

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: P.R. Mallory Company Factory Historic District  
Other names/site number: N/A  
Name of related multiple property listing: N/A  
(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: 3029 E. Washington Street and 101 S. Parker Avenue  
City or town: Indianapolis State: Indiana IN County: Marion Zip Code: 46201  
Not For Publication:  Vicinity: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 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     C     D

	ASSISTANT DIR. OF PRESERVATION SERVICES	1-21-2024
<b>Signature of certifying official/Title:</b>		<b>Date</b>
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>		
<b>State or Federal agency/bureau or Tribal Government</b>		

In my opinion, the property <u>   </u> meets <u>   </u> does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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

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Signature of the Keeper

Date of Action

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#### 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

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register N/A

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY: manufacturing facility

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

EDUCATION/School

AGRICULTURE/SUBSISTENCE/Horticultural Facility

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Neo-Classical Revival

MODERN MOVEMENT/Streamlined Moderne

\_\_\_\_\_  
\_\_\_\_\_

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

foundation: STONE: Limestone

walls: BRICK

roof: SYNTHETICS: Rubber

other: STONE: Limestone

## Narrative Description

### Summary Paragraph

The P.R. Mallory Company Factory Historic District (District), is a 4.81 acre historic industrial complex that occupies two separate parcels on the south side of E. Washington Street, Indianapolis, Marion County, Indiana. The district is a discontinuous district composed of two parcels and a total of five resources, all contributing. The north parcel, at 3029 E. Washington Street, contains four contributing resources, the Administration Building, the Power House, the Gate House, and the Smokestack on 3.06 acres. The Smokestack is a contributing structure while the rest of the resources are contributing buildings. The south parcel, at 101 S. Parker Avenue, contains one contributing resource, the Bunker Building, and is 1.75 acres. The three-story Neo-Classical Administration Building, as well as the Power House and Smokestack, were constructed in 1920-1921 by St. Louis based Fruin-Colnon Contracting Co., while the stonework was performed by G. Ittenbach & Co. of Indianapolis. The Gate House was likely also constructed during this campaign. The Bunker Building was built in 1944 and exhibits stylistic features of the Streamlined Moderne style. The architects of these buildings are unknown. The buildings were vacant and unused for several years, which resulted in a compromised roof and some structural instability. While the Bunker Building, Smokestack, and Power House remained in a moderate and structurally stable condition, the Administration Building suffered from substantial deferred maintenance and neglect and was in poor condition. The buildings retain much of their original architectural integrity, and it is very visibly evident that, at one time, this was the site of a substantial manufacturing operation. The nominated property is a discontinuous district because these are the only extant resources on this site that once contained several other buildings associated with the P.R. Mallory Company. These two main buildings (Administration and Bunker buildings) have very different architectural expressions, indicating that this was not intended to be a visually cohesive complex. The parking lots and reestablished lawns that now exist where historic resources once stood do not contribute to the history of the plant, and therefore were not included.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

## **Narrative Description**

### **SETTING**

The P.R. Mallory Company Factory Historic District (District) is located approximately three miles east of downtown Indianapolis on Washington Street, a major east-west traffic thoroughfare. A combination of commercial businesses and residential housing surround the property. The railyards for the Pittsburgh, Cincinnati, Chicago & St. Louis Railway occupied the land immediately south of the property, although now the right-of-way contains only a few tracks operated by CSX Transportation. The resources in the district are the extant resources associated with the P.R. Mallory Company, a complex that occupied the current site beginning in 1920-1921. Over the course of its history, the P.R. Mallory Company constructed multiple buildings to facilitate its operation and expand the complex to approximately fifteen acres. Structural instability and hazardous environmental conditions have resulted in the demolition of the resources that filled the block between the Administration Building in the north parcel and the Bunker Building in the south parcel. Some extant concrete slabs indicate the locations of these demolished buildings, although others have been removed and the area covered with sod or gravel. Underground concrete tunnels connected these secondary buildings to the main Administration Building. There is no tunnel that connects the Administration Building to the Bunker Building.

### **REHABILITATION PROJECTS**

**2019-2020**

The P.R. Mallory Administration Building and the Bunker Building have recently undergone rehabilitation projects under the Federal Historic Preservation Tax Credit program. The proposed rehabilitation work was reviewed and approved by the State Historic Preservation Office and the National Park Service prior to execution. The rehabilitation project converted the vacant Administration Building to two separate educational facilities, each operating two floors of the building. The project retained important character-defining features, such as the open space of the factory, the masonry walls, and the wood ceiling structure, particularly on the top floor with the exposed historic monitor. The project also replaced deteriorated wood and metal windows with historically appropriate replacement windows. The deteriorated original monitor windows were retained when large expanses of glass panels were installed on the exterior to protect the historic frames. The Bunker Building project retained the important character-defining features of this building, including the large expanses of open space, the utilitarian materials, and the exposed concrete structure. The rehabilitation of the Gate House included the in-kind repair of deteriorated wood soffit and roof members, as well as installation of glazing in the historic steel window frames and a historically appropriate wood door in the historic wood frame.

**P.R. MALLORY ADMINISTRATION BUILDING**  
**3029 E. WASHINGTON ST.**

**Contributing Building**  
**1920-1921**

### ***Exterior***

The P.R. Mallory Administration Building, which was constructed as a factory, is a rectangular massed 110,000 sq. ft. three-story building that has a raised basement. Two service wings are

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

attached near the north and south ends of the west elevation. Several non-historic concrete block additions were removed during the rehabilitation project. Constructed upon a concrete foundation, the building has a wood structural system reinforced by steel plates, and the roof system is further supported by steel trusses on the third floor. It has a flat, built-up roof system and includes a roof monitor that spans the entire length of the building. The exterior walls are red brick and feature rows of steel industrial windows, which historically allowed natural light and fresh air to penetrate the building. Due to years of deferred maintenance, vacancy, and vandalism prior to the rehabilitation, the building was in poor condition and suffered from significant water infiltration problems. Despite once serving as an extraordinarily successful factory and later experiencing decades of neglect and desertion, the building has retained a good measure of its original 1921 materials and appearance. The Administration Building retained the vast majority of its original materials, form, and appearance prior to the rehabilitation. Following the rehabilitation and the execution of the approved work, the building continues to retain its significant character-defining features and it is considered a contributing building.

The building's overall design is a variation of an early-twentieth century "Daylight Factory." Instead of using the traditional reinforced steel concrete columns and concrete floor system that are common to daylight factories, the building's structural system is comprised of massive wood pillars and beams reinforced with steel plates and a wood floor system to create large, unobstructed floor spaces. According to a listing published in the August 1920 *Indiana Construction Recorder*, the preliminary architectural plans included reinforced concrete construction. However, in subsequent months, the *Indiana Construction Recorder* published several announcements about the project that denoted a substantial decrease in the overall price of construction, reducing the cost from \$1,500,000 to \$800,000. While not specifically stated, it may be inferred that the contractor was able to achieve a similar daylight factory result using wood, rather than reinforced concrete, thus proving most cost effective at the time.

The main Administration Building is rectangular in plan and measures approximately eighty-three feet from east to west, 291 feet from north to south, and fifty-six feet in height. Because of the building's structural system, all of the building's elevations and floor plans are similar and repetitive in their overall design, function, and symmetrical appearance. The only exception is the front (north) elevation, which serves as the primary entrance to the Administration Building and historically housed executive offices.

The Administration Building's walls are twelve-inch-thick red brick laid in an American common bond pattern. Starting at the top of the raised basement level, brick pilasters extend uninterrupted through the floor levels of the façades. Doric limestone capitals top each brick pilaster and a limestone full entablature separates the third story from the flat brick parapet wall above. The brick pilasters not only break-up and subdivide the exterior's massive brick walls and create recessed "bays," but they also visually reflect the building's structural system and outwardly represent the interior spatial placement of the supporting wood pillars.

Located in the recessed bays between the brick pilasters are symmetrical rows of large multi-light industrial windows, which flood the building's floors with natural light. The sheer number

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

of windows makes up most of the Administration Building's wall surface area, and although they are aluminum replacement windows, they serve as the dominant architectural feature of the building. The first-story window openings contain tripartite, double-hung metal sash windows with transoms above. Although metal as they were historically, the windows replicate the look of traditional double-hung wood windows but provided the Administration Building with a safer, fire-resistant product. The second- and third-story window openings contain pairs of multi-light, fixed, industrial windows. These windows uniformly replaced windows that had a mix of glazing types, including clear, frosted, and opaque. The basement windows are also multi-light, fixed industrial windows, although they are roughly one-third of the size of the second- and third-story windows. All windows have steel lintels and limestone sills. Prior to the rehabilitation, the basement, first-story, and some second-story windows were boarded, making it very difficult to assess the window condition. The visible second and third-story multi-light industrial windows were in very poor condition and exhibited heavy corrosion, bowing, and bending due to decades of excessive water infiltration, freeze-thaw cycles, lack of climate control, and no maintenance.

*North Elevation (photos 0001, 0002, and 0003)*

The building's narrow front elevation and primary entrance faces north to East Washington Street and exhibits a five-bay, symmetrical façade with Neo-Classical architectural detailing. The front elevation, as well as the adjacent two bays on the east and west side elevations, indicate that the interior space in these locations was originally constructed for and used as office space. As a result, this section of the building exhibits more ornamentation than demonstrated elsewhere on the Administration Building.

Limestone stringcourses break up the red brick front façade. A simple cut limestone foundation sill and a modest limestone stringcourse delineates the raised basement level and separates it from the first story. More expressed limestone entablatures separate the first and second levels and also the third story from the roof. A flat parapet wall rises above the third story entablature and is topped by a simple limestone cap. Partial height brick pilasters extend uninterrupted from the first story entablature up to the third story, separating each of the five bays. The shaft of each brick pilaster has a limestone plinth base and is topped by a limestone Doric capital.

The windows on the front elevation, and the two adjacent east and west side bays, are similar to those on the rest of the building. A flat limestone arch with a keystone is located above the third-story windows.

The building's primary entrance is centrally located on the front façade and exhibits a traditional Neo-Classical limestone door surround flanked by large limestone pilasters (photo 0002). A limestone stoop with four stairs leads up to the doorway. The central entryway is depicted in a 1930 historic photograph and appears to have once had a set of double doors that was spanned by a transom window. The original doors had been removed and replaced prior to the rehabilitation. The current doorway contains a pair of aluminum doors with solid lower panels and glazed upper panels, with matching sidelights. A large transom with two- and four-light glazed sections tops the door.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

### *East Elevation*

The east elevation of the corner building fronts South Gray Street. The long elevation has eighteen bays, each containing a single window at each story. The two northernmost bays exhibit the same Neo-Classical ornamentation as the front (north) elevation. The rest of the bays have minimal ornament, with only the stepped brick at the base of each bay and the full-height pilasters with stone capitals that separate the bays. A stone architrave, without the rest of the entablature moldings, runs atop the sixteen bays of pilasters to the south. The rest of the parapet is plain brick. The southernmost bay on the first story contains a non-historic entrance, although an entrance had been in that bay prior to the rehabilitation. The entrance consists of a single pedestrian door set within brick infill. A multi-light transom with a stone sill caps the bay. Concrete steps with a new metal pipe railing connects the raised entrance to the first story to the concrete sidewalk at ground level.

### *South Elevation*

The rear (south) elevation has five bays, each containing a single window opening at each story. Full-height pilasters with stone capitals flank each bay and support the stone stringcourse below the parapet. The first-story openings have tripartite windows while the upper two stories have multi-light industrial windows. The basement has short multi-light industrial windows in bays 1, 4, and 5, while brick infills bays 2 and 3.

### *West Elevation*

The irregular west elevation has seventeen bays. The two northernmost bays exhibit the same ornament and fenestration as the front (north) elevation. The Administration Building has two historic ancillary wings on its west side elevation, located at the northwest and southwest corners of the building. These wings originally functioned as the service cores and include the Administration Building's historic stairways and elevators. They mimic the main Administration Building in material and construction, although they exhibit simpler architectural detailing. The wings' red brick walls are plain and unornamented, devoid of brick pilasters and limestone stringcourses that are found on the main building. Also, the wings only have narrow multi-light windows, which differ from the main building that features rows of tripartite double hung and paired multi-light industrial windows. The northwest wing has three irregularly spaced bays on the west elevation. The southwest wing has three bays at the first story, all infilled with brick; the second story has four bays; the third story has five bays. The six bays in the recessed west wall of the main building have flanking full-height pilasters with stone capitals. There is no stringcourse at the parapet on this elevation. On the first story, the two center bays contain pairs of aluminum doors with solid lower panels and glazed upper panels, with matching sidelights and multi-light transoms. Tripartite windows fill the four remaining bays on the first story. The second- and third-story bays each contain multi-light industrial windows. There is one bay in the main building wall, south of the southwest wing. It contains a tripartite window at the first story and multi-light industrial windows above, similar to the rest of the building. This bay has full-height brick pilasters with stone capitals and the stone stringcourse at the parapet.

