

★ ★ ★

New Designation X
 Amendment of a previous designation
 Please summarize any amendment(s) _____

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: Anderson Tire Manufacturing Company

Other names/site number: Barry Laundry, Carroll Laundry

Name of related multiple property listing:

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

2. Location

Street & number: 1701 14th Street, SE

City or town: Washington

State: DC

County: _____

Not For Publication: ☐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 ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

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 ☐
Object ☐

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

2

Noncontributing

buildings

sites

1

structures

objects

3

Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/manufacturing facility

Current Functions

(Enter categories from instructions.)

Storage

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Commercial Style/Industrial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Glass, 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 Anderson Tire Manufacturing Company plant occupies a trapezoidal site composed of several lots in Square 5599 (formerly Square 5603 and 5604) with the street address 1701 14th Street Southeast (Historic Image 1). The plant includes an interconnected boiler house, steam stack, and tire manufactory building. Built in 1916-17 by the Austin Company of Cleveland, Ohio, a leading designer and builder of modular industrial buildings, it exhibits the architectural characteristics and building technology common to early twentieth century "daylight factory" complexes. Although an important element has been compromised by the filing-in and screening of many of its large industrial window apertures, the plant's component structures retains sufficient integrity of massing and detail to maintain its historic integrity. Its defining visual element, the 110 foot tall steam stack, remains particularly intact today.

Narrative Description

Images 1 through 8 depict the Anderson Tire Manufacturing Company plant as it exists today. The plant is almost entirely surrounded by a double layer of security fencing with an outer perimeter of steel and an inner perimeter of tall, closely-spaced planks. The plank fence does not extend across the site's entrance gate at Fourteenth Street SE or along its eastern boundary. This fencing interferes with viewing the buildings from most angles and makes it impossible to view east and west ends of the boiler house and factory. The description of these facades is therefore

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

based on a draft nomination and accompanying photographs (Images 9 through 17) from 2007, which predate the installation of the fencing system.

Because of the complex's southwest-northeast alignment and irregularly-shaped tract, only a small section of the manufactory near its southeast corner fronts on a city street. The manufactory's eastern end straddles what would be the right-of-way for Fourteenth Street SE, which dead ends just north of Ridge Place at the gate to the factory's parking lot. The site's eastern boundary is a tall, steel bar fence that surrounds Anacostia High School's athletic field. A steel bar fence with two gate sections runs west from the site's southeast corner across Fourteenth Street. A steel mesh fence backed by the plank fence then follows the alley behind the row houses on the north side of Ridge Place. Near the midpoint of the alley, which is partially blocked by building extensions, the fence turns north to form the factory site's western boundary. At the disused B&O railroad right of way, the fence turns northeast, running just a few feet from the side wall of a concrete block extension to the manufactory. As is the case on the site's western border, the fence along the right-of-way is screened by a tangled thicket of trees and tall brush. At the northeast corner of the tract, the fence intersects the Anacostia High School athletic field's steel bar fence.

The boiler house is a flat-roofed, one-and-a-half-story brick building at the southwest end of the factory. Although the entire building is laid in the same bond and seems to have had identical fenestration, its north and south halves vary in roof height and brick glazing and its current dimensions do not match those listed on its 1916 construction permit. Although no alteration permits have been found, any modifications date from the years immediately following the boiler house's construction, as the building occupies the same footprint and is in the same relative proportion to the manufactory as the scaled images on the 1919-1921 *Baist Real Estate Atlas* map. Such alterations would illustrate the Austin Company advertisements' claim that its buildings could readily be expanded by adding modules.

The boiler house's southwest façade is composed of two bays. The north bay largely consists of a bricked-in aperture nearly the height of the building. The aperture is largely obscured by a fuel oil tank beneath an open-sided steel and wood framed canopy. A cement clad external boiler, which appears nearby in 2007 photographs, has since been removed. The facade's south bay is dominated by a similar square steel sash window, which appears to have originally held thirty-six panes. A metal pedestrian door now impinges on its lower north corner. The north and south walls of the building each have two smaller steel sash windows of perhaps eighteen panes each. The building has a low parapet with a level cornice spanning both bays. Its higher south side roof has a pyramidal steel and glass skylight in its center. A low, shed-like frame extension covers most of the boiler house's north façade. The area of the façade visible above the extension's roof is an unfenestrated red brick wall, punctuated by blind recesses which simulate apertures for industrial window sashes.

The plant's most prominent feature is its 110 foot tall steam stack, situated just north of a walkway between the factory and boiler house. The stack, constructed of blonde glazed brick, is connected to the boiler house by a metal flue about ten feet above the ground. It stands on a cement base, which is thought to be tied into the concrete foundations of the boiler house and

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

manufactory. The stack's diameter tapers from about ten-and-a-half feet at its base to five feet at its top. About twenty feet from its top, the stack is thickened by three successive courses of blonde bricks, three courses of dark brown bricks and another course of blonde brick. Above these bands, the stack is decorated with a diamond pattern, dark brown over blonde, and then widens again for seven courses of blonde brick below a much narrower mouth in the same color. The name "Carroll Laundry" is vertically lettered in black paint on its northwest side.

The factory building is an "Austin Type No. 3" (Historic Image 1). This design is a one-story, open bay, "daylight factory" building, whose standard features include steel truss framing, large steel sash windows, and a concrete foundation with red brick, standard bond, corner piers, lower walls, and entrance surrounds. The space between the piers was filled by a series of massive, multi-pane windows of perhaps five by seven large lights, separated by steel girders which rise from the sidewall to its metal eaves. The building's nearly flat main roof is divided by an elevated central "monitor" section with clerestory windows beneath its own very slightly-pitched roof. The Austin Company's advertising stated that the Type No. 3's hundred-foot width provided the most efficient possible lighting through the window-walls and central monitor. It was sized to the client's needs by adding twenty-foot standardized modules to its length. The Anderson Tire Company's factory was originally a square, one hundred feet on a side.

The factory's south façade exhibits many characteristic features of the Austin Type No. 3. Brick piers that extend from floor to roof at its northeast and northwest corners are linked by a sidewall that rises to a height of ca. 3 feet. Four steel beams divide the apertures that held the window sashes, which are now filled with slightly protruding courses of cinder blocks. A one story side wing with large roll-up garage doors has been added near its west end.

The west façade is not currently observable because of the security fencing. In 2007, it was described as having a supporting brick wall that held a metal-frame window-wall for its entire length, except for a pedestrian door near the south wing and on its central section, which was framed by an upward extension of the brick wall. To the left of the factory entrance, the supporting wall carried two similar multi-pane sashes. The center of the west façade was dominated by a central entrance, clearly intended for vehicles, which extends from ground level to roof. A metal overhang of ca. 12 feet extended from the first-story roof line across the entire façade, supported by cantilevered beams attached to the cinder block extension to its south. To the north, the manufactory and the adjacent boiler house are joined by a metal roof and a solid two-panel steel door anchored on each building that prevents access to the steam stack.

The north façade parallels the railroad tracks. Its first story is obscured by additions, the largest of which is a flat-roofed, blank-walled, one-story concrete block structure that stretches along much of its length. The east façade is also spanned by built-out extensions that do not appear in newspaper photographs of the complex in 1918. In the 2007 photographs, the upper sections of its industrial windows protruded above the roofline of the addition.

The monitor section runs the entire length of the manufactory's roof in a northeast to southwest direction. In photographs taken in 2007, it was lined with dozens of sashes placed side-by-side with paired upper and lower panes. In recent photographs, this course of clerestory windows has

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

been covered in corrugated metal, punctuated by large single-pane replacement sashes on its south façade. Five onion-shaped metal ventilators line the ridge of the monitor section's roof. The manufactory's main and monitor roofs are black, with simple metal capping as cornices. The entire building is painted dark brown.

It was not possible to view of the interior of the building on a number of recent visits. However, photographs show that the factory's internal steel truss framing as well as original window sashes were intact in 2007.

Although the Anderson Tire plant has been modified by additions and suffered filing-in of many large industrial window apertures, the building's construction type, massing, window openings, and remaining sashes reflect its original function and appearance. The complex's three component structures retains significant integrity of massing and detail to qualify for designation, and its defining structure, the 110 foot tall steam stack, remains a particular unique symbol of industrial development "east of the river."

