

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: Delbar Products, Inc.
Other names/site number: Eastern Pin Ticket and Tag Company
Name of related multiple property listing: NA

2. Location

Street & number: 601 W. Spruce Street
City or town: Perkasie State: PA County: Bucks
Not for Publication: NA Vicinity: NA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

	<u>3/8/2018</u>
Signature of certifying official	Date
<u>Deputy SHPO; Pennsylvania Historical & Museum Commission</u>	
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:)

Patrick Andrews 4/26/2018
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

INDUSTRIAL – Manufacturing Facility

Current Functions

VACANT

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7. Description

Architectural Classification

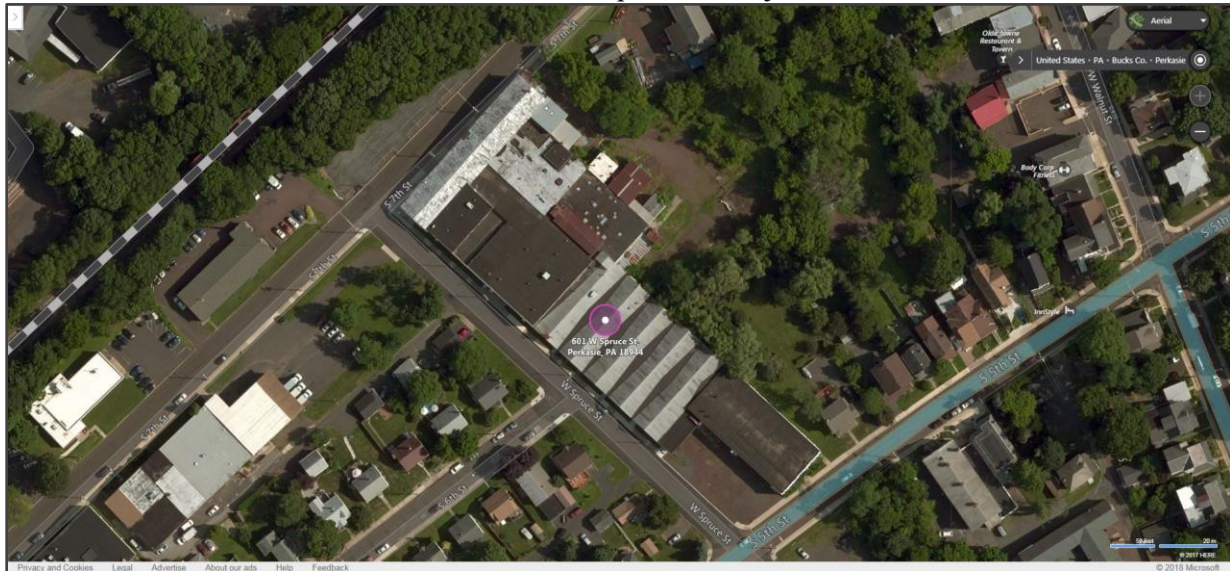
None

Materials

Principal exterior materials of the property: Stucco, Cinderblock

Narrative Description

The Delbar Products Inc. property (earlier the site of the Eastern Pin Ticket and Tag Company) is located on the east side of West Spruce Street, with the building complex stretching between South 5th and 7th Streets, in the small town of Perkasio in northwestern Bucks County. The immediate area is largely residential (modest single-family homes) with scattered commercial or light-industrial resources. The complex is half a block south of the railway line and approximately two miles east of Route 309. There is an open, concrete-paved area in the southwest corner at the corner of S. 5th and W. Spruce Streets, some parking and open space on the eastern side of the building complex, and a narrow employee parking area on the north side of 7th Street. The 1-story painted stucco and cinderblock complex was constructed in seven phases: 1913, 1917, c.1935, 1957, 1965, 1969 and c.1985. Although the phased construction has resulted in a somewhat inconsistent appearance, the various building campaigns are directly tied to changes in the operations of the company and are important in conveying the history of the company. The property retains integrity, as both the overall form and defining industrial characteristics remain intact since the last period of major construction in 1969.



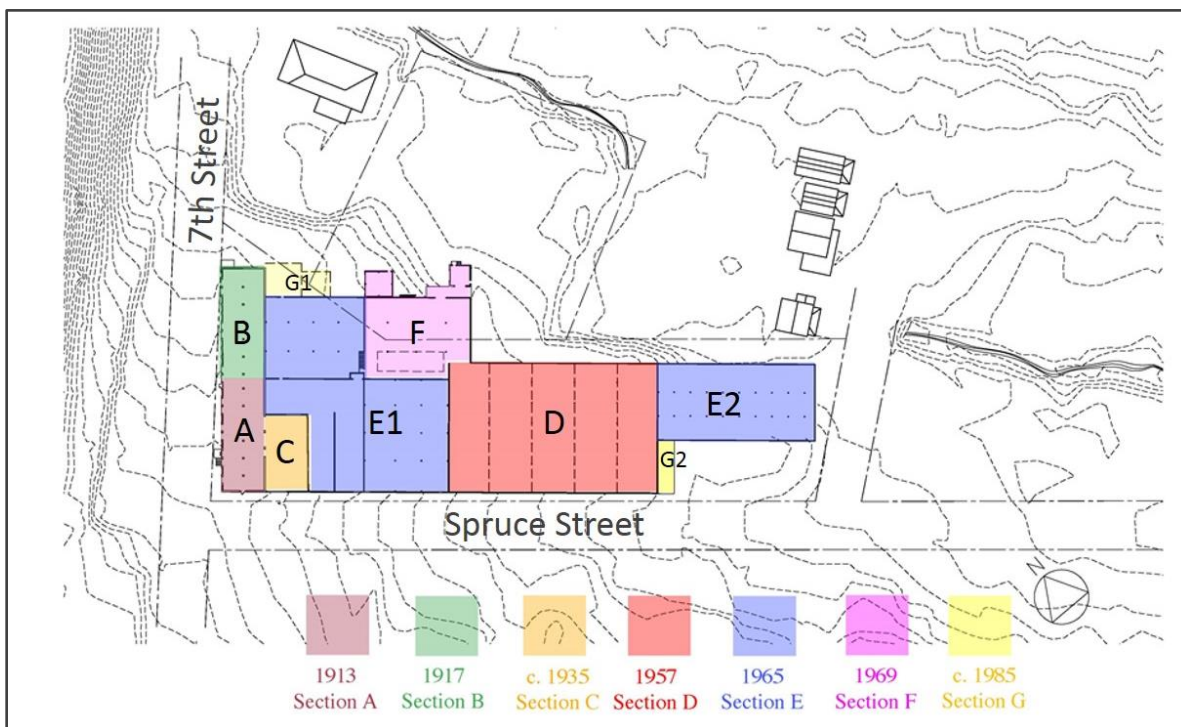
Recent aerial view, Google.com/maps

The complex has an irregularly shaped footprint and was constructed in seven now-contiguous phases (A, B, C, D, E, F and G), all of which are 1-story in height. The west elevation, facing W. Spruce Street, is 1-story in height and is comprised of Sections A, C, E north (E1), D, G south (G2) and E south (E2), from north to south. The north elevation, facing S. 7th Street is 1-story in height and is comprised of Sections A and B, from west to east. The east elevation, facing the interior of the block, is 1-story in

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height and is comprised of Sections B, G north (G1), E north (E1), F, D and E south (E2), from north to south. The south elevation, facing S. 5th Street, is 1-story in height and is comprised of Sections G south (G2), E south (E2) and F, from west to east.



