

COMMENT ON NATIONAL REGISTER NOMINATION

ADDRESS: 3111 W ALLEGHENY AVE, Reyburn Manufacturing Company Building – Pep Boys Headquarters

OVERVIEW: The Pennsylvania Historical & Museum Commission (PHMC) has requested comments from the Philadelphia Historical Commission on the National Register nomination of 3111 W. Allegheny Avenue located in the Allegheny West neighborhood of Philadelphia and historically known as the Reyburn Manufacturing Company Building and later known as the Pep Boys Headquarters. PHMC is charged with implementing federal historic preservation regulations in the Commonwealth of Pennsylvania, including overseeing the National Register of Historic Places in the state. PHMC reviews all such nominations before forwarding them to the National Park Service for action. As part of the process, PHMC must solicit comments on every National Register nomination from the appropriate local government. The Philadelphia Historical Commission speaks on behalf of the City of Philadelphia in historic preservation matters including the review of National Register nominations. Under federal regulation, the local government not only must provide comments, but must also provide a forum for public comment on nominations. Such a forum is provided during the Philadelphia Historical Commission's meetings.

The nomination asserts that the property is significant under Criterion A in the Area of Commerce and Industry as the manufacturing base and headquarters of the prominent Reyburn Manufacturing Company and, later, the Pep Boys Company's headquarters. While located at 3111 W. Allegheny Avenue, the Reyburn Manufacturing Company specialized in the production of a range of paper products, including tags, tickets, and labels, and was the largest of its kind in Philadelphia. When the Pep Boys Company occupied the complex in 1947, they were already a well-known, national provider of automotive services, a position they only expanded throughout their use of the property. The nominated property includes one contributing building created over seven phases of construction between 1920 and 1979. The period of significance begins in 1921, when the earliest portion of the complex was constructed, and ends c.1980, as the Pep Boys Company focused company expansion on their retail superstores.



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: Reyburn Manufacturing Company Building

Other names/site number: Pep Boys Company Headquarters

Name of related multiple property listing: NA

2. Location

Street & number: 3111 W. Allegheny Avenue

City or town: Philadelphia State: PA County: Philadelphia

Not for Publication: NA Vicinity: NA

3. State/Federal Agency Certification

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

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

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

 national statewide local Applicable National Register Criteria: A B C D

Signature of certifying official:

Date

Deputy SHPO/Pennsylvania Historical & Museum Commission

Title/State or Federal agency/bureau or Tribal Government

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

Signature of commenting official:

Date

Title/State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property

Private: ☒

Public – Local ☐

Public – State ☐

Public – Federal ☐

Category of Property

Building(s) ☒

District ☐

Site ☐

Structure ☐

Object ☐

Number of Resources within Property

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

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

6. Function or Use

Historic Functions: Manufacturing

Current Functions: Manufacturing

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7. Description

Architectural Classification: Commercial, Classical Revival and Vernacular Styles

Principal exterior materials of the property: Brick and Concrete

Narrative Description

The Reyburn Manufacturing Company Building, later known as the Pep Boys Headquarters, stands at 3111 W. Allegheny Avenue in the Allegheny West neighborhood of North Philadelphia. The 1-, 4- and 5-story building was constructed in seven phases: 1921, 1929, 1947, 1955, 1958, 1979 and 1996, resulting in a generally rectangular-shaped building (Figure #1 – Building Chronology). Although the sections were the work of three separate firms - William Steele and Sons, LeRoy Berman Rothschild and Thalheimer and Weitz - the consistency of the brick and concrete, the regular fenestration pattern of industrial windows, the detailing of the two primary sections (Sections A and F) and the archetypal industrial nature of the remaining building sections give the building a unified appearance. The Reyburn Manufacturing Company Building retains its integrity, as both the overall form and defining industrial characteristics remain intact since the last period of major construction in 1958.

Setting

The property is located on an irregularly shaped lot bounded by W. Allegheny Avenue to the south, N. 32nd Street to the west, and historically, open parking lots to the north and east, which are located within the project boundary and were always used by the company. To the east of the eastern lot is Henry Avenue. On the south elevation, the building is set back from W. Allegheny Avenue by a paved sidewalk with street trees. The sidewalk is not associated with the company and is outside the property boundary. In front of Section F is a narrow planted area and a painted metal fence. The west elevation, facing N. 32nd Street, fronts onto a paved sidewalk with no distinguishing characteristics. To the north of the building is a freight railway line, which is separated by a narrow strip of dense trees and an open parking lot.¹ To the east of the building is an open parking lot edged by a late 20th century, painted metal fence (Photograph #1). At the southeast corner of the site, and within the property boundary, is an open, concrete shed that dates to 1991 and was associated with the Pep Boys Company (Photograph #2).

The majority of the buildings in the surrounding neighborhood to the east, west and south are 2- and 3-story rowhouses that date to the late 19th century. While it is possible that they were used for worker housing, there is no direct evidence to indicate such, and the initial construction of the company did not appear to spur any correlated housing construction. Other institutional, neighborhood buildings, including a church and a school, which date to the late 19th century, are located within two blocks of the subject property and Mount Peace Cemetery is located one block

¹ The railway line previously included a spur that went directly into Section B, which was known as the Shipping Shed.

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to the south. To the immediate east of the property, but outside the property boundary, is a 1-story, freestanding, late 20th century commercial building that was used by the Pep Boys Company for storage.

Exterior

The complex has an irregular footprint and was constructed in seven phases (see Figure #1 – Building Chronology). The initial, 1921 building campaign consisted of five sections, Sections A through E. **Section A**, the most prominent portion of the complex, is located at the southwest corner of the site. It is a 4-story building with an exposed, painted concrete frame, brown brick spandrels and a rusticated stone base (Photographs #5). There is a brown brick parapet along the roofline with crenellated corners, which have brick and terra cotta detailing. Although the regularly-spaced window openings primarily contain multi-light replacement, aluminum units that date to the late 20th century or concrete infill, some of the original units remain. They consist of multi-light steel units with either 6- and 8-light awning sections. On the south elevation, the second bay from the west on the 1st floor contains the original entrance to the building. Framing the entrance is a stylized, terra cotta surround reading “The REYBURN MANUFACTURING Co.” in the frieze (Photograph #6). The opening contains a late-20th century, double-leaf metal door and plywood infill. Section A has a flat roof with a 1-story brick penthouse and a, prominent 2-story brick water tower with a painted Pep Boys logo in the southeast corner of the floor plate. There is also mechanical equipment scattered across the roof. Section A was used for manufacturing.

Section B is located to the north of Section A. It is a 1-story, brown brick addition with a rusticated stone base (Photograph #5). The west elevation of Section has two infilled window openings and one elevated loading bay with a concrete dock. The north elevation is entirely abutted by Section H and the south elevation is entirely abutted by Sections A and C. The east elevation is partially abutted by Section J and the remainder has no openings. Section B has a gable roof with a shed-roof monitor running its length. Section B was used for shipping. **Section C** is located to the east of Section A and the south of Section B. Section C is a 1-story, brown brick addition with a rusticated stone base and a gable roof (Photograph #7). The east elevation and the exposed portion of the south elevation have 20-light steel windows with brick sills and arched brick heads. Section C has a flat roof. It was used for warehousing.

Sections D and E are adjoining, freestanding additions at the north end of the site (Photographs #8 and 9). **Section D** is a 1-story, brown brick building with a rusticated stone base and a flat roof with a tall, brick smokestack, reading “Reyburn,” which is partially visible. It was used as the Engine Room. **Section E** is a 1-story, brown brick building with a rusticated stone base and a centered, multi-light steel monitor. Both buildings have multi-light steel windows with brick sills and concrete heads. Some of the openings have been infilled with plywood. Section E was used as the Boiler House.

Section F is located to the east of Section A, paralleling W. Allegheny Avenue. Designed in 1929, it is a 5-story addition with an exposed, painted concrete frame, brown, paneled brick spandrels and a rusticated stone base (Photographs #10 and 11). There is a brown brick parapet along the roofline with crenellated corners, which have brick and terra cotta detailing. Although the regular window

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openings primarily contain multi-light, aluminum replacement units that date to the late 20th century or concrete infill, some of the original units remain. They consist of multi-light steel units with either 6- and 8-light awning sections, identical to remaining windows of Section A. On the south elevation, the easternmost bay contains a centered, double-leaf, glazed replacement door with a 1-light replacement transom flanked by 3-light replacement windows. Surrounding the bay is a stylized terra cotta surround with Doric pilasters. This was used as the second primary entrance, in addition to the one in Section A. Section F has a flat roof with 1-story brick penthouses in the southeast and northeast corners, as well as in the center of the floor plate. There is also mechanical equipment scattered throughout. Section F contained warehousing functions on the 1st and 2nd floors and factory space above.

Section G is located between Sections C and F. Designed in 1947, it is a 1-story, T-shaped, painted cinder block building that infilled available open space (Photograph #12). The only exposed elevation is the east elevation, which has a series of elevated loading docks below a corrugated plastic awning. Section G has a flat roof with scattered mechanical equipment. It was used as a loading space with loading docks.

Section H is located to the north of Section B. Designed in 1955, the 1-story section is clad on brick and the west elevation and painted concrete on the north and east elevations (Photograph #5). The elevations have no openings. Section H has a flat roof. It was used as a tire warehouse.

Section I is located between Sections A, C and G. Designed in 1958, the 1-story space was a former courtyard that was roofed over to maximize interior space. It has no exterior walls. Section I has a flat roof. **Section J** is located to the east of Section B and to the north of Section C. Also designed in 1958, it is a 1-story, irregularly-shaped, painted concrete building addition (Photographs #7 and 8). The north and east elevations have a series of elevated and at grade loading docks. Section J has a flat roof. Both sections were used for warehousing.

Section K is located between Sections A, F and G. Designed in 1979, the 1-story space was a former courtyard that was roofed over to maximize interior space. It has no exterior walls. Section K has a flat roof with scattered mechanical equipment. The interior was used as a warehouse.

Section L is located to the east of Section F, at the far eastern end of the complex. Designed in 1996, the 1-story, brick and stucco building has multi-light aluminum windows on the south and east elevations (Photograph #13). The north elevation is a double-leaf, glazed aluminum door that is located up a set of brick and concrete steps. Both above that entrance and below the roofline of the east elevation is a flat, open letter sign reading "PEP BOYS." Section L has a flat roof with scattered mechanical equipment. The interior was used as an entrance and lobby space.

Interior

On the interior of the complex, each building campaign is clearly defined by occasional metal fire doors and painted and exposed masonry walls, some of which are obscured by contemporary office finishes (Photograph #14). All sections contain a combination of exposed, original, industrial elements and late 20th century fabric. In general, the modern office spaces, which have both

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contemporary and industrial finishes, are located in Sections A and F. The smaller scale spaces retain a more solely, industrial aesthetic. The historic finishes throughout include painted concrete, brick and cinder block walls, exposed brick walls, and painted concrete ceilings, columns with mushroom capitals, and floors (Photographs #15-18). The contemporary finishes include ceramic tile and vinyl flooring, drywall partitions, dropped acoustical tile ceilings and fluorescent lighting (Photographs #19-33). Irrespective of these alterations, the largely open floors plates continue to convey the original, historic volumes. Because of the structural and functional nature of the original materials, they are presumably remaining beneath the contemporary materials.

The interior of the building has five, relatively unaltered stairways, three freight elevators and one passenger elevator. All of the elevators are original. Section A has a U-return stairway in the northwest corner and an L-shaped stairway at the south end of the east elevation (Photograph #34). Section F has U-return stairways in the northeast, southeast and southwest corners. The stairways feature painted metal treads, risers and railings (Photograph #35). The freight elevators are located in the center of the north elevation of Section A, near the north end of the east elevation of Section A and near the southwest corner of Section F (Photograph #36). The passenger elevator is located near the southeast corner of Section F (Photograph #37). All circulation provides access between all floors.

Integrity

The Reyburn Manufacturing Company building retains integrity. Both the overall form and the defining industrial characteristics remain, including its brick and concrete sections, decorative brick and terra cotta trim, particularly around primary entrances, regularly-spaced window openings, exposed, interior concrete columns with mushroom capitals, flooring and ceiling systems and semi-exposed masonry walls. While some window openings have been replaced or infilled, these newer elements do not detract from the overall appearance and the original fenestration patterns on the primary sections remain clearly visible. The quality, placement, and condition of the construction materials, as well as the consistent architectural style are both highly characteristic of the period and also all remain wholly intact. Lastly, the highly visible chimney and water tank, both of which bore the names of the companies associated with the property, are intact.

The building remains intact from the last phase of construction in 1996 with no demolition or new construction. Although portions of select facades have been obscured by additions constructed within the Period of Significance, no demolition was undertaken during that time.