The northwest wing is three-stories tall and measures approximately twenty-nine feet east to west and sixty-five feet north to south. The north elevation of the northwest wing has two bays at



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

each story, although the west bay is offset below the east bay to correspond to the internal stairwell. The stairwell provides access to the roof and thus rises above the parapet of the main building. A single pedestrian door accentuated by a bracketed flat-arch limestone door surround fills the ground-level of the west bay. The south elevation of the northwest wing has two bays at each story, each containing a single multi-light window.

The southwest wing is identical to the northwest wing in material, construction, and detailing. It measures twenty-nine feet from east to west and eighty-one feet north to south. The north elevation of the southwest wing has three bays at each story, each containing a single multi-light window. The south elevation of the southwest wing has two bays at each story, although the west bay is offset below the east bay to correspond to the internal stairwell. The stairwell provides access to the roof and thus rises above the parapet of the main building. A single pedestrian door accentuated by a bracketed flat-arch limestone door surround fills the ground-level of the west bay.

### ***Interior***

The Administration Building has three floors and a full, raised basement. Due to the building's structural system, all floors exhibit a similar and repetitive interior floor plan. In general, all three floors and the basement are large, open, rectilinear spaces that were conducive to manufacturing operations. The first, second, and basement levels include large wood posts spaced twenty feet apart east to west and sixteen feet apart north to south. The third floor, which includes the roof monitor, is supported by steel trusses and does not have any wood posts, thus creating a massive, completely unobstructed space.

With the exception of the non-historic former executive offices at the north end of the first floor, the interior of the building was simply finished for use as an industrial manufacturing space. Prior to the rehabilitation, the executive offices at the north end of the first floor had non-historic drywall partitions, dropped ceilings, and furred-out perimeter walls. The interior surface areas, including the wood posts, beams, brick walls, and wood ceilings, were painted at one time. However, the paint had completely failed and was flaking off in large quantities. The basement floor is concrete that was covered by composite tile flooring. The first, second, and third floors all had wood floors that were also covered by composite tile flooring prior to the rehabilitation. Due to years of excessive water infiltration, lack of climate control, vacancy, and neglect, several large sections of the wood floors were buckling and were structurally unsafe. In addition, all levels of the building exhibited signs of significant squatting and vandalism, including graffiti, wreckage, and excessive debris.

Following the rehabilitation, the building was converted to two independent educational spaces, each occupying two floors of the building. The lower level and first floor are one educational space, while the second and third floors are the second educational space. The primary entrance to the building was relocated to the center of the west elevation, although the historic north entrance was retained (photo 0006). The non-historic partitions and furring were removed from the first floor. The original entry foyer at the north end of the building retains its historic the plaster-clad clay tile walls and gray terrazzo floor (photo 0005, former executive offices at left

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

and right). Non-historic partitions divide the space into classrooms and educational support spaces organized around wide double-loaded corridors. The historic wood ceiling structure and brick perimeter walls are exposed on every floor. The historic stairwells and elevator shafts are retained within the northwest and southwest wings. A new elevator and stair were constructed at the center of the building. The elevator accesses all four levels while the open stair connects the first through the third floors. A separate open stair to the north of the main lobby connects the first floor and lower level within the lower educational space. The northwest and southwest wings retain the historic stairwells.

On the first floor and lower level, a wide double-loaded corridor is lined with individual rooms for classrooms, administrative offices, support services, and mechanical equipment. The lower-level corridors have carpet, exposed concrete structural columns, drywall partitions, and the historic wood ceiling structure. MEP lines run exposed at the ceiling. Ceiling clouds are suspended at the center of the corridor, providing some sound attenuation while keeping the historic ceiling visible. Drywall partitions define classrooms that line the double-loaded corridors. The classrooms have either carpet or VCT flooring, and ceiling clouds dropped below the historic wood ceiling beams. The ceiling clouds incorporate lighting and sprinkler systems, as well as concealing HVAC ductwork.

The third floor truly exhibits the characteristics of a “Daylight Factory” and is one large, wide open, unobstructed area that is encased by multi-pane industrial windows, which flood the space with natural light (photo 0009). The third floor also includes a large, six-foot tall, wood-framed roof monitor that spans the entire length of the building. The monitor’s large wire glass clerestory windows face east and west, further saturating the third floor with sunlight and fresh air. A narrow supervisory catwalk projects out from the base of the roof monitor and looks down on the factory floor below. Prior to the rehabilitation, the wood-framed roof monitor, while intact, was substantially rotted, and the majority of its wire glass windows were shattered or completely missing. As part of the rehabilitation, the historic but deteriorated window frames of the monitor were retained and a new storefront glazing system was constructed on the exterior to protect the frames. This floor provides an excellent example of an early twentieth century “daylight factory.” The openness of the space was retained in the rehabilitation. Wide corridors and large expanses of open space at the center of the floor communicate that important character-defining feature. The classrooms that line the north and east perimeter walls have wide openings to the rooms and dropped ceiling clouds to keep the historic ceilings exposed, including the ceiling trusses.

The second floor has finishes and a layout similar to the third floor, with classrooms along the north, south, and east perimeter walls and open space at the center (photo 0007). The rooms in the center of the space have partial height walls. The classrooms and offices have ceiling clouds and carpet or VCT floors.

The wings of the building house the stairwells and bathrooms. The original stairwells were retained for use while the historic elevators were fixed closed and the shafts repurposed (photo 0010). In addition, there are several rooms that were used for storage or office space that are now

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

classrooms and offices. These utilitarian spaces were simply finished, like the rest of the Administration Building, and were painted at one time.

**THE POWER HOUSE**  
**3029 E. WASHINGTON ST.**

**Contributing Building**  
**1920-1921**

The Power House historically functioned as an independent, coal-fired power plant and is located adjacent to the southwest corner of the Administration Building (photo 0004). The one-story building is rectangular in plan, and it measures forty-four feet east to west, ninety-five feet north to south, and twenty feet in height. Constructed of red brick, the Power House sits on a concrete slab foundation and is supported by a steel frame. It has a flat roof system and a simple limestone cap. An underground tunnel, which is original to the historic industrial complex, connects the Administration Building to the Power House. The tunnel still exists, although it is difficult to access. Overall, the Power House retains a significant amount of its original architectural integrity, including size, shape, proportions, and materials, and it is considered a contributing historic building. Although vacant for many decades, it remains in a fair, structurally stable condition.

The exterior walls are twelve-inch-thick red brick laid in an American common bond pattern and match those of the Administration Building. Utilitarian in function and design, the Power House is largely devoid of architectural ornamentation except for its exterior walls that feature recessed, corbelled brick "bays." Generally, the exterior walls are in good condition, although a few areas exhibit settling and minor deterioration due to water infiltration.

Historically, the Power House had a total of eleven window openings. Based on interior physical evidence, it is presumed that the building originally had metal sash windows, similar to the P.R. Mallory Administration Building. Today, all of the window openings have been infilled with either CMU or glass block, but the original steel lintels and limestone sills remain.

The Power House originally had seven door openings, including three vehicular and four pedestrian doorways. The first commercial door opening is located on the front façade and exhibits a contemporary overhead garage door. The second and third commercial door openings are located on the east and south (rear) elevations. Both openings are filled in with a combination of concrete block and a contemporary metal pedestrian door. The east and west side elevations both had one pedestrian door, indicated by steel lintels and non-original brick or concrete block infill. The south (rear) elevation also has one original pedestrian door opening which remains and exhibits a contemporary metal door.

On the interior, the Power House is divided into three distinct sections. The first and largest section comprises almost three-fourths of the building and is a wide-open, unobstructed space. According to Sanborn maps, this large room was historically divided into two spaces, separated by a twelve-inch-thick brick wall and a single fireproof door. The Sanborn maps show the first room labeled as "Power Plant" and the second room as "Boiler Room." Visual evidence in the masonry depicts where the dividing wall once existed. After its removal, contemporary metal

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

structural supports were installed to reinforce the walls and roof. No boiler equipment remains in either space.

The second section is a narrow eight-foot-wide corridor that runs the width of the building and separates the first and third sections. According the 1956 Sanborn maps, this section was historically constructed of concrete block with brick facing. Today, this section is enclosed by contemporary concrete masonry units. There are two small “window” like openings in the second section that peek into the third section, but there is no pedestrian door to directly access the third portion of the building.

The third section is accessed only via doorways on the south (rear) elevation, and the interior is currently one open space. Historically, this section was subdivided into fourths by brick walls. The Sanborn maps label each area as follows: oil (1); gas (2-3); transformer room (4). A large wood and steel loft spans approximately one-third of the west side of the room. A small, suspended, wood platform hangs from the ceiling in the southeast corner.

According to Sanborn maps, several accessory structures were located adjacent to the Power House, including an aboveground coal silo, ash hopper, and a 50,000 gallon gravity-fed tank. Those structures have been removed and the date of their demolition is unknown.

**THE SMOKESTACK**  
**3029 E. WASHINGTON ST.**

**Contributing Structure**  
**1920-1921**

The Smokestack is a contributing historic structure that is located immediately west of the Power House and east of the Cafeteria building. It is physically connected to the Power House via a large, metal flue duct, which historically drew hot gases and smoke from the Power House into the Smokestack before being drawn up and dispersed into the air high above.

The Smokestack is a tapered radial firebrick chimney that is reinforced by series of flat steel bands at roughly eight- to ten-foot intervals. It has a circumference of fifty feet and a diameter of sixteen feet at its base, and it stands approximately one hundred feet tall.

The structure remains remarkably well-preserved for its ninety-three years, despite being unused and largely neglected for many decades. It appears to be unaltered since its time of construction, retaining its original size, shape, proportions, and materials, and it appears to be in a structurally stable condition.

**THE GATE HOUSE**  
**3029 E. WASHINGTON ST.**

**Contributing Building**  
**c.1920s**

The Gate House is a small square building with a concrete foundation, brick walls, and a pyramidal roof with asphalt shingles. The roof has wide overhanging eaves with beadboard wood soffits. The building was removed from its original location during the rehabilitation of the property. It was originally located at the entrance to the west driveway, south of the parking lot

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

at the northwest corner of the property. During the rehabilitation of the Administration Building and Bunker Building, it was temporarily located between the Power House and the Smokestack. The Gate House now occupies its new permanent location at the west edge of the property, on the north side of the driveway entrance from South Parker Avenue. The north, south, and west elevations each contain a single rectangular window opening with a brick sill and steel lintel. The historic multi-light steel window frames are extant, although most of the glazing was either broken or missing. The east elevation contains a single door that fills most of that elevation. The opening has a wood frame. As part of the rehabilitation, new glass was installed in the historic steel window frames and a new wood door was constructed to fit the historic opening.

Although this building has been moved from its original location, it does not need to meet Criteria Consideration B: Moved Properties because, in accordance with National Park Service guidance, the moved building is part of a complex but is of less significance than the remaining resources that have not been moved.<sup>1</sup> The Gate House was moved to a location very close to where it was sited historically.<sup>2</sup>

**BUNKER BUILDING**  
**101 S. PARKER AVENUE**

**Contributing Building**  
**1944**

### *Exterior*

The Bunker Building is located at 101 S. Parker Avenue and is a long, rectangular warehouse and manufacturing building that lines the south side of Moore Avenue, which is the southern edge of the block that contains the other resources in the district. The one-story building has a concrete foundation and structure, brick walls, and a flat roof. Historic tall bands of glass block windows line the walls. The grade of the site slopes down from east to west, revealing the full basement at the western third of the building. Three brick “doghouses” rise a full story above the roof. These rectangular spaces contained the fan rooms to ventilate the main interior space. A historic enclosed curved loading dock lines the east elevation and aligns with the curve of the rail spur right-of-way (photo 0014). A non-historic vehicular loading dock occupies the southwest corner. A paved earthen ramp accesses the west loading dock.

