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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.

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MAY 20 2016

Nat. Register of Historic Places  
National Park Service

### 1. Name of Property

Historic name: Times Finishing Works  
Other names/site number: Bloch Go-Cart Company  
Name of related multiple property listing: N/A

### 2. Location

Street & number: 1136-1148 N. American Street  
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Not For Publication: NA Vicinity: NA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 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: XA \_\_B\_\_C\_\_D

<u>Andrea J. McDonald</u>	<u>5/17/2016</u>
Signature of certifying official/Title:	Date
<u>Pennsylvania Historical &amp; Museum Commission</u>	
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/Title:	Date
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:)

Patrick Andrus Signature of the Keeper  
7/05/2016 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

### Number of Resources within Property (Do not include previously listed resources in the count)

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

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## 6. Function or Use

### Historic Functions (Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION – Manufacturing facility

### Current Functions (Enter categories from instructions.)

VACANT/NOT IN USE

COMMERCE/TRADE – Warehouse

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## 7. Description

**Architectural Classification** (Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS

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

Principal exterior materials of the property: Brick

### Narrative Description

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

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#### Summary Paragraph

The Times Finishing Works, later known as the Bloch Go-Cart Company Building, stands at 1136-1148 N. American Street in Philadelphia. The 2- and 4-story brown brick building was constructed in six phases: 1840, 1884, c.1885, 1892, c.1905 and c.1930 (Figure #1). Despite the phased construction, the consistency of building material and detailing give the building a unified appearance. The Times Finishing Works retains its integrity, as both the overall form and defining industrial characteristics remain intact since the last period of major construction c.1905. It is typical of the area as a multi-story, masonry industrial building constructed in multiple phases.

The Times Finishing Works is located in the center of an L-shaped block bounded by N. American Street to the east, N. Bodine and N. 3<sup>rd</sup> Streets to the west, Germantown and W. Girard Avenues to the north and W. George Street to the south. The remainder of the block to the south contains new low-scale residential construction. The northern portion of the block is characteristic of the neighborhood's industrial past with a large 4-story brick factory building and low-scale row houses along W. Girard Avenue. The building stands five blocks to the west of Interstate 95 and approximately one mile to the west of the Delaware River. It is situated on a flat parcel of land that is devoid of any landscape features other than concrete sidewalks to the east and west. Abutting the north elevation is a non-associated 2-story industrial building and there is a paved parking lot to the south. The surrounding neighborhood consists of a mix of late nineteenth century two- and three-story brick row houses, scattered low-rise industrial buildings and new low-scale residential construction. There is also an open parking lot to the east of the building on the opposite side of N. American Street.

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#### Narrative Description

The building has an approximately square footprint and was constructed in six contiguous sections (Sections A, B, C, D, E and F). Section A was constructed in 1840. The 4-story building has a rectangular footprint and faces N. American Street to the east. It has a pitched

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roof. Section B is located to the southwest of Section A. The 4-story, rectangular building was constructed in 1884 and extends to N. Bodine Street to the west. It has a flat roof with mechanical equipment in the northeast corner. The roofline is also punctuated by one contemporary exterior metal chimney near the center of the north elevation and three short brick chimneys at the west end of the south elevation. Section C is located to the northwest of Section A. The 2-story, L-shaped building was constructed c.1885 and extends to N. Bodine Street to the west. It has a flat roof. Section D is located directly to the south of Sections A and B and spans the width of the block. The 4-story, U-shaped building was constructed in 1892. It has a flat roof with 1-story brick penthouses in the northeast corner for the stairway and near the southeast corner for the freight elevator. Section E is located directly to the south of Section D. The 4-story, rectangular building was constructed c.1905 and spans the width of the block. It has a flat roof.

Between Sections B and Section C is an open courtyard area. The open, L-shaped courtyard is in a general state of disrepair with paved and dirt flooring and several weed trees. At the east end of the courtyard is Section F, which was constructed c.1930. It consists of a collapsing 1-story brick structure to the west and a 2-story brick boiler house to the east. At the west end of the courtyard is an open driveway with a contemporary gated chain-link fence that provides access to N. Bodine Street.

Between Sections D and Section E is a narrow lightwell in the center of the floor plate, which extends through all floors.

Throughout the building in all sections, the window openings primarily have painted wood sills and arched brick heads. Most openings have been infilled with contemporary materials, such as cinderblock, glass, block, plywood and painted stucco. In those locations where original windows remain, they are in various states of disrepair and disassembly. Fortunately, there are enough remaining windows to provide the original configuration of all openings throughout the building.

The east elevation, facing N. American Street, is 4 ½-stories in height and eighteen bays wide (Photographs #1 and 2). The ten northernmost bays are part of Section A. Bays eleven through fourteen from the north are part of Section D and the four southernmost bays are part of Section E. There is a shallow corbelled brick cornice with a metal gutter along the roofline. The gutter and downspouts extend down the façade of the building in several locations. The cornice is punctuated by brick brackets that delineate the three building campaigns. In the raised basement, all of the window openings have been covered with painted plywood. On the 1<sup>st</sup> floor, the tenth bay from the north contains an elevated opening with a contemporary double-leaf painted wood door behind a contemporary painted metal garage door. The entrance is located up five, painted cinderblock steps topped with a painted concrete platform. The eleventh bay from the north contains a single-leaf painted wood door behind a contemporary painted metal garage door. The painted cinderblock and concrete platform extends in front of this bay as well. The fifth bay from the south contains a wider opening with a contemporary

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painted metal garage door. The elevated entrance is located above a contemporary painted concrete platform. The third bay from the south contains an elevated double-leaf, multi-panel arched painted wood door. The door is located behind a contemporary metal security gate. All of the remaining 1<sup>st</sup> floor bays contain window openings with contemporary infill and are primarily covered with contemporary metal grilles. On the 2<sup>nd</sup> floor, the ten northernmost bays contain original 4/4 double-hung wood windows and are covered by contemporary metal grilles. The eight southernmost bays contain original 12/12 double-hung arched wood windows and are covered by contemporary metal grilles. On the 3<sup>rd</sup> floor, the fourteen northernmost bays contain contemporary infill and the four southernmost bays contain original 12/12 double-hung arched wood windows. On the 4<sup>th</sup> floor, all window openings contain contemporary infill.

The south elevation is part of Section E (Photographs #2 and 3). It is primarily clad in painted stucco with areas of partially painted and exposed brick at the east and west ends in locations of former construction. The entire 1<sup>st</sup> floor level has also been painted throughout. At the far upper left corner of the elevation is a very faded painted sign that reads, "Bloch/Go-C---/Every...."

The west elevation, facing N. Bodine Street is 2 ½-, 4- and 4 ½-stories in height and fifteen bays wide (Photographs #3-5). The four northernmost bays are part of Section C. Bays five through seven from the north are part of Section B. Bays eight through eleven from the north are part of Section D. Bays twelve through fifteen from the north are part of Section E. There is a shallow corbelled brick cornice with a metal gutter along the roofline. The cornice is punctuated by brick brackets that delineate the three building campaigns. The lower portion of the brick has been painted throughout. The fourth bay from the north contains an open driveway that accesses the northern courtyard. In the raised basement, the first through third bays from the north contain plywood infill. The fifth and seventh bays from the south contain two openings with plywood infill. There are no other openings in the raised basement. On the 1<sup>st</sup> floor, the second bay from the south contains an elevated double-leaf, 2-panel wood loading door, above which is a metal hoist. The twelfth bay from the north contains a contemporary painted metal loading door. The remaining 1<sup>st</sup> floor openings contain contemporary infill. On the 2<sup>nd</sup> floor, the three northernmost bays contain original 12/12 double-hung arched wood windows and contemporary metal grilles. The fifth and seventh bays from the south each contain two openings with cinder block infill. The sixth bay from the north contains a deteriorated double-leaf, multi-panel, multi-light arched wood loading door. The eighth through eleventh bays from the north contain contemporary c.1940 multi-light steel windows with contemporary metal grilles. The four southernmost bays contain original 12/12 double-hung arched wood windows. On the 3<sup>rd</sup> floor, the fifth and seventh bays from the south each contain two openings with cinder block infill. The sixth bay from the north contains a deteriorated double-leaf, multi-panel, multi-light arched wood loading door. The eighth through eleventh bays from the north contain contemporary c.1940 multi-light steel windows with contemporary metal grilles. The four southernmost bays contain plywood infill. On the 4<sup>th</sup> floor, the fifth and seventh bays from the south each contain two contemporary multi-light metal windows. The sixth bay from the north contains a deteriorated double-leaf, multi-panel,

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multi-light arched wood loading door. The eighth through eleventh bays from the north contain contemporary c.1940 multi-light steel windows with contemporary metal grilles. The four southernmost bays contain plywood infill.

The north elevation is part of Sections A and C (Photograph #6). It is primarily abutted by a 2-story building immediately to the north. In Section A, at the east end of the elevation, both the 3<sup>rd</sup> and 4<sup>th</sup> floors have two openings that have been infilled with brick. The remainder of the exposed portion of the elevation has been clad in painted stucco and has no openings.

The northern courtyard is near the north end of the floor plate (Photographs #7 and 8). The north elevation is part of Section C, the east elevation is part of Section F and the south elevation is part of Section B. The north elevation is six bays wide on both floors and the openings contain a combination of contemporary infill and 12/12 double-hung arched wood windows. At the west end of the elevation is a mid-20<sup>th</sup> century, corrugated metal bridge that connects the elevation to the west end of the north elevation of Section B. The east elevation is two bays wide. On the 1<sup>st</sup> floor, the southernmost bay contains a large opening with painted plywood infill. The 2<sup>nd</sup> floor openings contain multi-light steel windows. There is terra cotta coping along the roofline. The south elevation is thirteen bays wide on all floors. In addition to the bridge mentioned above, there is also a metal fire escape at the westernmost end. The window openings are a combination of contemporary infill and 12/12 double-hung arched wood windows.

The southern lightwell is near the south end of the floor plate and it extends between all floors. The west, north and east elevations of the lightwell are part of Section D and the south elevation is part of Section E. On all elevations, the openings contain a combination of contemporary infill and 4/4 double-hung metal windows, some of which have wire glass.<sup>1</sup>

The interior of the building has one freight elevator, one primary stairway and three secondary stairways (Photographs #21 and 34). The elevator is located near the southeast corner of Section D and the primary stairway is located near the northeast corner of Section D. The U-return stairway has painted wood risers, stone treads and painted wood railings. Both the elevator and primary stairway provide access between all floors. Of the secondary stairways, two are located on the north elevation of Section B and one is located near the northeast corner of Section E. All are straight-run stairways with wood treads and risers and none are original to the building.

On the interior of the building, each building campaign is clearly delineated by painted brick walls and metal fire doors (Photographs #9-35). The floor areas within each section, however, are primarily open, and the finishes are consistent throughout and are original to the building. In some sections, the floor plates are bisected by a row of columns. The existing finishes include unpainted and painted brick and painted stucco walls, painted and unpainted wood

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<sup>1</sup> The metal windows were manufactured by the Smith-Warren Company of Boston and New York (Photograph #23).

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floor joists, painted and unpainted wood and metal columns, concrete and wood floors and exposed lighting and mechanicals. The only exception to this is in the 1<sup>st</sup> floor of Section A, which is currently being used as office space (Photographs #13). It has contemporary finishes, including dropped acoustical tile ceilings, linoleum flooring, fluorescent lighting and painted drywall partitions.

Because of the continued industrial use of the building, there is no visible evidence of either the machinery or processes of either the Times Finishing Works or the Bloch Go-Cart Company. Further, there is no particular indication of the way in which either company utilized the building or how its operation may have been adapted by the Bloch Go-Cart Company after the departure of the Times Finishing Works.

### *Integrity*

The Times Finishing Works retains integrity. Both the overall form and the defining industrial characteristics remain, including its brick masonry sections, brick detailing, regular window openings, wood and cast iron columns, exposed wood flooring and ceiling systems and exposed masonry walls. While some of the windows have been replaced or infilled, the newer elements do not detract from the overall appearance and the original fenestration patterns remain visible. Additionally, the remaining windows clearly indicate the original window configuration for each elevation and campaign of the building. The quality, placement and condition of the construction materials, as well as the vernacular architectural style are both highly characteristic of the period and also all remain wholly intact.

The building remains intact from the last phase of major construction c.1905 with no demolition or significant new construction.<sup>2</sup> On the interior of the building, all of the workspaces and finishes remain similarly intact. Although the machinery was removed in the late 20<sup>th</sup> century, the overall arrangements and volumes sufficiently relate the function of the spaces. The function of the building, as a manufacturing and storage facility, also continues to the present time.