On the interior of the building, all of the workspaces and finishes likely remain similarly intact, if concealed beneath late 20th century fabric. Although the machinery from the Reyburn Manufacturing Company was removed in the mid-20th century and the commercial elements relating to the Pep Boys Company removed in the early 21st century, the overall arrangements and volumes sufficiently relate to the function of the spaces. The industrial function of the building also continues to the present time. The presence of the Reyburn Manufacturing Company is also conveyed through the retention of all of the major building campaigns, which were undertaken during Reyburn Manufacturing Company's tenure. The individual sections that also enabled the specific operations of the company, such as Section B, which contained the Shipping Shed and the adjacent railway spurs, also remain intact.

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The location and setting of the complex remain intact since the initial construction, particularly the ongoing presence of the railway line, which was integral to building operations. The design and materials similarly retain their integrity and are characteristic not only of the work of William Steele and Sons and LeRoy Berman Rothschild, but also in keeping with contemporary trends. The workmanship is expressed in a consistent architectural style and is of good quality. The feeling and associations of the building also have a high level of integrity, in large part because of the integrity of the previous five aspects. Although the equipment, furnishings and people have long since departed, and the former manufacturing spaces were converted to offices during the Period of Significance, the intact finishes, the voluminous spaces and the periodic building campaigns effectively relay the sense of place and the notable industrial history of once prominent manufacturers.

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8. Statement of Significance

Applicable National Register Criteria

- ☒ 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

- ☐ 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: Commerce and Industry

Period of Significance: 1921- c. 1980

Significant Dates: 1921, 1929, 1947, 1955, 1958, 1979 and 1996

Significant Person: NA

Cultural Affiliation: NA

Architect/Builder: William Steele and Sons (121); LeRoy Berman Rothschild (1929); J.S. Rogers (1929); Thalheimer and Weitz (1947)

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Statement of Significance

The Reyburn Manufacturing Company, later known as the Pep Boys Company Headquarters, was constructed in twelve sections over six separate building campaigns, between 1921 and 1979 (see Figure #1). The property is significant under Criterion A, Commerce and Industry, both as the manufacturing base and headquarters of the prominent Reyburn Manufacturing Company and, later, the Pep Boys Company's headquarters. While located at 3111 W. Allegheny Avenue, the Reyburn Manufacturing Company specialized in the production of a range of paper products, including tags, tickets, and labels, and was the largest of its kind in Philadelphia. When the Pep Boys Company occupied the complex in 1947, they were already a well-known, national provider of automotive services, a position they only expanded throughout their use of the property. The period of significance begins in 1921, when the earliest portion of the complex was constructed, and ends c.1980, as the Pep Boys Company was making an aggressive push toward expansion and the perfecting the superstore concept at that time.

Building and Company History

The Reyburn Manufacturing Company was founded in Philadelphia in 1895 by Charles S. Reyburn.² Reyburn was the President, E.H. Bailey was the Vice President, and W.C. Bailey was the Secretary/Treasurer. In the beginning, the company manufactured duplicate paper checks for hats and coats, as well as badges, envelopes, labels, tickets and shipping tags.³

First located at Allegheny Avenue and N. 19th Street and then at Allegheny Avenue and N. 23rd Street, the company continued its journey west in 1920.⁴ That year, the company purchased an empty, 7-acre site from the Dobson estate at a cost of \$151,863.20.⁵ At the time of the acquisition, the company was "among the largest producers of tags in the United States," and "believed the new structure [would] be the largest in the world constructed solely for the purpose of tag manufacture."⁶

Between 1920 and 1979, the property was constructed in twelve sections over seven separate building campaigns. In August 1920, William Steele and Sons Company was contracted to build three buildings at a cost of \$600,000 (see Figures #2 and 3).⁷ The largest, measuring eighty by 340 feet, was 4-stories in height and positioned parallel to N. 32nd Street (**Section A**) and fronting on Allegheny Avenue. It was used as a manufacturing building. The other two buildings, measuring eighty by 176 feet and eighty by 224 feet, were both 1-story in height and were perpendicular to the north elevation of Section A and the north end of the east elevation of Section A (**Sections B and**

² "Charles S. Reyburn." *The Philadelphia Inquirer* (29 October 1936): 4.

³ "Bailey v. Commissioner" (1938): 1.

⁴ When the company moved, the B.F. Goodrich Company took over the N. 23rd Street plant. While at N. 23rd Street, the company had 270 employees. *Second Industrial Directory of Pennsylvania* (Harrisburg, PA: William Stanley Ray, 1916): np. The three buildings are located within one mile of each other. Each new move allowed for a larger floorplate that was not available at the earlier location.

⁵ "Confidence in Future." *The American Stationer and Office Outfitter* (4 September 1920): 9.

⁶ "Confidence in Future."

⁷ "Activities of the Day in Real Estate." *The Philadelphia Inquirer* (29 August 1920): 20.

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C, respectively). They were constructed at a cost of \$250,000. Section B was used as a shipping shed and railway siding going in and out of the building, is visible on a 1923 Sanborn Fire Insurance Map. Section C and was used for warehousing. Two adjoining, freestanding buildings, also presumably constructed by Steele, were built at the north end of the property. The 1-story buildings were used as the Engine Room and the Boiler House (**Sections D and E**). A prominent, brick smokestack was constructed on the roof of the former.

With the culmination of this construction, the company had 360 employees.⁸ It was one of six tag and label manufacturers in the city. The second largest company, Fenton Label Co., Inc., had eighty-three employees and the third largest, David Heston and Sons, had nineteen. The subject company specialized in paper products, including tags, tickets, labels, tapes, shipping tags, merchandise tags, gummed cloth tape, metal rim tags, adjustable index tags, gummed labels, cloth reinforcements, pin tickets, paper decorations, and commercial dioramas and window display.⁹

In 1929, a 5-story addition was constructed perpendicular to Section A, along Allegheny Avenue (**Section F**) (see Figure #4). The 5-story building was designed by LeRoy Berman Rothschild and built by J.S. Rogers at a cost of \$400,000.¹⁰ The 125,000 square foot addition contained warehousing functions on the 1st and 2nd floor and factory space above.¹¹ Period accounts also note that it contained one passenger elevator and two freight elevators, as well as 800 feet of railroad siding.¹² A c.1930 photograph of the building shows Sections A-F, as well as the railway siding running along the north and east elevations of the site (see Figure #5). The smokestack also clearly reads "Reyburn," along with a water tower on the roof of Section A.

Shortly after Section F was completed, the company had 600 employees.¹³

In 1935, *The Philadelphia Inquirer* reported that the company was pioneering a "new style of packaging stationery utilities to meet more modern merchandising needs" making it "one of the leading firms of its kind, with a world-wide distribution for its products."¹⁴ At the time, it had hundreds of employees and thirty sales offices in the United States, as well as foreign agents in Hawaii, Philippines, South America, Cuba, Mexico, Central America, India and Holland.¹⁵ Their product line was described as encompassing shipping and merchandise tags, pin tickets, gummed

⁸ *Tenth Industrial Directory of Pennsylvania* (Harrisburg, PA: 1924): 466.

⁹ "New Members Received Since September 1, 1925." *National Association News* (October 1925).

¹⁰ "New Building." *Philadelphia Real Estate Record and Builders' Guide* (27 March 1929): 196; "Pennsylvania Weekly Industrial Review." *Elizabethtown Chronicle* (19 April 1929): 6; "Plant Being Enlarged." *The Philadelphia Inquirer* (19 May 1929): W. Rogers and Rothschild worked on a number of buildings together including the Buick Motor Company Building. Little else is known about Rogers other than that he was active in Philadelphia, primarily in the 1920s and 1930s. "J.S. Rogers Co." https://www.philadelphiabuildings.org/pab/app/ar_display_projects.cfm/79331. Accessed on August 25, 2021.

¹¹ "Factory Building Continues Active." *The Philadelphia Inquirer* (28 July 1929): 16.

¹² "Plant Being Enlarged."

¹³ "Unbearable to Workers." *The Philadelphia Inquirer* (8 December 1931): 7.

¹⁴ "Stationery Utilities in New Packages." *The Philadelphia Inquirer* (9 May 1935): 10.

¹⁵ "Stationery Utilities in New Packages."

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labels, seals, mending tapes and gummed devices such as gummed stars, reinforcements, index tabs, signal marks, stamp hinges, notarial seals, suspension rings, fine crepe papers, crepe paper decorations and “many styles of linen weave embossed napkins.”¹⁶

In 1946, the company was purchased by the Denney Tag Company and relocated to West Chester, PA under the new name of the Denney-Reyburn Company.¹⁷ The new company specialized in the manufacture of tag printing machinery. The subject property was then purchased by Pep Boys.

The Pep Boys Company was founded in 1921 by Philadelphia residents Emanuel “Manny” Rosenfeld, Maurice “Moe” Strauss, Moe Radavitz and W. Graham “Jack” Jackson, who had all served together during World War I.¹⁸ Realizing that the rise of the automobile would necessitate an “aftermarket,” the company was formed to specialize in the “sale of automobile parts and accessories, tires and tubes, radios, bicycles, hardware and miscellaneous items.”¹⁹

Previously located at N. 5th and W. Courtland Streets in Philadelphia, the company went public in 1945 and was looking for larger and more functional space for their headquarters. In the fall of that year, they entered into an agreement with the Reyburn Manufacturing Company to purchase the complex on June 30, 1946.²⁰ However, according to correspondence with the War Department on July 1, 1946, the company was concerned that they were not able to occupy the building. During World War II, the building was known as Annex #4 of the United States Army Signal Corps Depot of Philadelphia.²¹ Although the exact use and timing of the subject property during the war is not known, the Pep Boys Company made an impassioned plea to return it to a non-wartime use. In their letter to the War Department, the company writes,

The shortage of automobiles being what it is and the automobile being important in the maintenance and progress of our national economy, we believe we are rendering an important service in the maintenance and forwarding of the national economy, in the service we render the motorists through our service and sales facilities. We want to continue to do this and to do it on a more efficient basis, not to mention an enlarged scale, but we must have possession of the 32nd Street and Allegheny Avenue property, if this is to be done.

We know that our national leaders are anxious to advance reconversion and the return to a full peacetime economy. This cannot be done, if the Government or branches of the Government or Armed Forces continues to occupy buildings that

¹⁶ “Stationery Utilities in New Packages.”

¹⁷ The company also maintained a Philadelphia warehouse located at the southwest corner of N. 16th Street and W. Indiana Avenue (demolished). The reason for the sale is not known.

¹⁸ Their first workspace was located at 7-11 N. 63rd Street in Philadelphia (extant).

¹⁹ “The Pep Boys: Manny, Moe and Jack.” *The Philadelphia Inquirer* (27 September 1969): 18. The thought was that as cars were a luxury in and of themselves, the average person might not be able to afford full service for them and might need to undertake the work themselves.

²⁰ Letter from Emmanuel Rosenfeld to Brigadier General C.J. Heiss dated July 1, 1946. Courtesy of The Pep Boys Company.

²¹ Letter from Emmanuel Rosenfeld to Brigadier General C.J. Heiss dated July 1, 1946.

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are normally used for civilian purposes, for what might be considered an unreasonable length of time....²²

The practice by the Army Signal Corps of occupying industrial buildings in Philadelphia during World War II was not unique to the subject property. Beginning in 1941, they occupied Plant No. 7 of the Atwater Kent Manufacturing Complex at W. Abbottsford and Wissahickon Avenues.²³ Additional properties occupied by the Corps included the industrial building on the east bank of the Schuylkill River between Walnut and Chestnut Streets, which had previously been occupied by Sears, Roebuck and Company and a building at N. 5th and W. Bristol Streets.²⁴

After the war, the Army Signal Corps, at a smaller scale, relocated both to other locations in Philadelphia, such as the former Penn Athletic Club Building on Rittenhouse Square, as well as to other cities, such as Baltimore.²⁵

Although the response of the War Department to the Pep Boys Company is not noted, the request must ultimately have been successful as, on May 26, 1947, the company occupied the complex for office and warehouse space.²⁶ In a continuation of their previous operation, the company bought wholesale parts and equipment from manufactures and was able to sell them at discounted prices through their various storefronts. Items were received and shipped via both truck and the railway spur that led directly into the Shipping Shed.

Later that year, the company constructed a 1-story, T-shaped addition in the center of the existing, U-shaped building (**Section G**). Built with 150 tons of steel, it was designed by the Philadelphia firm of Thalheimer and Weitz.²⁷ The section was entirely comprised of loading docks and loading space. A c.1947 rendering shows a similar configuration as the c.1930 photograph, along with the construction of Section G, which contains open loading bays (see Figure #6). Not only the railway siding, but the train cars themselves are shown exiting from the east elevation of Section B. In 1950, once construction was completed, the company's sales were "as good as ever."²⁸

From the beginning, as at their earlier facility, the company offered automotive parts, supplies and service to twenty-nine retail outlets and approximately 5,000 retail customers.²⁹ A 1951 Sanborn Fire Insurance Map lists the building as an "auto supplies warehouse" and notes that the company used the south end of the 1st floor of Section A as commercial space (see Figure #7). The map also shows open, steel frame sheds along the east elevation of the lot.