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

Anderson Tire Manufacturing Company

Washington, DC
County and State

Name of Property

☐

E. A reconstructed building, object, or structure

☐

F. A commemorative property

☐

G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Industry

Period of Significance

1916-1922

Significant Dates

1916-1922

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Samuel and Wilbert J. Austin (Samuel Austin & Son, Comp., or The Austin Company)

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

1. Statement of Significance

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 Anderson Tire Manufacturing Company factory and boiler house/steam stack meets DC Criteria B (History), D (Architecture and Urbanism), and F (Creative Masters) for listing on the DC Inventory of Historic Sites. Similarly, Anderson Tire meets National Register Criteria A and C.

DC Criteria B (History) and D (Architecture and Urbanism) and : The plant is “associated with historical periods, social movements, groups, institutions, achievements, or patterns of growth and change that contributed significantly to the heritage, culture or development of the District of Columbia or the nation.” Further, it embodies the distinguishing characteristics of architectural styles, building types, or methods of construction, or is expressions of landscape architecture, engineering, or urban planning, siting, or design significant to the appearance and development of the District of Columbia or the nation.”

While products from sausages to bricks and beer have been made in Washington, there have been very few civilian enterprises devoted to “heavy” manufacture of durable goods that involved complex industrial processes. The Anderson factory is the outstanding representative of the early twentieth-century movement to make Washington a center for such heavy manufacturing industries. Unlike the manufacturing facilities at the Naval Gun Factory at the Washington Navy Yard, it was constructed by a private firm to manufacture products for the public. It differs from other types of “industrial” buildings in that it is a true manufactory rather than a warehouse, utilities plant, or service building such as a steam laundry. In particular, the Anderson factory is an early example of the modern trend for factories to be single story, to facilitate the movement of goods along a continuous production line without wasting space on hoists. Unlike the Navy Yard buildings, which are component structures in a huge complex, the Anderson factory is a completely integral industrial unit. Its location on a rail spur and incorporation of a steam power plant exemplifies the pattern of industrial development in outlying areas of the city as well as the economics of the technology of the time.

The Anderson Tire Factory exemplifies the “modern daylight factory” that architectural historian Lindy Biggs contends revolutionized the functional definition of the factory during the era when it was built.

By 1926, the nature of the factory building had changed. ... Owners and engineers had come to build a new type of factory, and in so doing they recast the idea of what a factory should be... No longer a passive shell simply to house machines, tools, and workers, ...it became “the master machine,” organizing and controlling work. The new factory...

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

became part of production technology, helping to solve problems that stood in the way of efficient mass production¹.

Although there has been no comprehensive survey, identified examples of the city's surviving manufactories are less representative of this revolutionary era in factory construction and its technology. The multi-story District of Columbia Paper Company Mill on the Georgetown waterfront, built in 1902, is too early to incorporate these features. Although it was built in 1927, the brickmaking factory at the United Brick Company complex at the National Arboretum is a dirt-floored masonry shell. The remaining vestiges of other manufacturing establishments represent only fragments of their original facilities.

At least one other surviving manufactory of the same era is not directly comparable to the Anderson factory. The Loffler Sausage Company plant on Benning Road (1915 and 1921) is a three story structure built largely of reinforced concrete that served as a slaughterhouse and meat packing plant. In addition to partial demolition, it, too, has suffered loss of some original features and the infilling of window apertures. Permits do not indicate that the Loffler plant, which produced consumables rather than durable goods, generated its own power. While the Loffler Plant has been determined eligible for listing on the National Register as a "rare example of a purpose-built meat processing facility,"² it is too functionally different from the Anderson factory to be considered a comparable example. While recognizing the importance of the Loffler plant as an example of its type, the Anderson factory is thus the best surviving representative of the architectural and technological features which underlay this new conception of the heavy industrial manufactory and its role in the development of the city.

DC Criterion F (Creative Masters): The Anderson Tire Company plant is the work of architects and engineers "whose works have influenced the evolution of their fields of endeavor, or are significant to the development of the District of Columbia or the nation." The plant is the only example in Washington of the work of Samuel and Wilbert Austin, early twentieth-century architect-builders whose work revolutionized American industrial construction. The Austins' innovations included design and construction by one company, and modular design that made use of extensive use of steel truss construction, which allowed standardized building forms to be tailored to a client's specific needs and constructed from elements pre-fabricated in the company's factory and then assembled on-site.

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

For more than 150 years, Washington was home to the Washington Navy Yard / Naval Gun factory, which, at its peak in 1945, was the world's largest naval ordinance plant and employed 25,000 workers. However, the Navy Yard and other federal manufacturing facilities like the Government Printing Office and Bureau of Engraving and Printing were exceptions in a city where "industry" typically referred to workshops and small plants that processed food, printed

¹ Lindy Biggs, *The Rational Factory* (Baltimore: Johns Hopkins University Press, 1996), 3.

² AECOM, Inc. DC STATE HISTORIC PRESERVATION OFFICE DETERMINATION OF ELIGIBILITY FORM A. Loeffler Sausage & Provisions Co., 3701 Benning Road NE, March 2015.

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

documents, brewed beer, or fired brick for local markets, non-manufacturing facilities like steam laundries, warehouses, terminals, and railroad yards, or utilities, such as streetcar powerhouses and the gasworks in Foggy Bottom..

During the early twentieth century Washington witnessed a flurry of interest in local industry. For example, in 1906-07, the Firth Sterling Steel Company built a seven building complex at Giesboro Point on the Anacostia. Rather than a full-fledged steel mill, the plant was a casting and machine works that produced artillery shell casings for the War Department. Although the steel plant was projected to employ hundreds rather than thousands of workers, the business community viewed it as an omen of greater things to come, with leaders calling for a loosening of the city's anti-smoke laws to attract more factories. The *Washington Post* promoted industrialization wholeheartedly, editorializing that "Washington is admirably situated for large manufacturing enterprises ... especially those that deal with the new and rapidly growing south" because of its excellent rail and water transportation and access to the federal government.³

Although boosters touted enterprises like paper mills on the Georgetown waterfront, the drive to transform Washington to a manufacturing city quickly stalled, and very few manufacturing facilities were built. This was in part due to the city's distance from deposits of natural resources and lack of port facilities. However, the decline in industrial facilities was also the result of competing interests, who intended that Washington would embody the City Beautiful ideal and maintain a primary identity as the national capital and seat of government. In 1920, Congress banned new heavy industry from the city and the newly-created DC Zoning Commission promulgated strict rules restricting light industry to Georgetown and Southwest.⁴ Although Census figures show 538 "Industries" in the District in 1925 (a figure that would decline by 1927), most of these were small enterprises, government operations, or non-manufacturing activities.⁵ Industrial Washington's chief emblem, the Firth Sterling steel plant did not survive the twenties. Operating as the Washington Steel and Ordinance Company after 1913, it reached its operational peak during World War I, when plans emerged to add a large chemical plant to its site. However, no civilian use for the plant arose to offset postwar military cutbacks. In the late 1920s, the "old Giesboro Point steel plant" was cleared to expand Bolling Field.

Erected shortly before American entry into the First World War, the Anderson Tire Manufacturing Company Plant is a late artifact of this vision of an industrialized Washington. The principal figures in the Anderson Tire Company were James C. Anderson, its president, and his brother William W. Anderson, a lawyer. James Anderson, who had begun his career with the REO Automobile Company of Detroit, held patents on spark plugs and tires. The *Washington Post* described him as "a well-known inventor, having perfected many devices in general use on motor cars."⁶ In addition to the tire company, he was president of the Anderson Spark Plug Company, which manufactured a novel, see-through glass spark plug in Baltimore. Other

³ "Industrial Washington," *Washington Post*; Dec 24, 1905; 6

⁴ *Warehouse Survey*, 22-23.

⁵ Topham, Washington, ed., "Business Washington" in Proctor, John Clagett, ed., *Washington Past and Present*. Lewis Historical Pub. Co., Inc., New York. C. 1936. pp. 688-714. This source gives a good overall discussion of this question.

⁶ *Washington Post* 27 Jan 1918 p. E7.

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

company officers included George A. Rock and James W. Beller, shown in the 1916 City Directory as "clerk Hon. R. L. Owens". Owens, a senator from Oklahoma, appears to have been a major stockholder. Both Anderson brothers, like most of their business partners, kept offices in the Union Trust Company downtown.