### *North Elevation*

The long front elevation faces north to Moore Avenue. The basement level in the western third of the building has a continuous band of glass block that pierces the concrete wall and has a concrete sill and still lintels (photo 0012). There are narrow steel mullions between the sections of glass block. Non-historic fixed single-light square windows pierce the center of the glass block sections. The historic main entrance is located at the west end of the lower level. Fluted concrete pilasters flank the entryway with its concrete walls that curve inward and the non-historic aluminum storefront door with transoms and sidelights. Fluted concrete pilasters also

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<sup>1</sup> National Register Bulletin, “How to Apply the National Register Criteria for Evaluation,” (Washington, D.C.: National Park Service, 1997), 29.

<sup>2</sup> The relocation site was determined based on historic photographs. There was no evidence of the historic location of the Gate House discovered below ground.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

flank narrow glass block windows on either side of the door. A shallow flat concrete canopy with curved corners and incised bands caps the entrance (photo 0012, center). This entrance is only ornament that conveys the Streamlined Moderne style of the building.

At the first story, the continuous band of glass block has two interruptions. A set of steel steps attached to the building accesses a single pedestrian entrance to the upper level in the center of the building. The brick below the windows jogs up and around the metal door frame and the metal door with a single light. At the east end of the building, brick pilasters define a narrow opening for a second entrance with a metal slab door. The narrow opening has glass block above the door. Non-historic rectangular fixed single-light windows pierce every other section of glass block at the west end of the upper level, for a total of four non-historic windows.

#### *West Elevation*

The lower level is exposed on the west elevation and it contains two entrances (photo 0012, right). The pedestrian entrance at the north end is not historic. PermaStone clads a small area of the wall surrounding the non-historic aluminum storefront with a glazed door and sidelight. A band of non-historic fixed single-pane windows fill the historic opening north of the entrance. Non-historic concrete block fills the historic banded window frame south of the entrance. A non-historic pair of pedestrian doors fills the bay south of the windows. The upper level retains the continuous band of glass block windows. A non-historic loading dock is attached to the south end of the west elevation (photo 0012, far right). The loading dock consists of a concrete base with metal siding above. A single metal pedestrian door pierces the concrete base at the north end of the dock. The four vehicular entrances are recessed and have metal overhead doors. An earthen ramp paved in concrete accesses the loading dock from the west parking lot. A set of concrete steps accesses the pedestrian entrance from the parking lot.

#### *South Elevation*

The south elevation is brick with a continuous band of glass block windows at the upper level (photo 0014). The concrete lower level, partially exposed on the south elevation, has four small rectangular windows that were added during the rehabilitation. A narrow rectangular concrete foundation extends southward from the center of the south elevation at the upper level. Prior to the rehabilitation, this concrete foundation supported a non-historic concrete block addition that contained three rooms connected to the upper level. The concrete block walls were removed during the rehabilitation, leaving just the concrete foundation.

#### *East Elevation*

The east elevation curves to align with the right-of-way for the rail spur that once ran from the main trunk line and curved north through the property. The curved wall has a historic metal and wood roof and non-historic concrete block infill above the concrete platform. The raised platform aligns with the upper level. There is a flat section of the building at the south end of this elevation and it has a large historic window opening filled with glass block.

#### *Interior*

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

The interior is primarily open warehouse and manufacturing space with a regular grid of concrete flared mushroom columns. The lower level occupies the western third of the building while the upper level fills the whole footprint of the building. The building has highly utilitarian finishes with concrete floors and ceilings. The brick walls are painted. Painted CMU blocks create the few historic partitions that enclose the stairwell at the center of the west end of the building, the bathrooms also at the west end of the building, and several small rooms that line the south wall on the upper level (photo 0017). Electrical, plumbing, mechanical, and fire suppression systems are all exposed on each level. The stairwell is concrete with some metal pipe railings.

The rehabilitation project made few alterations to the building and retained its historic character-defining features, primarily the open warehouse plan, the regular column grid, and the utilitarian finishes. Drywall partitions in the lower level enclosed the existing amenities and created a lobby at the main entrance. The rest of the space remains open.

On the upper level, a drywall partition divides the space in half. The west half was improved during the rehabilitation while no work was performed in the east half (photos 0018, 0019, and 0020). In the west half, a few drywall partitions create a narrow corridor lined with small offices, bathrooms, and locker rooms along the west wall and a large open space on the east side. Large rectangular growing tanks with partial-height walls run north-south between the column bays. An open space at the east end of the west half has partitions to delineate areas for storage and MEP equipment. These spaces access the non-historic loading dock at the southwest corner of the building. The historic loading dock at the east end of the building is unaltered.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

## 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

### Areas of Significance

(Enter categories from instructions.)

INDUSTRY

INVENTION



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Period of Significance**

1929-1964

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1929

1944

\_\_\_\_\_

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

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

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

ARCHITECT: Unknown

GENERAL CONTRACTOR: Fruin-Colnon Contracting Co.

STONE CONTRACTOR: G. Ittenback & Co.

**Period of Significance (justification)**

The period of significance begins in 1929 when the P.R. Mallory Company relocated its executive headquarters and manufacturing facility to the existing facility, which included the Administration Building, the Power House, the Smokestack, and the Gate House. The construction of the Bunker Building, a contributing building, in 1944 is a significant date. The period of significance ends in 1964, when the P.R. Mallory Co. was near the height of its manufacturing operations and trademarked its famous Duracell® battery. Also in 1964, Phillip Rogers Mallory, the company's founder, resigned as Chairman of the Board of Directors.

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

N/A

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

### **Statement of Significance Summary Paragraph**

The P.R. Mallory Company Factory Historic District is significant for its local importance under Criterion A in the areas of Industry and Invention. During its five decades headquartered in Indianapolis, the P.R. Mallory Company was truly a pioneer in electronics, electro-chemistry, and specialized metallurgy, and it was also instrumental in the production of national defense materials during World War II, winning the Army Navy “E” award four consecutive years. Along with The P.R. Mallory Company invented and patented numerous products that are components of everyday household items, including radios, automobiles, refrigerators, and washing machines. However, the company’s most recognized and notable achievement was the invention of its Mallory dry cell battery, which is today known as Duracell®. The factory was originally built for the General Electric Company – National Lamp Works division to be used as an incandescent lamp factory. However, new developments in light bulb manufacturing made it possible to increase production without the use of large industrial spaces, and as a result, the factory was never utilized by the National Lamp Works. The newly constructed factory remained vacant until the P.R. Mallory Co. acquired the site in 1929 and relocated its business from Port Chester, New York to Indianapolis, Indiana. The period of significance begins in 1929, when the P.R. Mallory Company acquired the property, and continues to 1964, when the Duracell® battery was trademarked and the factory reached its height of operation. The discontinuous district nominated here encompasses the five extant resources that represent this important manufacturing complex.

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### **Narrative Statement of Significance & Developmental History<sup>3</sup>**

#### **EARLY HISTORY - EAST WASHINGTON STREET PARK & WONDERLAND AMUSEMENT PARK**

Before the factory was ever constructed, the site was a well-known cultural destination and visited by many Indianapolis residents. In the winter of 1899-1900, the land was acquired from the Pennsylvania Railroad by the Indianapolis Indians baseball team, and a baseball field, known as East Washington Street Park, was constructed on the site. The Indianapolis Indians played baseball at East Washington Street Park from 1902 to 1905, when the team moved across town to West Washington Street Park.

In November 1905, after the Indianapolis Indians vacated East Washington Street Park, the land was acquired by Wonderland Construction Company and transformed into amusement park. The new park, based on similar amusement parks of the era, like Coney Island, opened on May 19, 1906 and featured numerous rides, attractions, and curiosities. However, the Wonderland Amusement Park encountered substantial attendance and financial challenges, forcing its closure just a few years later in August 1911. After its last day of operation on August 27, 1911, a fire broke out and burned the entire park to the ground.

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<sup>3</sup> The City of Indianapolis prepared most of this nomination and did not include any footnotes. All sources consulted in the preparation of this nomination are included in the Bibliography.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

### ACQUISITION BY GENERAL ELECTRIC CO. & FACTORY CONSTRUCTION (1921-1928)

After Wonderland Amusement Park burned down, the land remained vacant for about nine years, until it was purchased around 1920 by the General Electric Company. At the time of acquisition, General Electric planned to construct a new manufacturing facility for its National Lamp Works division to produce incandescent light bulbs.

According to the 1920 *Indiana Construction Recorder*, much of the factory's planning and design work was conducted from August to November 1920. An excerpt from an August 28, 1920 announcement states "Factory: Finishing plant and glass factory. . . Owner General Electric Co., National Lamp Division, New York City, N.Y. Prel. plans in progress." The evolution of the factory's plans is published in the September 18, 1920 *Indiana Construction Recorder* and reads:

Factory: Finishing plant, 3 sty., 291x83; glass factory, 2 sty., 251x83. Power plant, gas house, \$1,500,000, East Washington and Gray sts. Arch., Private plans. Owner, The General Electric Co., National Lamp Works (subsidiary), Cleveland, Ohio. General contract awarded to Fruin-Colnon Contracting Co., St. Louis, MO. Brick and steel constr., steel sash, brick stack, boilers, coal handling equipment, comp. roof, freight elevators.

A later November 20, 1920 announcement in the *Indiana Construction Recorder* describes the final plans for the factory and additional contract work, stating:

Contracts Awarded: Factory: (Finishing plant, 3 stys., 291x83 glass factory; 2 stys., 251x83, power plant, gas storage house) \$800,000. Archt. Private plans. Owner, (same as above). General Contractor, (same) Foundations in. Stone let to G. Ittenbach & Co., 916 Harrison St., Indianapolis. Masonry, carpentry, concrete work, general contractor does.

While the factory was under construction, the process of manufacturing incandescent light bulbs changed significantly. New industry developments in 1920-1921 made it possible to increase light bulb production while utilizing less factory floor space, and as a result, the National Lamp division decided not to use the new factory building.<sup>4</sup>

In 1921, the general contractor, Fruin-Colnon Contracting Co., completed the main Administration Building, the Power House, and the Smokestack. Once completed, the buildings remained vacant until 1929.

It should be noted that the two-story 251x83 building that was listed in the *Indiana Construction Recorder* was not constructed in 1920-1921. Although the reason why is unknown and not published, it may be inferred that construction of this second factory building was abandoned

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<sup>4</sup> The "new factory building" is the Administration Building in this nomination.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

when General Electric decided to not occupy the new facility. A building of similar dimension was later constructed in 1936 by P.R. Mallory west of the existing factory building. However, this second factory building was located on a separate parcel of land, was razed in 2012, and the vacant parcel is not included in this nomination.

### **P.R. MALLORY INCEPTION AND OFFICE RELOCATION (1916-1929)**

In 1929, Philip Rogers (P.R.) Mallory began seeking a new location for his manufacturing business. Established in 1916 in Port Chester, NY, the P.R. Mallory Company started from humble beginnings and first began by manufacturing tungsten filaments for incandescent light bulbs. Over the next decade, the company evolved into an innovative metallurgy business that specialized in engineering materials based on silver, copper, and tungsten. By 1929, the P.R. Mallory Company's two east coast plants were at full capacity and could not expand its operations. Because so many of the company's customers were located in the Midwest, P.R. Mallory decided to purchase the existing factory at 3029 E. Washington St. from General Electric Co. and relocate its headquarters to Indianapolis, Indiana.

When P.R. Mallory Company moved to Indianapolis in February 1929, it quickly established itself as an industrial stronghold and added great benefit to the local economy. The company's relocation was one of the largest, single industrial acquisitions for the Indianapolis area during the 1920s, and it generated approximately 900 new jobs for Indianapolis residents, including over eight-hundred factory positions and seventy-five administrative roles. In addition, P.R. Mallory procured a large amount of their materials and supplies, such as steel, wood boxes, electric wire, and radio coils, from Indianapolis area vendors, thus increasing the sales of those businesses as well. Over the next five decades, P.R. Mallory Company would continue to steadily grow the local economy by adding jobs and purchasing materials from local vendors.

### **THE GREAT DEPRESSION (1929-1940)**

In his book *Recollections: Fifty Years with the Company*, P.R. Mallory described the company's growth during the Great Depression and humbly wrote it "moved forward at a pace steady though not sensational." Despite the nation's devastating economic crisis, the P.R. Mallory Company continued to develop, manufacture, and prosper. At the beginning of the 1930s, the company had a sales volume of a little over one million dollars, and by 1939, had climbed to over six million. In 1934, all P.R. Mallory Company employees received a general wage increase, followed by the introduction of an incentivized bonus plan the next year. In 1938, the company employed 1,218 persons and paid out \$1,802,908 in salaries and wages. During a time when many businesses were in ruin and unemployment was rampant, the P.R. Mallory Company provided vital employment and good wages to Indianapolis residents. During this time, the company invested in the physical expansion of the complex with the construction of a large rectangular one-story factory building immediately south of the Administration Building (1936); a one-story service building (1929 with a larger 1940 addition); and a wide rectangular one-story

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

building with a sawtooth roof (1940).<sup>5</sup> These buildings housed manufacturing processes as well as facilities used to service and repair factory machinery.