²² Letter from Emmanuel Rosenfeld to Brigadier General C.J. Heiss dated July 1, 1946.

²³ Raymond Nelson. "Government Acquires Properties." *The Philadelphia Inquirer* (24 August 1941): 52.

²⁴ "Gimbels Acquires 5-Story Warehouse." *The Philadelphia Inquirer* (25 January 1945): 15; Raymond Nelson. "Drug Firm Takes Lease." *The Philadelphia Inquirer* (29 December 1946): 18.

²⁵ "Old Penn A.C. Chosen as Signal Corps Site." *The Philadelphia Inquirer* (29 December 1950): 4.

²⁶ Marian Calabro, *The Pep Boys: A Company History* (New York: Lark Books, 2006): 35.

²⁷ "New Factories." *Mill Works* (1947): 85.

²⁸ "Financial Shorts." *The Philadelphia Inquirer* (25 April 1950): 30.

²⁹ Letter from Emmanuel Rosenfeld to Brigadier General C.J. Heiss dated July 1, 1946.

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In 1955, Pep Boys constructed a 1-story, 10,000 square foot, brick building that paralleled the north elevation of Section B (**Section H**). The addition was used to warehouse tires, which were manufactured for them and under their name, and cost \$109,000.³⁰ The introduction of tire sales was apparently an important part of the company's revenue,³¹ a notion emphasized by the fact that Section H was constructed exclusively for this purpose.

In 1958, the company roofed over the open area between Sections C and G (**Section I**) and constructed a 1-story addition to the east of Section B (**Section J**). It was used as a warehouse. In 1979, the company roofed over the final open section between Sections F and G (**Section K**). In 1996, the company built a 1-story addition to the east of Section F (**Section L**). It was used as an entrance and lobby space. More detailed information on the programmatic operations of the buildings is not known.

During the second half of the 20th century, the Pep Brothers Company experienced an upward trajectory, positioning itself as a "pacesetter in the automotive retailing field, pioneering the notion of an auto specialty store..."³² In the decade after the war, the company saw an annual sales increase of approximately 9% and, in 1958, the company had seventy-two stores in six states and Washington, D.C.³³ In 1961, the company experienced its largest growth since 1946.³⁴ In the following years, the share price in company stock nearly tripled and, by the end of the decade, the company had 126 stores in Pennsylvania, New Jersey, Delaware, Maryland, Virginia, California, Texas and Washington, D.C.³⁵ In 1972, country was seeing a "boom" in auto supply stores, an event from which the company obviously benefitted.³⁶ That year, the company had 151 stores across the country and were planning on opening five more than year. Additionally, the stores themselves were growing in square footage – averaging around 13,000 square feet – and were including additional service bays. This success was reflected in the company's profits, which were up \$2.7 million from the previous year.

In the later 20th century, the company continued its national expansion while the Reyburn-Pep Boys property continued to be used as administrative space and increasingly used as tire warehousing, which was one of their expanding product lines. The 1996 addition (**Section L**) was constructed, partly as a public relations effort, as a retail store.

Evidence of the ongoing growth of the company, even at the company's headquarters, can be seen through the construction of Sections K and L, in 1979 and 1996, respectively. This accounts for the end of the Period of Significance as c. 1980. The Pep Boys Company remained at this complex until early 2021.

³⁰ Calabro, 33.

³¹ Calabro, 37.

³² "Maurice L. 'Moe' Strauss, 85; A Founder of the Pep Boys Chain." *The Philadelphia Inquirer* (29 July 1982): 22-A.

³³ "Rise in Net Seen for Pep Boys." *The Philadelphia Inquirer* (9 November 1958): 78.

³⁴ Calabro, 34.

³⁵ "Profits Spurt for Pep Boys in Three Months." *The Philadelphia Inquirer* (22 November 1967): 13; "The Pep Boys: Manny, Moe and Jack."

³⁶ "Auto Supply Stores Boom." *The Philadelphia Inquirer* (10 November 1972): 12.

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Products of the Reyburn Manufacturing Company

Shortly after the first building campaign was completed, a 1925 advertisement for the company lists its offerings as blank or printed shipping tags, pin tickets and merchandise tags, gummed labels, mailing and tag envelopes, coin wrappers, metal tags, bill straps, paper fasteners, sealing wax, gummed papers, baggage checks, clothing size tickets, blank tags in gangs of four and six, “always in stock”.³⁷

One of the ways that the Reyburn Manufacturing Company maintained local dominance in the industry was through the obtaining of patents. In 1900, prior to its construction of this property, the company was issued a patent for “Pin Card or Tag,” in which an additional staple was used to secure the pin to the card, for stability.³⁸ In 1933, after the construction of Section F, the company obtained a patent for a “Machine for Producing Pin Tickets.”³⁹ The patent applied particularly for pin tickets that attached to fabric. The pins were so delicate and angled in such a way that they wouldn’t “tear or mar the most delicate materials.” The final patent obtained by the company was in 1943, shortly before they left the building. The patent was for a “tag” that was an improvement in securing the tag to the item, such as a suitcase (see Figure #8).⁴⁰ The connector piece consisted of a heavy, flexible material that was notched to accept the loop.

A trade catalog for the company in the 1940s provides specific information on the range of shipping tags that the company offered. There were eight standard sizes of tags, measuring from 2 ¾” by 1 3/8” to 6 ¼” by 3 1/8”, with larger sizes made to order. They also came in nine different colors and customers could choose from ten different stock types, including pure rope stock, long fibre jute and cloth.⁴¹

The company also developed specific product lines, including one called “Reytint”, which was “flexible and has a heavily creped surface laminated to a sturdy backing, printing with guidelines for measuring and cutting (see Figure #9). The background is white and the crests of the crepe corrugations are colored, thus giving a most attractive two color effect. Reytint is an excellent covering for floors, showcase interiors, backgrounds, posts and pedestals.”⁴² Other offerings included Reycur, which was a heavier duty, corrugated display material; Reydec, which was a laminated, creped, backing sheet; Plastex; which was a two-toned laminate; Reysuede, which was a suede surface with a strong paper backing, and Reyfoam, which was a laminated, foam rubber covering. All items came in an extensive range of colors and sizes.⁴³

³⁷ “Advertisement.” *The Philadelphia Inquirer* (8 May 1925): np. A pin ticket is a card or tag affixed to an item intended for sale by a metal wire.

³⁸ “Pin Card or Tag.” U.S. Patent #642,179 (30 January 1900).

³⁹ “Machine for Producing Pin Tickets.” U.S. Patent #2,021,596 (10 May 1933).

⁴⁰ “Tag.” U.S. Patent #2,423,818 (5 October 1943).

⁴¹ “Shipping Tags: Stock Qualities, Colors and Sizes.” Trade Catalog, c. 1940. Courtesy of the Collections of The Henry Ford.

⁴² “Reyburn’s Display Creations and Materials” (Spring/Summer 1943): np.

⁴³ “Reyburn’s Display Creations and Materials.”

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There are no remaining company records to detail their specific client list, but primary sources note a range of clients, including the Alabama State Board of Administration, who purchased 7,000,000 paper tags in 1931 and a repeated order of paper envelopes for New York City in the 1940s.

Other notable achievements include an exhibition booth at the 1939 World's Fair in New York and participation as employees in the National Industrial Recovery Act, beginning in 1934. The company was only one of seven firms from the tag industry that was involved and the only one from Philadelphia.⁴⁴

Products of the Pep Boys Company

As the Pep Boys Company was primarily “engaged in the purchase, distribution, at wholesale and retail, of automobile tires, tubes, replacement parts and accessories, tools and general hardware, among other items,” they were not manufacturers in the technical sense of the word but nonetheless had a specific and significant output.

Initially, the company sold automotive parts and accessories directly consumer and also offered installation services. During this time, Sears was their foremost competitor but, as Sears was only focused on catalog sales and offered no personal interaction, the Pep Boys Company were in a unique niche, offering a hands-on experience. NAPA Auto Parts was a competitor that offered a similar, comprehensive service, at a similar scale and beginning at a similar time (est. 1925).⁴⁵ However, it was a franchise operation and therefore a different category of business. Lastly, as the subject company specialized only in parts and accessories, rather than the actual car, as a dealership would, or endless other product lines, such as Sears, it was able to completely tailor its sales experience. During the second half of the 20th century, people were not only keeping their automobiles for longer periods, thus increasing the number of replacement items needed, but were also trending toward “do-it-yourself mechanics.”⁴⁶ Consequently, the company offered a product at a scale that had no competition, prompting only positive company growth through the end of the century.

Comparables

The Denney-Reyburn Company complex in West Chester is a 3-story, O-shaped building occupying one-quarter of a block in West Chester, PA. The building was also constructed in multiple phases beginning in the late 19th century but on a far smaller scale than that of the Reyburn-Pep Boys property. The Eastern Pin Ticket and Tag Company, located in Perkasio, PA manufactured pin tickets and tags, among other small paper items between 1913 and 1946. The company's building, also constructed in phases, had an extremely comparable product line but on a much smaller scale and in a much smaller footprint. Both comparable buildings, have a similar

⁴⁴ “Employees of the National Recovery Administration” (Washington, D.C.: United States Government Printing Office, 1934): 145.

⁴⁵ AutoZone, which also provides a similar service, was founded in 1979 and is therefore not an effective comparable.

⁴⁶ “Auto Supply Stores Boom.”

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vernacular style to the subject property, but have none of the Classical Revival style elements, which distinguish the subject property as a company headquarters.

William Steele and Sons

William Steele (1841-1908) emigrated from Scotland and founded William Steele and Son in 1880 with his son, Joseph. After building Philadelphia's first skyscraper, the Witherspoon Building (1897), his other son, John, joined the firm in 1900. It was then renamed William Steele and Sons. By 1929, the company was "one of the largest design-build firms in the country" and it offered a comprehensive approach, including design, engineering, civil engineering, mechanical engineering, fire protection, and construction services.⁴⁷ This comprehensive notion was termed "The Steele Idea" and it resulted in an enormous output of buildings and types, including hospitals, office buildings, and factories.⁴⁸

One constant in throughout their portfolio was the use of fireproof, reinforced concrete flat-slab construction, which allowed for taller buildings with larger floors that could carry heavier loads while increasing the distance between columns, thereby increasing the usable floor space.⁴⁹ This is particularly evident here in the use of the "drophead-flat plate slab" capital, which consisted of a plinth-like slab supported by a funnel-shaped concrete capital that rested upon the column.⁵⁰ The applied exterior, Classical Revival style elements on the primary elevations, however, is an approach that the company had used from the beginning.

The company constructed numerous other reinforced concrete factories in Philadelphia, including the Drueding Brothers Company Building (1907, NR 1012), the Steel Heddle Manufacturing Company Complex (1919, NR 1010), the Terminal Commerce Building (1929 NR 1996), N. Snellenberg and Company Warehouse (1914, NR 2003), and the Quaker City Dye Works (c. 1873, NR 1013). A 1920 advertisement for the company lists the subject property, as well as other local buildings including the Electric Storage Battery Co., the Keystone Leather Co., the Steel Heddle Manufacturing Co., and the Drueding Brothers Building.

In 1936, subsequent to a significant in downturn in business, presumably related to the Great Depression, the company closed.

⁴⁷ "The Harris Building." *National Register Nomination* (2001): 8:2.

⁴⁸ "Steel Heddle Manufacturing Company Complex." *National Register Nomination* (2010): 8:9.

⁴⁹ As noted in the Harris NRN, "Reinforced concrete was a novel concept at the end of the nineteenth century, combining the strengths of steel and concrete. Steel beams were available in the 1870s, but until the end of the nineteenth century, steel was commonly used as columns in conjunction with wood or masonry floor construction. The reinforced concrete construction system utilized iron bars set into the concrete that allowed for increased weight stresses." For additional information on the company, see "The Harris Building."

⁵⁰ Leon Clemmer, "William Steele & Sons Company History," an unpublished document (Jenkintown, PA, 1996), 332-334. Available at the Jenkintown Historical Society.

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LeRoy Berman Rothschild (1886-1935)

LeRoy Berman Rothschild was born in Philadelphia and graduated from the University of Pennsylvania in 1910. Within the decade, he became a prominent designer of commercial and industrial buildings in the Philadelphia region, including the Commercial Style Heymann Building at 213-215 S. Broad Street (extant, 1921, Broad Street National Historic District); the 12-story, Beaux Art style Heymann Brothers Building at 1600 Walnut Street (extant, 1922, Center City West National Historic District); the Colonial Revival style Sylvania Hotel at 1326 Locust Street (extant, 1922); the Beaux Arts style office building at 1700 Walnut Street (extant, 1925); the Art Deco style Bernhard Building at 2001 Chestnut Street (extant, 1927).