Building Complex Chronology

Section A was constructed in 1913 and is located at the corner of S. 7th and W. Spruce Streets. Section B was constructed in 1917 and is located to the east of Section A, along S. 7th Street. Section C was constructed in c.1935 and is located to the south of Section A, along W. Spruce Street. Section D was constructed in 1957 and is located near the south end of the site, along W. Spruce Street. This was originally a detached building. Section E is composed of two sub-sections (E1 and E2) that both date to 1965 and flank Section D. Section F was constructed in 1969 and is located to the east of Sections D and E1. Section G is composed of two very small sub-sections (G1 and G2) that both date to c.1985 and are located at the northeast and southwest corners of the floor plate.

Section A is clad in painted stucco, which dates to c.1970. The west elevation is three bays wide (Photos #1-3). The outermost bays contain 2-light replacement aluminum windows above a single blue aluminum panel. The center bay contains a replacement single-leaf glazed aluminum door with 1-light aluminum sidelights and a 1-panel blue aluminum transom. Above all three bays is a continuous concrete canopy that supports open metal letters reading “DELBAR PRODUCTS INC.”. The elevated entrance is accessed by an L-shaped set of painted concrete stairs with a painted metal railing. The north elevation is twelve bays wide (Photos #1 and 3). The first, third, sixth, ninth and twelfth bays from the west have been infilled with recessed painted stucco, leaving the original window openings visible. The second, fourth, seventh, eighth, tenth and eleventh bays from the west contain 2-light replacement aluminum windows flanked by single blue aluminum panels. Below the windows is painted stucco infill. The fifth bay from the west contains elevated double-leaf, 2-light metal doors

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below a transom infilled with painted stucco. The entrance is accessed by an L-shaped set of painted concrete stairs with a painted metal railing. Most of the bays are also punctuated by narrow rectangular grilles. There are also five basement window openings at the west end, with a variety of infill. The east elevation is abutted by Section B and the south elevation is abutted by Sections C and E north. It has a shallow gable roof.



Photos 1 (above), 2 and 3 (left and right, below)

Section B is clad in painted stucco, which dates to c.1970. The north elevation is thirteen bays wide (Photos #3 and 4). The first, second, sixth, seventh, eleventh and twelfth bays from the west contain 2-light replacement aluminum windows flanked by single blue aluminum panels. Below the windows is painted stucco infill. The third through fifth, eighth through tenth and thirteenth bays from the west have been infilled with recessed painted stucco, leaving the original window openings visible. Some of the bays are also punctuated by narrow rectangular grilles. The east elevation has no openings (Photo #4). There is also a small projection, which is also clad in painted stucco and has no opening. The south elevation is abutted by Sections E north and G north. The west elevation is abutted by Section A. It has a flat roof.

Section C is constructed of painted cinderblock. The west elevation is four bays wide (Photos #1 and 5). The basement level has rectangular openings, all of which have been infilled with plywood. On the 1st floor, all openings contain 2-light replacement aluminum windows flanked by single blue aluminum panels. The north elevation is abutted by Section A; and the east and south elevations are abutted by Section E north (E1). It has a flat roof.

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Photos 4 (left) and 5 (right)



Photo 6 (left) and 7 (right)

Section D, formerly a detached building prior to the construction of Section E1, is painted cinderblock. It is divided into five distinct sections by five gabled roofs that extend the length of the addition from east to west. On the west elevation, each section has a single square window in the center of the gable and a single-leaf metal door to the south (Photos #6 and 7). There are no other openings. The east elevation has a garage-style metal door at the north end and several metal vents scattered throughout (Photos #10). The north elevation is abutted by Section E north (E1) and the south elevation is abutted by Sections E south (E2) and G south (G2). On the northern-most gable's west end, there is a short metal vent rising from the roof (Photo #6).

Section E north (E1) is clad in painted cinderblock. The west elevation has a large garage-style metal door and a single-leaf metal door at the north end and a louvered metal vent and a metal vent hood at the south end (Photo #5). There are no other openings. The east elevation is primarily abutted by Sections F and G north but the exposed portion has no openings (Photo #12). The north elevation is abutted by Sections A through C and the south elevation is abutted by Section D. Section E south (E2) is also clad in painted cinderblock. The west elevation has a single-leaf metal door in the center and two window openings at the south end that have been infilled with painted corrugated metal (Photo #8). The south elevation has a centered garage-style metal door and a single-leaf metal door at the east end (Photos #8 and 9). There are also open metal letters reading "PRODUCTS INC.," possibly missing the word "Delbar." (Photo #8). The east elevation has no openings and the north elevation is abutted by Section D (Photo #9). Both sections have flat roofs.

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Photos 8 and 9



Photos 10 and 11

Section F is painted cinderblock. The east elevation is an irregular façade comprised of several projections clad in a range of materials, including painted cinderblock and corrugated metal (Photos #11-13). The south elevation is painted cinderblock (Photo #11). The north and west elevations are abutted by Section E north. It has a flat roof.



Photos 12 and 13

Section G north (G1) is clad in corrugated metal with a projecting metal roof to the south (Photo #12). The west elevation is abutted by Section E north (E1). Section G south (G2) is clad in painted corrugated metal. The west elevation contains an elevated entrance that is located behind a painted corrugated metal panel, which is accessed by an L-shaped concrete stair with a painted metal railing (Photos #7 and 8). The south elevation has five elevated loading bays with garage-style metal doors.

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The east elevation is abutted by Section E south and the north elevation is abutted by Section D. Section G north (G1) has a flat roof and Section G south (G2) has a shed roof.

The interior of the building has two straight-run stairways, both of which provide access between the 1st floor and the basement. The first stairway is located at the west end of the south elevation of Section B (Photo #19). The second stairway is located in the center of the south elevation of Section E north. Both stairways have wood treads and risers and wood railings.