The Anderson Company produced a puncture proof "automatic pneumatic tire for use both on pleasure and commercial vehicles," which substituted independent air cells sealed with metal plugs and embedded in its rubber core for an inner tube.⁷ A newspaper article noted that "many claims are made for the new tire, among them being long life, impossibility of puncture and absence of blowouts and necessity of carrying an extra tire."⁸

Why Anderson chose to build an automotive component plant in Washington is a question without a ready answer. One possibility is that, although the official policy of the United States was still nonintervention, rising tensions with Germany suggested that proximity to government and eastern ports could help him tap any sudden military demand for tires, in addition to sales to automanufacturers and retail outlets.

Construction permits for the Anderson factory were issued in 1916, about five years after prominent local builder Oscar C. Brothers, Jr. began developing the Fairlawn neighborhood, which the *Washington Post* reported "had long been declared by real estate operators as the one thing needed to round out the town of Anacostia, and give stimulus to the growth in an easterly direction."⁹ The factory site was a vacant tract in Square 5603 (later Square 5599) on the northeastern edge of Fairlawn. It nestled against the tracks of Alexandria Branch of the B&O Railroad, which paralleled the southeast bank of the Anacostia River. Although the Anderson Company received permits for the firm of Samuel Austin & Son, Co. to erect a factory and boiler house during October 1916, it did not purchase the tract from Brothers until early 1917.¹⁰

Samuel Austin & Son, Co., which is still in business, describes itself as "one of the preeminent designers and constructors of general manufacturing plans for American industry."¹¹ Founded in 1878 in Cleveland, Ohio by English immigrant and carpenter Samuel Austin (1850-1936), the company had largely moved from residential to industrial work by the 1890s. By 1910, it had opened regional offices cross-country to handle its factory commissions. Under its pioneering "Austin System," the company designed modular buildings with standardized structural elements, adapted them to each client's requirements, and erected them on the client's site. Among the many buildings it erected, the Black Building, a clothing factory and the first reinforced concrete building in the Cleveland, is a registered landmark in that city.

⁷ "D.C. Has Tire Factory: Anderson Company Evolves New Device," *Washington Post* 27 Jan 1918 p. E6-7.

⁸ Ibid.

⁹ *Washington Post* 2 July 1911 p. C8.

¹⁰ Deed recorded 9 Jan 1917, Liber 3940/folio 398, as Square 5603/lot 59. A lawsuit with Brothers over "specific performance" quickly followed. See *Washington Post*, 21 Oct 1916 p. 4.

¹¹ Austin Company official website, "Historical Perspective"; telephone interview, Mr. Michael Pierce, Exec. Vice-President for Marketing, The Austin Co., 10 May 2007.

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

Austin constructed its Type No. 3 factory for Anderson Tire.¹² According to the Austin Company's promotional literature, this model ("Built in 30 Working Days") was also known as "the Universal Type, because it has been used for so many operations in the manufacturing field." It was promoted as "ideal for lighting conditions, ease of installation of shafting and for its wide area of unobstructed floor space, 2000 square feet per column."¹³ According to an engineering manual of the times;

The space in the monitor at either end of the building has been used frequently for well-lighted and well-ventilated office and drafting space, also for toilet and washrooms. The open space between the trusses on the side isles for heating, lighting, plumbing, and power equipment, leaving the entire floor space free for manufacturing."¹⁴

The Austin Type No. 3 building realized many of the goals promoted by Moritz Kahn (1881-c.1938), partner with his brother Albert in the most famous industrial architecture firm of all time, noted in 1917 that the factory building's design had become an active element in the industrial process:

In times past, when a manufacturer required [a new plant], he instructed some local builder to erect for him a roof carried on four walls, with windows here and there. Today, however, this matter is dealt with in quite a different spirit.¹⁵

To Kahn, this shift required that factory architecture be oriented to the future:

The ideal plant is like an expanding library made up of sectional bookcases...it is always complete, but always allows for the addition of further sections which eventually form one pre-conceived coherent scheme.¹⁶

For Kahn, the modern factory was a large building that integrated all the functions within a process, rather than a succession of small buildings each devoted to a specific function. A modern factory flowed from a "process schedule" that identified the area required to accommodate the machinery for each department and then charted the efficient flow of materials between departments. Illumination was an essential element of factory architecture, as "in a gloomy factory there is lessened output," "losses from imperfect workmanship," and the "slovenliness [that] naturally goes with gloom." He recommended that a high percentage of wall surfaces be windows, framed with thin steel strips and glazed with prismatic glass above and clear panes below to relieve eye strain.¹⁷

¹² Building permit 1586, 29 Apr 1916 "construct steel, glass & concrete factory for manufacture of rubber tires"; the boiler house is permit 2149, 27 Oct 1916 "One one-story brick boiler house," 110' high, "base of stack 14".

¹³ Austin Company literature, "Type Building in the Past Ten Years", 1920s, pp. 55-58

¹⁴ Charles A. Conkin, "Standardized Industrial Buildings," in George Hool and Nathan C. Johnson, editors. *Handbook of Building Construction, Volume 1* (New York: McGraw Hill and Company, 1920), 797.

¹⁵ Moritz Kahn, *The Design and Construction of Industrial Buildings* (London: Technical Journals. 1917), 1.

¹⁶ Ibid., 3.

¹⁷ Ibid., 19-28.

Anderson Tire Manufacturing Company

Washington, DC
County and State

Name of Property

The Austin Company extensively promoted its modular factory buildings in the architectural and construction industry press. Its advertisements listed the Anderson Tire Co. of Washington DC first among the owners of the Type No. 3, which it stated could readily be adapted for airplane construction, refining, electric works, or auto and chemical manufacturing. The Austin Company erected one other building in Washington, the Tolman Laundry at 5310 Wisconsin Ave NW, built in 1929, which is now gone.

Based on a spate of newspaper articles and photographs that suggested that a newly-completed construction site, the plant apparently opened in January 1918, some months after the United States had entered the war in Europe (Historic Images 3 and 4). The *Washington Post* inauspiciously observed that the plant had been operating "so quietly that the location of the factory at the far end of the Eleventh Street Bridge southeast was known to but very few." In February 1918, the regional distributor for REO trucks and automobiles announced that he would take over national distribution of Anderson tires, noting the possibility that factories might be established in Baltimore and elsewhere.¹⁸

Despite its claimed innovations and an active advertising campaign, the Anderson Tire Manufacturing Company seems to have had a rather short corporate life. In 1919, John Calder, "former manager at the works of the Cadillac Motor Car Company in Detroit," replaced James Anderson as president and became as general manager of the factory. Calder remained bullish, announcing that the plant "will be operated to its fullest capacity at an early date and reporting that a factory would be constructed "in the Middle West".¹⁹ The Company was apparently franchising its process during this period, as Anderson Tire Manufacturing Companies with different corporate officers were chartered to do business in a number of states and Canada during 1918-19.²⁰

By 1920, the Anderson Tire Manufacturing Company was part of the Anderson Tire and Rubber Company of New York, whose initial stock offering stated that it carried "no bonded indebtedness", had "management men of national tire reputation," and manufactured a "product endorsed by U.S. Army officials," at a home plant in Washington, DC.²¹ Although the corporate officers no longer included the Anderson brothers, management remained a mix of earlier names, trading positions and sharing offices in the Union Trust Company with other business associates. According to the stock offering, the plant was producing two hundred tires per day, but was planning to increase its daily output to five times that.²²

In 1922, the Anderson Tire Manufacturing Company of Washington, DC was purchased by the Rowe Motor Manufacturing Company of Lancaster, Pennsylvania, which made a line of "worm

¹⁸ "Brings Out New Tire," *Baltimore Sun*, Feb 10, 1918, A7.

¹⁹ *Washington Evening Star*, 23 Mar 1919, p. 29; "Elects New President.: John Calder Now Head Of Anderson Tire Manufacturing Co.," *Washington Post*; Mar 23, 1919; AU6.

²⁰ "New Incorporations.: New Jersey Charters. Delaware Charters," *New York Times*, Mar 3, 1918; 21.

²¹ Display Advertisement, *Washington Post* 19 Sept 1920 p. 20, et al.

²² Ibid.

Anderson Tire Manufacturing Company

Washington, DC

Name of Property

County and State

gear-drive" heavy trucks' equipped with Anderson tires manufactured in its own plant.²³

Anderson Tire of Washington was one of several suppliers the Rowe Company acquired in a bid to compete with larger Detroit truck manufacturers, which ended with its failure in 1925.