Three of Berman's more industrial buildings include the Biberman Building at 611-610 N. 15th Street (extant, 1919, NR 2007), the Buick Motor Company Building at 2917-2937 N. 16th Street (extant, 1925, NR 2018), and the 16-story, Beaux Arts style Manufacturers Exchange Realty Company factory building at 232 N. 11th Street (extant, 1927). For the Buick Motor Company Building, J.S. Rogers was also the builder.

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- Tenth Industrial Directory of Pennsylvania* (Harrisburg, PA: 1924): 466.
- "The Harris Building." *National Register Nomination* (2001): 8:2.
- "The Pep Boys: Manny, Moe and Jack." *The Philadelphia Inquirer* (27 September 1969): 18.
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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark

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☐ 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:

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

Geographical Data

Acreage of Property Approximately 6 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

Latitude: 40.005856

Longitude: -75.181031

Verbal Boundary Description

The nominated property corresponds to the entire current tax parcel of the historic resource (see Figure 13).

Boundary Justification

The boundary includes all resources, parking lots and land historically associated with the Reyburn Manufacturing and Pep Boys Companies property, as determined by period maps, and does not exclude any known buildings, structures, or acreage formerly associated with either company at this location.

10. Form Prepared By

name/title: Logan I. Ferguson, Senior Associate

organization: Powers & Company, Inc.

street & number: 1315 Walnut Street, Suite 1717

city or town: Philadelphia

state: PA

zip code: 19107

e-mail: logan@powersco.net

telephone: (215) 636-0192

date: August 2021

Additional Documentation

Photograph Log

Name of Property: Reyburn Manufacturing Company Building
City or Vicinity: Philadelphia County: Philadelphia State: PA

Reyburn Manufacturing Company Building-Pep Boys Headquarters

Philadelphia, PA

Name of Property

County and State

Photographer: Robert Powers, Powers and Company, Inc.

Date Photographed: February 2021

<i>Photograph #</i>	<i>Description of Photograph</i>
1.	Site, view south
2.	Site, view southeast
3.	South elevation, Sections A and C, view northeast
4.	South elevation, Sections A and C, view northeast
5.	West and north elevations, Sections A, B and H, view southeast
6.	South elevation, Section A, Entrance, view north
7.	East elevation, Section C, G and J, view northwest
8.	East and north elevations, Sections D, E, H and J, view southwest
9.	East and north elevations, Sections D, E and H, view southwest
10.	South and east elevations, Sections A, F and L, view northwest
11.	East and north elevations, Sections F, G and L, view southwest
12.	East and north elevations, Sections A, F and G, view west
13.	East and north elevations, Sections F and L, view southwest
14.	Section G, 1 st floor, view east
15.	Section F, 1 st floor, view southwest
16.	Section A, 1 st floor, view west
17.	Section C, 1 st floor, view northeast
18.	Section B, 1 st floor, view west
19.	Section L, 1 st floor, view north
20.	Section F, 1 st floor, view west
21.	Section F, 1 st floor, view northwest
22.	Section F, 1 st floor, view west northeast
23.	Section F, 2 nd floor, view northwest
24.	Section A, 2 nd floor, view west
25.	Section A, 2 nd floor, view northeast
26.	Section A, 2 nd floor, view northeast
27.	Section F, 3 rd floor, view south
28.	Section F, 3 rd floor, view east
29.	Section A, 3 rd floor, view north
30.	Section F, 5 th floor, view north
31.	Section F, 5 th floor, view northeast
32.	Section F, 5 th floor, view northeast
33.	Section A, 5 th floor, view west
34.	Section A, 2 nd floor, Stairway, view east
35.	Section F, 2 nd floor, Stairway, view east
36.	Section A, 2 nd floor, Elevator, view northeast
37.	Section F, 3 rd floor, Stairway, view northeast

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Photograph #1 – Site, view south. Parking lot to the east of the property; Section F to the right.



Photograph #2 – Site, view southeast. Non-contributing shed.

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Photograph #3 – South elevation, Sections A and C, view northeast



Photograph #4 – South elevation, Sections A and C, view northeast

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Photograph #5 – West and north elevations, Sections A, B and H, view southeast



Photograph #6 – South elevation, Section A, Entrance, view north. Original entrance to the building.

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Photograph #7 – East elevation, Section C, G & J, view NW. Smokestack continues to read “Reyburn.”



Photograph #8 – East and north elevations, Sections D, E, H and J, view SW

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Photograph #9 – East and north elevations, Sections D, E and H, view southwest



Photograph #10 – South and east elevations, Sections A, F and L, view northwest

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Photograph #11 – East and north elevations, Sections F, G and L, view southwest



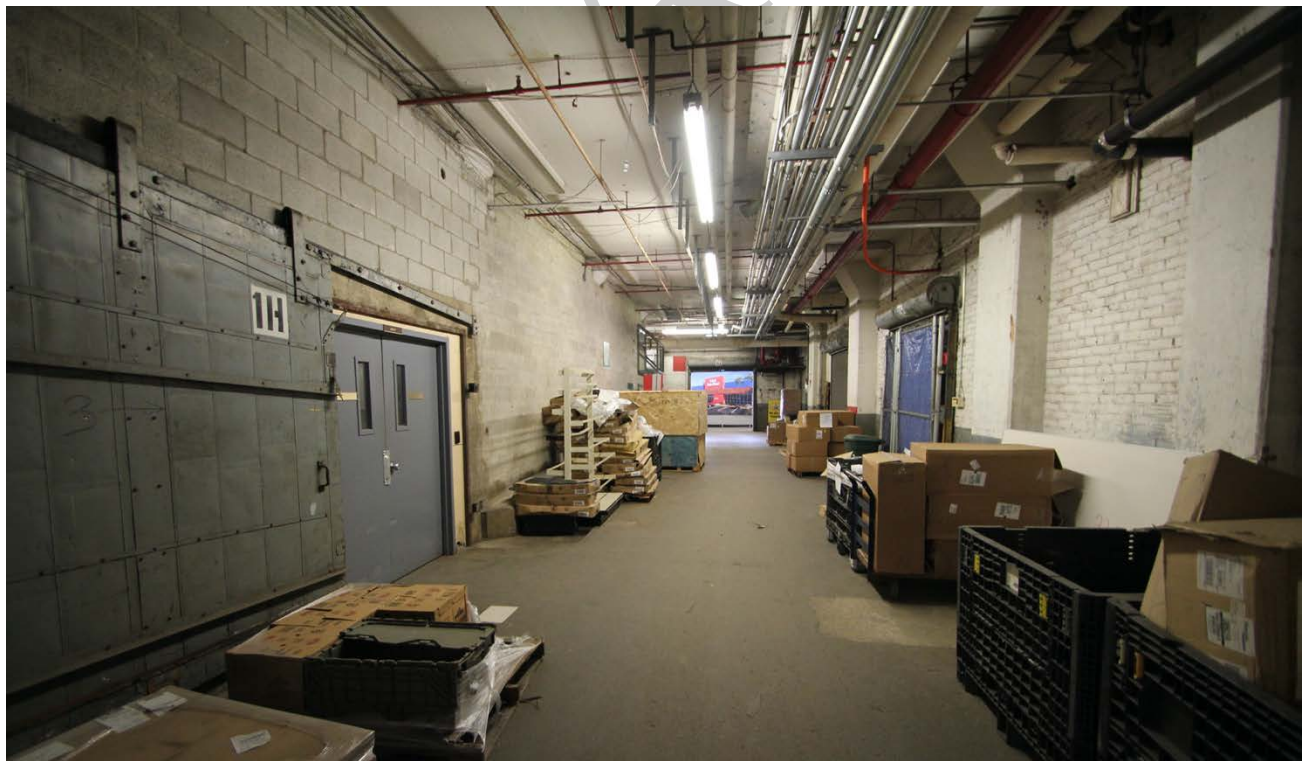
Photograph #12 – East and north elevations, Sections A, F and G, view west

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Photograph #13 – East and north elevations, Sections F and L, view southwest. Section L was constructed outside of the Period of Significance.



Photograph #14 – Section G, 1st floor, view east

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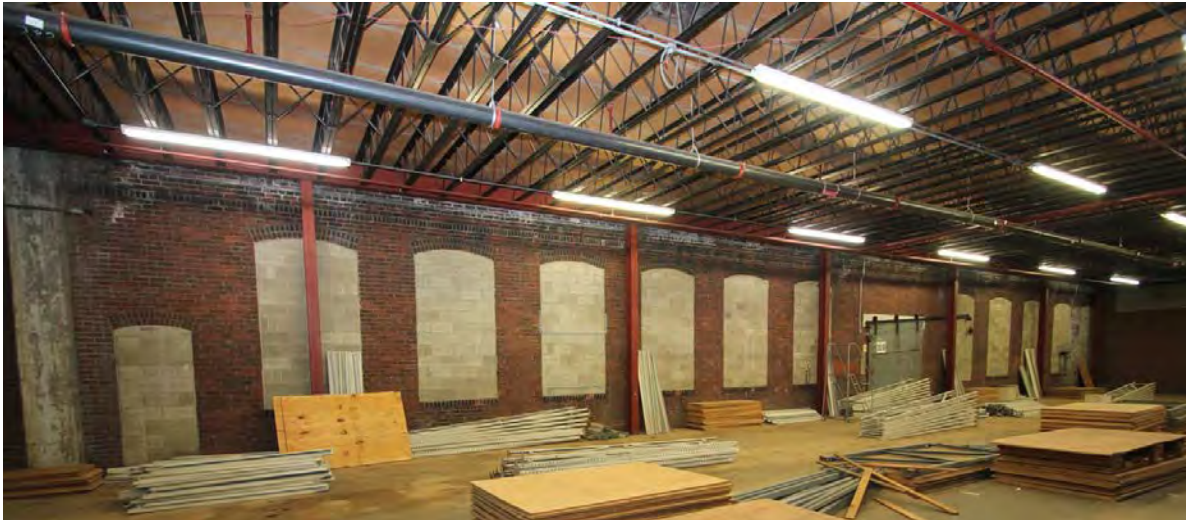
Photograph #15 – Section F, 1st floor, view southwest



Photograph #16 – Section A, 1st floor, view west

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Photograph #17 – Section C, 1st floor, view northeast



Photograph #18 – Section B, 1st floor, view west

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Photograph #19 – Section L, 1st floor, view north



Photograph #20 – Section F, 1st floor, view west

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Photograph #21 – Section F, 1st floor, view northwest



Photograph #22 – Section F, 1st floor, view west northeast

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Photograph #23 – Section F, 2nd floor, view northwest



Photograph #24 – Section A, 2nd floor, view west

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Photograph #25 – Section A, 2nd floor, view northeast



Photograph #26 – Section A, 2nd floor, view northeast

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Photograph #27 – Section F, 3rd floor, view south



Photograph #28 – Section F, 3rd floor, view east

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Photograph #29 – Section A, 3rd floor, view north



Photograph #30 – Section F, 5th floor, view north

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Photograph #31 – Section F, 5th floor, view northeast



Photograph #32 – Section F, 5th floor, view northeast

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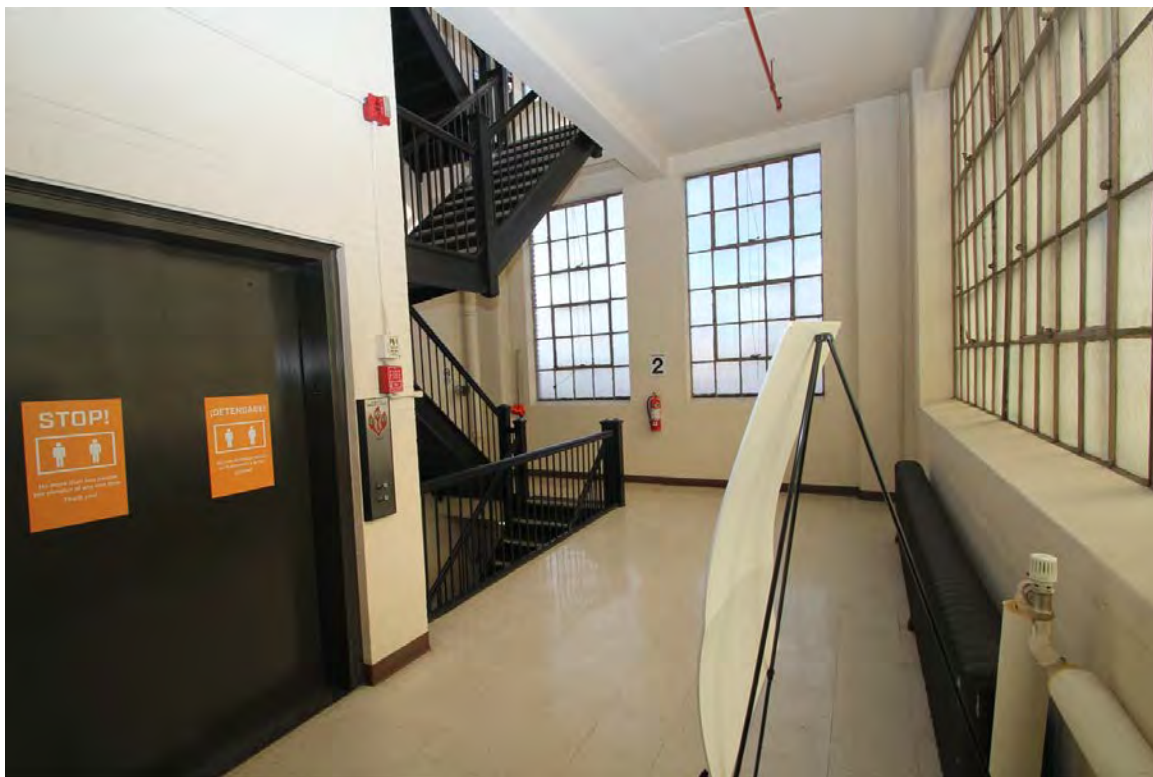
Photograph #33 – Section A, 5th floor, view west