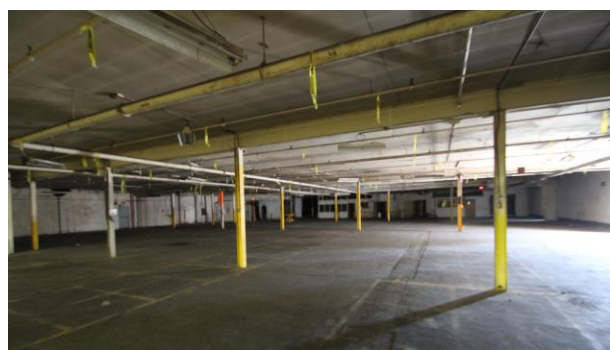
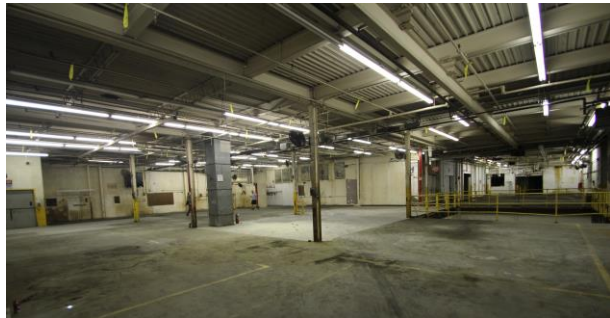
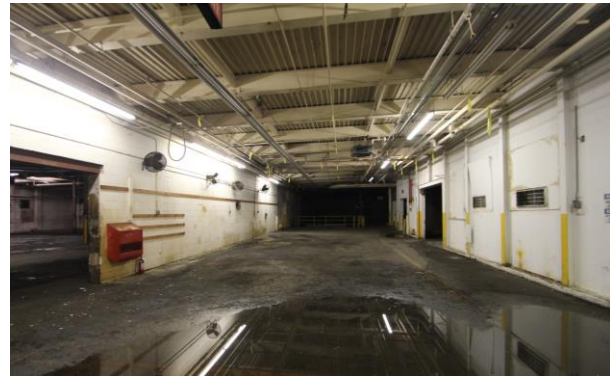
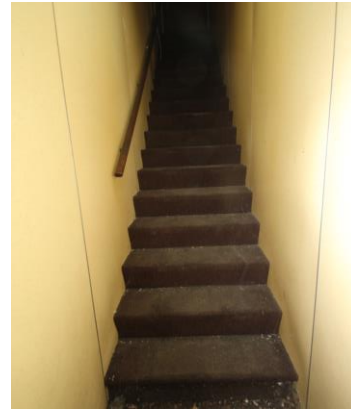
On the interior of the building, Sections A and B have been divided into a series of smaller spaces, which are generally accessed by a centered, double-loaded east-west hallway (Photos #15-18). The basement level is entirely open in plan with a linear series of painted square wood columns that runs from east to west (Photo #20). Section C has also been divided into a series of smaller spaces on the 1st floor and is open in plan in the basement (Photos #14 and 21). Section D is open in plan and there are four rows of columns that run from east to west in conjunction with the gable roofs (Photos #25 and 26). Section E north (E1) is open in plan with an axial grid of columns (Photos #23 and 24). Section E south (E2) is open in plan on both the 1st floor with two rows of columns that run from north to south (Photo #27). Section F is primarily open in plan with a large open pit along the west side. Sections G north (G1) and south (G2) are also open in plan. With the exception of the 1st floors of Sections A and B, which have contemporary finishes, including carpeting, faux-wood panelled walls, dropped acoustical tile ceilings and fluorescent lights, the finishes throughout the building are largely industrial, including concrete floors, exposed and painted brick and cinder block walls, painted wood and steel columns and joists, exposed painted wood and corrugated metal and ceilings and exposed mechanicals. Because each building section is primarily open in plan, the various building campaigns are defined by their painted cinderblock perimeter walls.



Photos 14 and 15, top left and right, and 16 and 17, bottom left and right

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Photos top row: 18 and 19, left and right; 2nd row: 20 and 21, left and right; 3rd row: 22 and 23, left and right; 4th row: 24 and 25, left and right.

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Photos 26 and 27, left and right

Integrity

The Delbar Products complex retains integrity. Both the overall form and the defining industrial characteristics remain from the company's prime period of operation, including expanses of exterior masonry, large, uninterrupted floor plans, wood and steel columns, concrete floors and exposed finishes. While some of the windows have been replaced or infilled, the original openings remain clearly visible and the newer elements do not detract from the overall appearance. Although the various building campaigns result in a less-than-unified appearance, each campaign is clearly tied to the history and development of the company. The quality, placement and condition of the construction materials, as well as the vernacular industrial style are highly characteristic of the period and also remain intact.

The complex remains intact from the last phase of major construction in 1969, having experienced no demolition or significant new construction. The two small projections that date to c.1985 are minor and do not detract from or obscure the overall complex. On the interior, all of the workspaces and finishes remain similarly intact. Although the machinery was removed in the early 21st century, the overall arrangements and volumes sufficiently relate the historic industrial function of the interior.

The complex retains all seven aspects of integrity, in particular, the feeling and association as an industrial property. 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. The setting remains intact with the surrounding neighborhood containing a combination of industrial and modest residential buildings and very little new construction. The design, materials and workmanship retain their integrity and, while somewhat visually unremarkable, the complex remains essentially unchanged since the end of the period of significance.

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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: INDUSTRY

Period of Significance: 1946-c.1970

Significant Dates: 1913; 1917; c.1935; 1957; 1965; 1969;

Significant Person: N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

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Statement of Significance Summary Paragraph

Criterion A: Significance in Industry

The Delbar Products, Inc. complex is significant under Criterion A, Industry, for its role as a leader in developing rear and side view mirror systems and technologies for trucks, buses and multipurpose passenger vehicles, particularly those which were exclusively produced for original equipment manufacturers (OEM).¹ The company was also a major employer in the Perkasio area. The period of significance begins in 1946, when the Delbar Products company purchased the property, and ends c.1970, as the company continued as an industry leader and the Perkasio plant continued to be a key part of the company's production and the local economy into the 1970s. The complex was constructed in seven phases between 1913 and c.1985. The property originated as the Eastern Pin Ticket and Tag Company (1913-1946), but the bulk of the complex dates from Delbar Products' operation at this location (1946-2007). Portions of the complex that pre-date Delbar's occupancy, built by Eastern Pin Ticket & Tag Company, were used by Delbar and adapted for their needs. Those pre-1946 sections of the complex are considered "contributing" to the complex's physical integrity and history. The property has experienced few changes since the 1970s (the c.1985 additions are very small in proportion to the overall complex's footprint). The company was sold in 2007 and operations relocated; this complex has remained vacant since.

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

Eastern Pin Ticket and Tag Company (1913-1946)

The Eastern Pin Ticket and Tag Company was incorporated on January 1, 1906, with a capital of \$10,000. Its purpose was the "manufacturing and printing of pin tickets, tags, labels, stationery, small wire work, tickets and doing all such printing as is usually done by a job printing office."² The first office of the company was located on the 3rd floor of a building near the corner of S. 5th and E. Chestnut Streets in Perkasio.³ The company initially had one Gordon press with a Kramer Web attachment, four pin ticket machines and one card-slitting machine. As stated in their charter, the company specialized in the manufacture of "pin tickets and marking tags with a side business in ordinary printing of envelopes, cards, stationery and circulars."⁴

By January 1913, the company had grown enough that they purchased the lot at the southeast corner of S. 7th and W. Spruce Streets, the north end of the subject property. By April, the foundations were finished and the company officially moved in that fall. A 1913 Sanborn Fire Insurance Map shows the building as fully built and occupied. In the basement, the space was used for boxes, paper and cuttings. On the 1st floor, the southwest corner was used as a stock room; the northwest corner was used for the office, printing took place on the east half of the space; and a shipping area was located between the printing area and the office.⁵ The map also states that the company had nine employees and specialized

¹ An original equipment manufacturer (OEM), such as Ford, General Motors and Toyota, would take small elements or accessories made by outside companies, such as Delbar Product's mirrors, and would include them as part of their truck or automobile, under their own name or branding.

² *List of Charters of Corporations Enrolled in the Office of the Secretary of the Commonwealth* (Harrisburg, PA: Harrisburg Publishing Co., 1907): 53. A pin ticket is a card or tag affixed to an item intended for sale by a metal wire.

³ "Pin Ticket & Tag Co. Rushed with Orders." *The Central News* (14 March 1928): 1.