During the 1930s, Indianapolis' P.R. Mallory factory manufactured several significant patented alloy products. Elkon and Carboly were two principle alloy products that, although invented in the 1920s prior to the company's relocation, were manufactured in the Indianapolis factory. Elkon is a tungsten product used in various kinds of welding electrodes, and in the 1930s, it was widely used in the production of Ford Model A cars to weld automobile spokes on wire wheels. Carboly is a cemented tungsten carbide product with a hardness and strength second only to diamond, and it was widely used in dies and tools used to cut glass, metals, and other hard materials. The P.R. Mallory factory not only made the Carboly alloy, but they also mounted it on the cutting tools. In addition, P.R. Mallory's scientists and engineers continued to advance metallurgy technology and invent new alloys, including chromium copper (patented Mallory 3), copper nickel silicide (patented Mallory 53), and copper beryllium (patented Mallory 73).

The P.R. Mallory Company was also recognized for its production of radio and automobile equipment during the 1930s. The company produced electrical dry rectifying units used in battery chargers and eliminators, which replaced old rectifying tubes. These new rectifiers were used in radios, as well as long distance telephone service. In addition, the company manufactured low-voltage fans used in closed automobiles, and tungsten electric contacts used in timing devices.

### **WORLD WAR II (1941-1945)**

The same year that the P.R. Mallory Company celebrated its twenty-fifth anniversary, the United States entered into World War II. The war forced many American companies to make tremendous scientific and technological advancements as never seen before, and the P.R. Mallory Company was no exception. During WWII, P.R. Mallory's production was nearly 100 percent dedicated to the war effort. Virtually overnight, the company transitioned its commercial radio, electrical, and metallurgical manufacturing operations into producing national defense products. As a result, the company constructed a new manufacturing facility to accommodate the increased production.

By 1940, most Americans believed that U.S. involvement in WWII was imminent, and in September 1940, the P.R. Mallory Company was awarded two Army Air Corps defense contracts to manufacture materials for airplane bombers. Over the following four years, the U.S. War Department continued to award defense contracts to P.R. Mallory. Between 1940 and 1941, the demand for Mallory products increased so rapidly that sales were doubled. By the end of WWII, sales exceeded more than \$47 million, an indication of the company's war production achievements.

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<sup>5</sup> Sanborn Fire Insurance Map, Indianapolis, 1914 corrected to 1950, Volume 3, Sheets 243 and 244. <http://maps.indy.gov/MapIndy/index.html>. These resources are no longer extant. They were demolished in 2019, c.2010, and c.2012, respectively.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

During WWII, the P.R. Mallory Company invented, manufactured, and later patented several significant products, including bomb shackle releases, Intervalometers, Mallosil, stratosphere vibrators, and the Mallory Tropical Battery. These products, which were invented and manufactured at the Indianapolis factory, were so critical to the war effort that much of their technical details and production were largely unknown to the public and kept as closely guarded military secrets. In 1943, the P.R. Mallory Company sold a tract of land south of its existing factory complex to the federal government. The government then constructed a new building to house the manufacturing processes for these new inventions.<sup>6</sup> Completed in 1944, the Bunker Building was constructed on a partial block immediately south of the existing complex. The location of the new building was relatively secluded behind the existing manufacturing buildings and adjacent to the large railyard to the south. The large concrete building had large mushroom columns that supported the wide spans necessary for the P.R. Mallory Company to execute these new manufacturing processes. Around this time, the company also constructed several small outbuildings to house various resources such as pipes, scrap, and solvents.<sup>7</sup>

The P.R. Mallory Company first began its production of war defense materials by manufacturing Intervalometers and bomb shackle releases, two devices that allowed planes to deploy bombs with mathematical precision. The first device, the Intervalometer, is timer located inside a bombing plane that, when activated, transmits electronic signals to the bomb shackle releases to drop bombs, one by one, at desired timed intervals. This internal timer became standard equipment on most American bombing planes and some foreign aircraft. The second device is the bomb shackle release, which is an electrically-operated mechanism located in the underside racks of bombing planes that mechanically release bombs. Mallory's bomb shackle releases were widely used by the U.S. Navy and other branches of the Armed Forces. The Bunker Building was integral to the manufacture of these products.

In the early 1940s, P.R. Mallory scientists and engineers invented a new silver product called "Mallosil," which used a plating process to produce a heavy layer of silver permanently bonded to steel. Prior to the invention of Mallosil, ordinary military airplane bearings were failing under the intense demands of the war. By using Mallosil, P.R. Mallory developed new, extremely durable silver bearings that were used in bombing and fighting planes, including the B-29 bombers. The extremely resilient Mallosil silver bearings made it possible for supercharged engines to maintain terrific speeds for hours at time. Max B. Cook, a Scripps-Howard aviation editor, wrote "Without that silver the powerful Boeing Superfortress (B-29s) and many other bombers and fighters could not function."

The P.R. Mallory Company produced numerous parts for the Army and Navy's warplanes during the war, including rotor rings, tungsten-tipped electrodes for spark plugs, firing pins for artillery

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<sup>6</sup> Roger Budrow, "Mallory Firm Pays \$425,000: Purchases U.S.-Owned Wartime Factory," *The Indianapolis News*, March 19, 1946. Indianapolis – Companies – P.R. Mallory Co., vertical file, Indianapolis Public Library. The P.R. Mallory Company purchased the land and the building from the federal government in 1946.

<sup>7</sup> Sanborn Fire Insurance Map, Indianapolis, 1914 corrected to 1950, Volume 3, Sheets 243 and 244.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

shells, condensers, switches, dials, and volume controls. It also developed the hermetically-sealed stratosphere vibrator, which was designed to operate at extreme altitudes of about 35,000 feet and used in interceptor planes.

Perhaps the most notable P.R. Mallory Company invention during WWII was the Mallory Tropical Battery. During the First World War, Allied forces in Africa and the South Pacific continuously experienced communication problems due to deficient batteries. The zinc carbon batteries available at that time could not withstand climate change, especially tropical conditions, and as a result were unreliable and failures. But during a war, batteries are essential to operating mine detectors, flashlights, and communication devices, such as walkie-talkies and field telephones, and at the beginning of WWII, there was a great demand to create a new battery that could withstand extreme weather conditions.

In the 1920s, an inventive electro-chemist named Samuel Ruben joined the P.R. Mallory Company and first began experimenting with a new mercury alkaline battery, and throughout the 1930s, Mr. Ruben continued to test and improve upon this new “dry cell” battery. Although it was still in the early stages of development, the United States government testing laboratories had obtained a prototype battery and was impressed by its durability and operating capabilities. When WWII erupted, the federal government approached the P.R. Mallory Company and adamantly insisted that the company mass produce the new mercury dry cell batteries for the war. Although the new batteries exhibited some technical problems, they far outperformed the zinc carbon ones, not only performing in the extreme weather conditions of the South Pacific but also providing four to six times the operating life. By the war’s end, the Indianapolis factory was producing over one million batteries per day. In his memoir, P.R. Mallory wrote that it was impressive that “the majority of the batteries we made reached the firing line and served their purpose.” Of all the products and parts invented and manufactured by the P.R. Mallory Company during its forty-nine years in Indianapolis, the mercury battery certainly emerged as the most notable and significant.

The P.R. Mallory Company’s inventions and production during WWII were so significant that the company was bestowed the prestigious Army Navy “E” award four consecutive times, from 1941-1944. The “E” award is an honor presented to a company during WWII for its excellence in the manufacturing of war equipment. The P.R. Mallory Co. received awards for its production of the mercury dry cell battery, Mallosil bearings, Intervalometers, and timers.

While the company undoubtedly made its mark upon the United States government and emerged as a major producer of national defense materials, it also evolved into one of the most significant employers in the Indianapolis area during WWII. There was tremendous pressure and enormous demand for Mallory products during the war, which required significant business expansion and increased production. At the beginning of the war, P.R. Mallory had the one factory located at 3029 E. Washington Street. During the war, the company was forced to acquire or build additional facilities nearby to meet the intense war production, specifically the Bunker Building.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

As a result, there was also huge demand for workers. During the peak of wartime production, the company employed more than 8,000 persons at various locations. Further complicating the ever-increasing demand for workers, enlisted or drafted male employees were called overseas, leaving major gaps in the Indianapolis workforce. To meet wartime production requirements, the P.R. Mallory Co. hired more and more women and persons with physical disabilities. A February 6, 1944 *Indianapolis Star* article states:

The firm employs women of all ages from high school girls to grandmothers and has found that they are well-suited to the delicate operations of assembling small parts. Many more women are needed, the materiel command emphasizes. The firm also employs approximately 80 deaf mutes and a number of handicap persons. These workers, too, have proved their worth.

Mallory's demand for workers for so great that the company even hired military men to work when they were on leave.

#### **POST WAR (1946-1964)**

Like so many American businesses, the P.R. Mallory Company went through a significant period of adjustment after WWII ended. In August 1945, after victory was declared in Japan, the company had to shift from manufacturing national defense materials to commercial products virtually overnight. Although the transition was challenging, it was not unanticipated, and P.R. Mallory Company leadership made a rather quick, and extremely successful, return to peace-time commercial production.

World War II brought national awareness of P.R. Mallory's incredible scientists and engineers, and it defined the company as an industry leader in the fields of electronics, electro-chemistry, and metallurgy innovation. In the decades following the war, the P.R. Mallory Company was continuously awarded government research contracts on capacitors, rectifiers, batteries, and ductile titanium-base alloys.

Shortly after the war's end, the P.R. Mallory Company decentralized its business operations and created new divisions devoted to manufacturing specific products, such as batteries and capacitors. These divisions focused on refining specialized war-time products and reinventing them for peace-time, commercial use. One such product was timing switches, which were initially used during the war in bombing planes. These devices were re-engineered and used as component parts in washing machines, dryers, and dishwashers. The company again invested in its facilities with the construction of a long one-story warehouse addition to the 1936 factory building at the southeast corner. This building became known as the CMW Building.<sup>8</sup> In 1946, the company also purchased the land it had sold to the federal government in 1943; the purchase

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<sup>8</sup> Sanborn Fire Insurance Map, Indianapolis, 1914 corrected to 1956, Volume 3, Sheet 244.  
<http://maps.indy.gov/MapIndy/index.html>. This building is no longer extant.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

included the 1944 Bunker Building in which the P.R. Mallory Company had manufactured batteries for the government during the war.<sup>9</sup>

During the 1950s and 1960s, the company continued to invent and manufacture new products. In 1952, P.R. Mallory Company began extensive research into powdered metallurgy, and by 1957, they had developed “Steelmet,” which is an inexpensive powdered steel that replaced expensive machine-pressed precision parts. In December 1957, P.R. Mallory Company received the National Industrial Science Achievement Award from the American Association for the Advancement of Science for its invention and manufacturing of Steelmet.

In addition, the P.R. Mallory Company continued to refine and re-invent its batteries, which were so widely used during WWII, and adapt them for peacetime applications. By 1946, the company had developed a miniature mercury battery, which was first used that same year in vacuum-tube hearing aids. In 1960, P.R. Mallory’s miniature mercury battery was used to power watches and the first cardiac pacemaker implanted in a human being. During that same time, NASA and the U.S. military used Mallory’s miniature mercury batteries in their communication satellites, missile-guidance systems, air-sea rescue beacons, personal radiation-detection devices, and sea-based sonobuoys that tracked ships and submarines.

While the P.R. Mallory Company’s miniature mercury battery was enjoying tremendous success, the business continued its relentless battery innovation under the direction and inventive genius of Samuel Ruben. After much experimentation and testing, the traditional mercury-oxide battery cathode was substituted with manganese dioxide, resulting in an “alkaline” battery. P.R. Mallory Co. introduced its first line of alkaline cells in 1961, both miniature and in the standard AA, AAA, C and D sizes. In the early 1960s, battery sales soared, and P.R. Mallory’s battery division quickly became the world’s leading manufacturer of high-performance alkaline batteries. In 1964, P.R. Mallory rebranded its popular alkaline battery as Duracell®.