Photograph #34 – Section A, 2nd floor, Stairway, view east

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Photograph #35 – Section F, 2nd floor, Stairway, view east



Photograph #37 – Section F, 3rd floor, Stairway, view northeast

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Photograph #36 – Section A, 2nd floor, Elevator, view northeast

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5.	Reyburn Manufacturing Company Building, c. 1930. Courtesy of The Pep Boys Company.
6.	Reyburn Manufacturing Company Building, 1947. Courtesy of The Pep Boys Company.
7.	Sanborn Fire Insurance Map, 1951.
8.	"Tag." U.S. Patent #2,423,818 (5 October 1943).
9.	"Reyburn's Display Creations and Materials" (Spring/Summer 1943): np.
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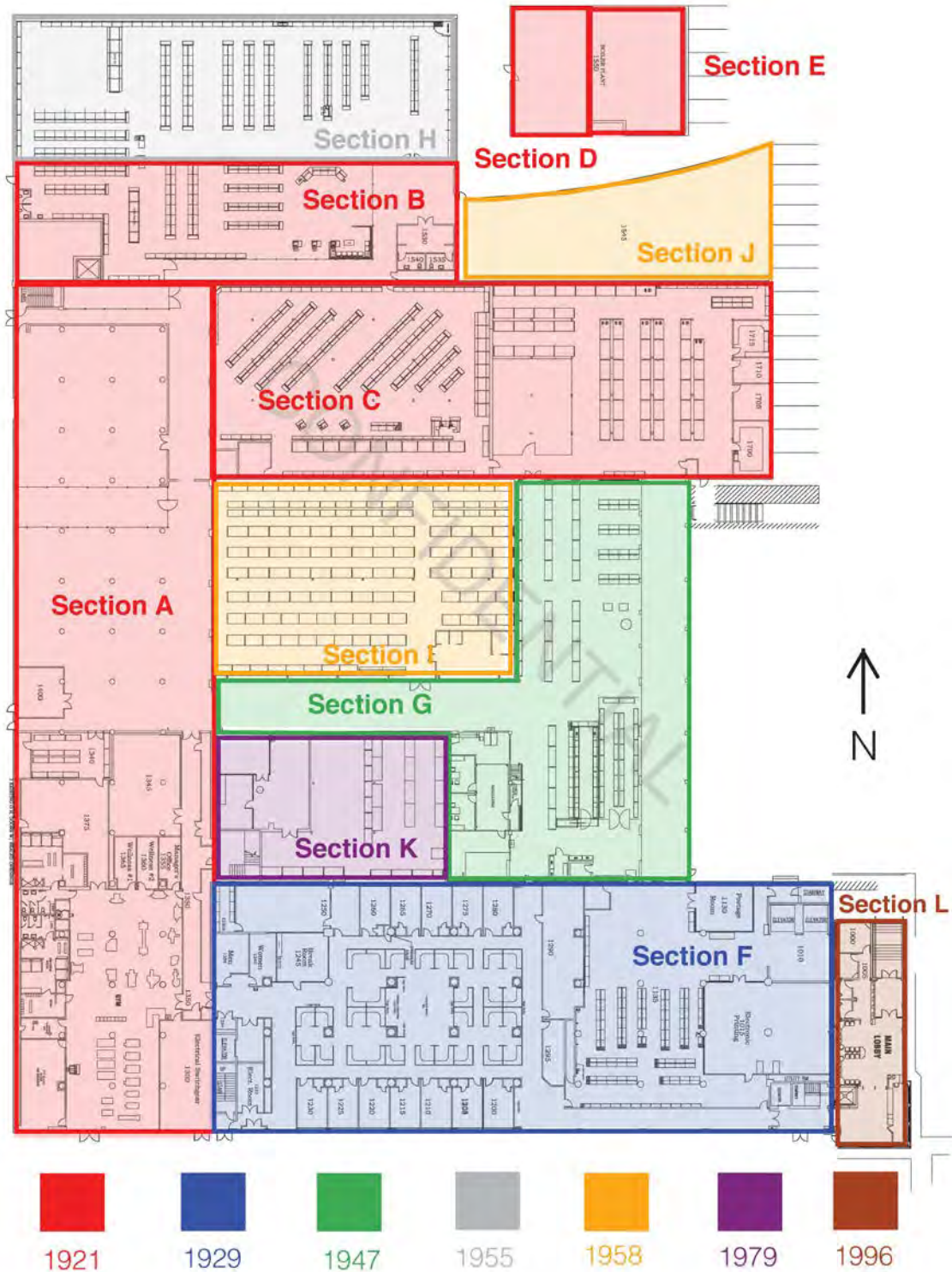


Figure 1 – Building Chronology, as applied to the 1st floor.

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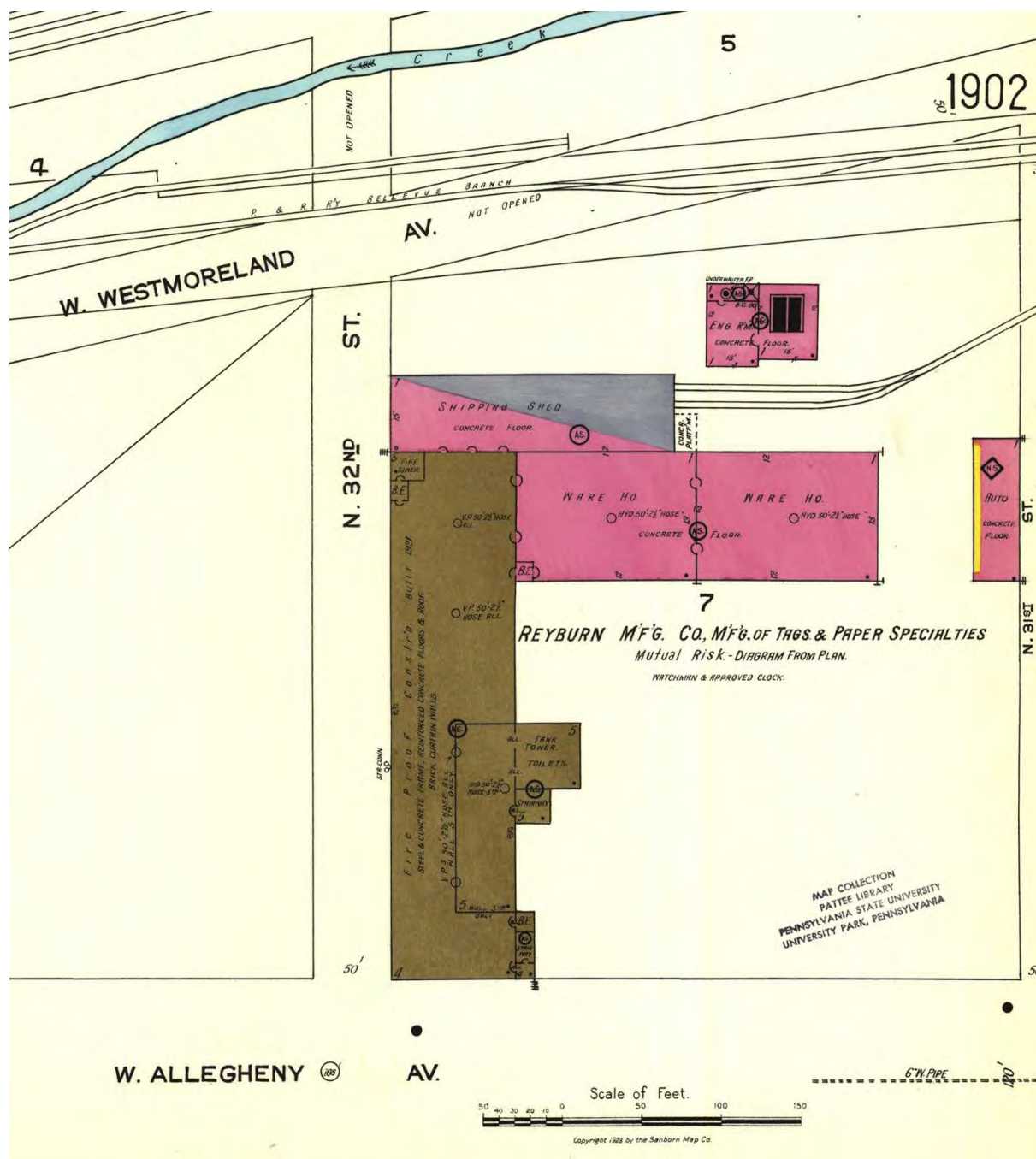


Figure 2 – Sanborn Fire Insurance Map, 1923. Not the railway spur at the top right, which leads directly into Section B, the Shipping Shed.

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**Factories you know
in Philadelphia**

The strongest indorsements of The Steele Idea of Industrial Construction are: first, the eminence of the clients we have served; second, the efficiency of the plants we built for them.

Hundreds of Steele-built factories are today proving their superiority in nearly every industry in Philadelphia. In every section of the city, wherever you find industry, there will you find Steele-built factories.

Here is a list of just a few of our clients in Philadelphia. If you are a manufacturer you probably know or have heard of them all.

<i>Electric Storage Battery Co.</i>	<i>Commercial Truck Co. of America</i>
<i>The George W. Blahen Co.</i>	<i>Reyburn Manufacturing Co.</i>
<i>Link Belt Co.</i>	<i>Steel Hedge Mfg. Co.</i>
<i>Welsbach Co.</i>	<i>Dill & Collins Co.</i>
<i>Keystone Leather Co.</i>	<i>Drumming Brothers Co.</i>
<i>Harrison Safety Roller Works</i>	<i>Folsell Bros. & Co., Inc.</i>

These firms and their plants will support our assertion that The Steele Idea of factory planning and building by one organization and under one responsibility, not only saves money in the first cost of the plant, but *increases the efficiency and decreases the cost of plant operation.*

Because we can and do produce these results, fifty per cent of our business today comes to us unsolicited through clients we have served. The other fifty per cent comes through our ability to PROVE in advance and without obligation, the dollars-and-cents value of The Steele Idea of Industrial Construction. We are at your service. Write or phone for an interview.

WM. STEELE & SONS CO.
Architects : Engineers : Constructors
PHILADELPHIA TORONTO

THE
STEELE IDEA

Figure 3 – “Advertisement.” Evening Public Ledger (2 December 1920): 22.

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Philadelphia, PA
County and State

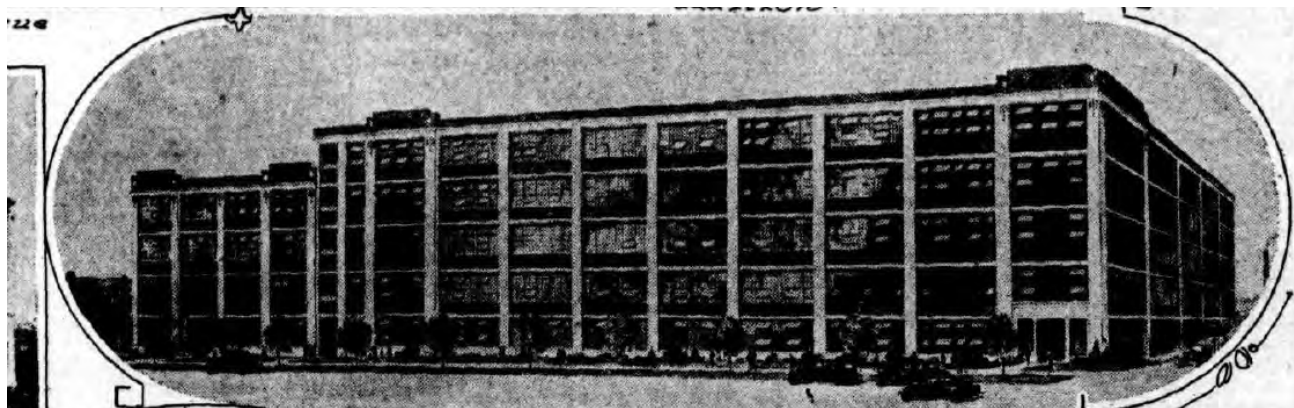


Figure 4 – “Plant Being Enlarged.” The Philadelphia Inquirer (19 May 1929): W.