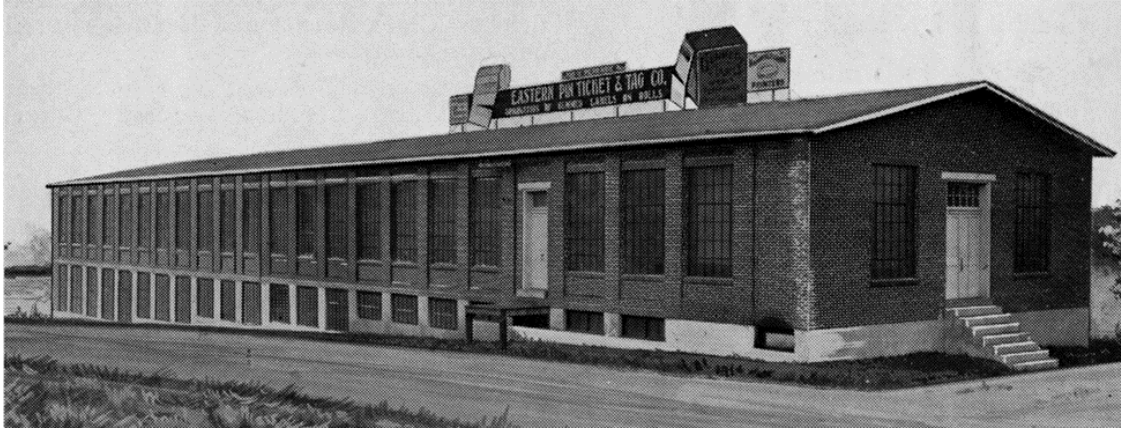
⁴ "Pin Ticket & Tag Co. Rushed with Orders." *The Central News* (14 March 1928): 1.

⁵ 1913 Sanborn Fire Insurance Map.

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in gummed labels in rolls, a shift from the original product line. The company was one of the first in the northeast to manufacture these items and billed itself as the “originators of gummed labels on the roll.”⁶



1929

In early 1917, construction began on the eastern addition to the building, which duplicated the scale and style of the original. The entirety of the new addition was used for printing and the employee count had more than doubled to twenty-two.⁷ By early 1925, a local newspaper reported that there was “unprecedented demand upon their manufacturing facilities, which have grown beyond capacity.... The proceeds will be used for the immediate purchase of machinery and equipment much needed to take care of orders.”⁸ This success continued through the 1920s. Not only was the factory “equipped with the most modern machinery and equipment”, including forty-two finishing and printing machines, but they were also able to produce 4,505,965 labels and 482,582 pieces of printed matter monthly.⁹ The work was completed by twenty-eight employees who shipped products to every state in the country as well as nearly five hundred foreign orders monthly.¹⁰ It was one of only two manufacturers of gummed labels in Pennsylvania at this time.¹¹ The other was the Continental Manufacturing Company of Philadelphia.

The company focused not only on gummed parcel post labels, but also on related accessories. In 1922, company president S.R. Kramer patented a label cabinet with numerous drawers, each of which contained a roll of gummed labels. Each drawer was labeled with the type of label contained, with a small opening in the drawer through which the gummed label could be easily pulled out.¹²

The Depression was as detrimental to this small company as it was to many others. By late 1931, the company had rented the basement out to the Valley Silk Mills, which had thirty employees. By 1935, they were down to seventeen employees and, in early 1937, John Ortolani, a silk hosiery manufacturer had moved into the basement. In 1946, the company was down to four employees. That year they relocated to S. 4th and W. Walnut Street and sold the building to Delbar Products, Inc. shortly thereafter. Eastern Pin continued in business in a smaller location in Perkasie until the 1970s.

⁶ *Thirty-Fourth Annual Report of the National Farm School* (Bucks Co., PA: National Farm School, 1931): 60.

⁷ 1921 Sanborn Fire Insurance Map.

⁸ “Eastern Pin.” *The Central News* (18 February 1925): 7.

⁹ “Pin Ticket & Tag Co. Rushed with Orders.” *The Central News* (14 March 1928): 1.

¹⁰ “Pin Ticket & Tag Co. Rushed with Orders.” *The Central News* (14 March 1928): 1.

¹¹ There were thirty-four manufacturers total in the country at this time.

¹² “Label Cabinet” (24 October 1922). US Patent #1,432,870.

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Delbar Products, Inc. (1946-2007)

The earliest iteration of the company was on November 30, 1932, when it was incorporated in Philadelphia as the Dellenbarger-Panley Company, which specialized in the “manufacture and sale of machinery and specialties made of wood, iron, brass, steel and other materials.”¹³ In particular, the company manufactured food-processing equipment, such as machines for slicing pasta and wrapping chewing gum. In 1937, the company name was changed to the Dellenbarger Machine Company, when Dellenbarger bought out his partner. After World War II, the company was again reorganized and sold to L. Eric Jones, who changed the company name to Delbar Products, Inc. and moved it to Perkasio in 1946 with thirty-two employees.¹⁴

When the company moved, they shifted product lines, initially to automotive running and stop lights, which could be manufactured using much of the same machinery as the food-processing equipment.¹⁵ Perhaps because they realized the growth potential of the trucking industry in postwar America, the company soon shifted again in the late 1940s to automotive mirrors.

At the time, the largest truck mirror in production in the United State was a round mirror, 5” in diameter and it was hung from a single arm. Initially, Delbar Products began its manufacturing with that model.¹⁶ However, by the early 1950s, the company developed the West Coast Mirror, which measured 6” x 16” (Figures 9 and 10). Although this model was already in use on the West Coast, it had not yet been introduced to the East Coast and it became one of the company’s most successful lines over the years, as it offered a “tremendously enlarged field of rear vision compared with conventional-sized round or rectangular mirrors.”¹⁷

By 1953, the company had a volume of \$250,000 per year and primarily sold directly to truck manufacturers, including Mack, International, Ford, General Motors, Thomas Built, Metro, Orrville, Chrysler, Toyota and White Motor Company, eventually supplying every major OEM.¹⁸ Because they specialized in such high volume, they apparently did not have any significant sales to the smaller local truck manufacturers during this period. They also sold to both local and regional home improvement stores, such as Sears and J.C. Penney, as well as 400 automotive wholesalers throughout the country, in case you were inclined to update your mirrors yourself.¹⁹

Delbar Products, Inc. was one of the few companies to infiltrate this niche market as an independent company, as most manufacturing was done in-house by the large car and truck manufacturers. Other manufacturers, such as the Yankee Metal Products Corporation of Connecticut, manufactured exterior truck mirrors but also a number of other diversified metal products, such as fire extinguishers and emergency lighting. Still other companies, such as the Whitehead Stamping Company of Detroit, manufactured a range of items relating to trucks and cars, ranging from mirrors to stampings, washers and spacers. Delbar Products was one of the rare companies to independently specialize in such a focused product line.

¹³ “Delbar Products Incorporated: 1923-2008.”

¹⁴ “Delbar Products Incorporated: 1923-2008.”

¹⁵ “Delbar Products Incorporated: 1923-2008.”

¹⁶ J.C. Holzman. “The History of Delbar.” Courtesy of the Perkasio Historical Society.

¹⁷ “Delbar Products.” *Trucking News* (February 1953): 23.

¹⁸ “Delbar Products Incorporated: 1923-2008.”

¹⁹ “Delbar Products, Inc.” Courtesy of the Perkasio Historical Society.

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In 1957, the company constructed a nearly 60,000 square foot addition, which was exclusively used for manufacturing space, specifically the stamping, pressing, and painting of metal tubes and sheets. This resulted in an increase of employees to 125 and an increase in sales volume to \$600,000 that year.²⁰ In 1959, the company contracted directly with Ford to produce heavy-duty mirrors for them, rather than just selling them a final product.²¹ Consequently, the company reached a sales volume of \$1 million for the first time that year.²²

In 1963, the company diversified and began to manufacture the “Junior West Coast” line of mirrors for pickup trucks and vans, rather than medium and heavy-duty trucks. Clients for these mirrors included Ford, General Motors and Chrysler.²³ From that point onward, sales grew over 20% per year. The company had 200 employees in 1965 and 250 employees in 1969.²⁴ This employee increase was likely due to the two significant additions, which were completed in 1965. The easternmost of these additions was used for automated painting of the assembled mirrors.