By 1964, the P.R. Mallory Company was recognized as one of the city’s leading manufacturing firms and largest employers, providing roughly 1,500 jobs at its Indianapolis headquarters alone. At that time, the company was viewed as a national and international leader in electronic components, batteries, and metallurgical products.

Also, in 1964, as the company neared the height of its operations, Phillip Rogers Mallory resigned as the Chairman of the Board after serving and leading the company for forty-eight years. When he turned over the chairmanship, P.R. Mallory Company had annual sales of \$98 million and employed over eight thousand persons worldwide. Under his leadership, he grew the company from one plant, located in the Indianapolis, Indiana, to twenty-seven plants and laboratories throughout the United States.

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<sup>9</sup> Budrow, “Mallory Firm Pays \$425,000: Purchases U.S.-Owned Wartime Factory.”

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

## **ACQUISITION AND VACATION OF THE FACTORY COMPLEX**

Beginning in the late 1950s and continuing into the 1970s, the P.R. Mallory Company acquired several companies, entered into numerous domestic and international joint ventures, and created several new divisions. However, in the mid-1970s, the parent company began selling off some of its manufacturing divisions, in order to focus on battery manufacturing. In 1978, the company was taken over by Dart Industries, a Los Angeles-based manufacturing conglomerate. At the time of the acquisition, the P.R. Mallory Company was the ninth-largest corporation in the state of Indiana and was ranked 458<sup>th</sup> of the nation's Fortune 500 companies.

The 1978 acquisition sparked a string of buyouts, and all but one of the former P.R. Mallory Company divisions was sold. Today, only one former division, the Mallory North American Capacitor Company, remains in Indianapolis and is located on the far-westside of the city.

The former P.R. Mallory Company Factory complex was bought and sold numerous times during the 1980s, 1990s, and early 2000s. In August 2010, after going through tax sale, the property was acquired by Southeast Neighborhood Community Development Corporation for redevelopment. Deferred maintenance, disuse, and hazardous environmental conditions led to the substantial deterioration of several resources, which eventually led to their demolition.

## **CONCLUSION**

While the P.R. Mallory Company brand was often unknown by its consumers, the company invented and manufactured component parts that are found in many everyday household items, including dishwashers, toasters, washing machines and dryers, vacuum cleaners, electric stoves, radios, and televisions. During WWII, the company was instrumental in the innovation and production of national defense materials, including fabricating parts for military aircraft and bombs to inventing a new revolutionary mercury battery. By 1960, P.R. Mallory products could be found in every corner of the earth and even in outer space. Because the company produced component parts, the name was often hidden behind the well-known brand names the consumer sees. However, the P.R. Mallory Company was truly a pioneer in electronics, electro-chemistry, and specialized metallurgy. The intentional relocation of the company's headquarters to Indianapolis and the subsequent development of the site into a large functionally related complex demonstrates the property's local significance for its immense contributions to industry and invention. The extant resources, the Administration Building, the Power House, the Smokestack, the Gate House, and the Bunker Building, are the extant resources that communicate the historic significance of the property.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67) has been requested  
(approved 2/22/2018)

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: Indianapolis-Marion County Public Library, Central Branch and  
the Indiana State Library

**Historic Resources Survey Number (if assigned):** 098-295-1999

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**10. Geographical Data**

**Acreeage of Property** 4.81 acres

Use the UTM system

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983 Note: one point for each parcel.

1. Zone: 16 Easting: 576049 Northing: 4402425

2. Zone: 16 Easting: 575991 Northing: 4402146

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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

The boundaries of the P.R. Mallory Company Factory Historic District encompass the two discontinuous parcels that contain the historic resources associated with the property. The L-shaped north parcel contains the Administration Building, the Power House, the Smokestack, and the Gate House. The roughly trapezoidal south parcel contains the Bunker Building. The legal descriptions of each parcel are described below.

North Parcel:

Part of Lot Number 1 in the P.R. Mallory Company, Incorporated Re-Sub, an Addition to the City of Indianapolis, Indiana, the plat thereof recorded as Plat Book 25, page 406 in the Office of the Recorder of Marion County, Indiana, also, Lots 81 through 84, inclusive, in Christian's East Washington Street, 3<sup>rd</sup> Addition, recorded as Plat Book 11, page 123, the vacated alley lying southerly of and adjacent to said Lots 81 through 84, inclusive, vacated per Resolution 16010 and the vacated alley lying easterly of and adjacent to said Lot 84 in said Christian's East Washington Street, 3<sup>rd</sup> Addition, also vacated per said Resolution 106010, more particularly described as follows:

BEGINNING at the intersection of the southern right-of-way line of East Washington Street with the western right-of-way line of Gray Street; thence South 84 degrees 57 minutes 24 seconds West (Basis of Bearings: Indiana State Plane, East Zone, NAD 83) 550.15 feet (550.40 and 550.03 – Deed) along said southern right-of-way line to the eastern right-of-way line of Parker Avenue; thence South 00 degrees 11 minutes 19 seconds East 135.39 feet along said eastern right-of-way line; thence North 89 degrees 03 minutes 18 seconds East 302.59 feet; thence South 00 degrees 11 minutes 19 seconds East 180.63 feet parallel with said eastern right-of-way line; thence North 89 degrees 30 minutes 21 seconds East 14.40 feet to the boundary of the 2.368-acre tract of land granted to the City of Indianapolis, Department of Metropolitan Development (“DMD tract”) (recorded as Instrument Number A201500127737 in said Recorder's Office), all of the remaining courses are along the boundary of said DMD tract; thence North 00 degrees 23 minutes 13 seconds West 10.44 feet; thence North 89 degrees 38 minutes 43 seconds East 60.06 feet; thence North 61 degrees 31 minutes 55 seconds East 58.56 feet (57.01 feet – DMD deed); thence North 89 degrees 39 minutes 41 seconds East 120.03 feet (122.57 feet – DMD deed) to the western right-of-way line of Gray Street; thence North 00 degrees 15 minutes 30 seconds West 337.84 feet (337.76 feet – DMD deed) along said western right-of-way line to the POINT OF BEGINNING, containing 3.057 acres, more or less.

South Parcel:

Part of Lot Number 2 in the P.R. Mallory Company, Incorporated Re-Sub, an Addition to the City of Indianapolis, Indiana, the plat thereof recorded as Plat Book 25, page 406 in the Office of the Recorder of Marion County, Indiana (all recording information noted herein refers to said Recorder's Office), also the vacated north/south alley within said Lot 2 as vacated by Resolution No. 15550, and part of the south half of vacated Moore Avenue as vacated by

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

Resolution No. 15952, Instrument No. 27320, Book 1149, page 295, more particularly described as follows:

BEGINNING at the northwestern corner of Lot 2 in said P.R. Mallory Company, Incorporated Re-Sub, being the intersection of the southern vacated right-of-way line of Moore Avenue as vacated by Resolution No. 15952, Instrument No. 27320, Book 1149, page 295 with the eastern vacated right-of-way of Parker Avenue as vacated by Resolution 75136, Volume 1437, page 60; thence South 00 degrees 11 minutes 19 seconds East (Basis of Bearings: Indiana State Plane, East Zone, NAD 83) 164.60 feet along said eastern vacated right-of-way line to the southeastern corner thereof on the northern line of the P.C.C. & St. Louis Railroad Yards and the southern line of said Lot 2; thence North 86 degrees 16 minutes 23 seconds East 460.65 feet to the southerly extension of the eastern face of an existing building known as Building "L" in Mallory Components Group Building Complex); thence North 00 degrees 48 minutes 41 seconds West 44.95 feet (33.02 feet – deed) along said southerly extension and the eastern face of said Building "L" to a corner thereof, being the point of curvature of a non-tangent curve concave to the northeast, the radius point there thereof lying North 48 degrees 31 minutes 36 seconds East 255.00 feet; thence northwesterly 107.05 feet (106.64 feet – deed) along said curved building face to the northeastern corner of said Building "L", said corner lying South 72 degrees 34 minutes 47 seconds West 255.00 from said radius point; thence North 12 degrees 56 minutes 00 seconds West 12.48 feet into said vacated Moore Avenue; thence South 89 degrees 36 minutes 59 seconds West 30.70 feet; thence North 00 degrees 22 minutes 58 seconds West 13.29 feet to the centerline of vacated Moore Avenue; thence South 89 degrees 29 minutes 55 seconds West 373.85 feet along said vacated centerline to the western line of said vacation; thence South 00 degrees 11 minutes 19 seconds East 25.00 feet along said vacation to the POINT OF BEGINNING, containing 1.755 acres, more or less.

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

The proposed boundary encompasses the extant resources that communicate the historic significance of the P.R. Mallory Company Factory. The proposed boundary constitutes a discontinuous district comprised of two parcels that were historically part of a functionally related complex. The nominated property is justifiable as a discontinuous district because visual continuity is not a factor of its significance. The buildings were intentionally separate geographically and the Bunker Building was constructed in a secluded location at the rear of the property. The space between the resources is no longer significant as the manufacturing resources that once stood in those spaces have been demolished. These extant structures, located on two parcels, are directly associated with the property's area of significance and period of significance.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

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### 11. Form Prepared By

name/title: Rachel Consolloy Nugent, Director of Operations  
organization: Rosin Preservation, LLC  
street & number: 1712 Holmes St.  
city or town: Kansas City state: MO zip code: 64108  
e-mail: [rachel@rosinpreservation.com](mailto:rachel@rosinpreservation.com)  
telephone: (816) 472-4950  
date: September 23, 2020

name/title: Emily Mack, Christopher Myers  
organization: City of Indianapolis  
street & number: 200 E. Washington Street  
city or town: Indianapolis state: IN zip code: 46204  
e-mail: [chris.myers@indy.gov](mailto:chris.myers@indy.gov)  
telephone: (317) 327-4432  
date: June 16, 2016

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

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

## Photo Log

Name of Property: **P.R. Mallory Company Factory Historic District**

City or Vicinity: **Indianapolis**

County: **Marion County** State: **Indiana**

Photographer: **Brad Finch, f-stop Photography**

Date Photographed: **July/August 2020**

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

- 1 of 25:** Administration Building, north and east elevations, view SW.
- 2 of 25:** Administration Building, north elevation, view S.
- 3 of 25:** Administration Building, north and west elevations, view SE.
- 4 of 25:** Smokestack, Power House, Administration Building, view NE (this was taken before the Gate House was moved to its permanent location).
- 5 of 25:** Administration Building, historic main entrance at north end of building, view NW.
- 6 of 25:** Administration Building, first floor, new main entrance at center of west side of building, view SW.
- 7 of 25:** Administration Building, second floor, view NE.
- 8 of 25:** Administration Building, second floor classroom (typ.), view SW.
- 9 of 25:** Administration Building, third floor, common area, view S.
- 10 of 25:** Administration Building, third floor, historic freight elevator doors, view SW.
- 11 of 25:** Administration Building, lower level, historic fire doors, view NW.
- 12 of 25:** Bunker Building, north and west elevations, view SE.
- 13 of 25:** Bunker Building, south elevation, view NE.
- 14 of 25:** Bunker Building, east elevation and historic loading dock, view W.
- 15 of 25:** Bunker Building, lower level entrance, view SW.
- 16 of 25:** Bunker Building, lower level, open area, view NW.
- 17 of 25:** Bunker Building, upper level, new offices in west half, view NW.
- 18 of 25:** Bunker Building, upper level, north side of building in west half, view E.
- 19 of 25:** Bunker Building, upper level, main open space in west half, view NW.
- 20 of 25:** Bunker Building, upper level, unaltered east half, view SW.
- 21 of 25:** Gate House, permanent location on S. Parker Avenue, east and north elevations, view SW.
- 22 of 25:** Gate House, Administration Building, and Smokestack, from S. Parker Avenue along new drive, view E.
- 23 of 25:** Smokestack, Power House, and Administration Building, from the roof of the Bunker Building, view NE.

P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**24 of 25:** Smokestack, Power House, and Administration Building, from the roof of the Bunker Building, view N.