Figure 5 – Reyburn Manufacturing Company Building, c.1930. Courtesy of The Pep Boys Company.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State

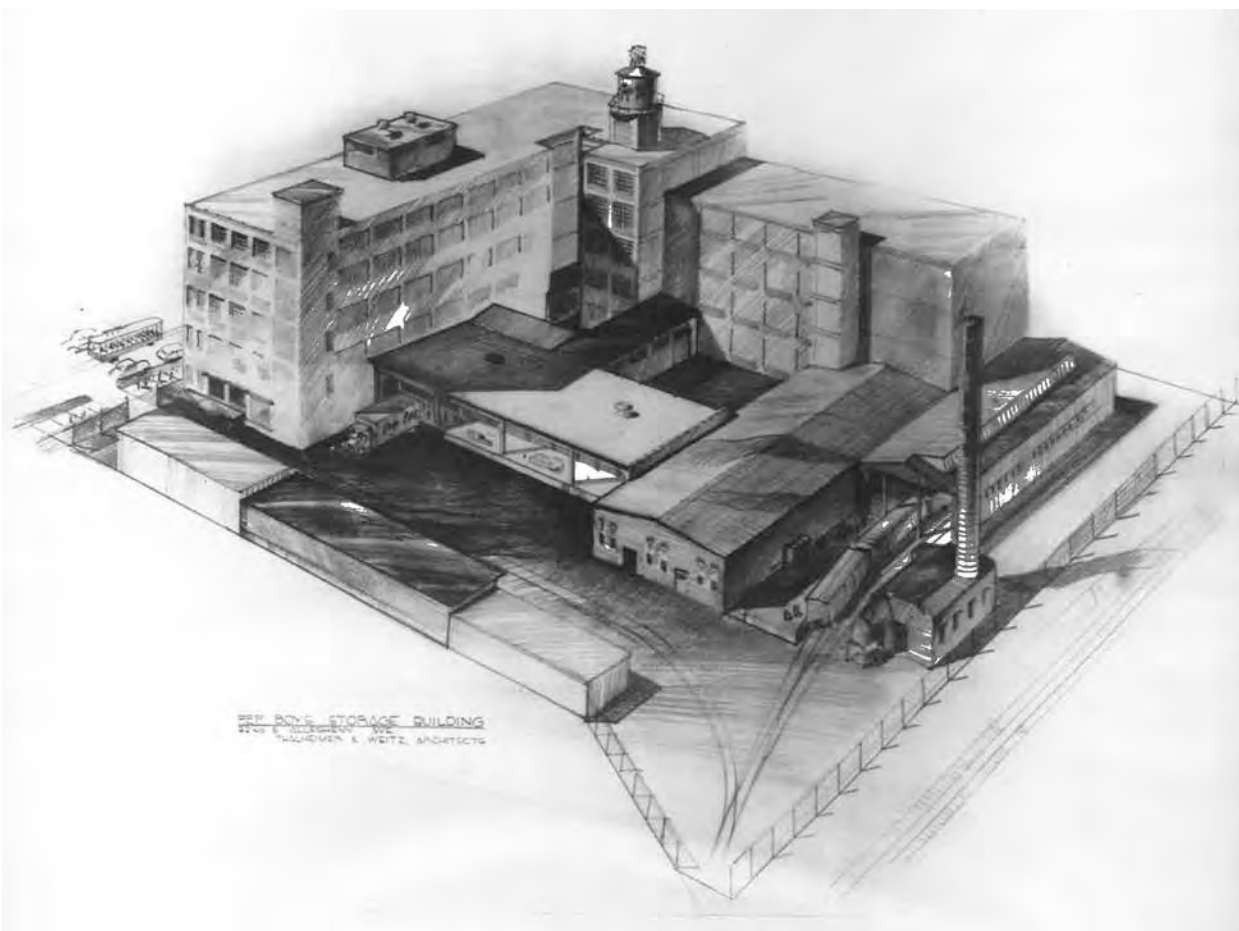


Figure 6 – Reyburn Manufacturing Company Building, 1947. Courtesy of The Pep Boys Company.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State

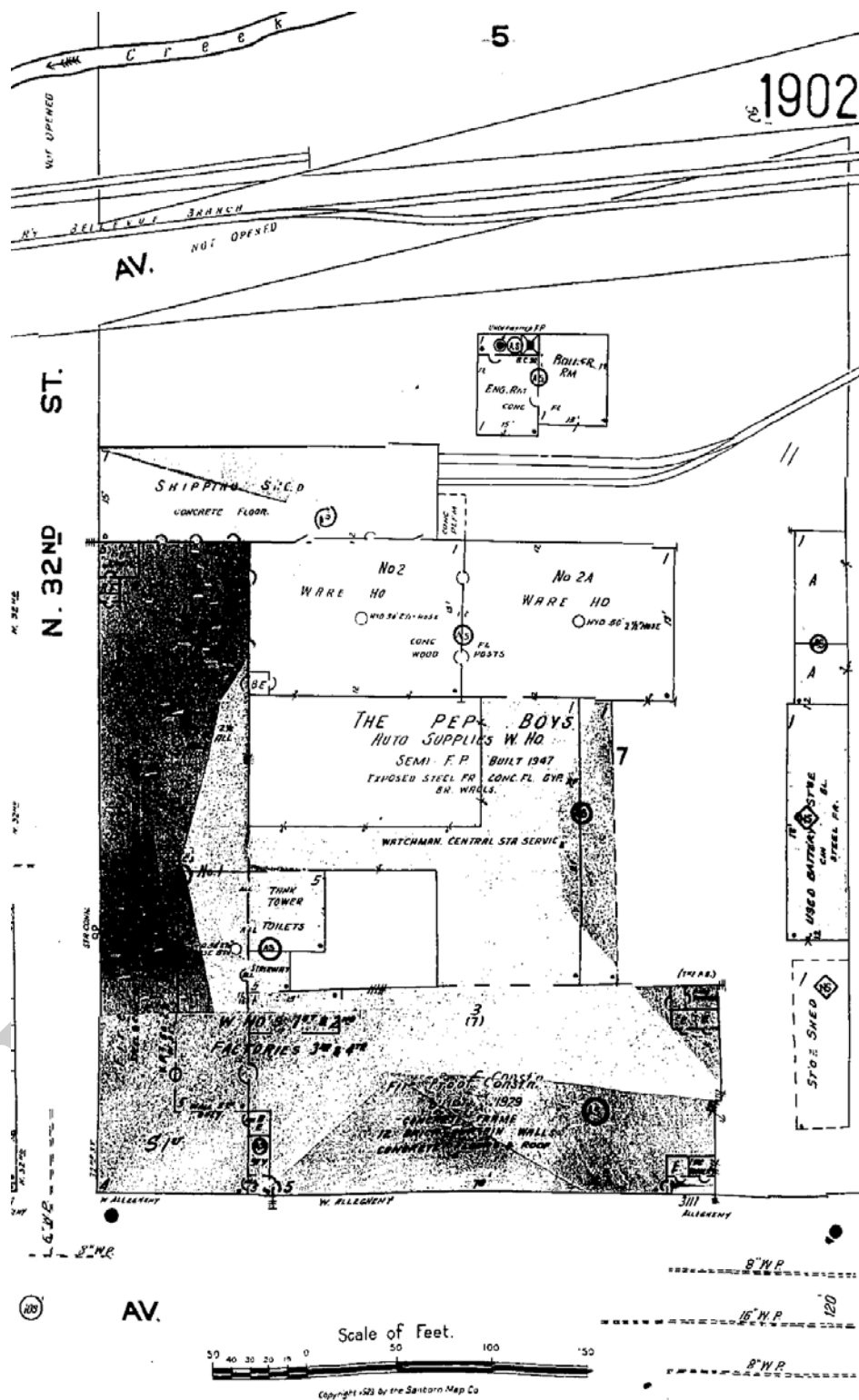


Figure 7 – Sanborn Fire Insurance Map, 1951.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State

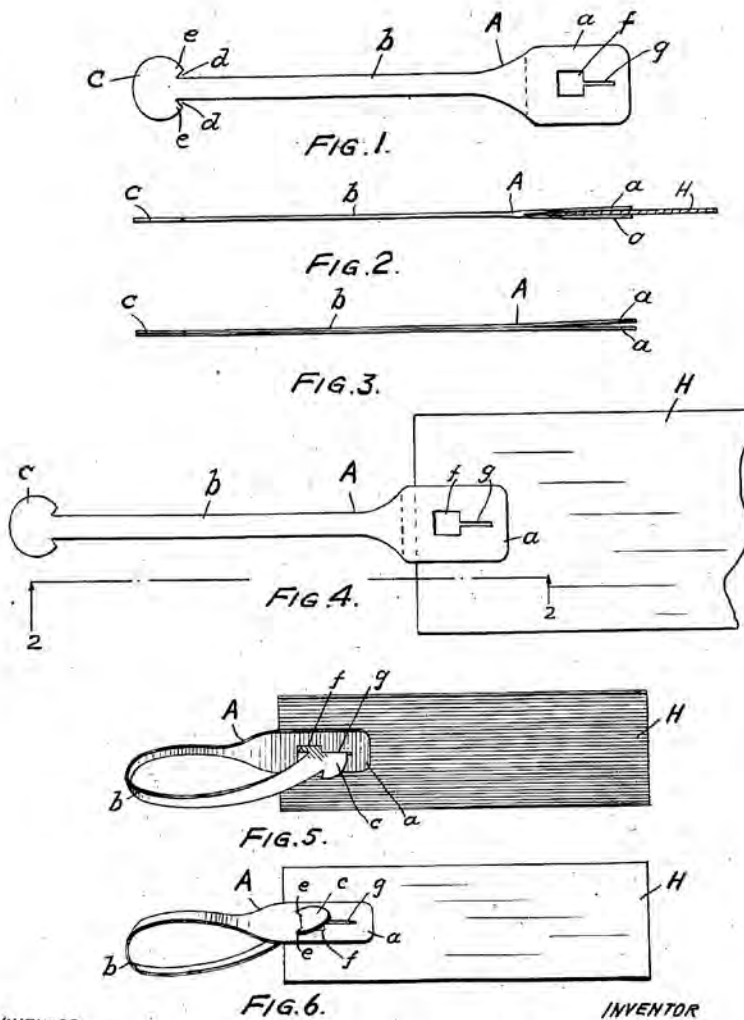
July 8, 1947.

R. C. SCHMUTZLER

2,423,818

TAG

Filed Oct. 5, 1943



WITNESS:
Robert C. Schmutzler

INVENTOR
Robert C. Schmutzler
BY
Burns & Harding
ATTORNEYS

Figure 8 – “Tag.” U.S. Patent #2,423,818 (5 October 1943).