1965

By the late 1960s, the company was the “world’s largest manufacturer of outside rear-view mirrors” and the “largest exclusive manufacturer in the country producing bus and truck rearview mirrors” (Figure 12).²⁵ At this time, it was also producing a minimum of 10,000 units per day.²⁶ (it was also the largest industrial employer in Perkasio and the second largest employer in Upper Bucks County after Ametek/US Gauge in Sellersville.²⁷)

²⁰ *Philadelphia Inquirer* (31 October 1971): 320-321.

²¹ “Delbar Products Incorporated: 1923-2008.”

²² “Delbar Products Incorporated: 1923-2008.”

²³ “Delbar Products Incorporated: 1923-2008.”

²⁴ *Philadelphia Inquirer* (31 October 1971): 320-321; “Delbar Products, Inc.”.

²⁵ “Delbar Products Incorporated: 1923-2008”; Mary Gagnier, “Telford Businesses Fight Variance Reversal Sought On Zoning Decision.” *The Morning Call* (25 September 1990): np; “Delbar Talks End, Mediator Sought.” *The Morning Call* (19 March 1970): 9.

²⁶ “Breaks Ground for Warehouse.” *The Morning Call* (4 June 1969): 4.

²⁷ Other prominent employers in Bucks County at this time were Moore Business Forms in Quakertown, who manufactured printed business forms and W.R. Grace in Quakertown, who were manufacturers of coated papers.

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This “world’s largest” statement was more than just hyperbole, as the company was one of a very small handful exclusively involved in this specific type of manufacture without numerous other product lines. Most rearview mirrors were either made by large automotive companies or by miscellaneous smaller companies who manufactured a wide range of items, which were not necessarily all automobile-related. Typically, the companies would make other metal products, which shared the same manufacturing process rather than the same product category. Other slightly smaller companies with similar product lines included the Coronado Manufacturing Company of Long Beach, CA, which had approximately 70 employees in the 1960s and the Nelmor Corporation of Cleveland and Detroit, which had approximately 200 employees until 1967, when it was purchased by Casco Products Corporation, a manufacturer of pop-out cigarette lighters.²⁸

In 1972, the company was at physical capacity at the Perkasio site with over 500 employees and subsequently expanded by buying a warehouse in nearby Telford, PA.²⁹ It was the first time the company had any operation outside of Perkasio. The company also continued to expand its product lines during this time, introducing the Swing Lock mirror in 1972. The mirror could not only be easily folded against the side of the truck for tight spaces but could also be remotely controlled from inside the truck cab, giving the driver the ability to both adjust the mirror angle and open and close them. The company also provided a product that could retrofit existing mirrors to make them operable as well.³⁰

In 1982, the company expanded production to Tennessee, opening a factory with twenty-five employees. Three additional expansions, in 1986, 1995 and 2001, resulted in over 600 employees in Tennessee in the early 2000s.

In the early 1980s, the Perkasio employees had decreased to 150 employees, likely because of the outsourcing to Tennessee, but the Perkasio site continued to operate as the administrative headquarters for the company.³¹ In 2007, the company was sold to Ficosa International and the Perkasio site was closed, as Ficosa International consolidated the company’s administrative operations.³² The subject property has been vacant since that time.

Products of the Delbar Products, Inc.

Rearview mirrors for automobiles first appeared in a trade magazine in 1906 but they weren’t patented for automobiles or trucks until 1921. It was also at this time that many states made it compulsory for trucks “to fit a mirror to the front guard on the side of the cab adjacent to the driver’s seat.”³³

Delbar Products was a major innovator in the field of interior and exterior rearview mirrors for trucks in the early days of the rearview mirror industry and consequently made significant contributions to highway safety. The specific method of manufacture involved the shaping, coating and assembling of the mirrors. When L. Eric Jones took over the company, he recognized that the rearview mirrors that were then standard were made of breakable glass and thin metal, which presented a significant safety issue. His solution was not only to increase the durability of both the metal and glass components, but

“Upper Bucks Firms Hailed in U.F. Drive.” *The Morning Call* (5 February 1968): 20.

²⁸ “Illinois Company Plans to Acquire Nelmor Corp.” *Detroit Free Press* (6 October 1967): 18.

²⁹ *Philadelphia Inquirer* (31 October 1971): 320-321.

³⁰ Holzman.

³¹ “Delbar Closes Its Doors in Perkasio.”

³² “Delbar Closes Its Doors in Perkasio.”

³³ “Standard Equipment for Motor Trucks.” *The Motor Truck* (May 1921): 269.

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also alter the size and positioning of the mirrors to maximize their function as a safety feature. Jones was so convinced of both the quality and importance of his product that he guaranteed a two-for-one replacement. That is, one of Delbar's larger, higher quality mirrors would be safer and more effective than two of the standard, 5" variety.³⁴

In evaluating the success and usefulness of a rearview mirror, the major determinant is "reflected image stability." That is, how clearly and effectively does the mirror portray the rear field of vision. If the mirror is made of inadequate materials or if it's poorly positioned, the result is poor reflected image stability. L. Eric Jones set out to correct the poor reflected image stability issue.

Jones and Delbar began to develop new mirror designs that provided for a minimum mirror shape and size that met the new Federal Docket requirements, which regulated safety standards on all vehicular mirrors. By using smaller mirrors, the company determined that they could "improve the rear field of view" and by mounting the mirror "below the eye line" they could lessen "the blind area in the direct field of view." They also upgraded the quality of the materials so that the mirrors could be more durable and thus become maximally effective.

Their work in this field was so well considered that the company was commissioned by the federal Department of Transportation in 1969 to analyze the Government's new specifications for rearview mirrors.³⁵ For the study, which was published in 1971, Delbar Products surveyed a range of trucks from the standard pickup to the road tractor and determined precisely which sizes of mirrors for each vehicle type were the most beneficial to meet the stated requirements. Their results not only set the standard for vehicle mirror classifications, but the Department of Transportation also noted that their report was "the most significant study done to date concerning rear visions."³⁶



(1967 advertisements and 1969 patent)

³⁴ "Delbar Products, Inc. has Continuous Growth Since 1947." *The Free Press*, 28 January 1966, 16.

³⁵ "Delbar Marks 25th." *The Daily Intelligencier* (31 January 1972): 9.

³⁶ "Delbar Marks 25th."

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Delbar Products had an extensive product line, including heated mirrors with a heating element that distributes heat over the entire surface of the mirror, below eye-line (B.E.L.) mirrors, which had a unique tripod design, and auxiliary mirrors, which were convex mirrors that increased the field of view but decreased the accuracy to judge the placement of elements in a plan (Figure 10). They were mounted in conjunction with the regular mirror and were used for checking traffic or pedestrians, changing lanes and checking blind spots. They also produced remote control mirrors that could be adjusted from inside the truck cab for ease and safety (Figure 11). This latter design was patented by the company, along with four other patented designs, including those for a hinged joint support that would both support the mirror and allow for its adjustment. Also patented was a rearview mirror that had a snapping mechanism that could be adjusted to accommodate various types of vehicles.

From the mid-1950s onward, all of these products were almost exclusively sold directly to OEMs, resulting in the company being acknowledged as the “largest producer of rear view mirrors in original equipment trucks in the world.”³⁷

By the time the Perkasio plant achieved its late 1960s footprint, the company had an expansive mirror manufacturing process. Raw materials were first delivered to the Punch Press department, where metal portions were stamped out and pieces formed from bar and coil steel. Then the pieces were taken for painting, plating or polishing, depending on their final finish. The Assembly Department then took the glass pieces, which were cut on site, and affixed them to the metal elements. Lastly, the final products were packed and shipped throughout the country.

