and east elevations of Quonset hut behind 435 East Brackenridge. Photo date - January 10, 2022
- 11 of 17 IN_Allen County_Pennsylvania Produce Terminal Historic District _0011**
Looking southwest at façade of 440 East Brackenridge. Photo date - January 10, 2022

Pennsylvania Produce Terminal Historic District
– Fort Wayne

Allen County, Indiana

Name of Property

County and State

12 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District _0012
Looking northeast at west elevation of 440 East Brackenridge. Photo date -
January 10, 2022

13 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District 0013
Looking southwest at east elevation of 440 East Brackenridge. Photo date -
January 10, 2022

14 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District _0014
Looking north at south elevation of 440 East Brackenridge. Photo date -
January 10, 2022

15 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District _0015
Looking southwest at façade and west elevation of 450 East Brackenridge.
Photo date - January 10, 2022

16 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District _0016
Looking southwest at façade and east elevation of 450 East Brackenridge.
Photo date - January 10, 2022

17 of 17 IN_Allen County_ Pennsylvania Produce Terminal Historic District _0017
Looking southwest at façade and west elevation of 420 East Brackenridge.
Photo date – April 7, 2025.

Paperwork Reduction Act Statement: This information is being collected for nominations 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

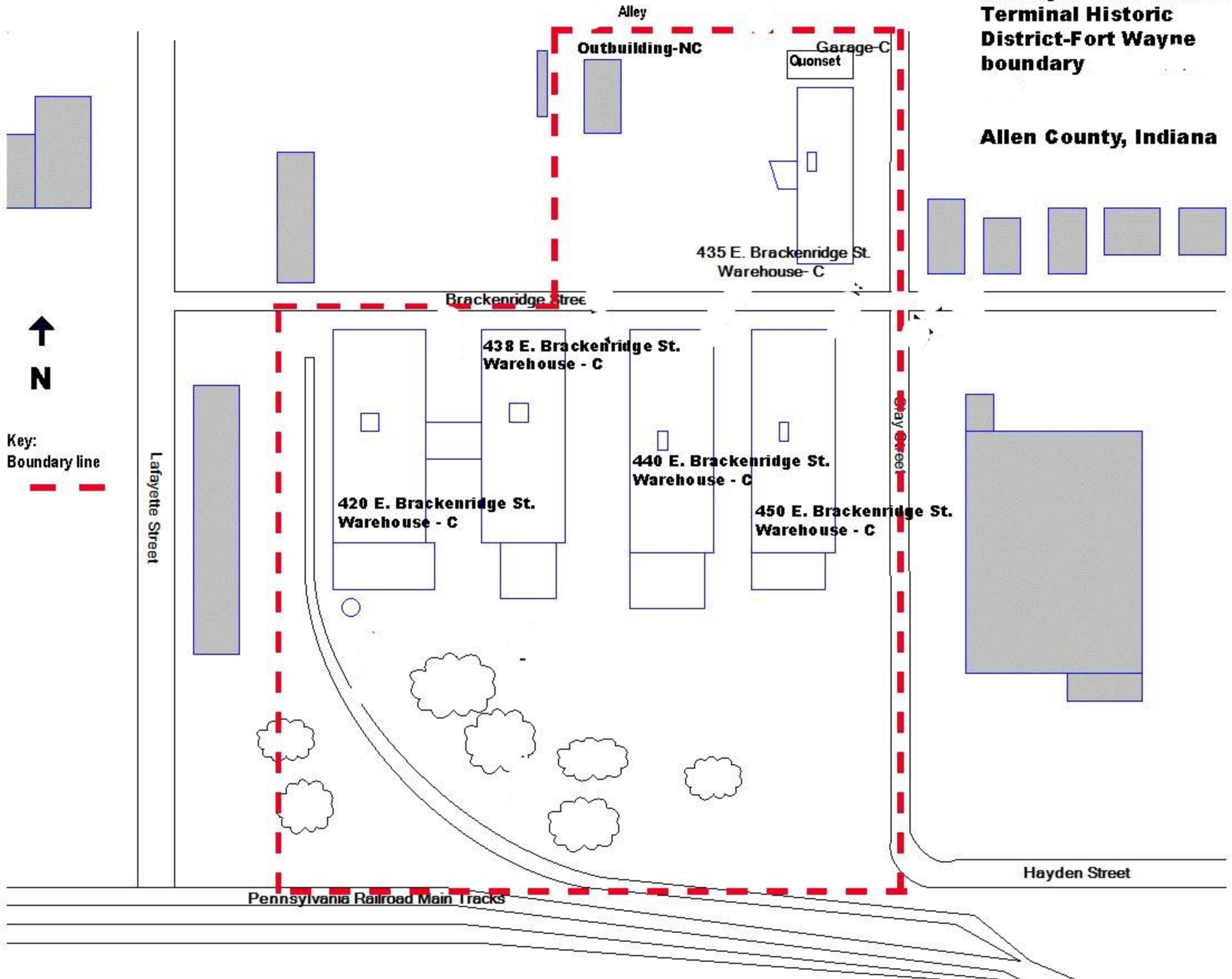
Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**Pennsylvania Produce
Terminal Historic
District-Fort Wayne
boundary**