It is unknown how long Rowe continued to manufacture tires in Washington, but the former Anderson plant soon went on to long-term success as a laundry. In February 1924, it was purchased by the Barry Laundry, which had another plant in the Columbia Heights section of northwest Washington.²⁴

In the days before synthetic fabrics and technologically advanced consumer appliances, laundries played an indispensable role in the lives of middle class households and businesses. Laundries typically offered pick-up and delivery with a fleet of trucks, and sponsored sports teams as an advertising medium, as well as a means of attracting uniform cleaning accounts from the city's many sandlot and semi-pro leagues. The Barry Laundry followed these patterns, sponsoring athletic teams and, on receiving a building permit for "7 metal private garages" along the alley off of 14th Street shortly after it purchased the plant²⁵ ²⁶ Although the location near the foot of the Eleventh Street bridge offered ready access to the developing communities of Anacostia as well as Capitol Hill, the Barry Company did not prosper. It went into receivership in 1928 after George W Barry "declared that he had been in ill health for the past two years and unable to give his business the attention he thought necessary."²⁷

The Carroll Laundry (or, as it is often seen, Carroll's Laundry) purchased the plant in August 1930 and operated at that location until 1958. The business was listed as a prominent contributor to Community Chest drives in the late 1930s and early 1940s, and reported a break-in in 1956.²⁸ Between 1958 and 1973, the plant changed names frequently operating as Christine Laundry, Inc. in 1958, C. & C. Linen Services, Inc. in 1965, and Palace Laundry in 1973.²⁹

Since the closure of the last laundry, the plant has been used for storage. In 2007, it was threatened with demolition to construct a charter school on its site, but this plan was apparently abandoned after widespread protest from Fairlawn neighborhood leaders, who declared the steam stack an iconic symbol of the community.

²³ An ignominious note was recorded in local newspapers when two promoters were indicted in 1922 for fraudulently selling "Anderson Tire and Rubber Co." stock when in fact they did not own the patent, as claimed. *Washington Evening Star*, 2 Oct 1922, p. 2; *Washington Post*, 3 Oct 1924 p. 10.

²⁴ "The Post's Daily Legal Record: The Legal Record," *Washington Post*, Feb 12, 1924; S3 and Feb 13, 1924; S3

²⁵ Permit 7582, 20 Mar 1924.

²⁶ *Washington Post*, 23 Feb 1926 p. 16; 19 Dec 1926 p. A6, et al.

²⁷ *Washington Post*, 1 Sept p. 18, 2 Sept p. R2, 11 Sept p. 10, all 1928.

²⁸ *Washington Post* 22 Nov 1938 p. X1; 22 Dec 1956 p. A3; et al.

²⁹ 18 Aug 1958 L11092/f337; 30 June 1965 L12436/f586; 21 Sept 1973 L13540/f187; for trust documents see the index card for Sq 5603/lot 59.

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

1. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Platt maps (Hopkins, Baist)
DC Building Permits
City Directories
Washington Post
Evening Star
DC Recorder of Deeds records
Topham, Washington, ed., "Business Washington" in Proctor, John Clagett, ed., *Washington Past and Present*. Lewis Historical Pub. Co., Inc., New York. C. 1936.
Austin Company literature, "Type Building in the Past Ten Years", 1920s.
Austin Company official website, "Historical Perspective".
Telephone interview, Mr. Michael Pierce, Exec. Vice-President for Marketing, The Austin Co., 10 May 2007.

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: _____

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

Historic Resources Survey Number (if assigned): _____

2. Geographical Data

Acreage of Property 1.1 acres

Use either the UTM system or latitude/longitude coordinates.

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 38.8695516 Longitude: -76.985300

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

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

The property consists of several lots and partial lots in Squares 5603 and 5604 in the Fairlawn neighborhood of southeast Washington DC. The customary address is 14th and R Streets SE,

Anderson Tire Manufacturing Company
Name of Property

Washington, DC
County and State

which is the only entryway to the property, and directly at the south-central point of the site. The irregularly-shaped site extends from this point northward to the Anacostia Freeway to its immediate north and west, and the playing field of Anacostia High School to the east. The alley behind R Street SE forms the southern boundary.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries form the full site of the factory and boiler house/steam stack and adjacent parking lot.

3. Form Prepared By

name/title: Hayden M. Wetzel with Peter Sefton
organization: DC Preservation League
street & number: 1221 Connecticut Avenue NW, Suite 5
city or town: Washington state: DC zip code: 20036
e-mail info@dcpreservation.org
telephone: (202) 526-5986
date: January-June, 2015

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.

Anderson Tire Manufacturing Company

Name of Property

Washington, DC

County and State

Photo Log (Attached)

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

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

1 of ____.

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.



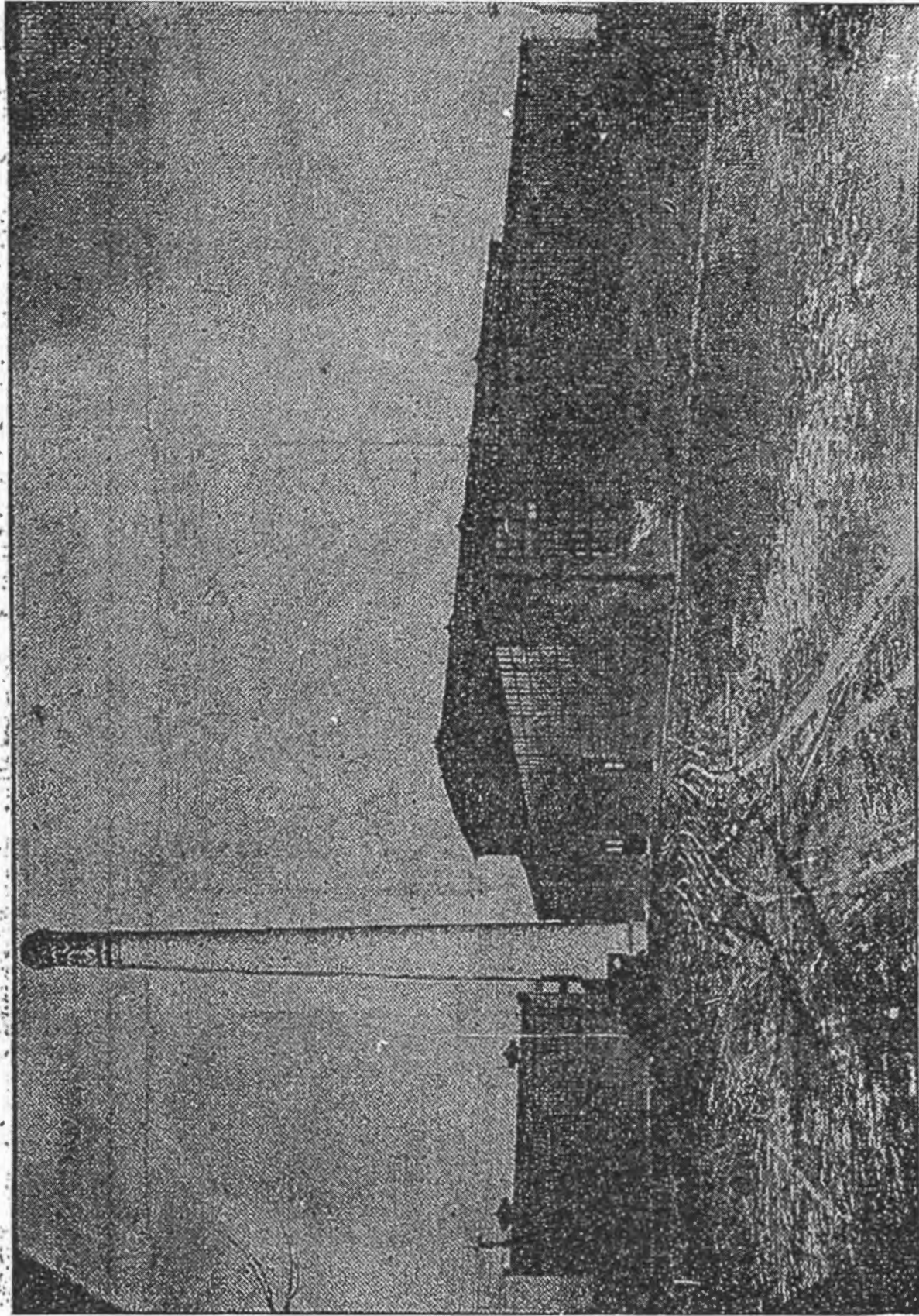
Map showing location of Anderson Tire Building, yellow highlight, 1701 14th Street, SE, Courtesy of propertyquest.dc.gov, 2015