The location and setting of the building remain intact since the initial construction. The design and materials similarly retain their integrity. The workmanship is expressed in a consistent architectural style, is of good quality and is in keeping with contemporary trends. 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, 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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<sup>2</sup> Photograph #2 shows the remnants of an adjacent but unrelated residential building that was demolished in the late 20<sup>th</sup> century.

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## 8. Statement of Significance

**Applicable National Register Criteria** (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations** (Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

### Areas of Significance

INDUSTRY

### Period of Significance

1840-1925

### Significant Dates

1840, 1884, c.1885, 1892, 1905, c.1930



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### **Significant Person**

N/A

### **Cultural Affiliation**

N/A

### **Architect/Builder**

William Einwechter & Sons

### **Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Times Finishing Works, constructed between 1840 and c.1930, is significant under Criterion A, Industry, first as a prominent Philadelphia textile finisher (1879-1906) and then as a prominent Philadelphia go-cart and baby carriage manufacturer (1906-1925). While located at 1136-1148 N. American Street, the Times Finishing Works specialized in the finishing of cotton and woolen goods and was the largest exclusive textile finisher in the Kensington neighborhood of Philadelphia in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The Bloch Go-Cart Company was an innovator in the field and was also the largest manufacturer of children's carriages and associated items in Philadelphia during the period of significance.<sup>3</sup> The period of significance begins in 1840, when the earliest portion of the building was constructed, as that portion was later used by both the Times Finishing Works and the Bloch G-Cart Company, and ends in 1925, when the Bloch Go-Cart Company left the building. As tenants after 1925 were neither in the building for any substantive period of time nor had particular industrial significance, it is appropriate that the period of significance concludes that year. Although the 1840 section was part of the much larger and prominent Globe Mills complex to the north, the parcels of which are not included in this survey, the Globe Mills is not included in the discussion of industrial significance as not enough of the complex remains to retain integrity.

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

#### *Early History of the Building, 1840-1879*

The Times Finishing Works was constructed in six stages between 1840 and c.1930, to accommodate the growing needs of the tenants. Section A was constructed in 1840. It is a rectangular section fronting on N. American Street. Section B was constructed in 1884. It has a rectangular floor plan and is located to the south and west of Section A. It fronts on N. Bodine Street. Section C was constructed c.1885. It has an L-shaped floor plan and is located to the north and west of Section A. It fronts on N. Bodine Street. Section D was constructed in 1892.

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<sup>3</sup> A go-cart is a traditional term for a stroller or baby carriage. Although it is not known why the company elected to use this term, it was not originated by this company, but appears widely used.

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The U-shaped section is located to the south of Sections A and B and extends between N. American and N. Bodine Streets. Section E was constructed c.1905. It has a rectangular floor plan and is located to the south of Section D. It extends between N. American and N. Bodine Streets. Section F was constructed c.1930. The L-shaped section is located to the west of Section A, to the north of Section B and to the south of Section C.

In 1840, Section A was constructed for the Globe Mills and designed by William Einwechter & Sons, “noted builders in Kensington.”<sup>4</sup> In 1849, the building was rented to James Lucas, who manufactured cotton fabrics there until 1861. Much of the yarn for his fabrics came from the adjacent Globe Mills, and he rented machinery from them as well.<sup>5</sup> Phillip Scranton, in his book *Proprietary Capitalism*, attributes the relatively quick rental of the building to Lucas to the fact that additional space afforded by the building exceeded the needs of the Globe Mills. Additionally, he states that this solution of “farming out not only yarn and space but also machinery [is an] example of interfirm productive relations characteristic of the special texture of the Philadelphia textile manufacture.”<sup>6</sup>

Lucas, who eventually purchased the building from the Globe Mills, sold the building in 1863 via a sheriff’s sale to James Nolan. Nolan, who manufactured “cotton checks on power looms,” remained in the building until 1872. At that time, he rented it to various tenants, including William Johnson, who was a shoddy manufacturer.<sup>7</sup> In 1875, the current complex’s Section A first appears on a Hopkins Atlas (Figure #2). It is listed as a cotton mill and shows not only Section A, but also other smaller buildings to the west that were also constructed in 1840 for the Globe Mills.

On July 26, 1876, the building suffered a serious fire when “all the interior and the machinery of the mill... were destroyed.”<sup>8</sup> Two workers were killed and two more were injured jumping from the 4<sup>th</sup> floor windows.

#### *The Times Finishing Works, 1879-1906*

On September 23, 1879, Nolan sold the building to Samuel Lea & Sons for \$14,000, which established the Times Finishing Works there.<sup>9</sup> Samuel Lea was born in Manchester, England in 1823 and moved to Philadelphia in 1836 (Figure #3). Since his arrival in Philadelphia, Lea had been employed in textile finishing.<sup>10</sup> The Times Finishing Works first appears on an 1883

<sup>4</sup> Samuel H. Needles, *The Pennsylvania Magazine of History and Biography*, Vol. VIII, “The Governor’s Mill and the Globe Mills, Philadelphia.” (Philadelphia: The Historical Society of Pennsylvania, 1884): 387.

<sup>5</sup> Needles, 388.

<sup>6</sup> Phillip Scranton, *Proprietary Capitalism* (Boston: Cambridge University Press, 2003): 91.

<sup>7</sup> William R. Bagnall, *The Textile Industries of the United States, Volume I* (Cambridge, MA: The Riverside Press, 1893): 585-586. A “shoddy manufacturer” repurposes the scraps and waste from other textile processes and repurposes them into less formal textile products, such as seat stuffing or rags.

<sup>8</sup> Bagnall, 589.

<sup>9</sup> Bagnall, 586. His son was S. John Lea. The condition of the building when sold is not known, but presumably at least some stabilizing repairs had been made since the time of the fire.

<sup>10</sup> Textile finishing is the process by which rough cloth is treated through various processes to achieve a more finished surface.

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Hexamer General Survey, which goes into extensive detail about the site, all of which was occupied by the Times Finishing Works. The only building that remains is Section A, which contained a callender room in the basement, offices, press rooms and packing rooms on the 1<sup>st</sup> floor, and folding and finishing rooms on the 2<sup>nd</sup> through 4<sup>th</sup> floors.<sup>11</sup> The locations of future Sections B, C and F were also in use by the company at this time. The area where Section B would be constructed contained, coal sheds, stables and storage. The area where Section C would be constructed contained cylinder, sewing and sizing rooms. The area where Section F would be constructed contained a boiler house. The approximate current configuration of the northern courtyard was also present. The survey also records the company as having thirty-three employees, along with two engines, two boilers, one set of cylinders, three callenders, seven presses, four lapping machines, one doubling machine, one singeing machine, one napping machine, four sewing machines and two pulling off machines.<sup>12</sup>

In this year, Lorin Blodget published the *Census of Manufacturers of Philadelphia*, which lists the company as one of five cotton and woolen finishers in Kensington.<sup>13</sup> To place this in context, there were nearly 100 cotton and woolen textile manufacturers in Kensington who undertook the entire process from weaving to finishing. By the late 19<sup>th</sup> century, Kensington textile manufacturers would do most of their finishing and dyeing in house but, as that required significant financial and mechanical resources, it was often more expedient for the smaller textile companies to outsource these processes.<sup>14</sup>

The company was the second largest after Firth Brothers and Co., which had fifty employees. However, as Firth Brothers and Co. was both a textile dyer and finisher, it is not a precise comparable. As such, the Times Finishing Works was the largest textile finisher in the Kensington neighborhood in the late 19<sup>th</sup> century. At this time, the company also rented a portion of the 3<sup>rd</sup> and 4<sup>th</sup> floors to Fox and Groves, hosiery and jersey cloth manufacturers who had thirty-three employees.

By 1886, the company was described as having “a large force of skilled workmen” and the firm had the reputation of having a “large acquaintance among the leading manufacturers of cotton and woolen goods and... a standing and reputation for finishing all goods placed in their hands in the very best manner... [Consequently,] the works are kept continually in operation.”<sup>15</sup>

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<sup>11</sup> A callender is a machine that smooths the surface of cloth by pressing it between two metal cylinders.

<sup>12</sup> “Times Finishing Works.” Hexamer General Survey, 1883. See page 14 for a further explanation of these machines.

<sup>13</sup> Lorin Bloget, *Census of Manufacturers of Philadelphia* (Philadelphia: Dickson and Gilling, 1883): 169. Although Kensington doesn’t have any fixed boundaries, it is defined by Wards 16 through 19 and 31 for the purposes of this discussion. The boundaries are Poplar Street to the south, Lehigh Avenue to the north, the Delaware River to the east and N. 6<sup>th</sup> Street to the west.

<sup>14</sup> The subject property is not included in the Kensington Textile Manufacturing MDPF as the southern boundary of the MDPF is Girard Avenue and the subject property is located just south of Girard Avenue.

<sup>15</sup> *City of Philadelphia: Leading Merchants and Manufacturers* (Philadelphia: Historical Publishing Company, 1886): 284.

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An 1888 Baist Atlas shows that Section B has been constructed, which is confirmed by an 1893 Hexamer General Survey, which gives it a construction date of 1884. The construction of Section B also necessitated the demolition of a 1-story building containing coal sheds, stables and storage.

In 1891, *The Bureau of Industrial Statistics* lists the Times Finishing Works as the only firm in Philadelphia that was given the descriptor of “finishing goods.” Other similar companies are listed as “dyers and finishers” or “cloth finishers.”

An 1893 Hexamer General Survey provides another detailed description of the company, including the construction of Sections C and D. At this time, Section A contained a washhouse and storage in the basement, office space, pressing and packing rooms on the 1<sup>st</sup> floor, a callender room on the 2<sup>nd</sup> floor, napping cards on the 3<sup>rd</sup> floor and storage for finished goods on the 4<sup>th</sup> floor. Section B contained engine room, pump rooms, machine rooms and washrooms in the basement, storerooms and drying rooms on the 1<sup>st</sup> floor, folding rooms on the 2<sup>nd</sup> floor, finishing and tentering rooms on the 3<sup>rd</sup> floor and storage for finished goods on the 4<sup>th</sup> floor. The construction of Section C necessitated the demolition of a 1-story building that contained cylinder, sewing and sizing rooms. It contained machinery storage in the basement, storage and sewing rooms on the 1<sup>st</sup> floor and storage and cylinder and sizing rooms on the 2<sup>nd</sup> floor. Section D was constructed on a lot containing 2-story dwellings, requiring their removal. It contained storage in the basement, storage and a stable on the 1<sup>st</sup> floor, folding rooms on the 2<sup>nd</sup> floor, finishing and tentering rooms on the 3<sup>rd</sup> floor and storage for finished goods on the 4<sup>th</sup> floor. The future location of Section F continues to contain a boiler house. No other companies are listed as occupying the building at this time.

That survey also states that the company had seventy employees and was the sole tenant of the building. The machinery had also significantly expanded to three engines, three boilers, one set of cylinders, four callenders, three presses, eight lapping machines, three doubling machines, four napping machines, twelve sewing machines, four tentering machines and one cloth dryer.<sup>16</sup>

By 1894, the number of employees had increased to ninety and the company was described as having “as much work as it can attend to”, shipping over 700 cases of cotton and woolen goods per month.<sup>17</sup> According to the *Annual Report of the Factory Inspector of the Commonwealth* from that year, the Times Finishing Works is the only firm in Kensington that was given the descriptor of “textile finisher.”<sup>18</sup>

Maps from 1895 and 1901 show no changes to the floor plate or building function (Figure #4). In 1901 the company was listed as the “chief [textile finishing] firm in Philadelphia” and “the

<sup>16</sup> “Times Finishing Works.” Hexamer General Survey, 1893.

<sup>17</sup> “Trade Notes.” *Fiber and Fabric* 20:503 (20 October 1894): 1038.

<sup>18</sup> Other manufacturers simply included finishing as part of their larger manufacturing process.

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largest plant of its kind in this city [with an] output capacity that is fully double of any other Philadelphia finishing plant.”<sup>19</sup> It also had one hundred employees and “a full line of improved machinery,” including “twenty-two modern high type napping machines” and the daily capacity is given as 300,000 yards with a distribution throughout the south, east and New England.<sup>20</sup>

To put this in context, the *Annual Report of the Factory Inspector of the Commonwealth* from 1901 continues to list the Times Finishing Works as the only firm in Kensington that was given the descriptor of “finishing goods.” It is again important to note that at this time while Kensington had a few other companies who specialized in cloth dyeing and finishing, the Times Finishing Works was the only Kensington firm exclusively devoted to the finishing of cotton and woolen textiles. In 1902, the company had 160 employees.<sup>21</sup>

In 1906, Samuel Lea died and S. John Lea relocated the company to Charlotte, North Carolina. This was part of a larger early 20<sup>th</sup> century trend in Philadelphia and other manufacturing cities to shift textile manufacturing and related enterprises south, where production costs were considerably lower. Although the decline in Philadelphia did not begin in earnest until after World War I, the relocation of the Times Finishing Works was very much a signifier of things to come.

