

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received DEC 29 1986

date entered MAR 5 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Pioneer Trunk Factory - C.A. Malm & Co.

and/or common

2. Location

street & number 2185-99 Folsom Street and 3180 18th Street N/A not for publication

city, town San Francisco N/A vicinity of

state California code 06 county San Francisco code 075

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Plant Properties, Inc.

street & number 2789 Twenty-fifth Street

city, town San Francisco N/A vicinity of state California 94110

5. Location of Legal Description

courthouse, registry of deeds, etc. San Francisco City Hall (Recorder's Office)

street & number 400 Van Ness Avenue, Room 167

city, town San Francisco state California 94102

6. Representation in Existing Surveys

title Tax Certification Part I (8/8/84), has this property been determined eligible? yes no
Tax Certification Part II (10/22/85)

date federal state county local

depository for survey records Division of National Register Program
National Park Service - Western Region

city, town 450 Golden Gate Avenue, Box 36063
San Francisco state California 94102

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Pioneer Trunk Factory - C. A. Malm & Co. buildings consist of two three-story structures erected in 1902 at a corner site in the Mission district of San Francisco. The buildings are a rare example of factory structures completely constructed of and clad in wood and ornamented with Italianate architectural detail. Surviving remarkably unaltered into the present, the structures were rehabilitated for commercial use as offices in 1985 and 1986. The property comprises a lot of approximately 20,000 square feet at the northeast corner of Eighteenth and Folsom Streets. Comparison of insurance maps dated 1905 and 1978 shows that the property has not been subdivided. The district around Mission Dolores was not substantially developed until the late nineteenth century. Other structures in the area immediately surrounding the factory during the period included a furniture factory, a stove and foundry company, a planing mill, machine shops, warehouses, laundries, a brewery, saloons and working-class flats and houses. The historic mixture of residential and industrial uses has continued to the present; the area is zoned for light industry, with a residential district nearby.

Of the two buildings, the larger structure presents the primary elevation, occupying the full frontage along Folsom Street. Sixteen windows are rhythmically placed on each of three stories along this facade. Eight window bays comprise the south elevation of the larger structure on Eighteenth Street, while the smaller building to the east has a five-bay facade. Walls are clad in simple drop wood siding.

The exteriors of both buildings are simple but not unadorned. They are of an Italianate style, with wood window frame and cornice detail common to much San Francisco residential architecture of the Victorian period. The buildings were clearly designed with an eye toward architectural effect, which, while modest, did result in buildings with more than rudimentary style and proportion. The walls of the street frontages were divided with a molding above the ground floor, emphasizing the second and the third floors in the Italianate tradition. The windows on the second and third floors have prominent hood moldings, while the ground floor windows are not so highlighted. The buildings are capped with another molding and a bracketed cornice.

The exterior architectural ornamentation survives completely intact in the Folsom Street elevation of the larger building. The windows are double-hung with four-over-four lights, and nearly all of the original window sash survive. On the Eighteenth Street frontages, the hood moldings and other details have been removed, probably for a later wall covering which was removed prior to restoration. Marks left on the wall indicating

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the existence and location of the moldings made possible the accurate replacement of these features. The elevations facing the yard spaces between and behind the buildings are not similarly adorned with hood moldings and cornices, but retain the same proportion and rhythm of the windows. Insurance maps show that the yard once contained two lumber sheds, no longer extant; the yard has been repaved for use as a parking lot.

The buildings are remarkably preserved, thus clearly exhibiting the original structure of the factory. The exterior walls are constructed of 2" x 6" studs. These stud walls carry the load of the floors together with three interior rows of 9" x 9" columns and 10" x 10" beams, but with no additional beams or columns in the plane of the walls, except at the ends of each row of columns. The floors are carried on a system of 13" x 2" joists, 16" on center, thus making the building conform to the structural tradition common to many warehouses, but different from the "mill type" construction developed during the early 19th century in New England to reduce the vulnerability of the building to the ravages of fire. The interior structure is of post, beam, and joist construction with an unusual system of shallow trusses for the roof. These trusses are constructed almost entirely of 2" thick boards, and have diagonal members which drop below the height of the bottom cord to connect the walls and the center row of columns, in order to provide lateral bracing for the structure. This particular structural design may have helped the buildings survive the worst effects of the San Francisco Earthquake.

Originally, an exterior balcony extended along the second and third floors between the two buildings; this was removed after 1930. During rehabilitation, the space between the two structures was enclosed with a new core to house an entrance lobby, elevator, stairs, toilets, and mechanical system. Set back from the surface of the historic factory structure, the cladding and windows of the newer core provide a sympathetic addition to the older construction. Other alterations to the structure's exterior during rehabilitation consist of the removal of an entry shed from the yard elevation and of the brick chimney and flues. Partially enclosed windows on the Folsom Street ground floor were restored to their 1902 condition. The original storefront at the Folsom Street corner was replaced with three windows which match existing openings; a new mid-building recessed entrance was substituted. On the interior, minor partitions and the freight elevator were removed, and original stairs in the larger building were enclosed. A second stairway was added in the larger building; that in the smaller structure was replaced. Changes to bring the building up to code included the reinforcing of wall, ceiling, and floor surfaces and replacement of the mechanical systems.

Number of contributing buildings: 2; number of non-contributors: 0.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1902 - 1936 **Builder/Architect** Thomas Welsh

Statement of Significance (in one paragraph)

The Pioneer Trunk Factory - C. A. Malm & Co. buildings are significant for their historic associations with the family-owned trunk making business begun by Charles A. Malm about 1868. The factory buildings, designed by San Francisco architect Thomas J. Welsh, are also distinguished as large industrial structures, unusually constructed of wood.