Allen County, Indiana



NAD 83 UTM's ① 16 656962 4548626 ② 16 656971 4548458
 ③ 16 656843 4548451 ④ 16 656838 4548617

The National Map
US Topo

Location of Pennsylvania
 Produce Terminal at Historic District -
 Fort Wayne, ALLEN CO, IN

FORT WAYNE WEST QUADRANGLE
 INDIANA-ALLEN CO.
 7.5-MINUTE SERIES

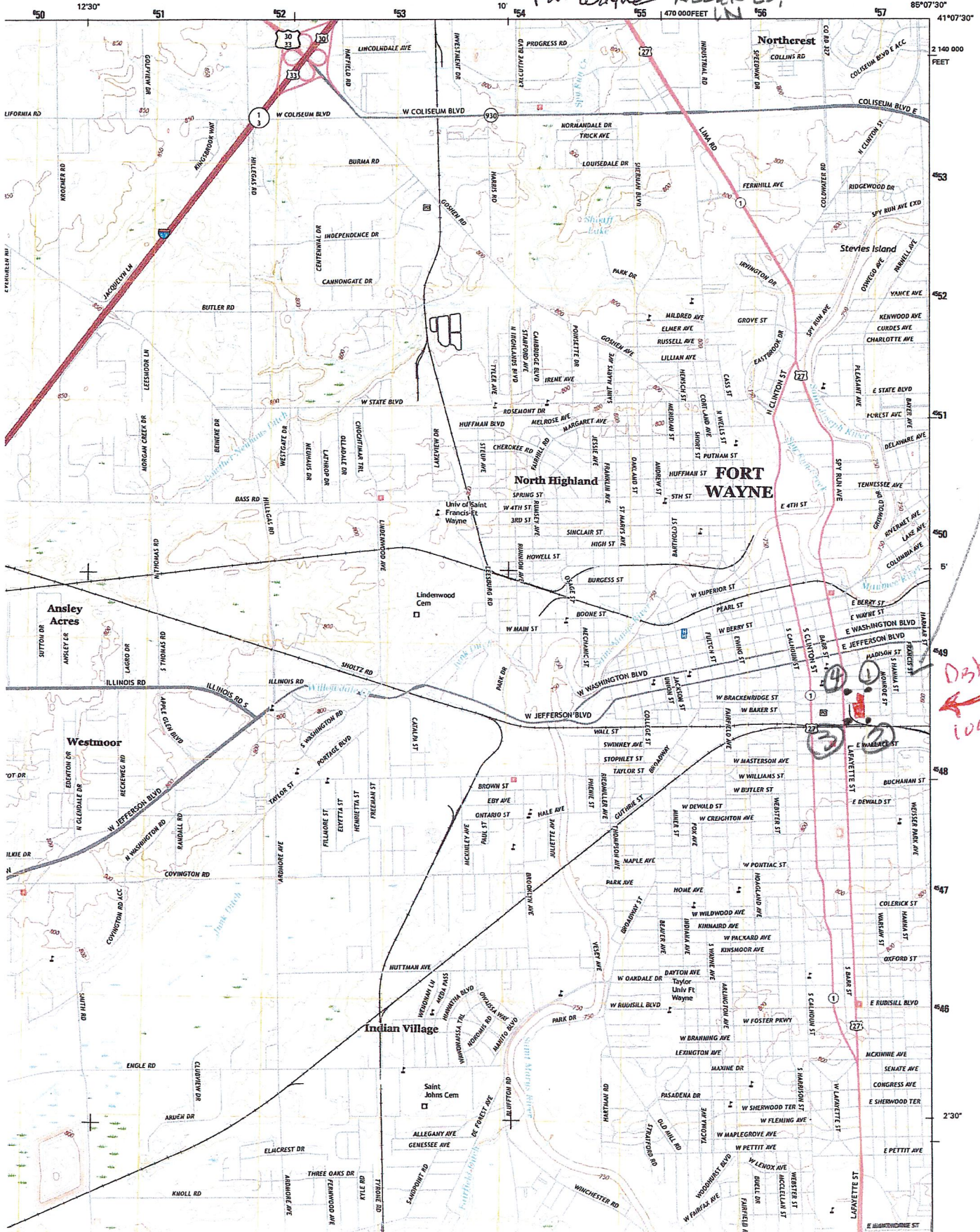
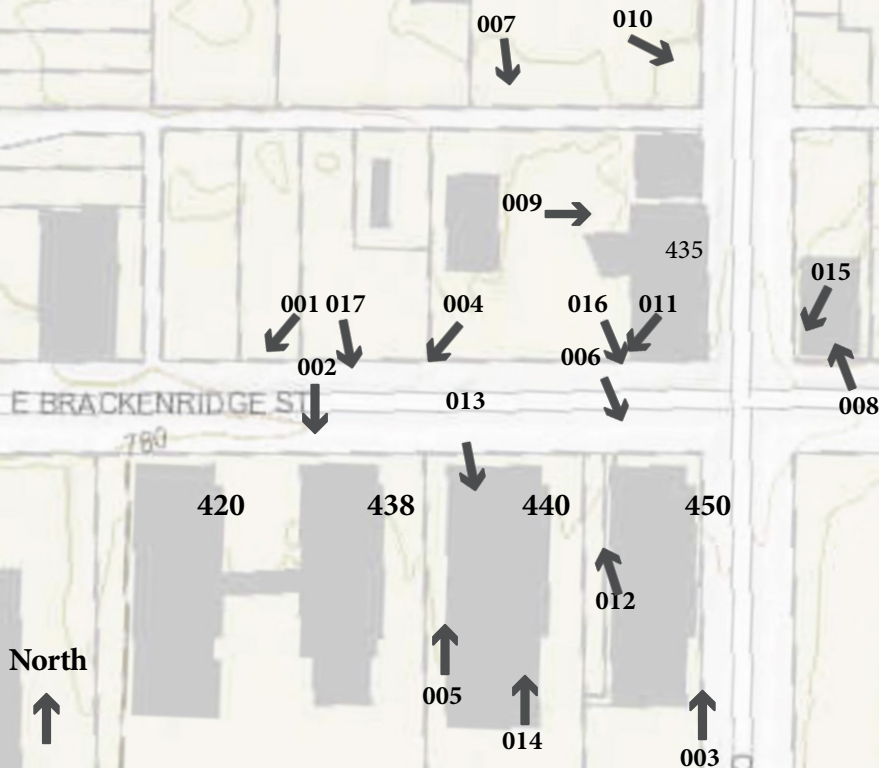


PHOTO KEY
Pennsylvania Railroad Produce Terminal
Historic District Allen County, Fort Wayne,
Indiana



KEY:

420 = Street Address

➔ = Photo Number and Direction



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0001



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0003



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0005



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0007



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0008



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0012



IN_AllenCounty_PennsylvaniaProduceTerminalHistoricDistrict_0016