#### *Products of the Times Finishing Works*

The Times Finishing Works specialized in the finishing of primarily cotton and woolen goods, which were produced so prolifically in northeast Philadelphia in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Textile finishing is the process by which the rough cloth is taken directly from the loom and treated to make it more a functional and consistent material. Although this in many cases involves the dyeing of cloth to achieve a finished look, the Times Finishing Works had no dyeing facilities.

The most comprehensive description of the product line of the Times Finishing works is as follows,

Leading finishers of all kinds of cotton and woolen goods, such as ladies’ dress goods, cotton flannels, serges and numerous other classes of goods, in the handling of which attention is given to starching, folding, pressing, etc....<sup>22</sup>

As the period descriptions of the products manufactured by the Times Finishing Works are somewhat limited, the best way to understand their product line is to examine the machinery that produced it. Primary documents state that the company had callenders, presses, dryers and machines for lapping, doubling, singeing, napping, tentering and sewing.

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<sup>19</sup> Mercantile Advancement Company, *Philadelphia at the Eve of the 20<sup>th</sup> Century* (Philadelphia: Mercantile Advancement Company, 1901): 92.

<sup>20</sup> Mercantile Advancement Company, 92.

<sup>21</sup> *Thirteenth Annual Report of the Factory Inspector of the Commonwealth of Pennsylvania* (Harrisburg, PA: William Stanley Ray, 1903): 134-135.

<sup>22</sup> Mercantile Advancement Company, 92.

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Singeing and callendering are the primary steps in the finishing process. Singeing was the process by which the cloth was passed over brushes to rough the surface of the fabric and then over a heated metal plate to singe off the raised fibers. This produces a smooth finish. Callendering is another smoothing process in which the fabric is passed through two heated rollers. Depending on the temperature, speed and finish of the rollers, different finishes could be achieved.

Lapping, napping, doubling and tentering machines were involved in secondary processes. Lapping machines were used to fold the fabric, either for final storage and transport or for cutting large quantities at a single time. This was usually the final step in the textile finishing process. Napping machines were used to give the fabric surface additional texture by passing the fabric over textured cylinders. Flannel fabric is an example of a fabric that was passed through a napping machine. Doubling machines were used to literally double the fabric in order to increase fabric strength and achieve a consistency of width. Tentering machines would set the fibers of the fabric at right angles to each other and then stretch it to achieve its final shape.

Period maps showing rooms for doubling, folding, finishing, pressing, napping and tentering underscore both the function of the building and the product lines of the Times Finishing Works.

#### *Comparable Finishing Works in Philadelphia*

During the period that the Times Finishing Works were located at 1136-1148 N. American Street, from 1879 to 1906, there were no companies in Kensington that were consistently comparable both in terms of scale and product. However, there were two companies in Philadelphia that were generally comparable. Coulter and Lowry, also known as the Excelsior Finishing Works, was located at 263 N. 23<sup>rd</sup> Street and 203 N. 22<sup>nd</sup> Street. Like the Times Finishing Works, they exclusively specialized in the finishing of cotton and wool textiles. The company had no dyeing facilities. The company had thirty-two employees in 1883 and forty-seven employees in 1894. The company was officially incorporated in Pennsylvania in 1901 but moved to Greensboro, NC in 1904.

Thomas Beardwood and Company, also known as the Girard Finishing Works, were located at 1646 N. 6<sup>th</sup> Street. They specialized in the finishing of “silk, worsted, woolen and cotton goods, gingham, chevots, cassimeres, flannels, shawls, curtains, upholstery goods, hosiery and underwear.” Although these product lines were clearly more extensive than those of the Times Finishing Works, they were cloth finishers who were not involved in dyeing. The company had fifty-three employees in 1883, thirty-three employees in 1900 and thirty-nine employees in 1899. The company was sold at a public auction in 1911.

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*The Bloch Go-Cart Company, 1906-1925*

In 1906, the same year that the Times Finishing Works relocated to North Carolina, the Bloch Go-Cart Company acquired the entire building. Moses L. Bloch was born in Germany in 1858 and moved with his family to Philadelphia the next year. By 1889, Bloch had formed the Philadelphia Baby Carriage Company, which was located at 777 Spring Garden Street.<sup>23</sup> His wife, Fannie Bloch, and Harry Levi were also partners in the company.<sup>24</sup> In 1906, the company moved to N. American Street and was renamed as the Bloch Go-Cart Company.<sup>25</sup>

A 1910 Bromley Atlas shows that Section E has been constructed and confirms that the building was used as a baby carriage factory (Figure #5). A 1916 Sanborn Fire Insurance Map shows no change from the 1910 map but does specify that various portions of the building were used as warehouse space, a machine shop and for painting (Figure #6). The company was officially incorporated in Philadelphia in that year with a capital of \$5,000 and 140 employees.<sup>26</sup>

To put the number of employees in context, the company was one of six manufacturers in 1916 listed under the heading of “children’s carriages, sleds, etc.” The next largest manufacturer was the A. Mecky Company with ninety-seven employees and the third largest manufacturer was L. Rieber and Co. with twenty-five employees.<sup>27</sup>

In 1919, the company had 170 employees. As such, it was still the largest manufacturer in Philadelphia with the A. Mecky Company now having 110 employees and L. Rieber and Co. having twenty-two employees.<sup>28</sup>

In 1922, the company had 138 employees.<sup>29</sup> The A. Mecky Co. had 130 employees at that time and the third largest manufacturer, the American Baby Carriage Company, had only twenty-three employees.<sup>30</sup> A Bromley Atlas from that year shows no change from the 1910 map. There are no other changes to the earlier phases of construction.

In addition to the scale of the company, another way in which to measure the success of Bloch baby carriage is the way in which it was evaluated by its competitors. Court cases from the 1910s and 1920s show that some stores would remove the Bloch nameplate from the carriage to affix their own, while others would copy the Bloch carriage in cheaper materials. Clearly, if

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<sup>23</sup> “Bloch Go-Cart in Egg Harbor.”

<https://groups.yahoo.com/neo/groups/ghosttownsofsouthernnj/conversations/topics/8148>. Accessed on May 8, 2015. The building has since been demolished and is currently a surface parking lot.

<sup>24</sup> Harry Levi died in 1902.

<sup>25</sup> As previously mentioned, “go-cart” is a traditional term for a stroller or baby carriage.

<sup>26</sup> *Alphabetical List of Charters of Corporations* (Harrisburg, PA: J.L.L. Kuhn, 1917): 23.

<sup>27</sup> *Second Industrial Directory of Pennsylvania* (Harrisburg, PA: William Stanley Ray, 1916): 1294, 1326.

<sup>28</sup> *Third Industrial Directory of Pennsylvania* (Harrisburg, PA: William Stanley Ray, 1919): 956, 984.

<sup>29</sup> *Fourth Industrial Directory of Pennsylvania* (Harrisburg, PA: J.L.L. Kuhn, 1922): 1120.

<sup>30</sup> *Fourth Industrial Directory of Pennsylvania*, 1180, 1227.

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the Bloch brand was not considered to be successful and a popular commodity, such replication would not be necessary.

In 1925, the Bloch Go-Cart Company moved to nearby 1143-1147 N. 3<sup>rd</sup> Street. Although the reason for the move is not known, the N. 3<sup>rd</sup> Street building (extant) is considerably smaller than the subject property. The company appears to have remained in business through the 1930s.

After the departure of the Bloch Go-Cart Company, various industrial tenants then occupied the building over the next ninety years, including the M. Rice Company, manufacturing florist's supplies, and Apex Fountains, the current tenant of the building.<sup>31</sup> A 1950 Sanborn Fire Insurance Map shows that the building was occupied as a tenant factory and that Section F had been completed, in the same location as the earlier boiler house (Figure #7).

#### *Products of Bloch Go-Cart Company*

The company charter of 1916 stated that the purpose of the company was for the "manufacture of and dealing in go-carts, baby and children's and toy carriage and vehicles of all descriptions; invalids' reclining, rolling and other chairs; reed and wood novelties; and supplies and parts appertaining to the aforesaid articles."<sup>32</sup>

This impressive repertoire was carefully recorded by the company's prolific advertisements, which give additional insight into the products they manufactured. During the time that company was located at both 777 Spring Garden Street and at 1136-1148 N. American Street, they were consistent in their product line. Period advertisements show that the company comprehensively manufactured both stationary and rolling invalid chairs and baby carriages, which were manufactured in a variety of models depending on the customer's needs. The most notable and successful model was the Bloch Reclining Go-Cart, which was the only chair that fully converted from a carriage to a go-cart with the single push of a button (Figure #8). It was advertised by the company as giving "comfort and health to the baby, or, from its ease of running and quickness of adjustment, such rest to the mother."<sup>33</sup> It was also the most comprehensive carriage, as it could serve as a go-cart, baby carriage, reclining chair or crib with only the minor adjustment of a thumbscrew.<sup>34</sup> The Bloch Reclining Go-Cart also had optional features, such as a footrest, and weighed less and took up less room than a standard carriage. As such, it is no surprise that the company touted the Bloch Reclining Go-Cart as the "best vehicle in the world for babies or children of all ages."<sup>35</sup>

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<sup>31</sup> 1143-1147 N. 3<sup>rd</sup> Street is a 1-story industrial building that remains with significant alterations. It is not clear why the company elected to downsize to this location.

<sup>32</sup> *Alphabetical List of Charters of Corporations*, 23. A go-cart is similar to a stroller, in which the child sits up in the chair. A baby carriage is a chair in which the child is laying down, similar to a pram.

<sup>33</sup> 1904 Advertisement.

<sup>34</sup> 1904 Advertisement.

<sup>35</sup> 1902 Advertisement.



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Period trade catalogs list over ninety models, all of which were made with genuine reed bodies, high quality wood and spring steel frames. The majority of the models were also customizable with various options for finishes of the body, gear, hood and upholstery, depending on ones preference and bank account. The large number of models was necessary, as each one had slightly different features. For example, the standard carriage was the Bloch Reed Pullman, which came in various sizes. The Bloch Reed Hood Stationary had a stationary footrest, but did not have a reclining option. The Bloch Leather Hood Reed Reclining Go-Cart had both an adjustable footrest and body.

The quantity of carriage options provided by the company was balanced by the quality of the product. An unusual tenet of the company, and one that was restated on nearly every advertisement and trade catalog, was that they were hygienic and were the only ones "endorsed by physicians" (Figure #9).<sup>36</sup> The company prided itself on "planning designing and making carriages for babies along scientific lines" and that "next to mother's arm, the Bloch Carriage is the safest and most comfortable for baby. It is the scientifically correct carriage for baby with the proud distinction of nearly thirty years leadership."<sup>37</sup> Asking the question in its advertisements, "Is your baby getting the best start in life?", the company seemingly anticipating the neuroses of the modern mother.<sup>38</sup> The Bloch baby carriage not only billed itself as being safe and comfortable, but also as the only one that would keep the child physically safe. A 1914 trade journal stated that the company was "running ads in the New York *Evening World* and the Philadelphia *Evening Bulletin* playing up the health and hygienic features of its baby carriage. In one of the ads the women are told to put the matter up to their doctors 'and let the doctor decide.'"<sup>39</sup>

The company received four patents relating to baby carriages, one of which was obtained while located on N. American Street. While located at 777 Spring Garden Street, the company received two patents. The first was for an improved method of connection between the handle and frame of a baby carriage.<sup>40</sup> The second was for an improved method of tilting and locking the upright seat of a "baby coach or go-cart."<sup>41</sup> The third patent was similar to the second but also included an improved method for adjusting the footrest.<sup>42</sup> The fourth patent, obtained while located at N. American Street, is by far the most substantial. It was for a baby carriage, the body of which could pivot on its frame, allowing the baby to face either toward or away from the person pushing the carriage. Additionally, springs were added between the body and the frame to provide for a smoother ride (Figure #10).<sup>43</sup>

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<sup>36</sup> 1902, 1904, 1913, 1920 Advertisements.

<sup>37</sup> 1914 Advertisement.

<sup>38</sup> 1914 Advertisement.

<sup>39</sup> "Now It's Hygienic Go-Carts." *Printers' Ink* 87:3 (16 April 1914): 113.

<sup>40</sup> "Baby Coach or Go-Cart." Patent #699,881, 13 May 1902.

<sup>41</sup> "Baby Coach or Go-Cart." Patent #699,882, 13 May 1902.