Attachment 1: Anderson Tire Company Photo Log and Illustration List

Photo Log				
No.	Subject	Camera Facing	Photographer	Date
1	Anderson Tire Company, from the 1700 block of 14th Street SE	NW	Peter Sefton	January 18, 2015
2	Anderson Tire boiler house and steam stack, from railroad right-of-way.	SE	Peter Sefton	January 18, 2015
3	Anderson Tire steam stack, from railroad right of way.	SE	Peter Sefton	January 18, 2015
4	Anderson Tire steam stack, closeup	S	Peter Sefton	January 18, 2015
5	Anderson Tire Company, adjacent railroad right-of-way, with rails visible at lower right.	SE	Peter Sefton	January 18, 2015
6	Anderson Tire, factory building, wesr façade, from I-295 overpass	SE	Peter Sefton	January 18, 2015
7	Anderson Tire, factory building, east facade	W	Peter Sefton	April 3, 2015
8	Anderson Tire, factory building, north facade	SW	Peter Sefton	April 3, 2015
9	West facades of Anderson Tire boiler house and factory	E	Hayden Wetzel	2007
10	Anderson Tire, factory building with uncovered monitor windows	N	Hayden Wetzel	May 24, 2007
11	Anderson Tire, boiler house south and factory west facades	N	Hayden Wetzel	May 24, 2007
12	Anderson Tire, east facade of factory showing fenestration pattern	W	Hayden Wetzel	May 24, 2007
13	Anderson Tire, boiler house and factory building, west facade, showing steel sash fenestration	E	Hayden Wetzel	May 24, 2007
14	Anderson Tire, factory building, west facade, showing steel sash fenestration	E	Hayden Wetzel	May 24, 2007
15	Anderson Tire, boiler house, west facade, showing steel sash fenestration	NE	Hayden Wetzel	May 24, 2007
16	Anderson Tire, factory building interior, showing steel truss construction	W?	Hayden Wetzel	May 24, 2007
17	Anderson Tire Company steam stack detail	SE	Hayden Wetzel	May 24, 2007
Historical Image Illustrations				
H1	Map of Anderson Tire Factory site		Extract from <i>1919 Baist Real Estate Atlas</i> , V4, Plate 18).	

H2	The Austin No. 3 Standard Building in cross-section.		George Hool and Nathan Johnson, editors. <i>Handbook of Building Construction</i> . (New York: McGraw Hill Book Company, 1920), 797	
H3	Plant photograph		<i>Washington Post</i> , January 27, 1918	
H4	Anderson Tire plant photograph and product advertisement,		<i>Baltimore Sun</i> , February 10, 1918 (Photo) <i>Washington Post</i> , January 27, 1918, E6.(Ad)	

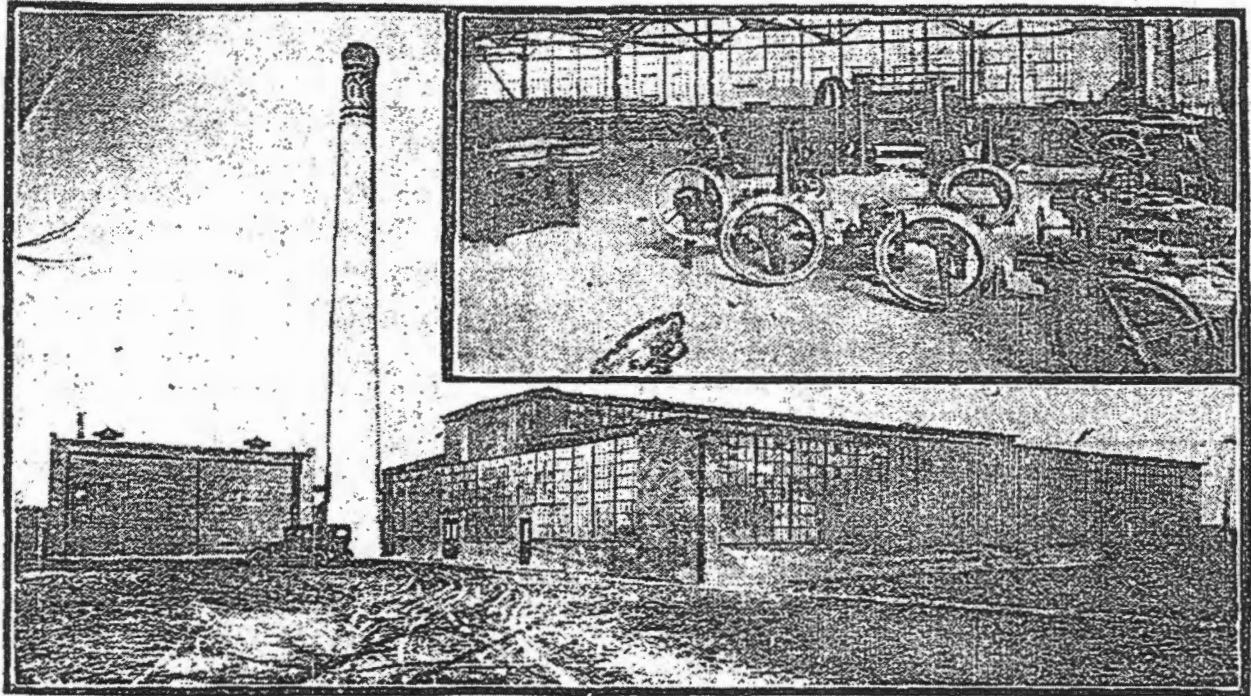
WASHINGTON'S NEW TIRE PLANT



The Initial Unit of The Anderson Tire Company, Manufacturer of an Automatic Pneumatic Tire.

Historic Image H3: Plant photograph from Washington Post, February 10, 1918.

PLANT OF ANDERSON TIRE CO.

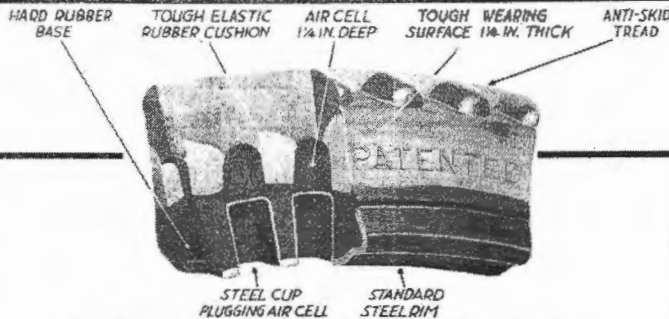


The cut shows the plant of the Anderson Tire Co. of Washington, D. C. The insert shows one of the tire-making rooms in the interior of the plant.

This company manufactures what is known as an automatic pneumatic tire, which is puncture-proof and has a non-skid tread of unusual design.

Company, this city, is a large stockholder in the company and has been appointed continental distributor for the tires manufactured by the Anderson Company.

H. D. Howell, of the Howell Motor



A New Tire—Made in Washington

But Master of the Roads Everywhere

THE ANDERSON AUTOMATIC PNEUMATIC

Its Construction.

These tires have no inner tubes, but in lieu of tubes they have airtight air cells, circumferentially disposed around the wheel, each plugged with a steel cup that traps the air in each cell under one atmosphere of pressure.

These air cells permit the rubber to expand inwardly on the air, and the air operates as a cushion to sustain the rubber and the load. As the wheel makes contact with the road—shocks are thus absorbed with velvet-like cushion effect—and without bouncing the car, as the ordinary pneumatic frequently does.

A 34 in.x4 in. tire will yield an inch under pressure—and this is all the resiliency required in a first-class tire.

The tire is of elastic rubber—with no melastic cotton fiber to develop friction and heat—as detrimentally the case in the ordinary pneumatic tire.