**25 of 25:** Bunker Building, from the roof of the Administration Building, view SW.

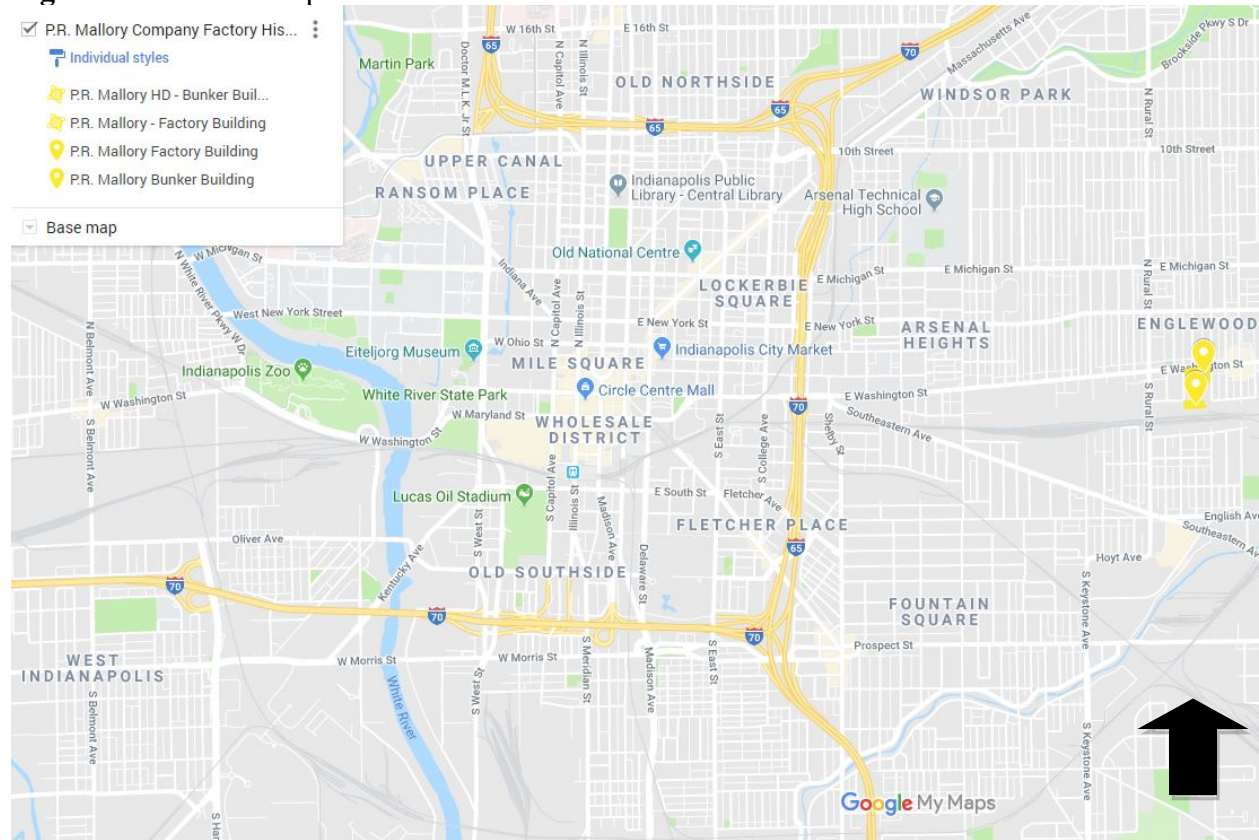
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to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

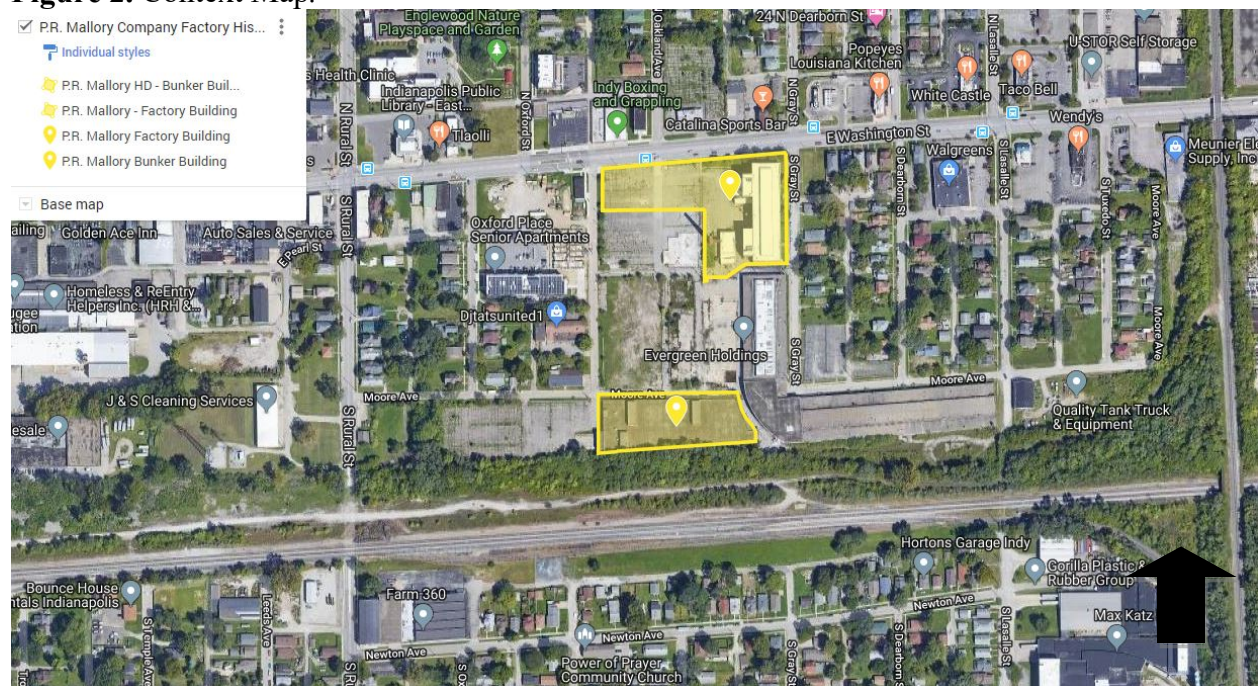
P.R. Mallory Company Factory Historic District  
 Name of Property

Marion County, Indiana  
 County and State

**Figure 1. Location Map.**



**Figure 2. Context Map.**



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

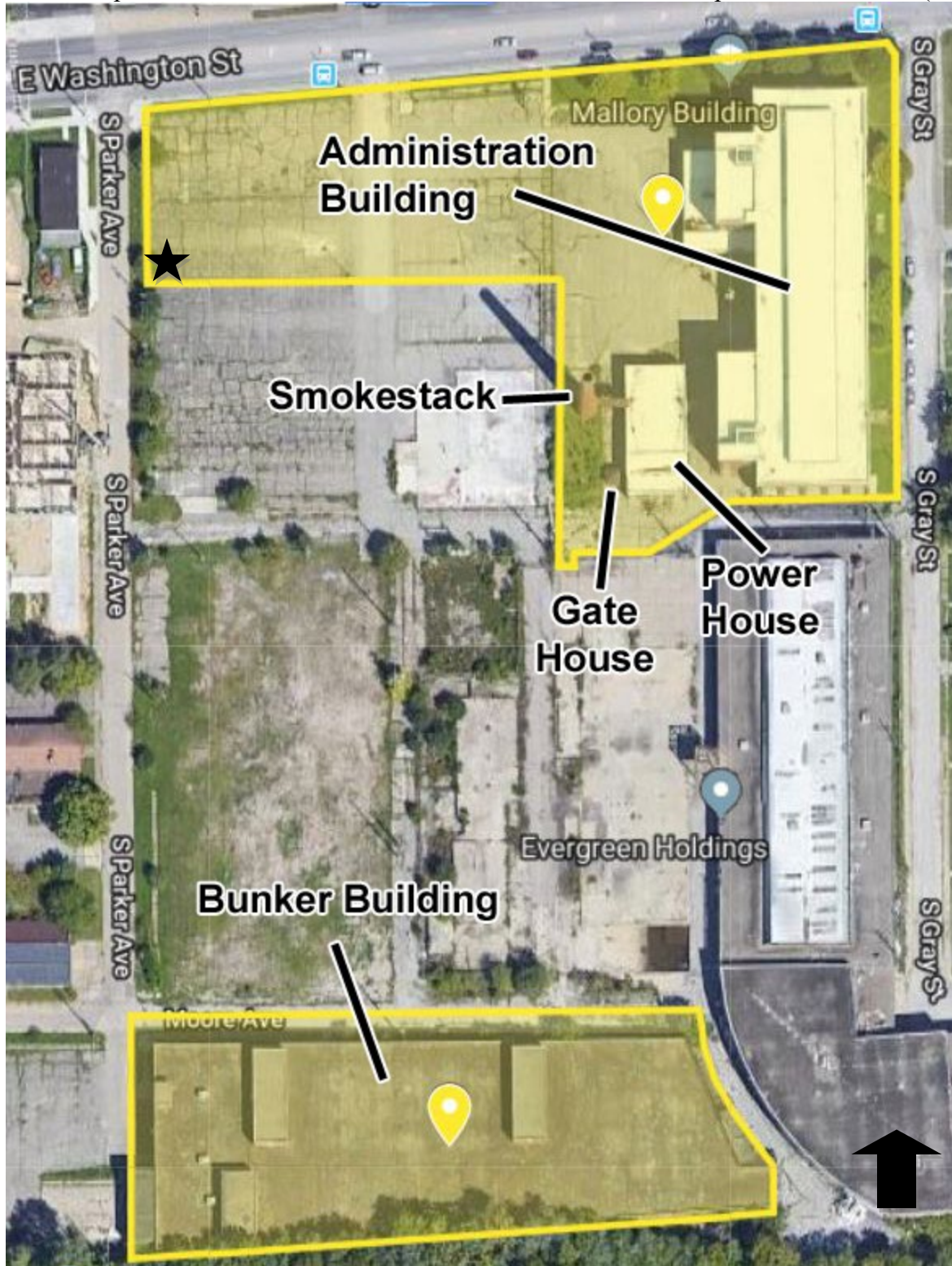
**Figure 3.** Site Map.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 4.** Boundaries and Resources. All resources are contributing. The aerial photograph has not been updated and thus does not show the Gate House in its new permanent location (star).



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

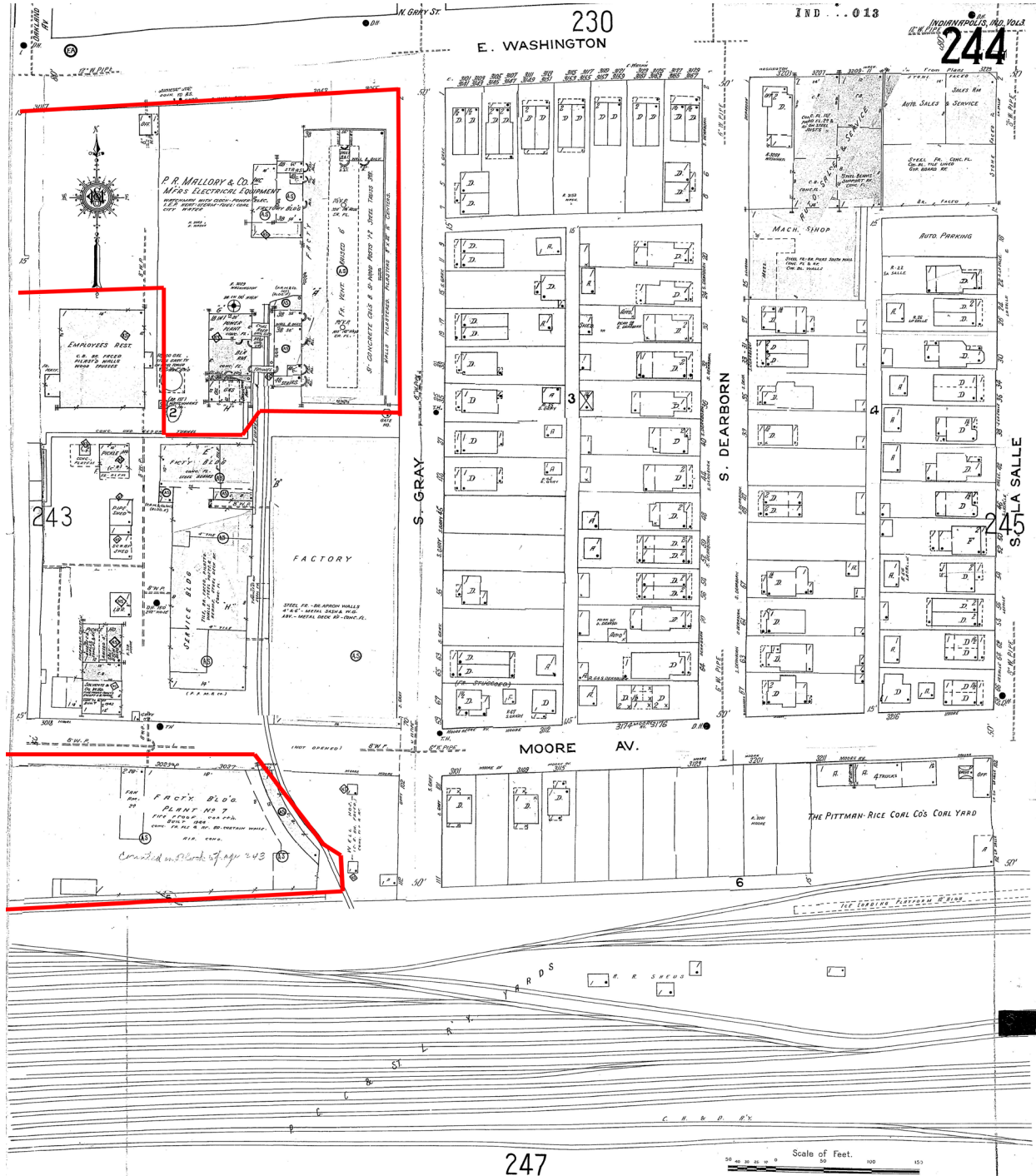
**Figure 5.** Historic Photograph, c. 1930.