<sup>42</sup> "Baby Coach or Go-Cart." Patent #699,883, 13 May 1902.

<sup>43</sup> "Go-Cart." United States Patent #1,157,224, 19 October 1915.

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The design of the carriages themselves was also unique to the industry. They had such novel features as being the only one that would work equally well for a newborn or a three-year-old; the only carriage that could be raised and lowered with a child inside it; and the only carriage that could rotate on its base, as the handles were riveted to the axles and not the carriage body. This last aspect not only allowed the carriage to be wholly convertible, but also provided increased stability, as the riveting both prevented them from being shaky and dispelled the concern of any miscellaneous part detaching and hurting the child.

The company was also notable for its progressive sales and advertising methods. It was the only company that would sell directly to wholesalers and department stores, as well as individuals. Additionally, in 1915, an advertising journal article presented the progressive advertising technique that was used by the company. A Bloch salesman would visit the department store and convince the management to include a Bloch carriage in their stock. The article states that this was easily done, as the carriages were “made by an old firm, endorsed by physicians and nationally advertised.”<sup>44</sup> The company would then run advertisements listing the specific department stores that sold their products. This method was wholly beneficial as it both enabled the consumer and provided complimentary press for the store. It was so successful that it was used in Philadelphia, New York, Boston, Chicago, Pittsburgh, Reading, PA, New London, CT, Portland, ME and Buffalo, NY, among other cities.

Their advertising copy was also extremely modern and resonated equally well with mothers in the early 20<sup>th</sup> century as it would today. All carriages were designed to make the baby “safe, comfortable and secure.”<sup>45</sup> Additional headlines listed it as “the best substitute for mother’s arms” and “baby refuses to walk, insisting on his Bloch Carriage” (Figure #11).<sup>46</sup> One advertisement summed up the objectives of the company, saying “no fretfulness from jars – just contentment in the softly-gliding, evenly-balanced Bloch – the baby’s Pullman carriage. Roomy, yet cosy [sic] – comfortable, yet elegant in appearance – strong, well-shaped wheels set solidly on the axles – springs and body all a part of the original plan of the artist-designer.”<sup>47</sup>

This focus on aesthetics was clearly important to the company, as another advertisement listed the “Chariot” model as an “artistic beauty” with a “graceful sweep of the hood.”<sup>48</sup>

#### *Comparable Baby Carriage Manufacturers in Philadelphia*

During the period that the Bloch Go-Cart Company was located at 1136-1148 N. American Street, from 1906 to 1925, there was only one other company of a comparable size. The A. Mecky Company was consistently the second largest manufacturer listed under the category of “baby carriages and sleds” during the period of significance. However, the company had a

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<sup>44</sup> “Out-Maneuvering the Department Store.” *Printers’ Ink* 92:4 (22 July 1915): 67.

<sup>45</sup> 1914 Advertisement.

<sup>46</sup> 1914 Advertisement.

<sup>47</sup> 1914 Advertisement.

<sup>48</sup> 1920 Advertisement.

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more diverse product line. In addition to baby carriages, which was a smaller line, the company was best known for their “Velo-King” products, which provided “juvenile vehicle – velocipedes, scooter cycles, scooter, tot bikes – each one of them representing the very best in construction and finish.” They also had a successful line of wooden pull-toys.

There are no known Philadelphia companies who produced a product comparable to that of the Bloch Go-Cart Company. Annual Reports by the Mayor of the City of Philadelphia from 1908, 1911, 1912 and 1913 list only one manufacturer of children’s carriages in the city, which was the Bloch Go-Cart Company. Of the other companies listed in period journals and directories, their extremely small scale does not make enough of an impact in the historical record to provide a comprehensive understanding of the companies.

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## 9. Major Bibliographical References

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“Times Finishing Works.” Hexamer General Survey, 1893.

“Trade Notes.” *Fiber and Fabric* 20:503 (20 October 1894): 1038.

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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  
 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: Library of Congress

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

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**Geographical Data**

**Acres of Property** Less than one acre

**Latitude/Longitude Coordinates** (enter coordinates to 6 decimal places)

Datum if other than WGS84: \_\_\_\_\_

1. Latitude: 39.968616

Longitude: -75.140921

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

The boundary of the nominated property is shown as a dotted line on the accompanying map entitled “Times Finishing Works: National Register Boundary” at a scale of 1” = 20’ (Figure #13).

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

The nominated property includes the entire parcel on which the building is situated and all property historically associated with the nominated property. No extant historically associated resources have been excluded.

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### 10. Form Prepared By

name/title: Logan I. Ferguson, Senior Associate  
 organization: Powers and Company, Inc.  
 street & number: 1315 Walnut St., Suite 1717 city or town: Philadelphia state: PA zip code: 19107  
 e-mail: logan@powersco.net telephone: (215) 636-0192 date: January 2, 2016

### Additional Documentation

Submit the following items with the completed form:

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

### Photographs

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

### Photograph Log

Name of Property: Times Finishing Works  
 City or Vicinity: Philadelphia County: Philadelphia State: PA  
 Photographer: Robert Powers  
 Date Photographed: April 2015

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

<i>Photograph #</i>	<i>Description of Photograph</i>
1.	East elevation, view southwest
2.	East and south elevations, view northwest
3.	West and south elevations, view northeast
4.	West elevation, view southeast
5.	West elevation, view northeast
6.	North elevation, view south
7.	Courtyard, view west
8.	Courtyard, view east
9.	Basement, view northwest
10.	Basement, view north
11.	Basement, view west
12.	1 <sup>st</sup> floor, Boiler House, view east
13.	1 <sup>st</sup> floor, view north
14.	1 <sup>st</sup> floor, view east
15.	1 <sup>st</sup> floor, view west

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16.	1 <sup>st</sup> floor, view northeast
17.	1 <sup>st</sup> floor, view east
18.	1 <sup>st</sup> floor, view west
19.	2 <sup>nd</sup> floor, view west
20.	2 <sup>nd</sup> floor, view east
21.	2 <sup>nd</sup> floor, Stairway, view southwest
22.	2 <sup>nd</sup> floor, view west
23.	2 <sup>nd</sup> floor, Window detail, view north
24.	2 <sup>nd</sup> floor, view east
25.	3 <sup>rd</sup> floor, view east
26.	3 <sup>rd</sup> floor, view west
27.	3 <sup>rd</sup> floor, view north
28.	3 <sup>rd</sup> floor, view west
29.	4 <sup>th</sup> floor, view west
30.	4 <sup>th</sup> floor, view east
31.	4 <sup>th</sup> floor, view east
32.	4 <sup>th</sup> floor, view north
33.	4 <sup>th</sup> floor, view east
34.	4 <sup>th</sup> floor, Freight elevator, view north
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**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.



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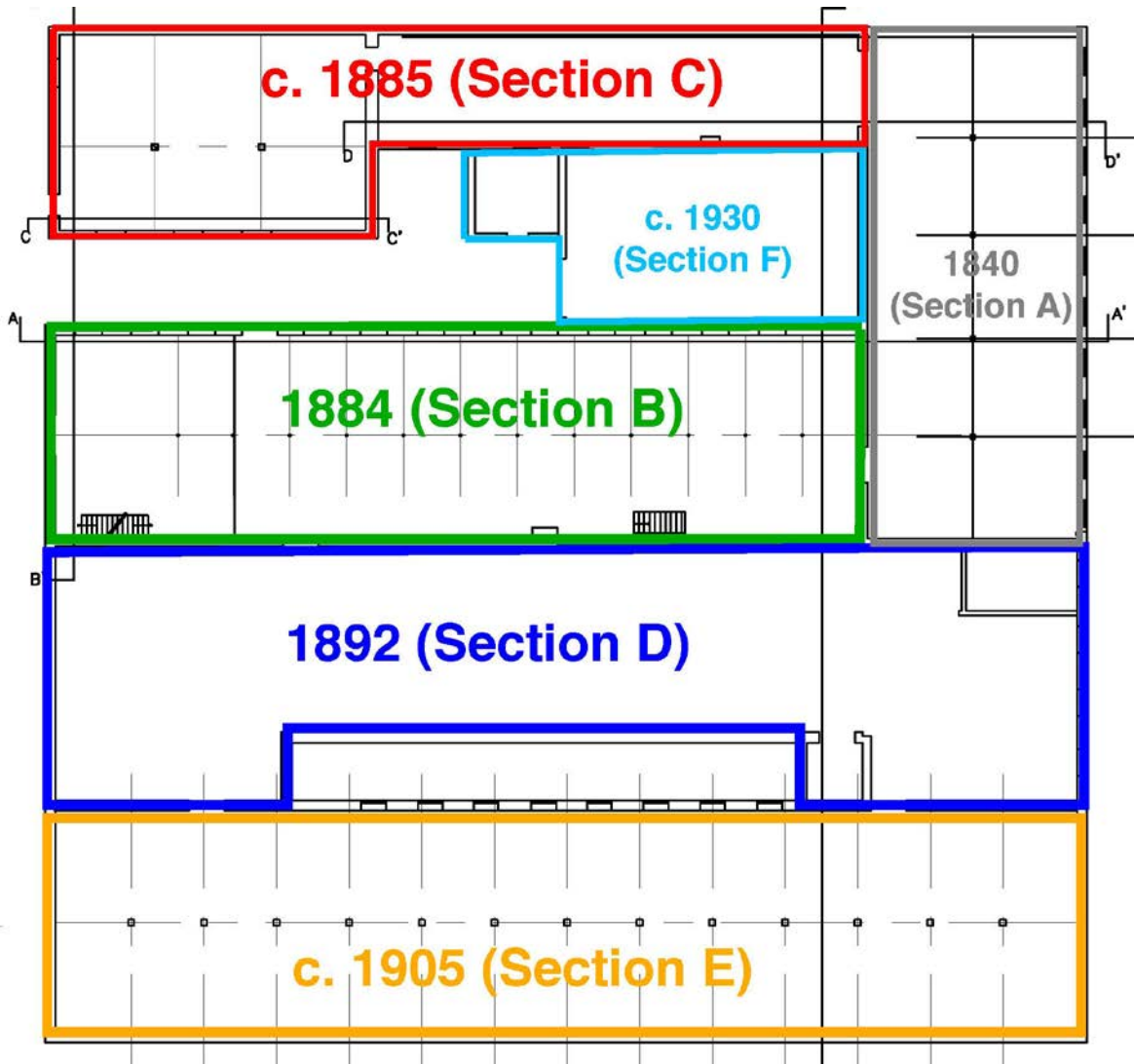
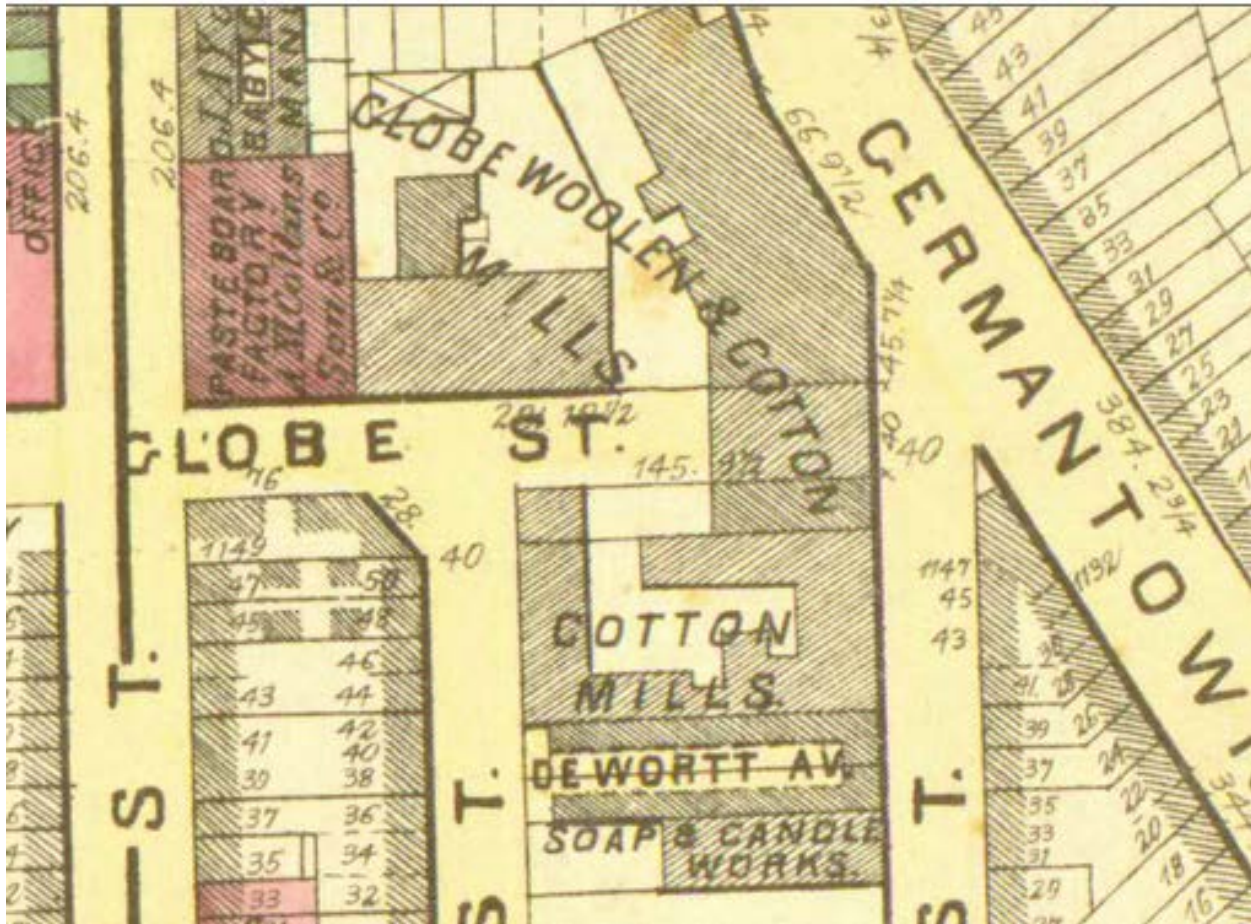


Figure 1 – Building Chronology.