A Brief Discussion of the Trucking Industry in the Mid-20th Century

The development of and necessity for rearview mirrors is naturally tied to the increased volume and importance of the trucking industry in general, which itself was enabled by the development of the interstate highway system. Regulation of the trucking industry began with the formation of the American Trucking Association in 1933, which spoke for the interests of the truckers and the trucking industry. In 1935, the Motor Carrier Act was passed and the Interstate Commerce Commission was created, which regulated the trucking industry and spoke for the consumers. In 1944, the Federal-Aid Highway Act was passed, which provided designations of interstates, albeit without a funding source for their construction. In 1956, a second Federal-Aid Highway Act authorized the construction of the Interstate Highway System, allowing big trucks to travel at higher speeds. During this period, “long-haul trucking became the nation’s primary mode of freight transportation” moving 75% of freight in the country. It was likely that this Act – and the subsequent industrial growth that it caused – was one of the main motivators for the construction of Section D in 1957.

Paralleling and necessitating this regulation was the growth and the development of the trucking industry itself. During World War I, the war effort led to many advances in trucking technology, such as improved engines, more durable cabs and the use of pneumatic tires, which enabled trucks to travel for longer distances. After the war, these improvements were converted into the manufacturing process of standard commercial trucks. One of the major shifts that would ultimately benefit Delbar Products was that, after the war, commercial vehicle manufacturers were “rapidly adopting the practice of adding as standard equipment on trucks before they leave the factory many of the so-call accessories offered for sale to truck owners by accessory dealers.”³⁸ One of these accessories was mirrors. When installed

³⁷ “Breaks Ground for Warehouse.”

³⁸ “Standard Equipment for Motor Trucks.” *The Motor Truck* (May 1921): 269.

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as part of the truck, they are a more permanent, heavy-duty system designed to withstand the constant vibration of the truck, thereby making it more effective.³⁹ This standardization would pave the way for Delbar's products to be competitive in the open market.

World War II created a secondary boom in the trucking industry, as it encouraged the manufacture of heavy-duty trucks and led to the development of more efficient systems, such as more powerful turbo-charged diesel engines. When Delbar Products entered the market just after the war, they were able to take advantage of a time when the highway system was flourishing and the trucking industry, both in terms of development and scale, was peaking.

Although the company continued with a high rate of success through the 1940s and 1950s, it was the National Traffic and Motor Vehicle Safety Act of 1966 that ultimately confirmed the viability of rearview mirrors as a standard product. Part of the act stated that all "sedans, buses, carryalls, station wagons and light trucks up to 10,000 pounds" had to have a rearview mirror. No longer was the rearview mirror just a safety benefit, it was a legal requirement and, for the leading U.S. manufacturer of rear-view mirrors for trucks and buses", it was a guaranteed seal of success.⁴⁰

9. Major Bibliographical References

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"Delbar Closes Its Doors in Perkasio." Courtesy of the Perkasio Historical Society.

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"Delbar Products, Inc." *Philadelphia Inquirer* (31 October 1971): 320-321.

"Delbar Products, Inc. Has Continuous Growth Since 1947." *The Free Press*, 28 January 1966, 16.

"Delbar Products Incorporated: 1923-2008." Courtesy of the Perkasio Historical Society.

"Delbar Talks End, Mediator Sought." *The Morning Call* (19 March 1970): 9.

"Eastern Pin." *The Central News* (18 February 1925): 7.

Gagnier, Mary. "Telford Businesses Fight Variance Reversal Sought On Zoning Decision." *The Morning Call* (25 September 1990): np.

Holzman, J. C. "The History of Delbar." Courtesy of the Perkasio Historical Society.

"Illinois Company Plans to Acquire Nelmor Corp." *Detroit Free Press* (6 October 1967): 18.

"Label Cabinet" (24 October 1922). US Patent #1,432,870.

³⁹ "Standard Equipment for Motor Trucks." *The Motor Truck* (May 1921): 272

⁴⁰ *Philadelphia Inquirer* (31 October 1971): 320-321.

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List of Charters of Corporations Enrolled in the Office of the Secretary of the Commonwealth. Harrisburg, PA: Harrisburg Publishing Co., 1907.

“Pin Ticket & Tag Co. Rushed with Orders.” *The Central News* (14 March 1928): 1.

Sanborn Fire Insurance Map, 1913 and 1921.

“Standard Equipment for Motor Trucks.” *The Motor Truck* (May 1921): 269-272.

Thirty-Fourth Annual Report of the National Farm School. Bucks County, PA: National Farm School, 1931.

“Upper Bucks Firms Hailed in U.F. Drive.” *The Morning Call* (5 February 1968): 20.

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: Perkasie Historical Society, Perkasie PA

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

Geographical Data

Acreage of Property approximately 3 acres

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

Datum if other than WGS84: _____

Latitude: 40.371474

Longitude: -75.299075

Verbal Boundary Description

The boundary of the nominated Delbar Products property is shown as the red dashed line on Figure 1: Site Plan with National Register Boundary. The boundary follows primarily (but not exactly) current tax parcel

Delbar Products, Inc.
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lines as well as the path of some fencing that helps define the land historically associated with the operation of the complex. Employee parking, equipment parking, and product loading areas are included within the boundary.

Boundary Justification

The boundary includes all land known to be historically associated with the nominated property during the period of significance. No known extant associated resources have been excluded.

10. Form Prepared By

name/title: Logan I. Ferguson, Senior Associate; with PA SHPO staff
 organization: Powers and 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: October 16, 2017

Additional Documentation

Submit the following items with the completed form:

- **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: Delbar Products, Inc.
 City or Vicinity: Perkasie County: Bucks State: PA
 Photographer: Robert Powers, Powers and Company, Inc.
 Date Photographed: April 2017

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

<i>Photograph #</i>	<i>Description of Photograph</i>
1.	North and west elevations, view southeast
2.	West elevation, Entrance, view east
3.	North and west elevations, view southeast
4.	East and north elevations, view southwest
5.	West elevation, view northeast
6.	West elevation, view southeast
7.	West elevation, view northeast
8.	West and south elevations, view northeast
9.	East and south elevations, view northwest
10.	East elevation, view southwest
11.	East elevation, view northwest

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12.	East elevation, view northwest
13.	East elevation, view southwest
14.	Section C, 1 st floor, view south
15.	Section A, 1 st floor, view north
16.	Section A, 1 st floor, view east
17.	Section B, 1 st floor, view west
18.	Section B, 1 st floor, view north
19.	Section B, Stairway, 1 st floor, view west
20.	Section A, Basement, view east
21.	Section C, Basement, view east
22.	Section E north, 1 st floor, view east
23.	Section F, 1 st floor, view north
24.	Section E north, 1 st floor, view northeast
25.	Section D, 1 st floor, view southeast
26.	Section D, 1 st floor, view northeast
27.	Section E south, 1 st floor, view southeast

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1.	Existing Site Plan with National Register Boundary
2.	Existing Plans with Photograph Keys
3.	Building Chronology
4.	Sanborn Fire Insurance Map, 1921.
5.	"Label Cabinet." U.S. Patent #1,432,870 (24 October 1922).
6.	Sections A and B, 1929. Courtesy of the Perkasio Historical Society.
7.	Advertisement, Eastern Pin Ticket and Tag Company, 1932. Courtesy of the Perkasio Historical Society.
8.	Sections A, C and E, 1965. Courtesy of the Perkasio Historical Society.
9.	Advertisement, Delbar Truck and Bus Mirrors, 1967.
10.	Advertisement, "Heated West Coast Mirror Heads", 1967.
11.	"Remote Control Mirror System." U.S. Patent #3,476,464 (23 March 1967).
12.	Aerial photograph, 1970.
13.	Aerial photograph, 1985.
14.	Aerial photograph, 2018, birds-eye view.
15.	Aerial photograph, 2018, with boundary applied.
16.	USGS map excerpt