Charles Augustus Malm, a native of Sweden, immigrated in 1854 at the age of fourteen to New York, and later served in the Union Army during the Civil War. Malm moved to San Francisco in 1867, and was first identified in 1868 as an employee of E. Galpen & Co., a manufacturer and dealer of trunks, valises and traveling bags. By 1870, Malm was co-proprietor of D.S. Martin & Co.; this firm was said to be the third largest trunk manufacturer in San Francisco. City Directories indicate that Malm had formed his own firm by 1886, the successor to D.S. Martin & Co. William A. Steele was a business partner during the early 1890s; at that time, the factory is said to have employed seventy-five workers and was recorded as the largest such firm on the Pacific Coast. In 1902 the factory was constructed on Folsom and 18th Streets.

In 1902, the company had two retail stores at 220–222 Bush Street, and 622 Market Street, both of which were destroyed in the 1906 fire and later relocated. The most important product of the factory was the manufacture of trunks which were used on automobiles of the period before the "trunk" became an integral part of the body work of the car. The factory contained a diverse series of operations in order to make the trunks. The Sanborn Insurance plan of the property shows that the larger building contained on each of its floors (1) iron work, etc, (2) trunk making and (3) bag making. The smaller building provided the space for (1) the planing shop, (2) box making, and (3) air drying.

Malm, a naturalized U.S. citizen, retained ownership of his company until his 1923 death, at which time the firm passed to his widow, Mary Helena Malm. From 1936 to 1953, the property was held by the seven Malm children or their heirs. The Pioneer Trunk Factory was discontinued during the 1930s after the separate carriage-style trunk ceased to be used on automobiles. The C. A. Malm Company, one of the oldest continuously operating, family-owned firms in San Francisco, still exists today, with several retail stores in the Bay Area. The Pioneer Trunk Factory, later used as a warehouse and a machine shop, passed through two additional owners between 1953 and 1983.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property 0.45

Quadrangle name San Francisco North, Calif.

Quadrangle scale 1:24000

UTM References

A

1	0	5	5	1	6	8	0	4	1	7	9	4	2	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Start at North line of 18th Street and East line of Folsom Street - north 125 feet, right angle Easterly 157.320 feet, 86° - 28' right 125.238 feet, 92° - 32' right 165.04 feet to point of beginning. Block 3573, Lot 003, Assessor's Map 300.

These are the historic boundaries.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Elizabeth Krase / Randolph Langenbach

organization PAGE, ANDERSON & TURNBULL, INC.

date 10 September 1986

street & number 364 Bush Street

telephone (415) 362-5154

city or town San Francisco

state California 94104

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Kathryn Guenther

title

date 12/19/86

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I hereby certify that this property is included in the National Register

[Signature]
Keeper of the National Register

Entered in the
National Register

3/5/87

Attest:

Chief of Registration

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In addition to his trunk manufacturing business, Malm was involved in several financial institutions associated with San Francisco's Italian-American community. He was one of the original stockholders of the Italian-Swiss Agricultural Colony, organized in 1881 by Andrea Sbarbaro to utilize the agricultural skills of immigrants. Malm and Sbarbaro apparently maintained a close relationship, as Malm's will named the latter as his executor. Both men were among the original directors of the Italian-American Bank as well, founded in 1899. During 1893 and 1894, Malm also served on the Board of Trustees of the Mechanic's Institute.

The Pioneer Trunk Factory was constructed at Eighteenth and Folsom Streets to replace an earlier factory at Seventeenth and Shotwell Streets. Water Department records and Edward's Abstracts show that Thomas J. Welsh was architect of the structure, which was erected between April and October, 1902. Welsh was an established San Francisco architect who had designed a number of residences in the city during the 1870s and 1880s. During the following decade, he also held the positions of architect of the Board of Education and City Architect. Welsh was responsible for the designs of a number of churches, convent buildings, warehouses, hotels, and apartment houses in Northern California. Welsh designed the Italian-American Bank of 1902 in San Francisco, and was one of the directors of the Italian-American Bank, probably indicating a continuing relationship with Malm.

Located just west of the area destroyed in the 1906 fire, the Pioneer Trunk Factory is an example of the wood construction industrial buildings that were once typical of the Mission District and the area south of Market Street. The factory is much larger and has a more elaborate architectural expression than comparable wood-frame, industrial structures. Though commonly used in domestic architecture of the 1870s and 1880s, the Italianate style is unusual in utilitarian factory buildings from the turn of the century. The stylistic details may have been used to make the buildings more compatible with the residential character of the area. In terms of context, only the wood-frame Levi Strauss & Co. factory, 250 Valencia Street, resembles the Malm factory. The Strauss factory, by architect Albert Pissis (1906), was of fairly modest design before its 1970 restoration and additions. The construction material and style link the Pioneer Trunk Factory to the west coast vernacular wood building tradition more typical of residential structures and hotels. The Pioneer Trunk Factory appears to be one of the few remaining industrial wood-frame structures of the pre-fire period in San Francisco.

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G-4275H

PLANT PROPERTIES, INC.
2789 · Twenty-fifth Street
San Francisco, Ca. 94110

PIONEER TRUNK FACTORY / C.A. MALM & CO. BUILDING
2185-99 FOLSOM ST / 3150 18TH ST. SF. CA. 94110
NPS. 0371-84 CA-85-0372.
6-20-86

FOLSOM ST.

S.W.

125'0"

ADJOINING FRAME BUILDING

157.32'

8' LATTICE FENCE

65'

OPEN PARKING

EXIT TO PARKING →

125'

NEW CORE

451

68'

68'

ADJOINING BRICK BUILDING
125.238'

BLDG. 'A'
3 STORY - FRAME

65'

ENTER →

16'

BLDG. 'B'
3 STORY - FRAME

45'

SLIDING GATE →

S.W.

165.04'

18TH ST.