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**Figure 2** – Hopkins Atlas, 1875. The future site of the Times Finishing Works is shown as “cotton mills.”

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**Figure 3** – Samuel Lea, c.1900. Mercantile Advancement Company, *Philadelphia at the Eve of the 20<sup>th</sup> Century* (Philadelphia: Mercantile Advancement Company, 1901): 92.

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**Figure 4** – Baist Atlas, 1895. The building is labeled as “Fact’y/Finishing Wks.”

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**Figure 5** – Bromley Atlas, 1910. The building is labeled “baby carriage factory.”

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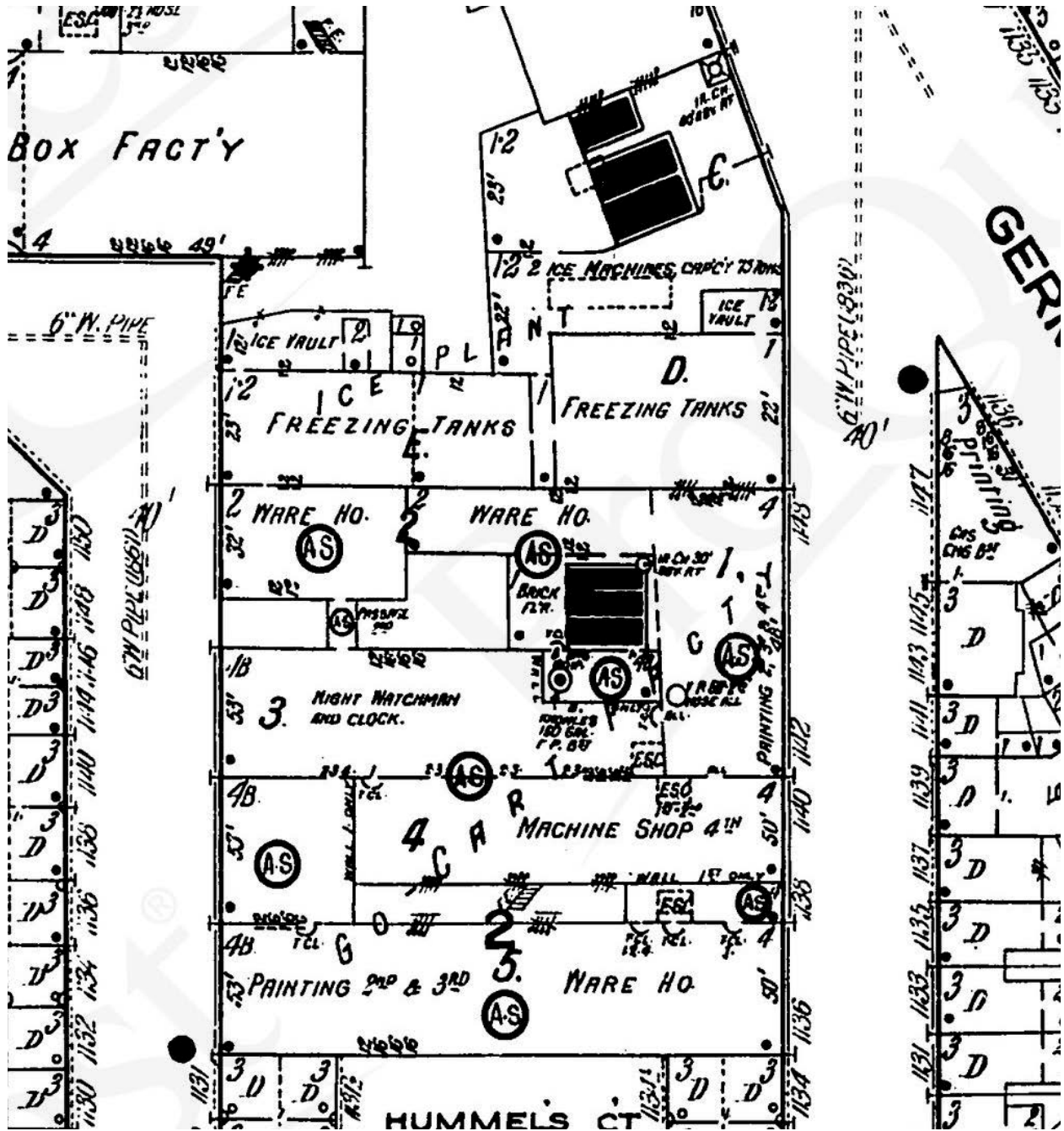


Figure 6 – Sanborn Map, 1916. The building is labeled as “Go-Cart Fact’y.”

Times Finishing Works/Bloch Go-Cart Company  
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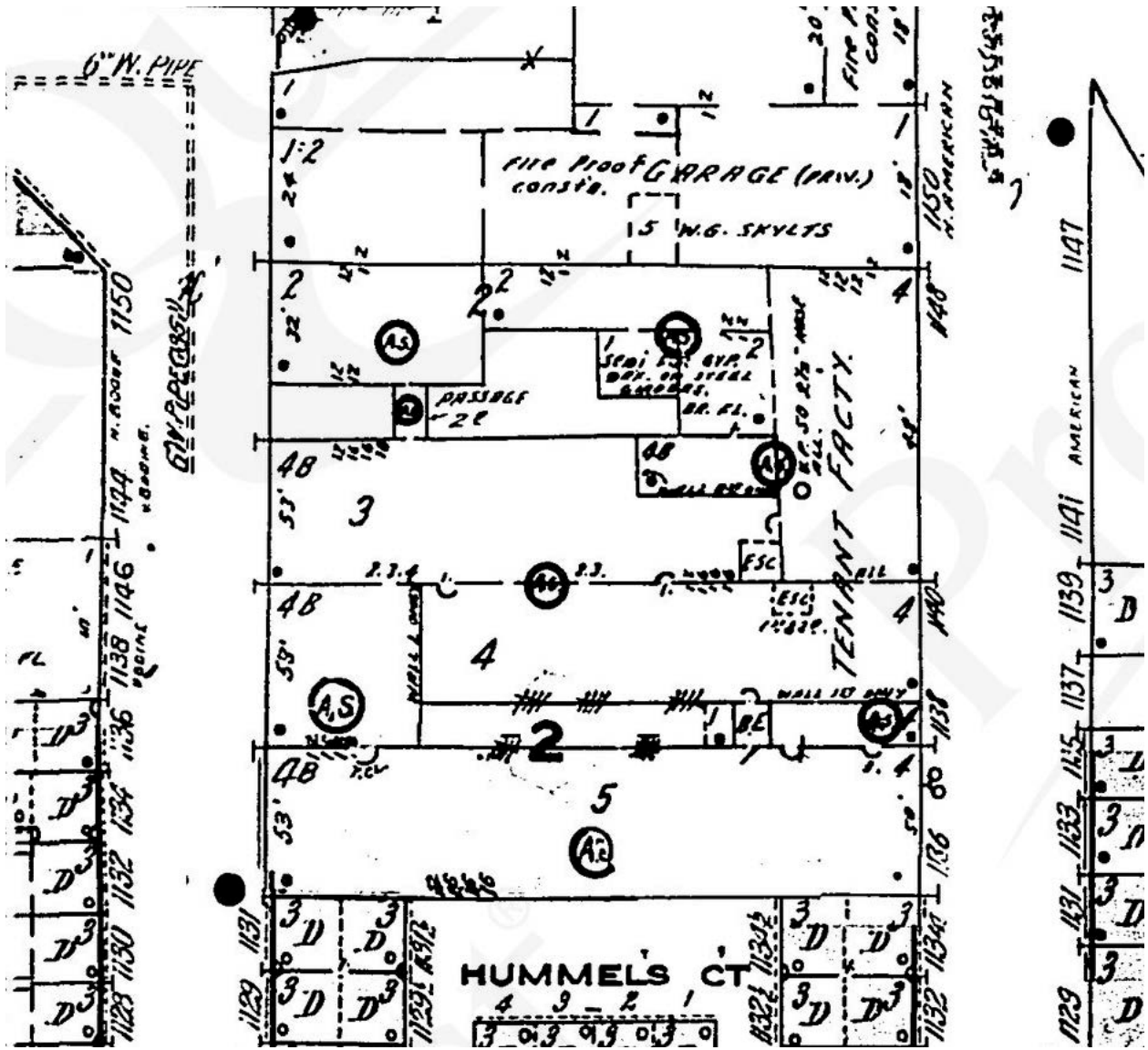


Figure 7 – Sanborn Map, 1950. The building is labeled as “Tenant Fact’y.”

Times Finishing Works/Bloch Go-Cart Company  
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**Figure 8** – Advertisement image, 1902.



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**Figure 9** – Bloch Go-Cart Company, Trade Catalog, 1912.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

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County and State

F. HYDE.  
GO-CART.  
APPLICATION FILED OCT. 1, 1914.

1,157,224.

Patented Oct. 19, 1915.  
2 SHEETS—SHEET 1.

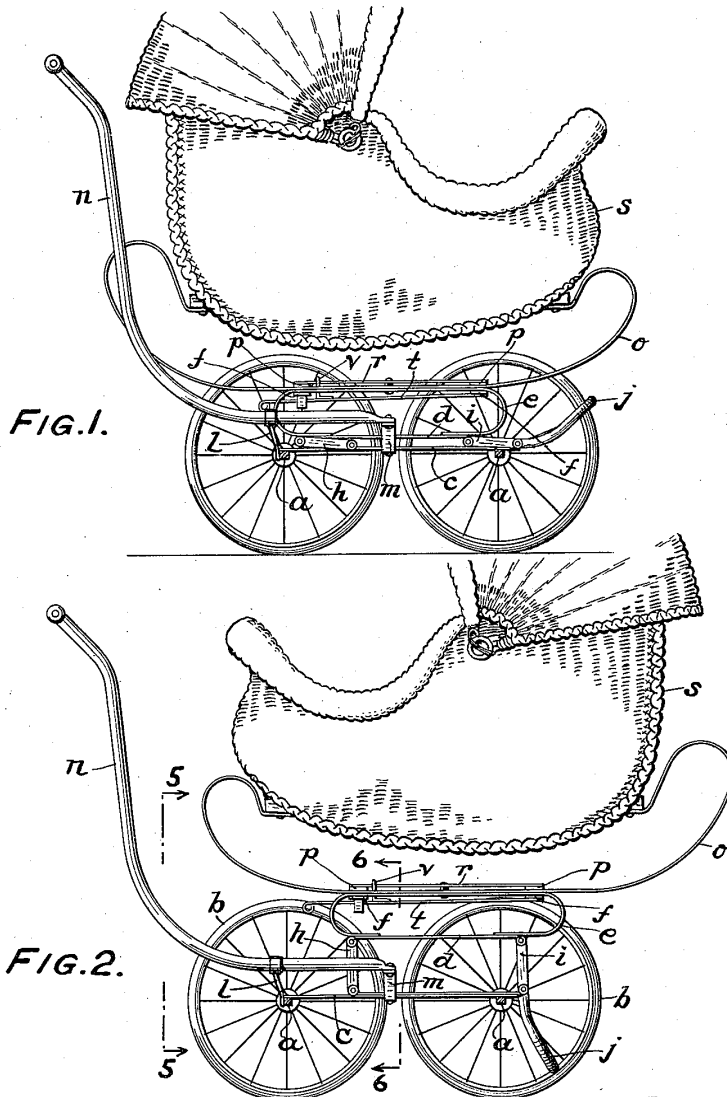


Figure 10 – “Go-Cart.” United States Patent #1,157,224, 19 October 1915.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

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County and State

**BLOCH**

## The Best Substitute for Mother's Arms

is the BLOCH BABY CARRIAGE. There baby sits as snug and secure as though folded to mother's breast.