It's Mechanically Pneumatic and Pneumatic to the Highest Degree Proven Under the Test of Usage

**NO PUNCTURES
NO BLOWOUTS
NO FLAT TIRES
NO EXTRA TIRES
AMPLE RESILIENCY
LONG LIFE
LOWER AVERAGE
COST PER MILE**

Manufactured in Sizes and Strengths to Meet the Requirements of Every Car—From Jaunty Pleasure Motor Vehicles to Heavy Duty Trucks.

Anderson Tire Manufacturing

Company

Office Room 820,

Union Trust Building.

Phone Franklin 5013.

Factory, Washington, D. C.

Historic Image H4: Anderson Tire plant photograph, Baltimore Sun, February 10, 1918, and product advertisement, Washington Post, January 27, 1918, E6.



Image 1: Anderson Tire Company, looking northwest from the 1700 block of 14th Street SE, 2015.



Image 2: Anderson Tire boiler house and steam stack, looking southeast from railroad right-of-way.

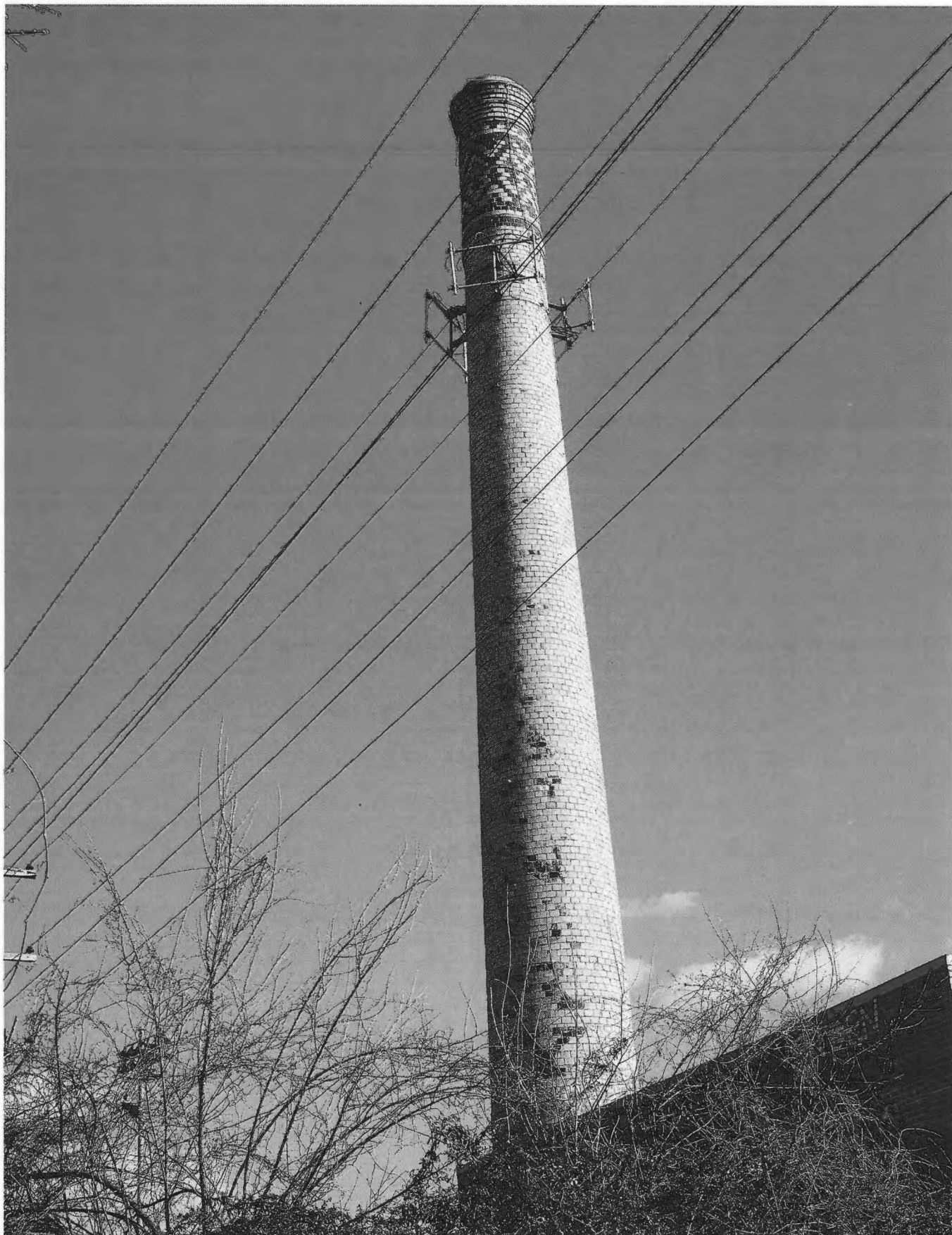


Image 3: Anderson Tire steam stack, looking southeast from railroad.

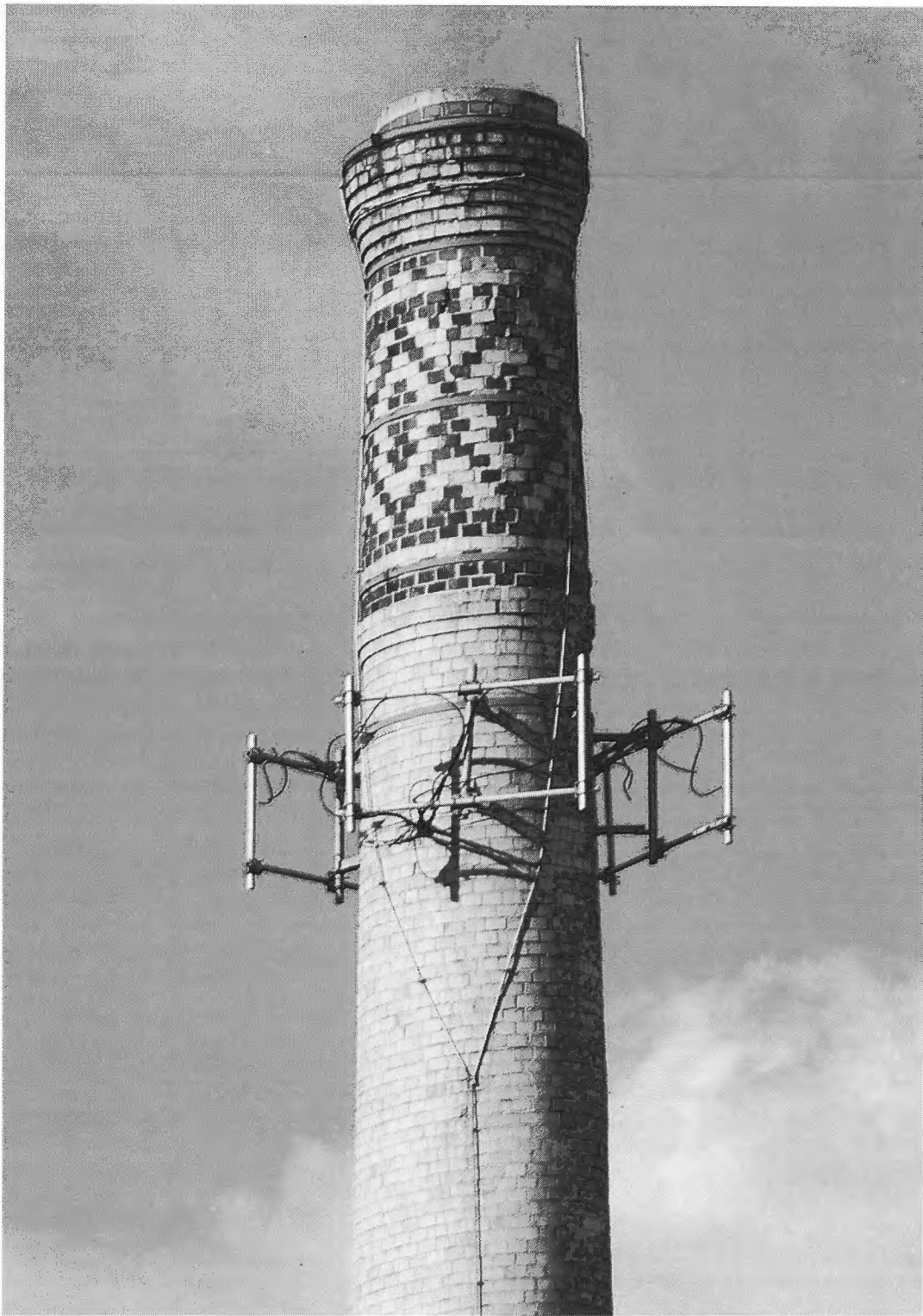


Image 4: Anderson Tire steam stack, closeup.