P.R. Malloy Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

Figure 6. Sanborn Fire Insurance Map, August 1950, Volume 3, Sheet 244. Boundaries of Historic District in red.

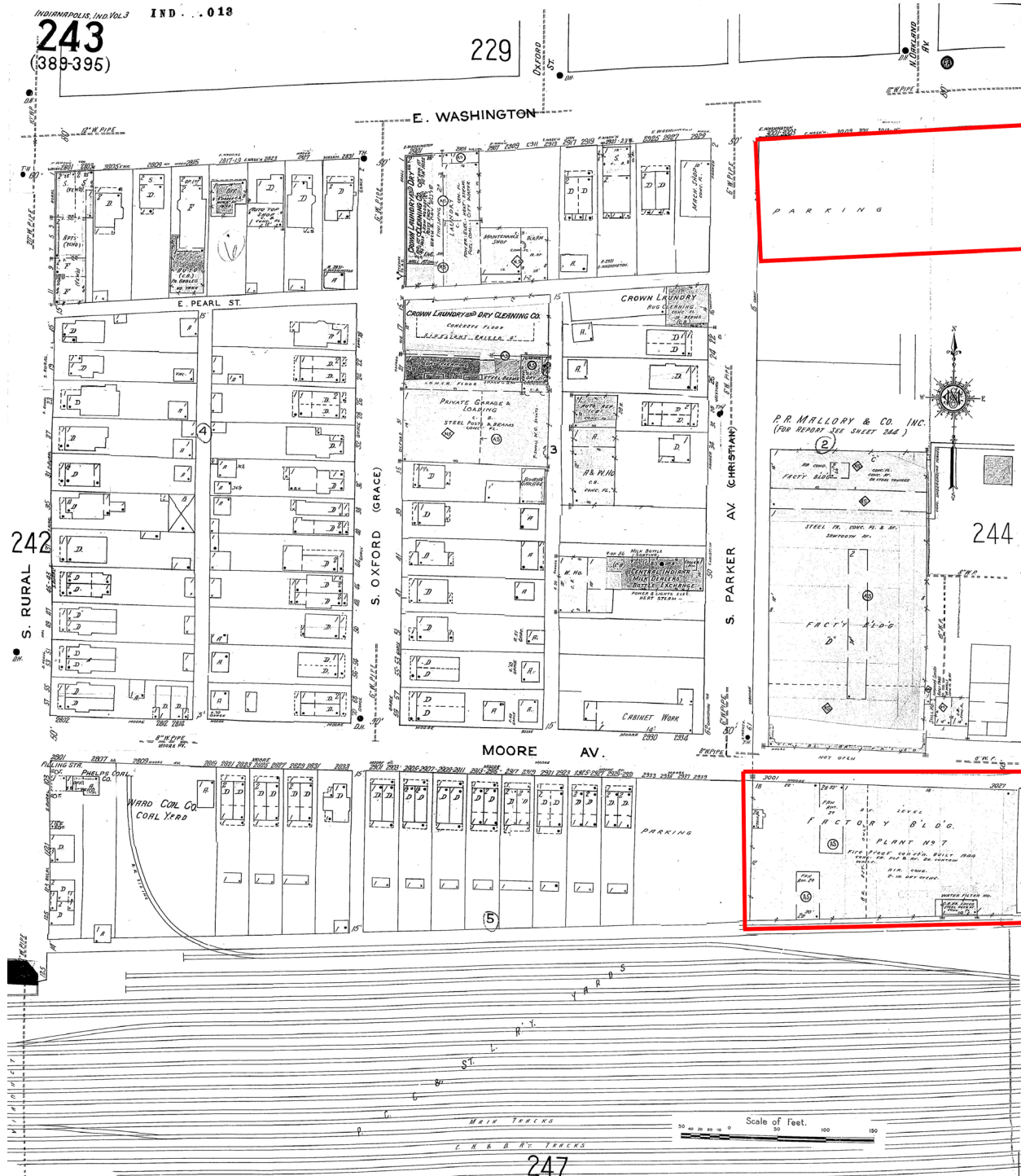




P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

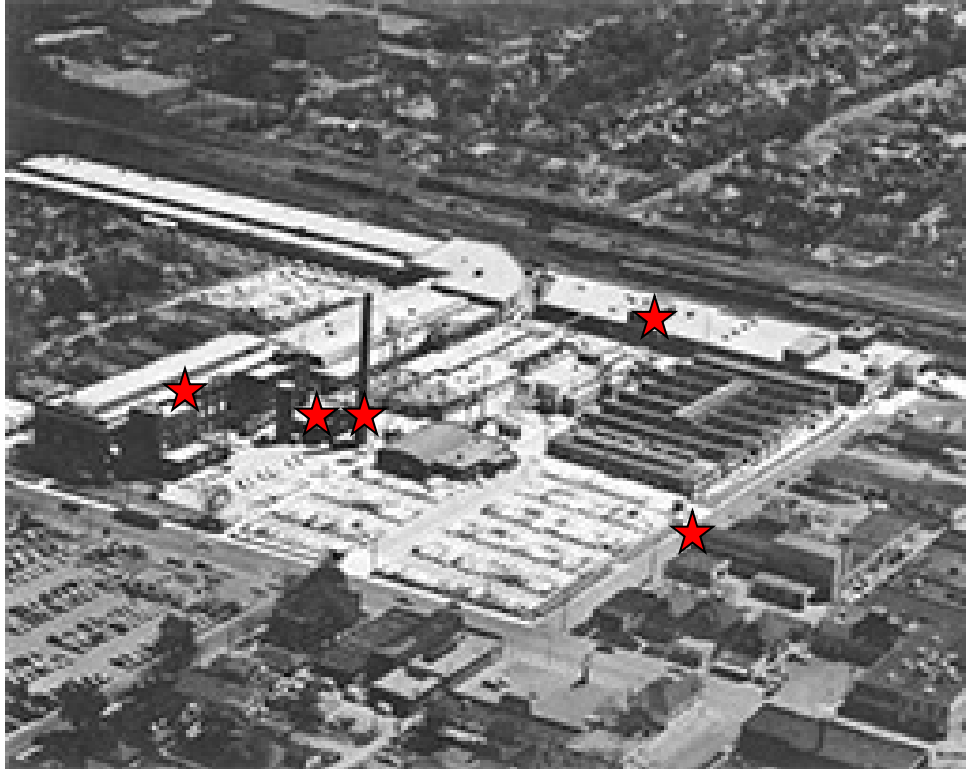
Figure 7. Sanborn Fire Insurance Map, August 1950, Volume 3, Sheet 243. Boundaries of Historic District in red.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 8.** Historic Aerial Photograph, 1966, looking southwest. The red stars identify the resources in the District (L to R): Administration Building, the Power House, the Smokestack, the Bunker Building, and the Gate House (all contributing). The historic location of the Gate House is close to its current location.



**Figure 9.** Interior photograph of the manufacturing space at the P.R. Mallory Company Factory. Unknown location and date.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 10.** Interior photographs of the manufacturing space at the P.R. Mallory Company Factory. Unknown location and date.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 11.** Photo Map – Site and Exterior photos. The aerial photograph has not been updated and thus does not show the current location of the Gate House.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

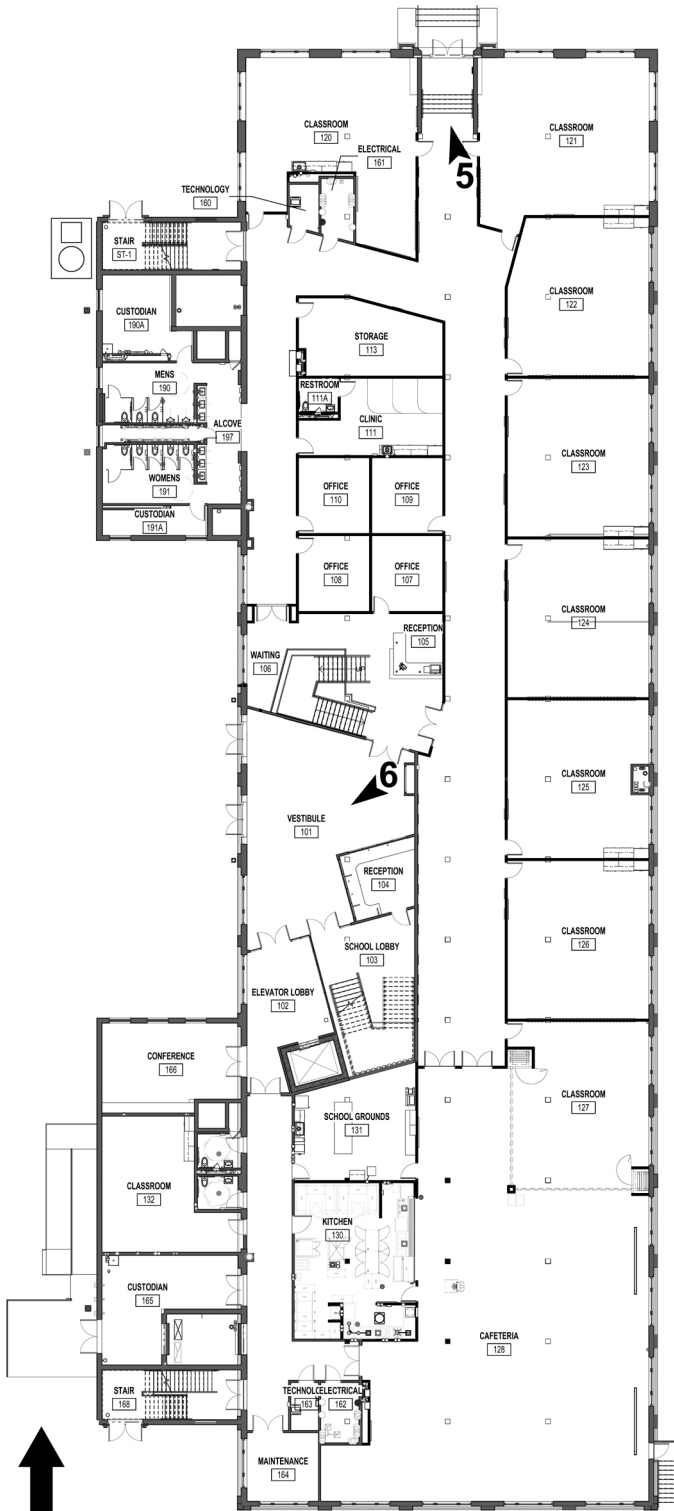
Figure 12. Photo Map – Administration Building, Lower Level.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