Doesn't it tell you to keep your baby in the open as much as possible. But when baby is outdoors be sure that he is resting on a nice, comfortable and soft carriage. Give baby a big, sunny, easy riding carriage. Let baby's arms have full play. Avoid subjecting him to jolt and bumps.

Get baby a BLOCH CARRIAGE. It is the only baby carriage that meets the high requirements of every doctor and nurse.

That you are giving your baby the best carriage to be had more than repays you for the slight difference in price between a BLOCH and the cheaper kind.

Be sure to see that the Bloch Name Plate is on the baby carriage you buy and under no circumstances accept a substitute.

BLOCH BABY CARRIAGES are on sale in all leading furniture and department stores.

We have an interesting little book which tells why your baby should have a BLOCH CARRIAGE. Won't you let us send it to you?

**BLOCH GO-CART COMPANY**  
Manufacturers of Baby Carriages  
1124 N. American St.  
PHILADELPHIA, PA.

**TO THE TRADE**

We will be very glad to send you samples of the new Bloch Baby Carriages, together with catalog and other descriptive matter.



Figure 11 – Advertisement, 1914.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
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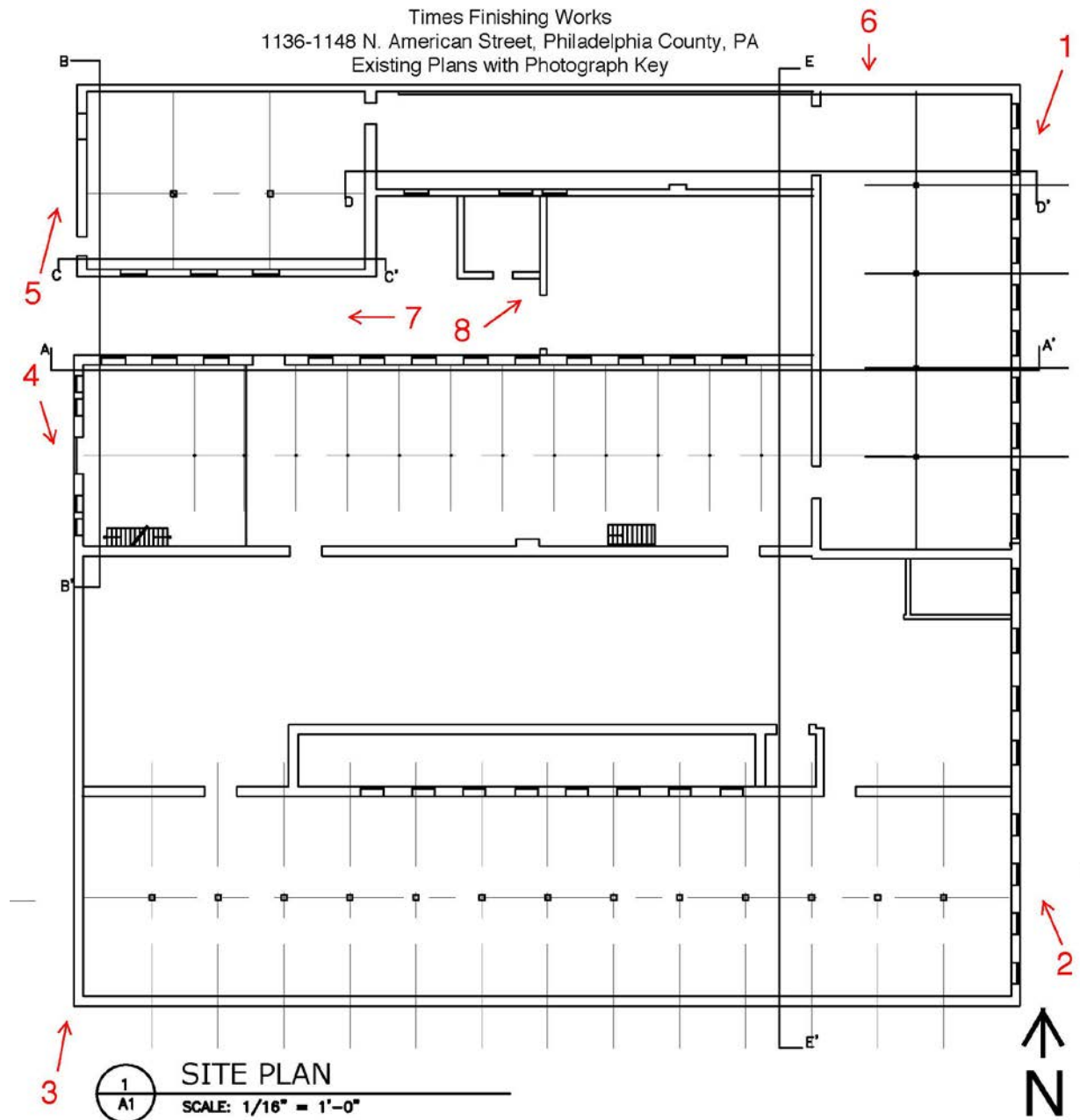
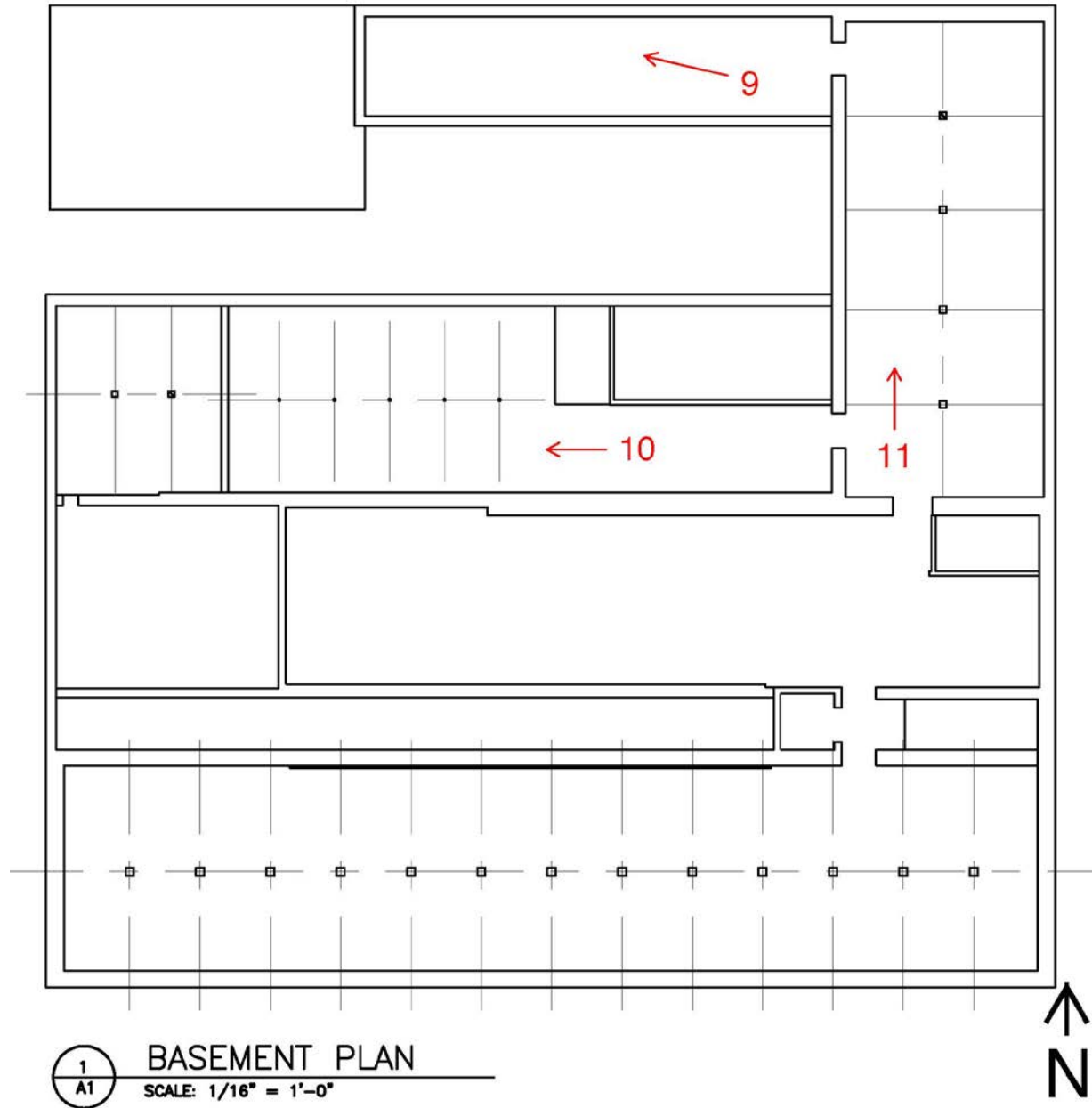


Figure 12 – National Register Nomination Exterior Photograph Key, Photos 1-8.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
County and State



**Figure 13:** Basement Plan, Interior Photo Key 9-11.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
County and State

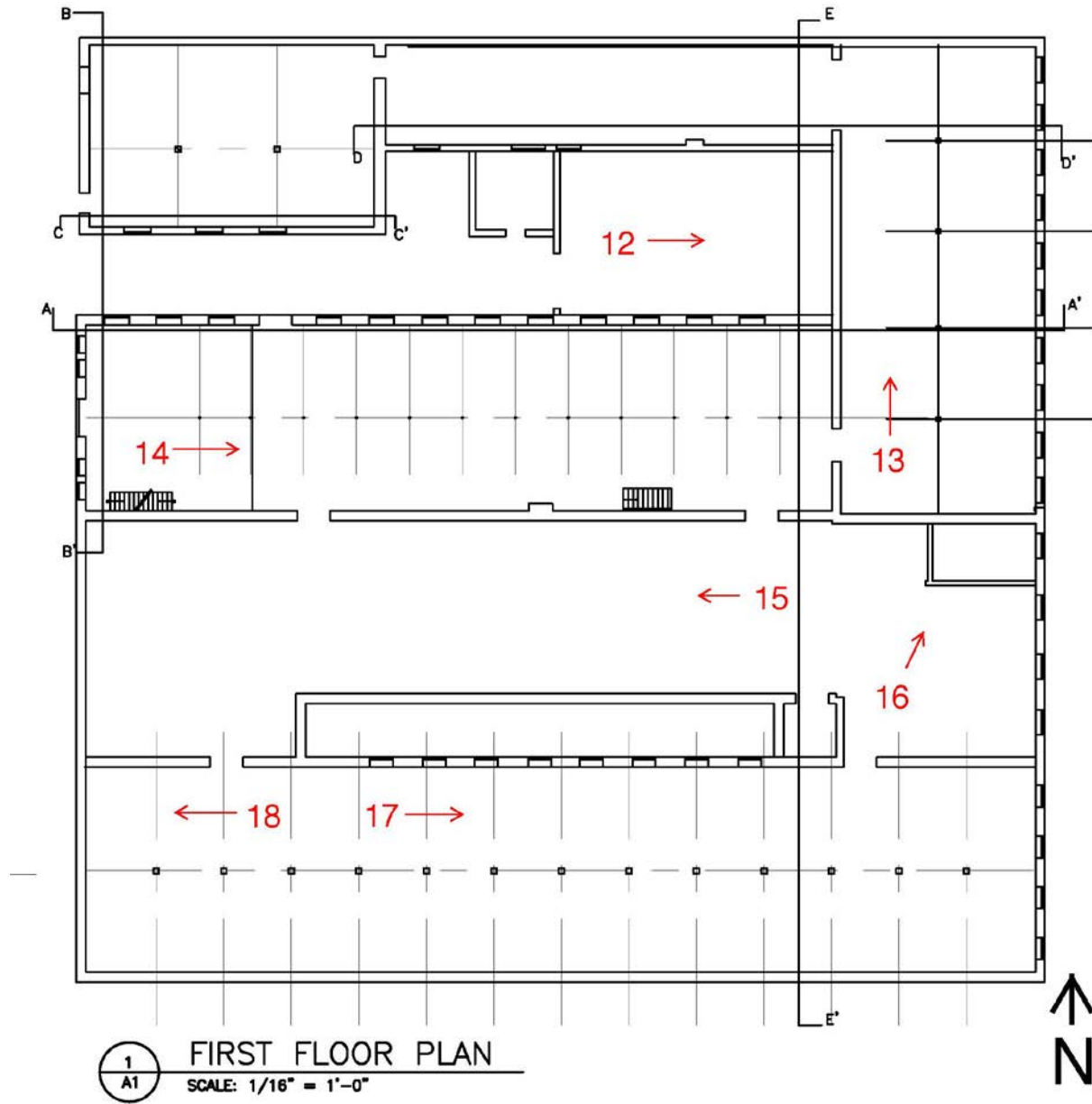


Figure 14: First Floor Plan, Interior Photo Key 12-18.