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State

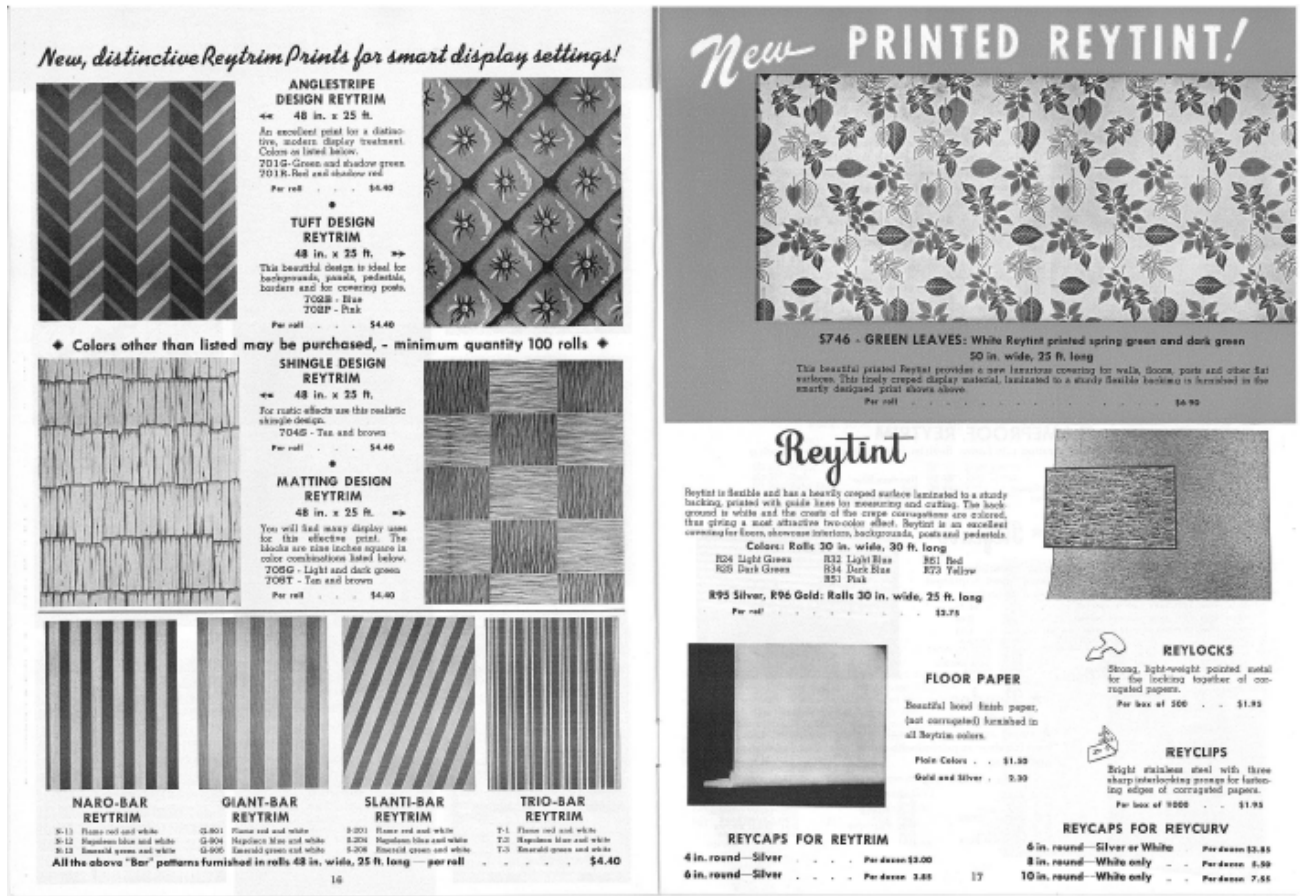


Figure 9 – “Reyburn’s Display Creations and Materials” (Spring/Summer 1943): np.



Figure 10 – Advertisement, 1929.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State



Figure 11 – Advertisement, 1948.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State

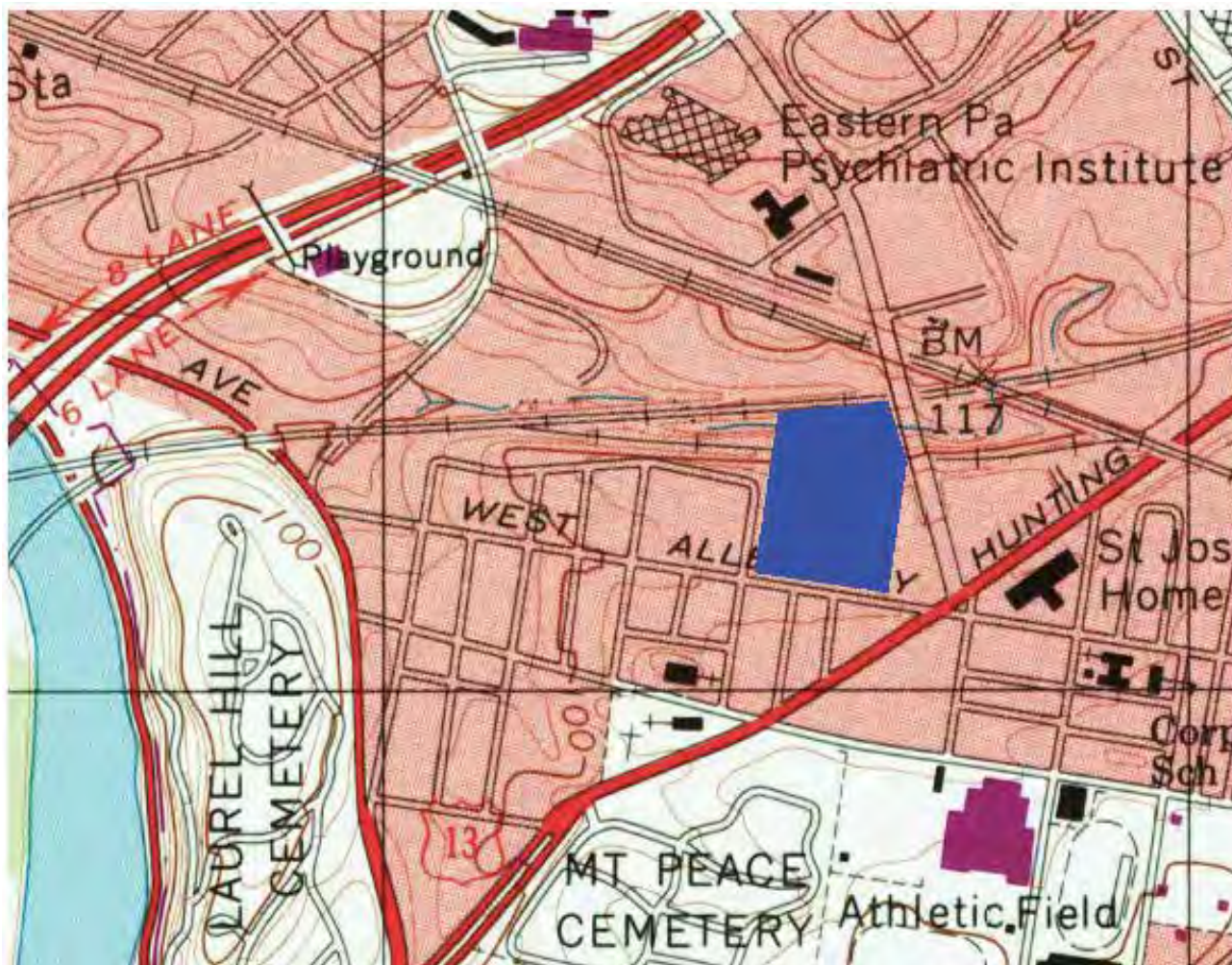


Figure 12 – USGS Map excerpt, showing location of property in blue.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

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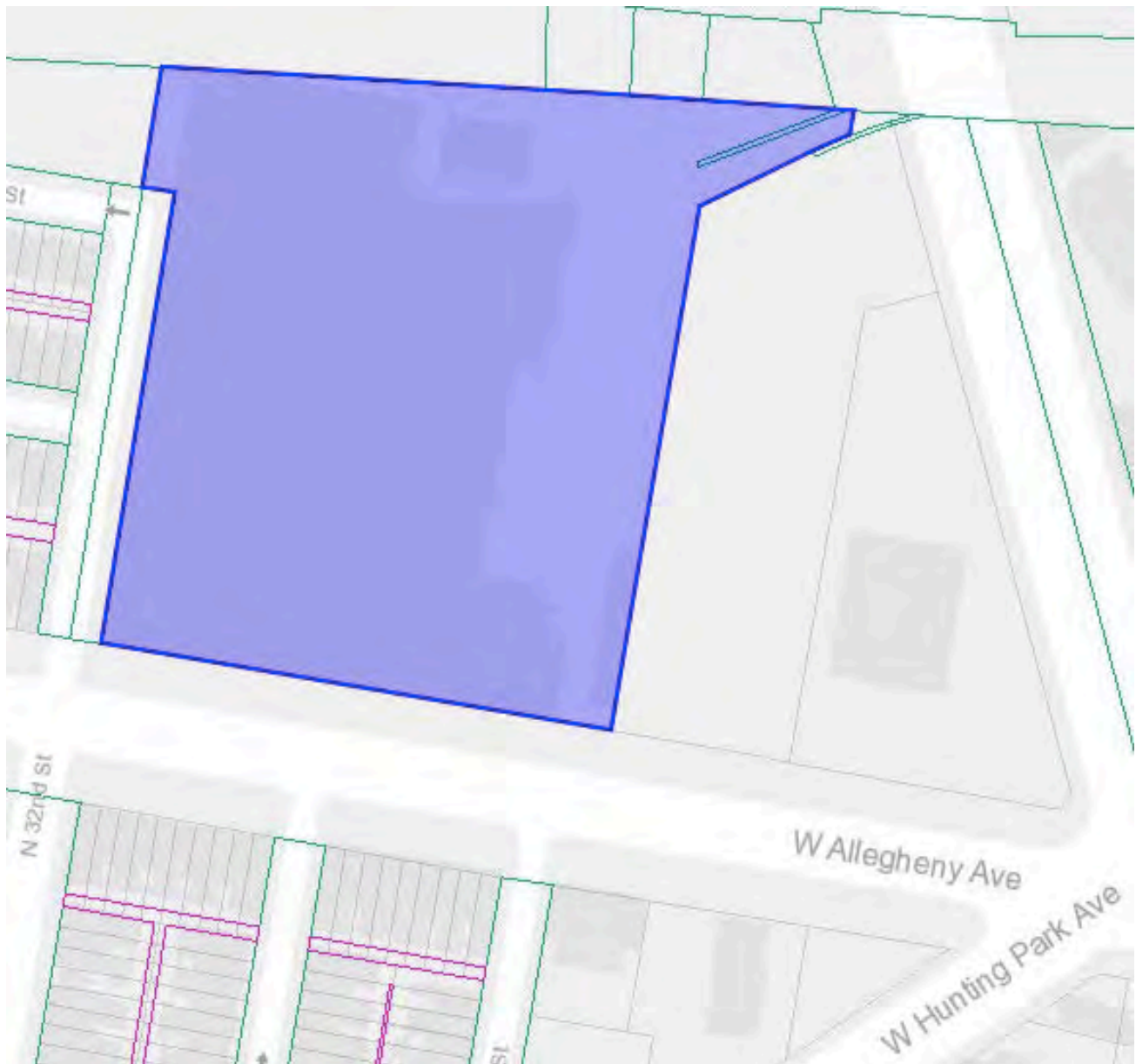


Figure 13 – Site Plan with NR Boundary.

Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

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County and State

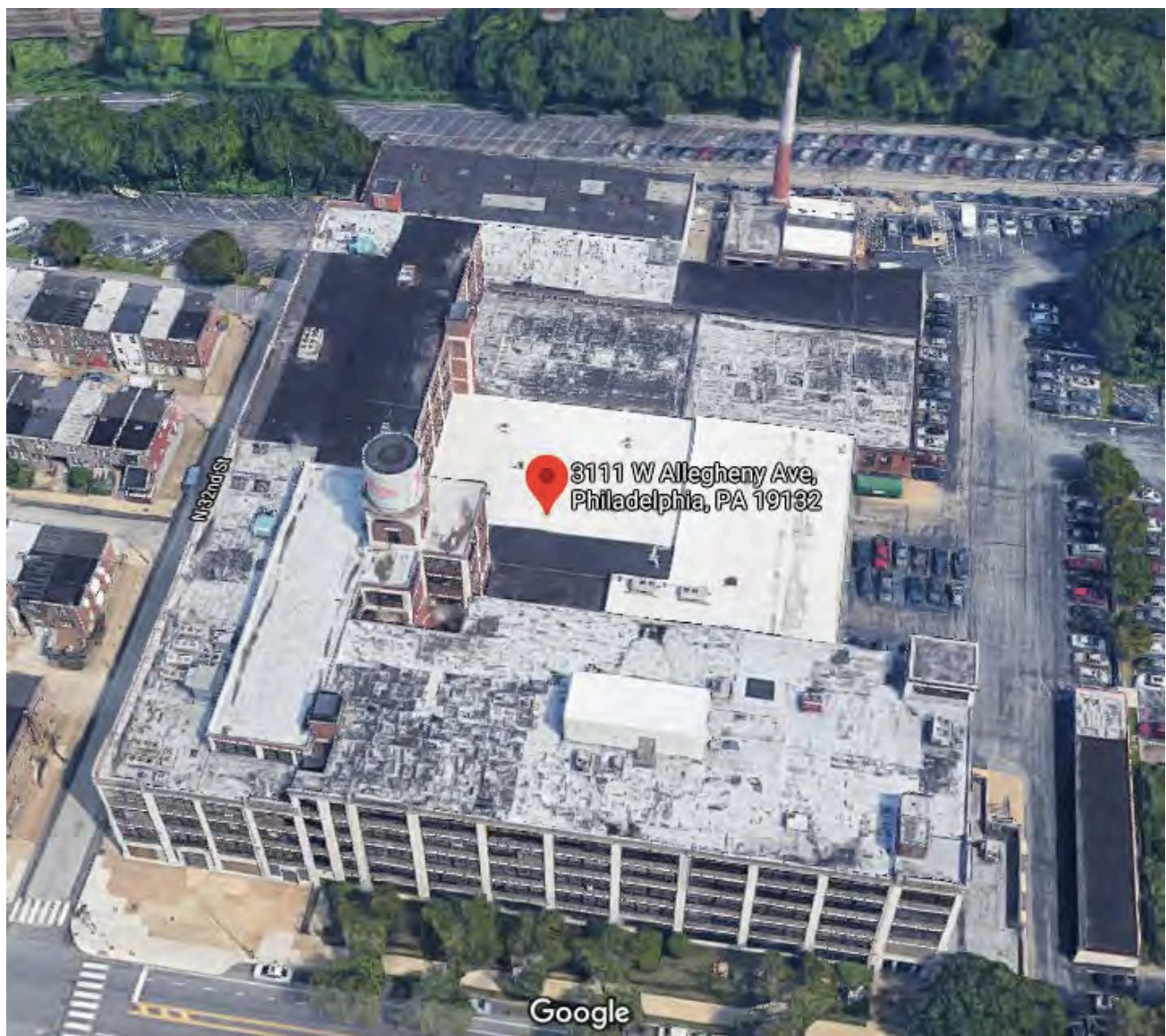
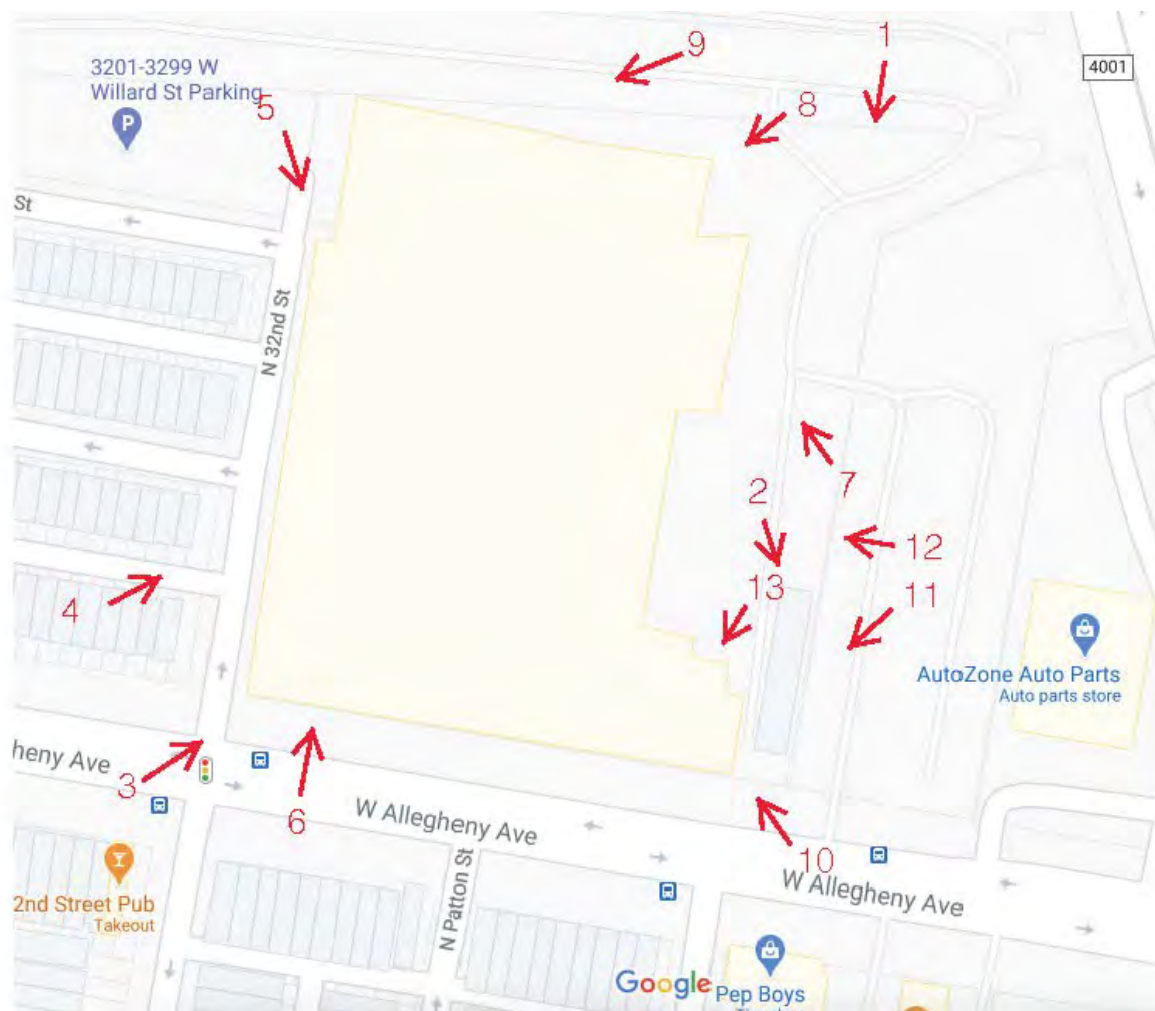


Figure 14 – Aerial Photograph, 2021. South elevation, view north.

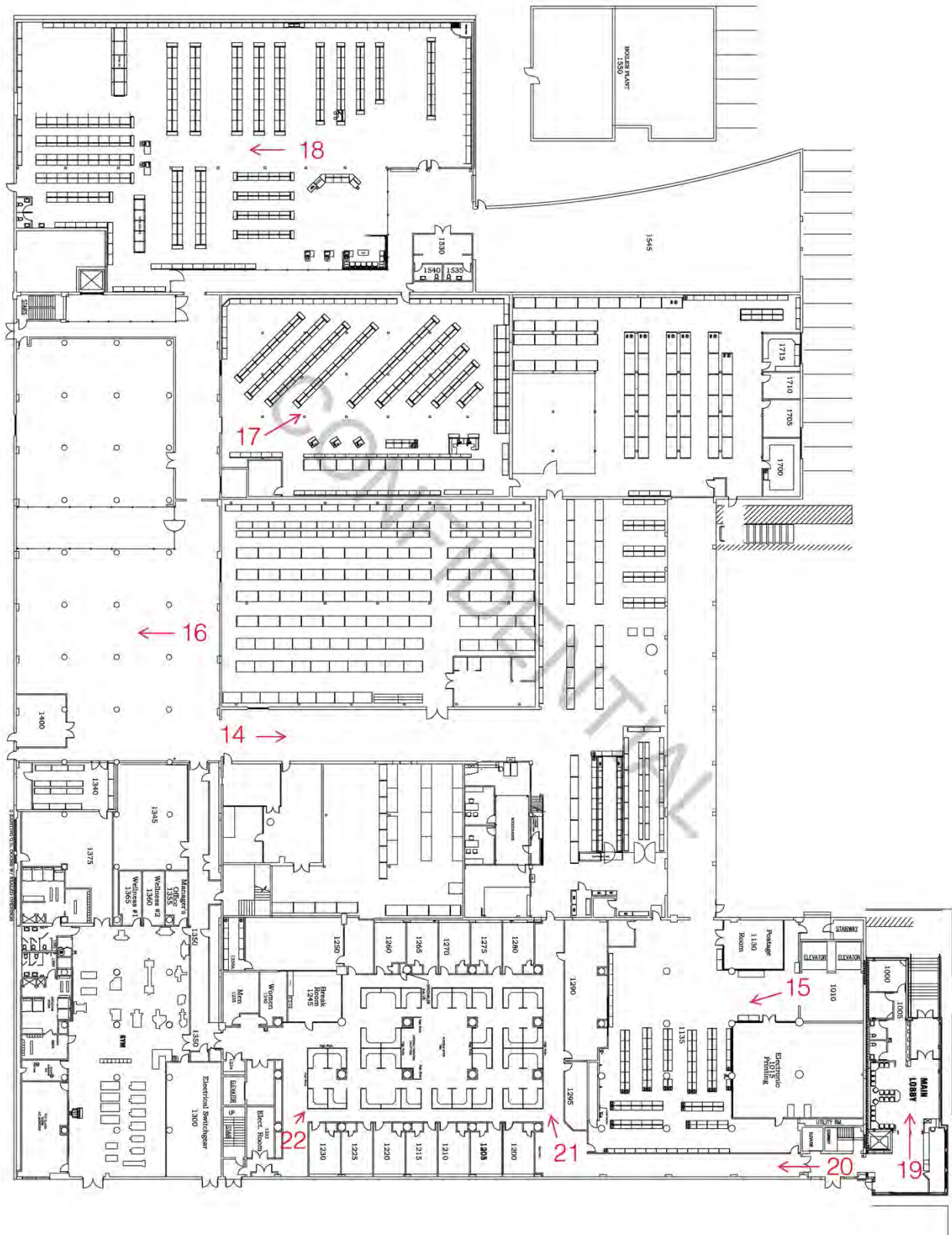
Reyburn Manufacturing Company Building-Pep Boys Headquarters
Name of Property

Philadelphia, PA
County and State



Reyburn Manufacturing Company Building-Pep Boys Headquarters
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Philadelphia, PA
County and State



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Philadelphia, PA
County and State



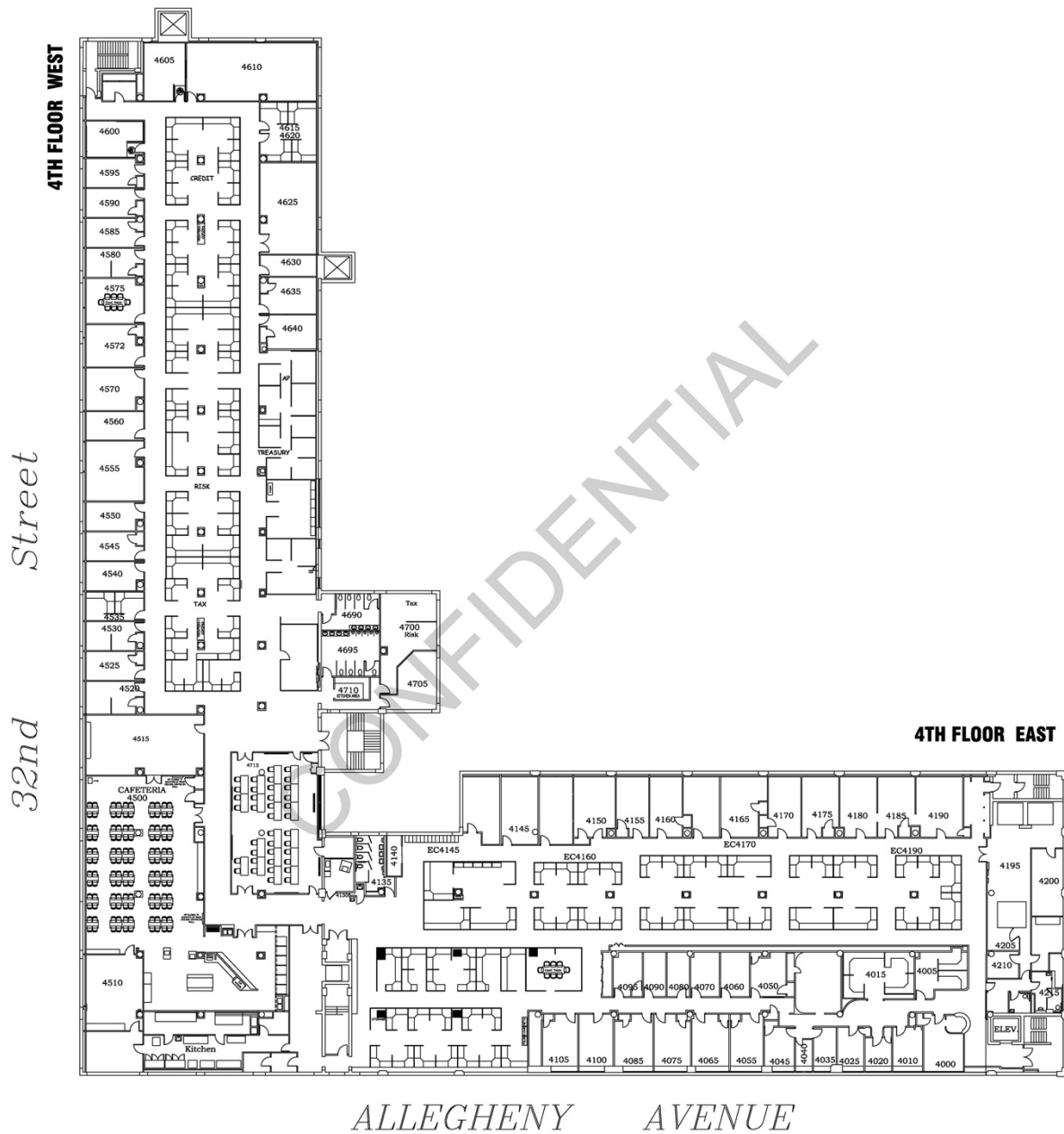
Reyburn Manufacturing Company Building-Pep Boys Headquarters
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County and State



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Figure 15 – Existing Plans with Photograph Key.

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.).

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