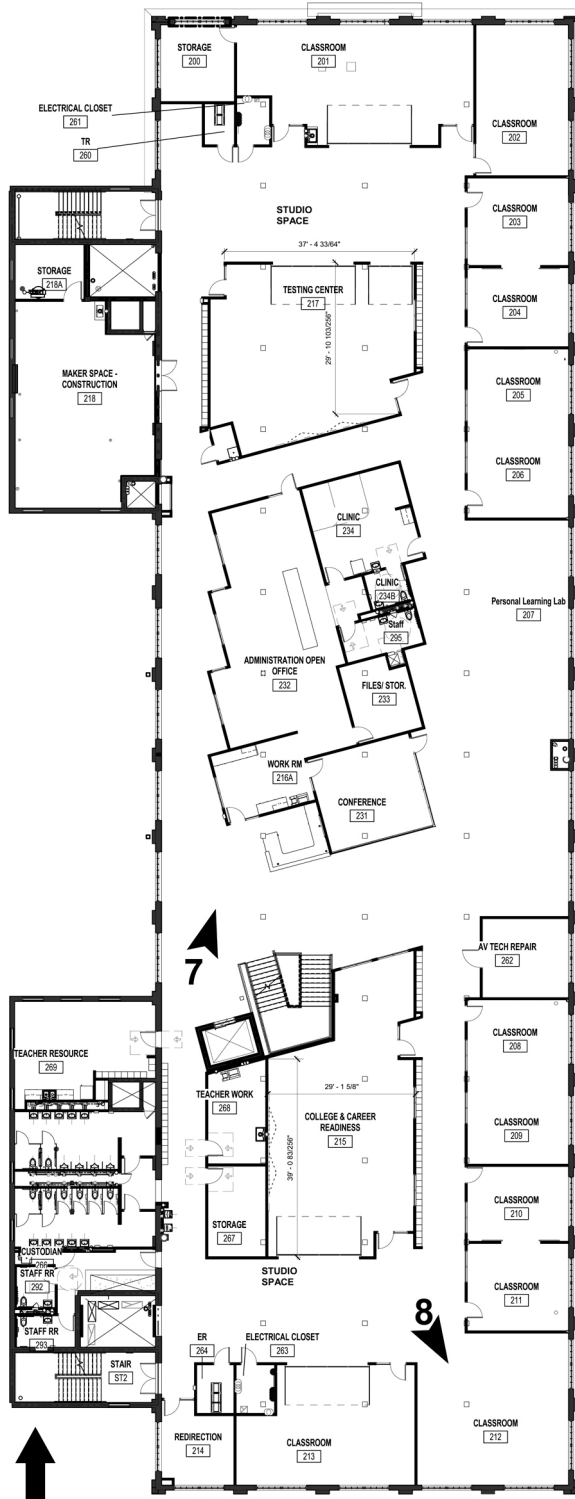
**Figure 13. Photo Map – Administration Building, First Floor.**



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

Figure 14. Photo Map – Administration Building, Second Floor.



P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 15. Photo Map – Administration Building, Third Floor.**

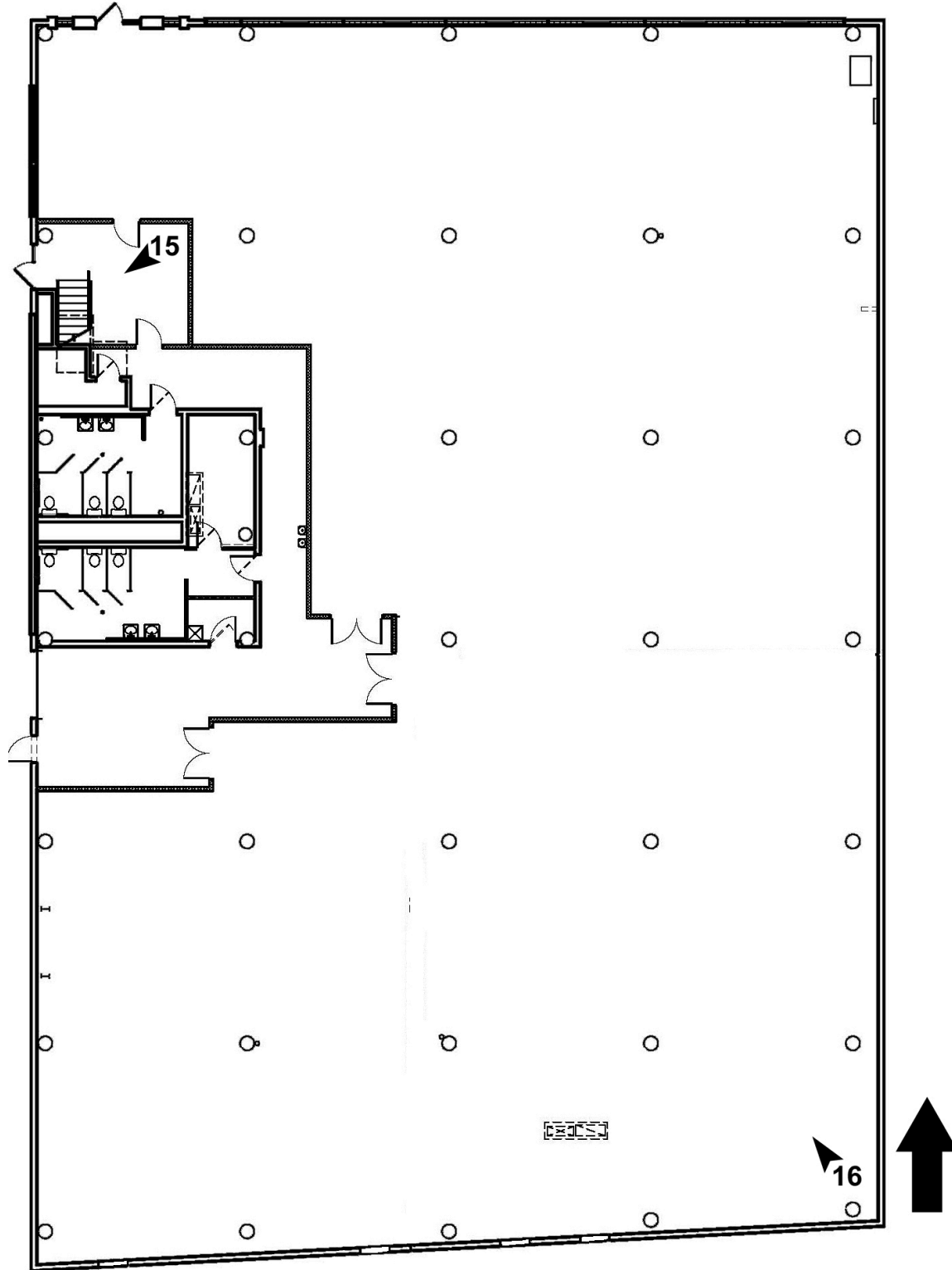




P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

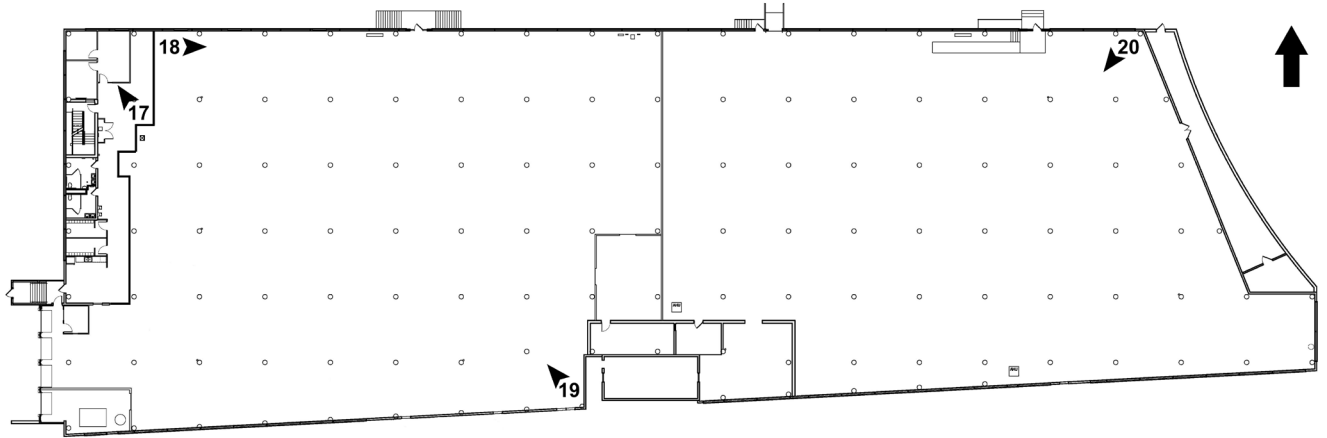
**Figure 16.** Photo Map – Bunker Building, Lower Level.

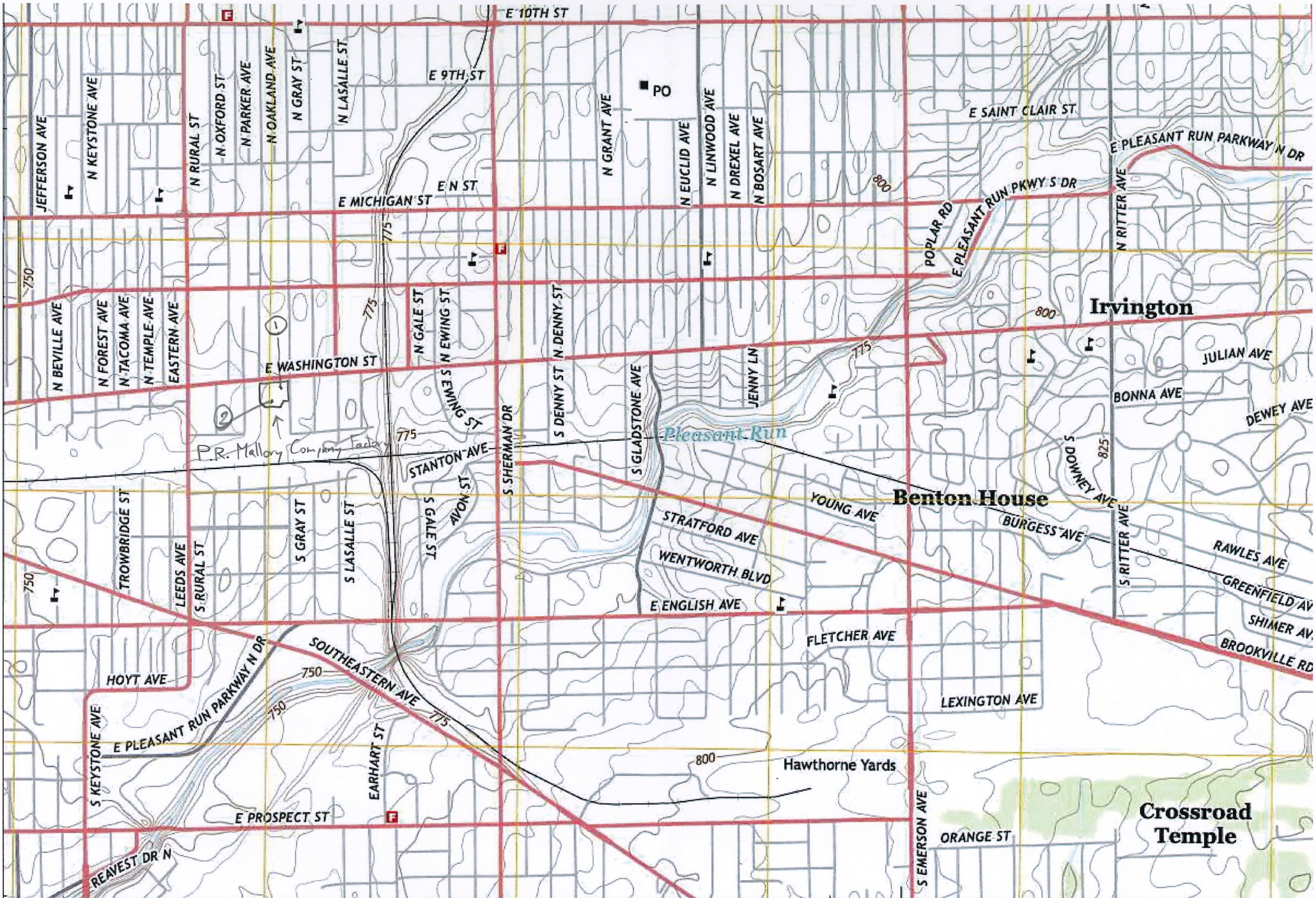


P.R. Mallory Company Factory Historic District  
Name of Property

Marion County, Indiana  
County and State

**Figure 17. Photo Map – Bunker Building, Upper Level.**





Name  
P.R. Mallory Company Factory

Quad  
Indianapolis East - 295

County  
Marion

State  
Indiana  
POINT 1 - ADMIN. BLDG. 16 576049 4402425  
POINT 2 - BUNKER 16 575991 4402146