Times Finishing Works/Bloch Go-Cart Company  
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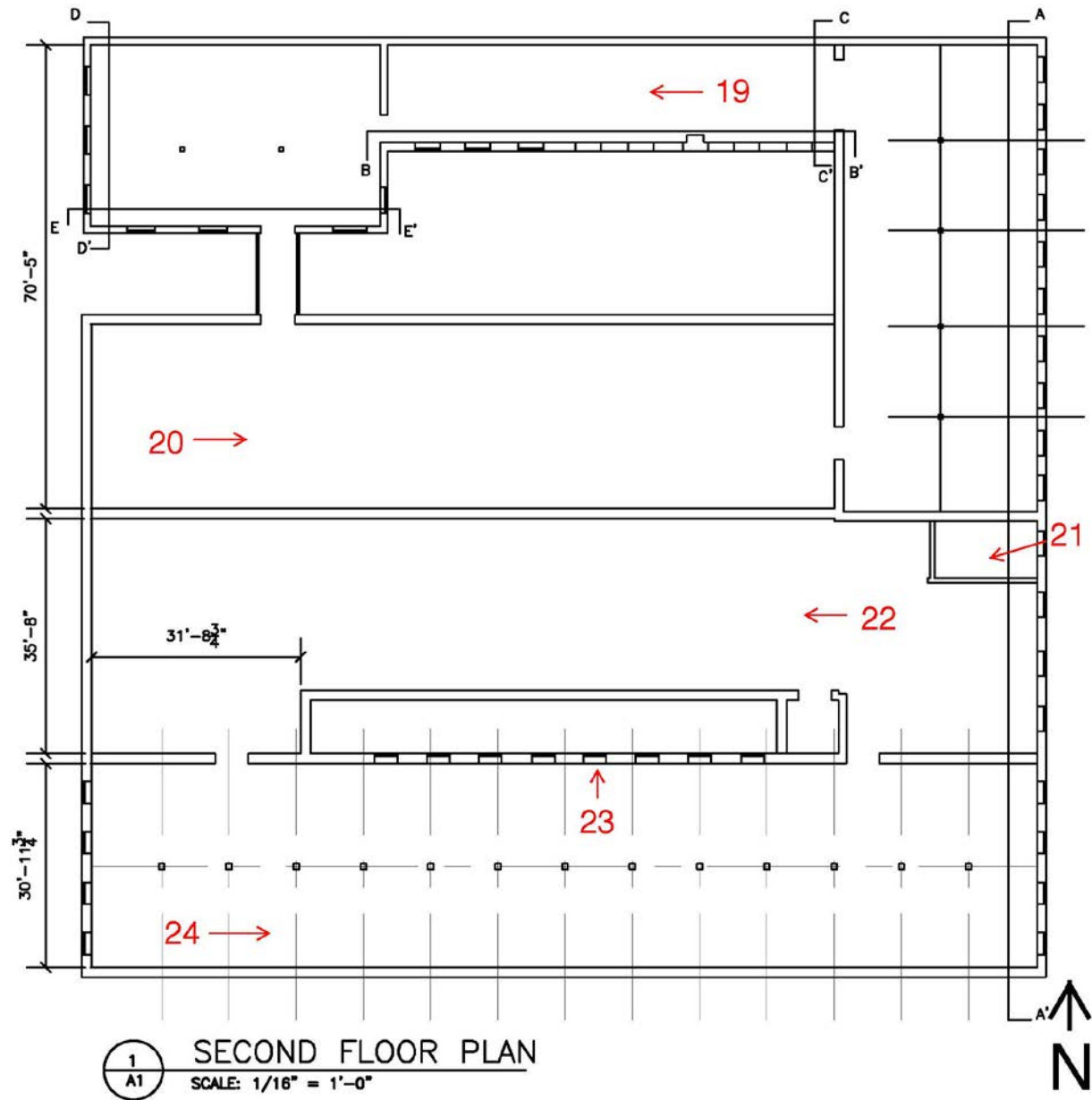


Figure 15: Second Floor Plan, Interior Photo Key 19-24.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
County and State

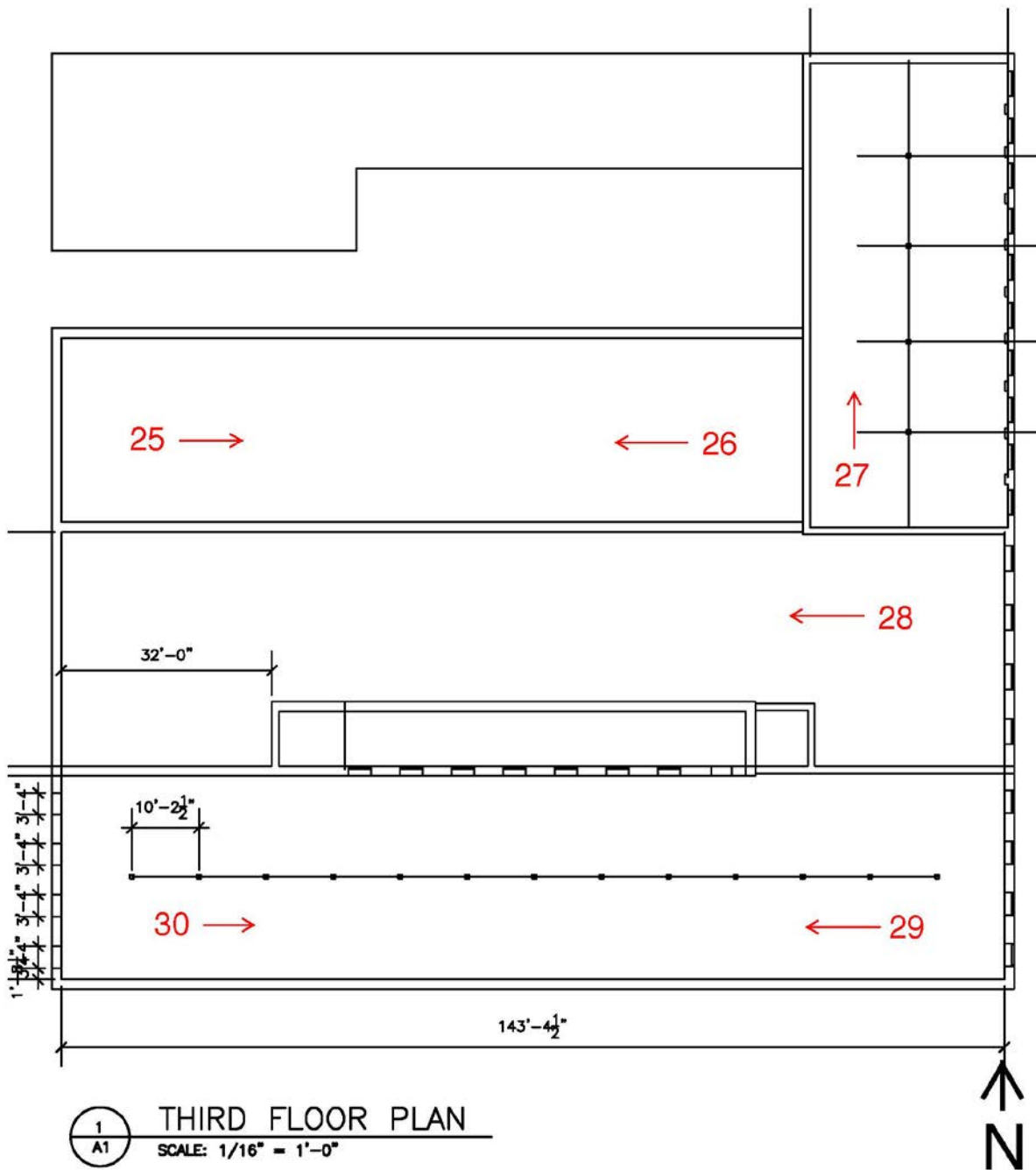
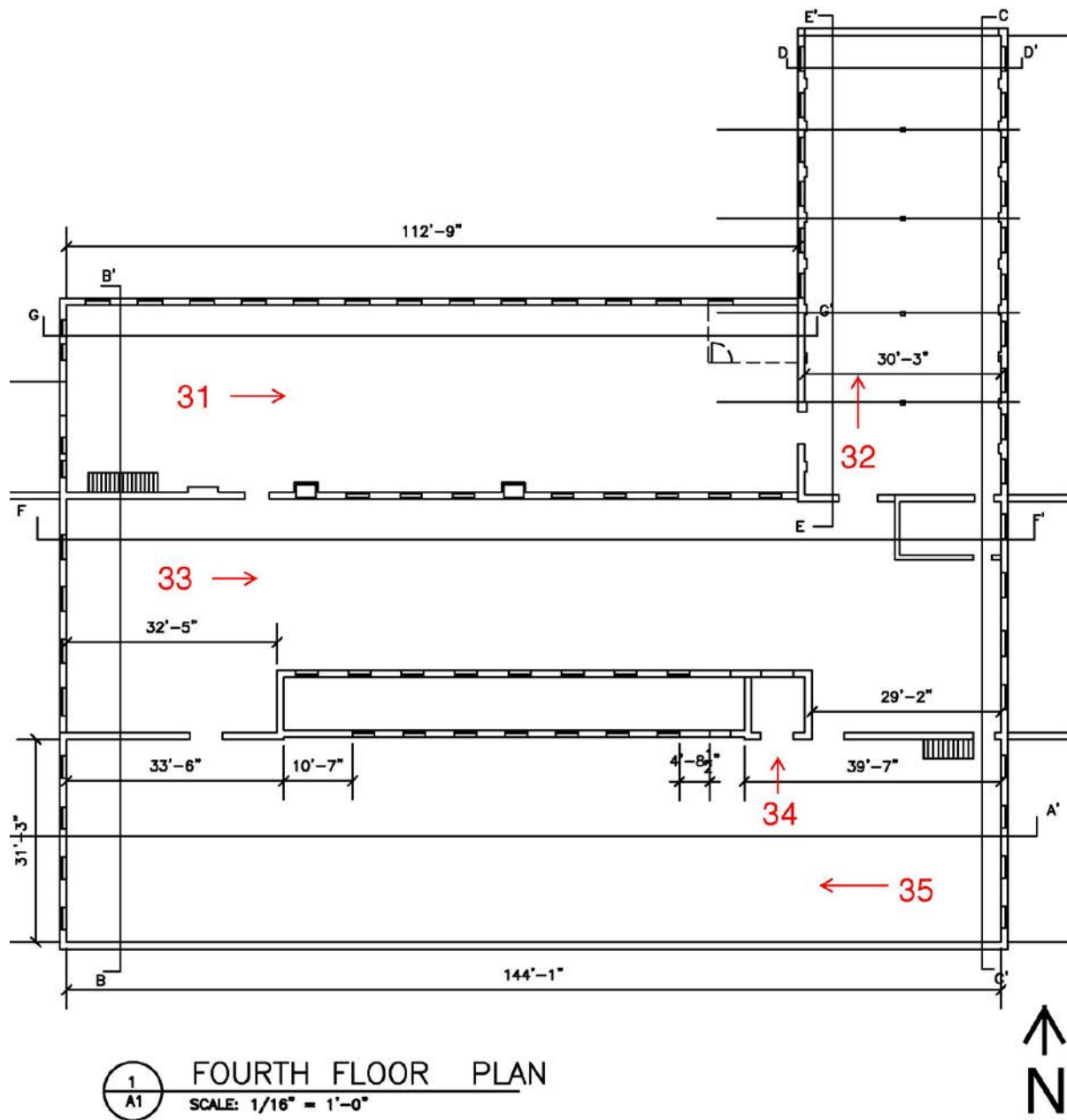


Figure 16: Third Floor Plan, Interior Photo Key 25-30.