Image 5: Anderson Tire Company, adjacent railroad right-of-way, looking southeast, with rails visible at lower right.



Image 6: Anderson Tire Company, west facade, from bridge above I-295.



Image 7: Anderson Tire, factory building, east facade.

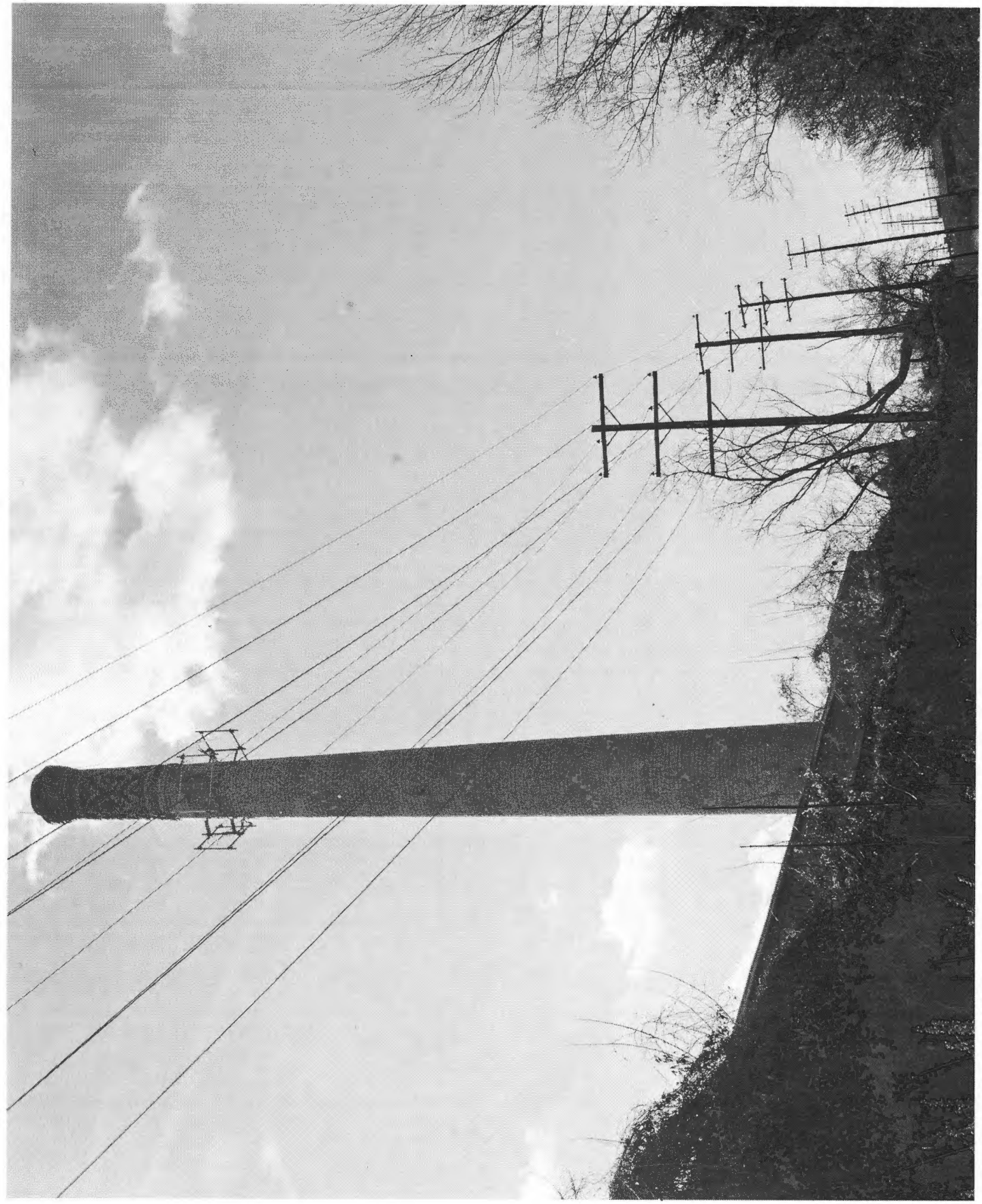


Image 8: Anderson Tire, factory building, north facade.



IMAGE 9: West facades of Anderson Tire boiler house and factory (2007).

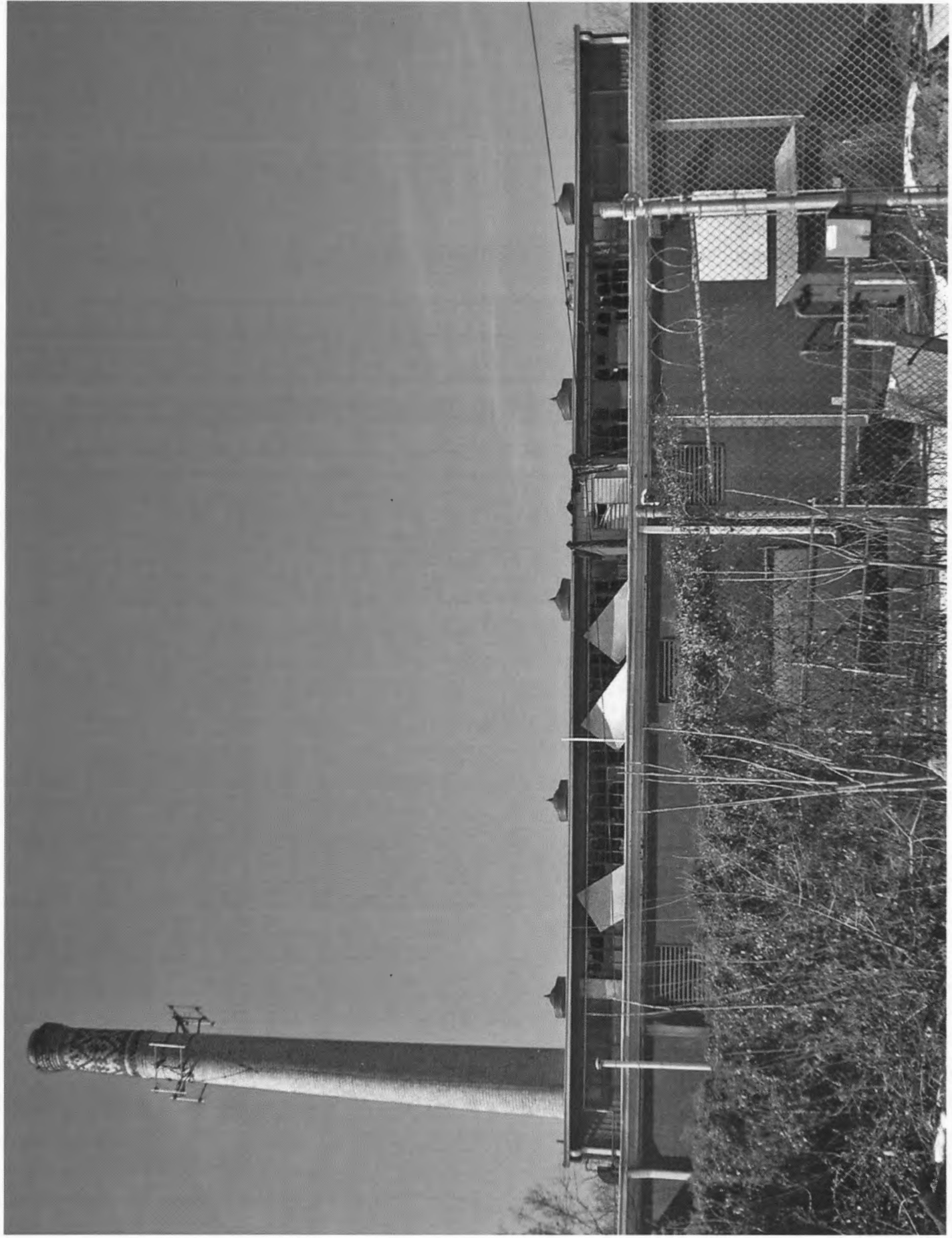


Image 10: Anderson Tire, factory building with uncovered monitor windows (2007).