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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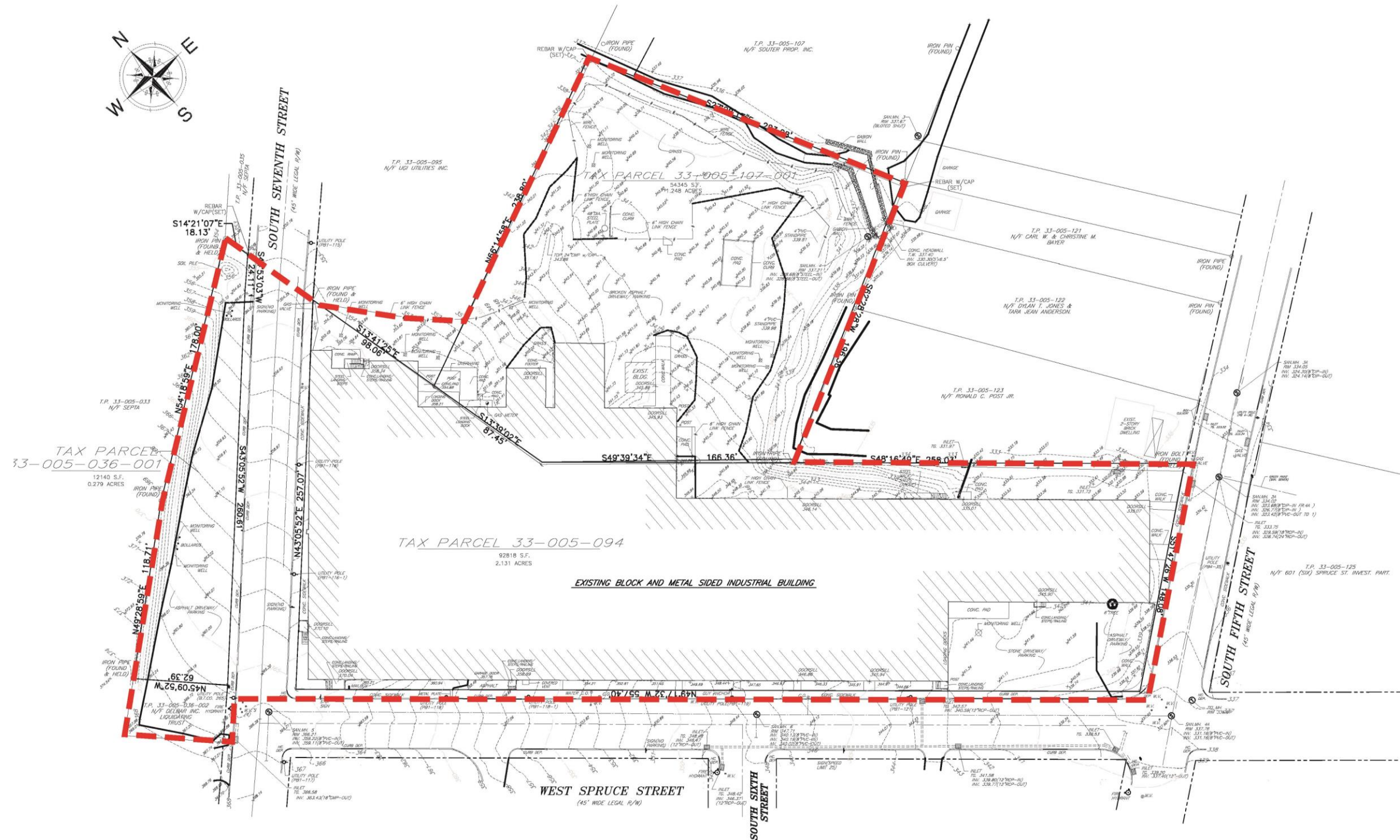


Figure 1: Site Plan with National Register Boundary (dashed line).

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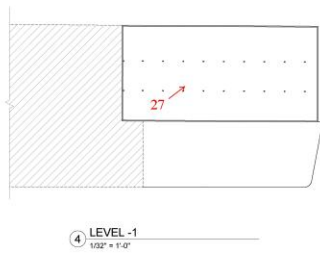
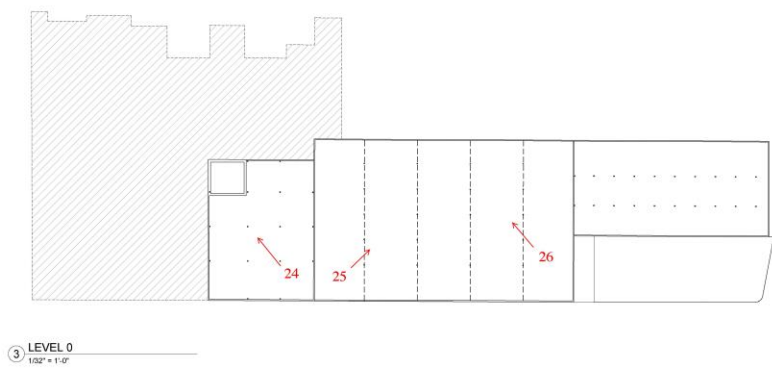
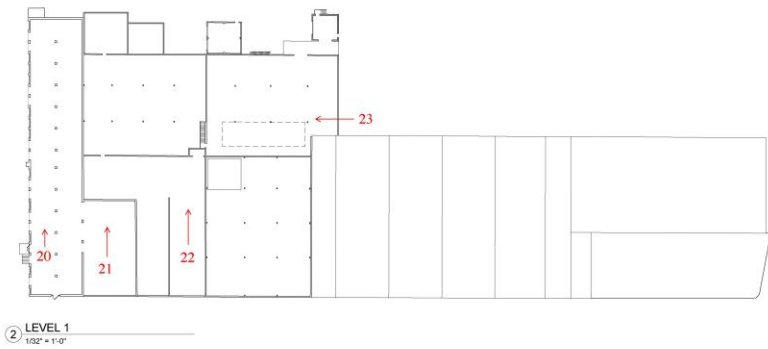
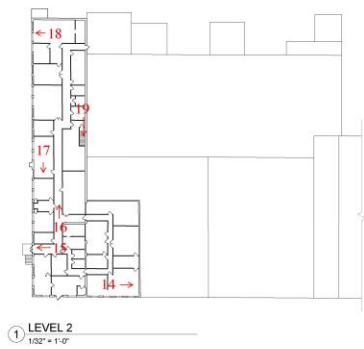
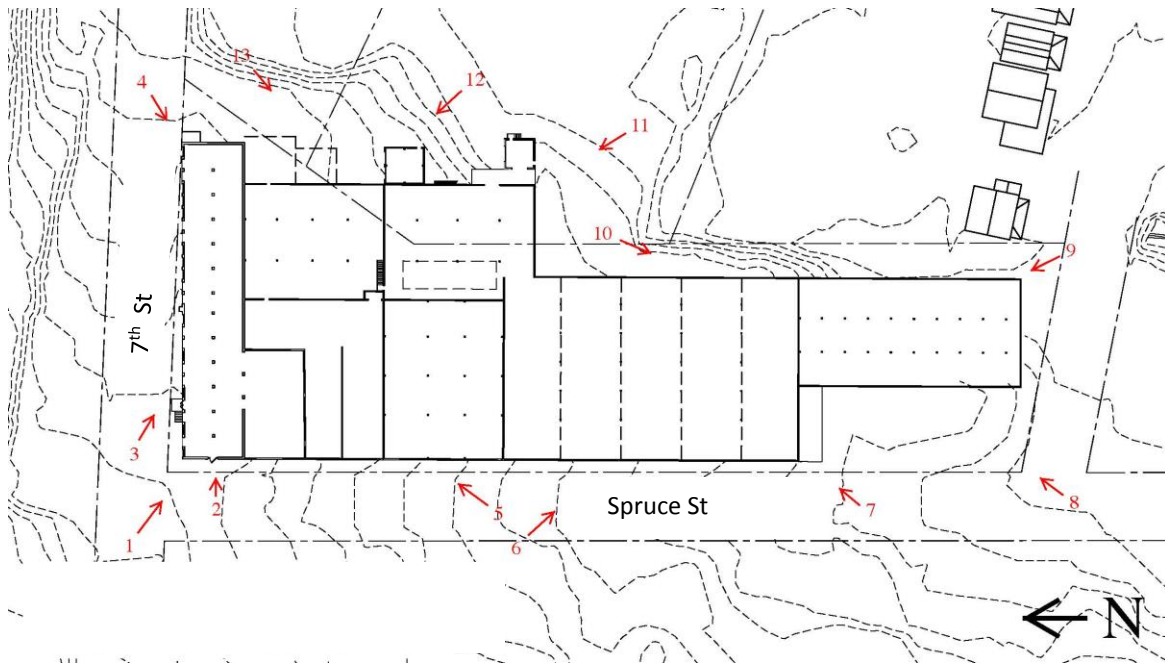