Times Finishing Works/Bloch Go-Cart Company  
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Times Finishing Works/Bloch Go-Cart Company  
Name of Property

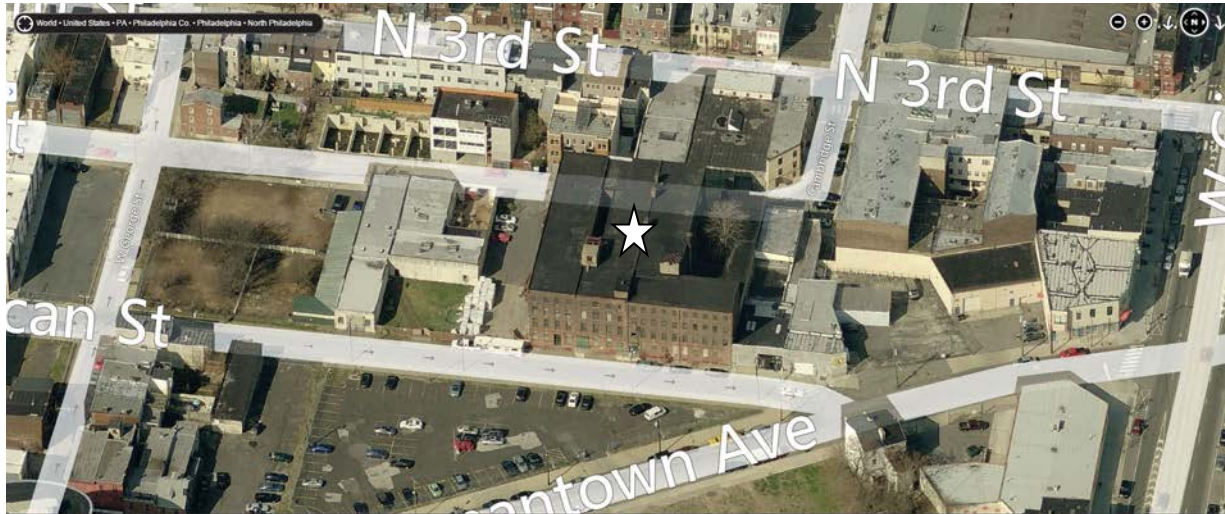
Philadelphia County, PA  
County and State



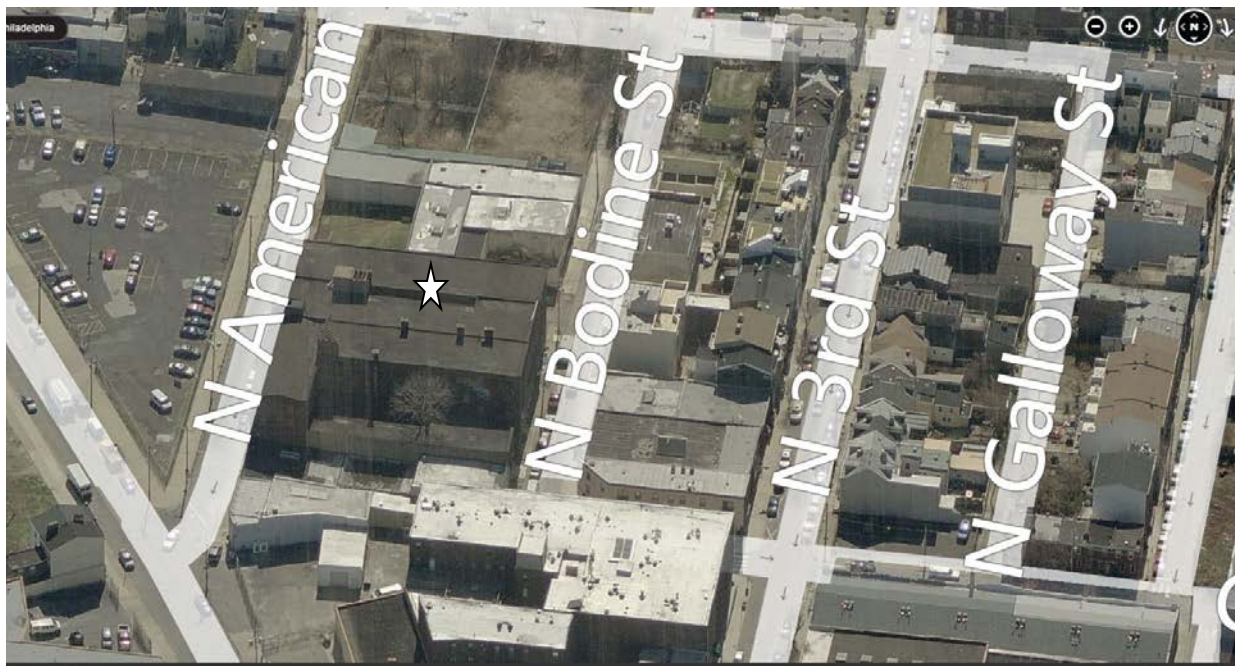
**Figure 19:** Aerial view, subject property shown within dashed line; Bing 2016.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
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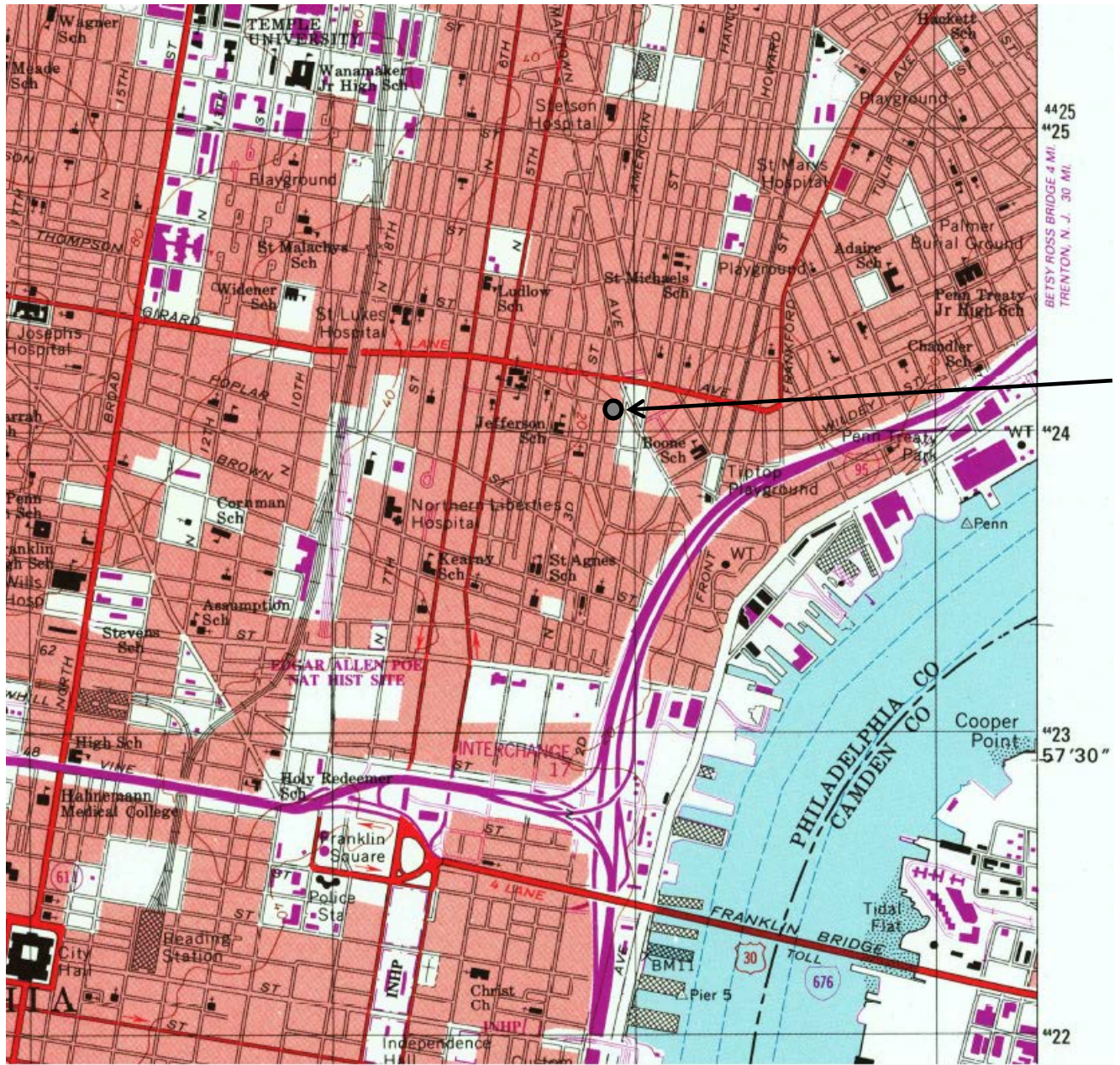
**Figure 20a:** Current Birds-Eye Aerial Views for Reference; star added to show subject property. East elevation.  
Bing 2016.



**Figure 20b:** Current Birds-Eye Aerial Views for Reference; star added to show subject property. North elevation.  
Bing 2016.

Times Finishing Works/Bloch Go-Cart Company  
Name of Property

Philadelphia County, PA  
County and State



**Figure 21:** USGS Philadelphia topo map. Property location indicated by arrow and grey circle.  
(Latitude: 39.968616/Longitude: -75.140921).





Stables  
THE STABLES HOTEL

PILOT  
JCM1093













































































UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Times Finishing Works  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: PENNSYLVANIA, Philadelphia

DATE RECEIVED: 5/20/16 DATE OF PENDING LIST: 6/02/16  
DATE OF 16TH DAY: 6/17/16 DATE OF 45TH DAY: 7/05/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000428

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7/05/2016 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A  
REVIEWER Patricia Anderson DISCIPLINE Historian  
TELEPHONE \_\_\_\_\_ DATE 7/05/2016

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



## CITY OF PHILADELPHIA

NPS  
PHILADELPHIA HISTORICAL  
COMMISSION

Room 578, City Hall  
Philadelphia, Pennsylvania 19107  
Tel: 215 686 7860  
Fax: 215 686 7674

Jonathan E. Farnham, Ph.D.  
Executive Director

23 February 2016

April E. Frantz  
Preservation Specialist  
Commonwealth of Pennsylvania  
Pennsylvania Historical & Museum Commission  
Bureau for Historic Preservation  
Commonwealth Keystone Building, 2<sup>nd</sup> Floor  
400 North Street  
Harrisburg, PA 17120-0093

Re: Times Finishing Works/Bloch Go-Cart Company, 1136-1148 N. American Street,  
Philadelphia

Dear Ms. Frantz:

I am writing in response to your request that the Philadelphia Historical Commission provide its official Certified Local Government recommendation on the nomination proposing to add the Times Finishing Works/Bloch Go-Cart Company building in Philadelphia to the National Register of Historic Places. At a staff meeting on 22 February 2016, the staff of the Philadelphia Historical Commission reviewed and discussed the nomination. The staff agreed that the building at 1136-1148 N. American Street satisfies National Register Criterion A for industry. The staff found the innovative sales and advertising methods of the Bloch Go-Cart Company of particular interest. The staff contends that the resource retains sufficient integrity to be added to the National Register.

The staff of the Philadelphia Historical Commission unanimously supports the listing of 1136-1148 N. American Street in Philadelphia on the National Register of Historic Places. Thank you for providing the Philadelphia Historical Commission staff with the opportunity to comment on this nomination.

Yours truly,

Jonathan E. Farnham, Ph.D.  
Executive Director



Pennsylvania  
Historical & Museum  
Commission

RECEIVED 2280

MAY 20 2016

Nat. Register of Historic Places  
National Park Service

May 16, 2016

Stephanie Toothman, Keeper  
National Register of Historic Places  
National Park Service, US Department of Interior  
1201 "I" (Eye) Street, NW, 8th Floor  
Washington D.C. 20005

Re: Delaware Station of Philadelphia Electric Company and Times Finishing Works National  
Register nominations

Dear Ms Toothman:

Enclosed please find two National Register nominations for your review. Included are signed first pages, CDs containing the true and correct copy of the nominations, and CDs with tif images. Copies of correspondence are enclosed with both nominations.

The proposed action for each nomination is listing in the National Register, and the recommended level of significance is "local." Our staff and Historic Preservation Board members support this nomination. If you have any questions regarding either nomination please contact April Frantz at 717-783-9922 or [afrantz@pa.gov](mailto:afrantz@pa.gov). Thank you for your consideration of these properties.

Sincerely,

A handwritten signature in blue ink that reads "Andrea L. MacDonald". The signature is fluid and cursive.

Andrea L. MacDonald, Director  
State Historic Preservation Office

enc.

Historic Preservation Services  
Commonwealth Keystone Building  
400 North Street  
Harrisburg, PA 17120-0093  
[www.phmc.state.pa.us](http://www.phmc.state.pa.us)  
*The Commonwealth's Official History Agency*