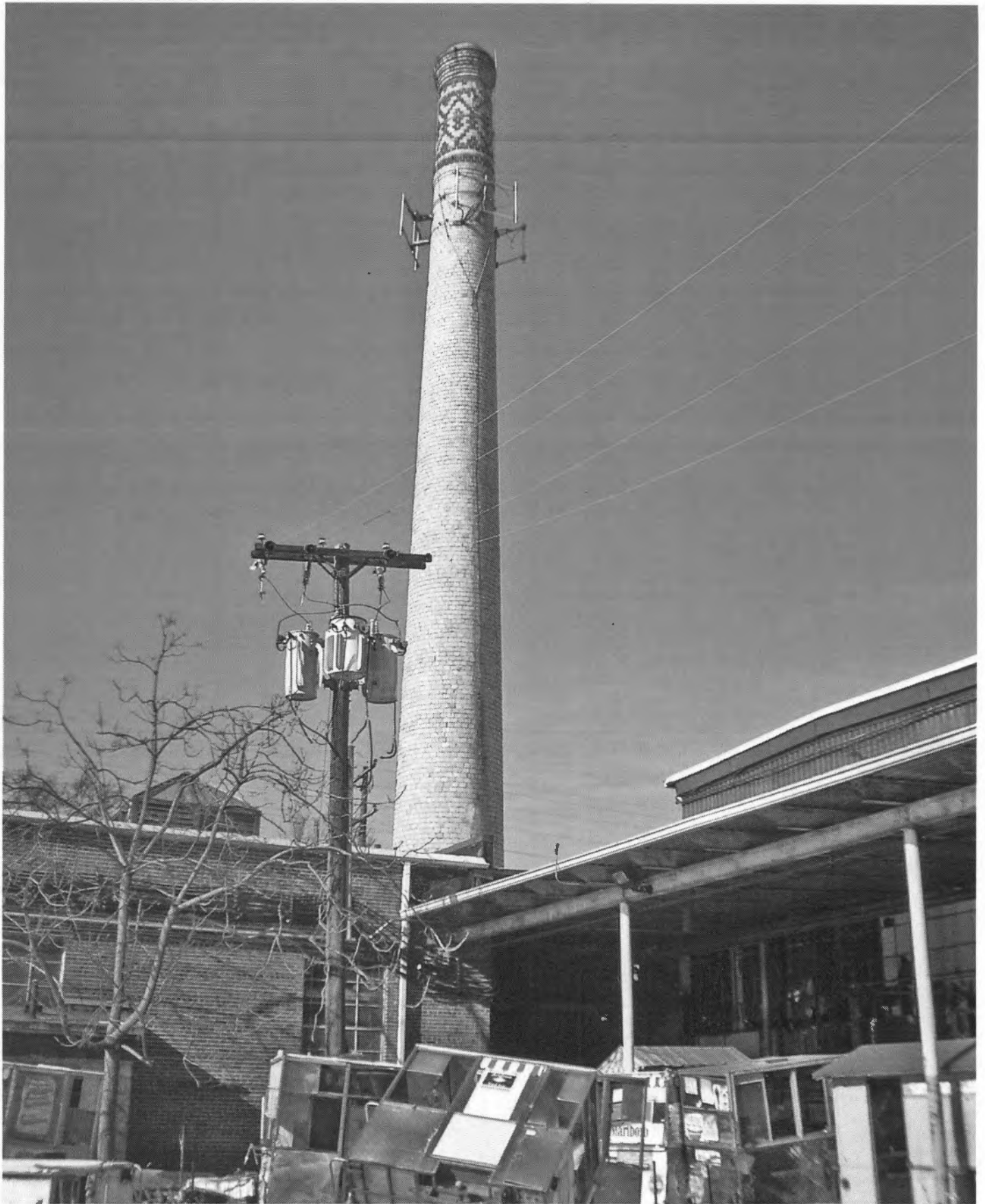


Image 11: Anderson Tire, south boiler house and west factory facades, showing original fenestration (2007).



Image 12: Anderson Tire, east facade of factory showing fenestration pattern (2007).



Image 13: Anderson Tire, boiler house and factory building, west facade, showing steel sash fenestration (2007).



Image 14: Anderson Tire, factory building, west facade, showing steel sash fenestration (2007).



Image 15: Anderson Tire, boiler house, west facade, showing steel sash fenestration (2007).



Image 16: Anderson Tire, factory building interior, showing steel truss construction and original sashes (2007).

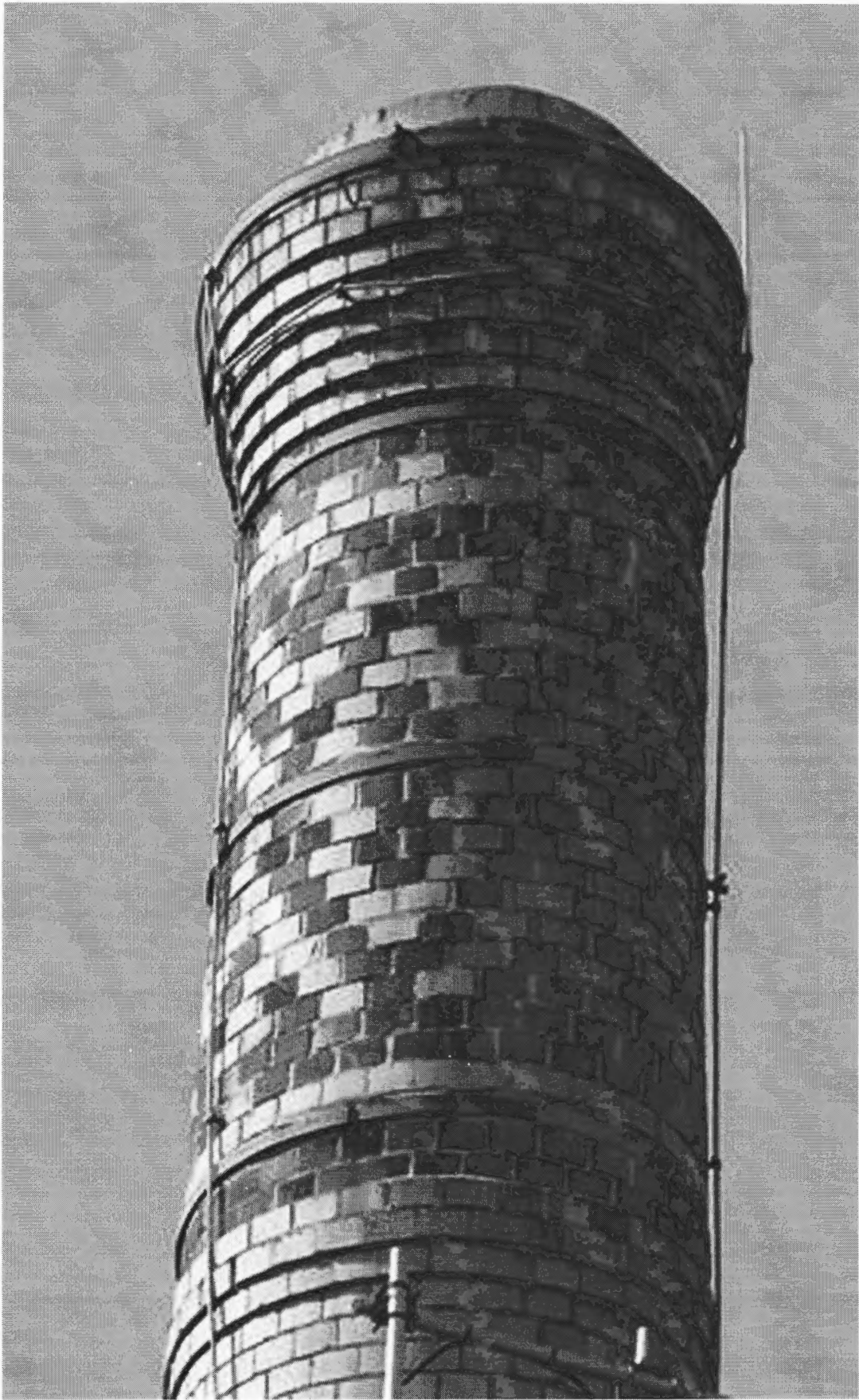


Image 17: Anderson Tire Company steam stack detail (2007).