Figure 2: Photo Keys

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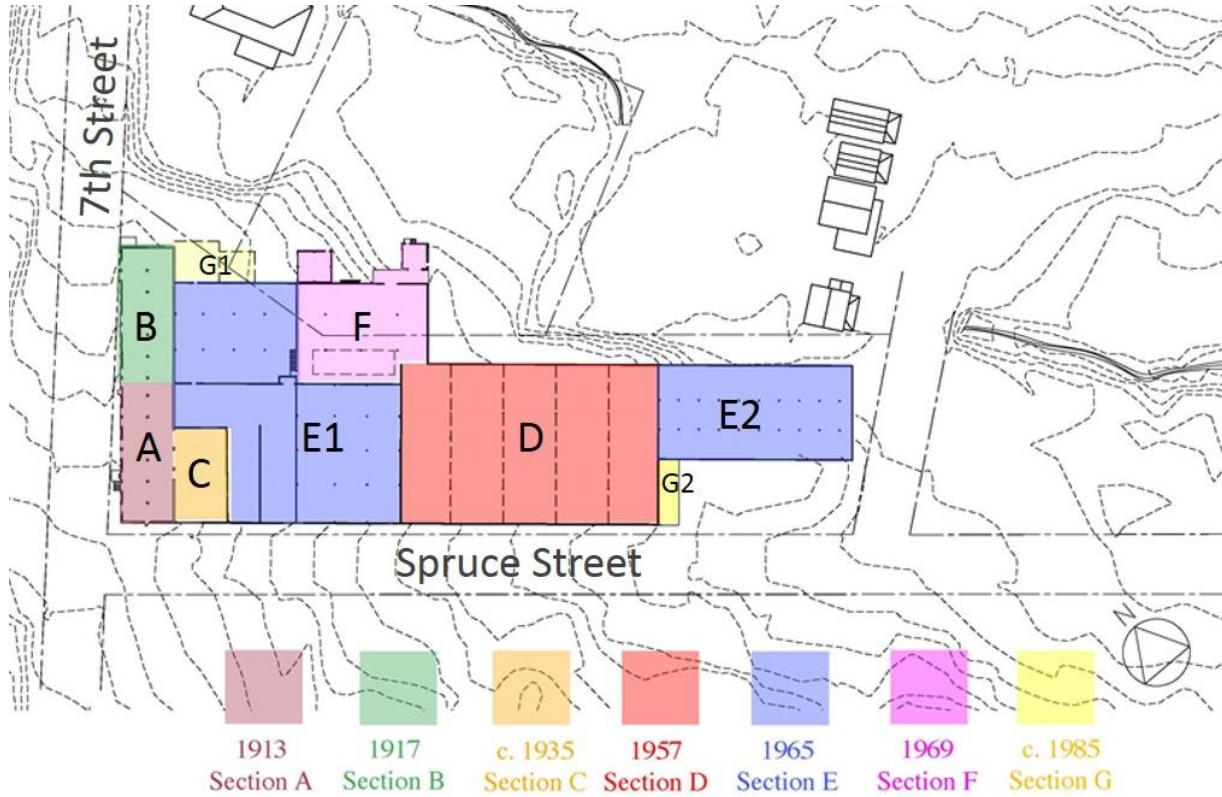


Figure 3 – Delbar Complex Chronology

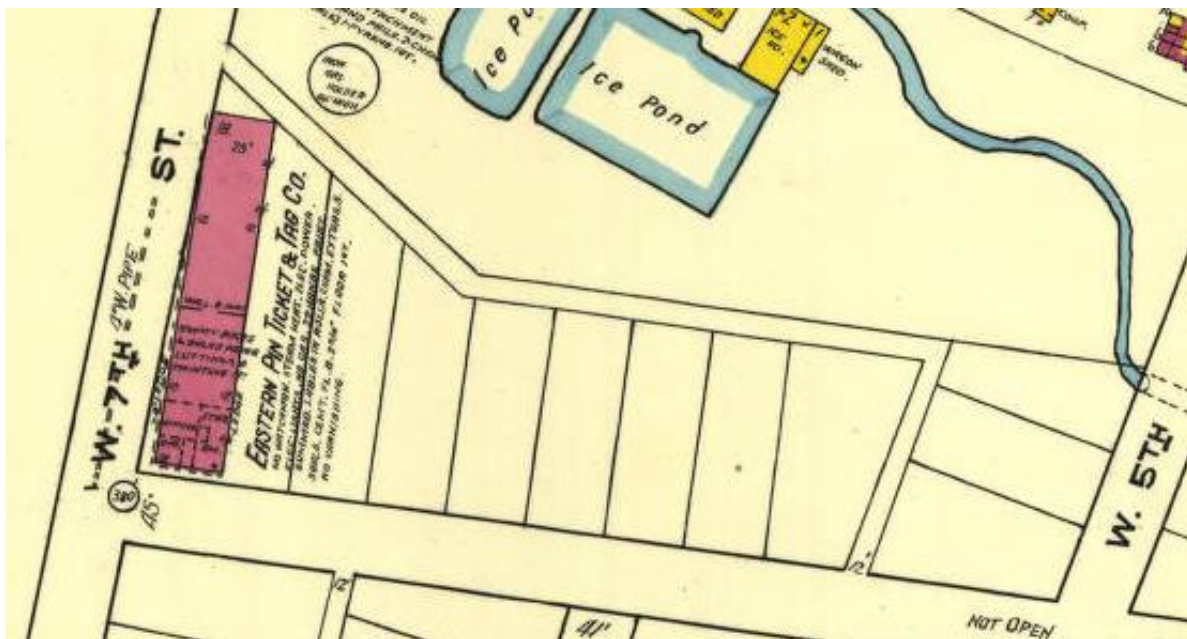


Figure 4 – Sanborn Fire Insurance Map, 1921, showing Eastern Pin Ticket & Tag Company.

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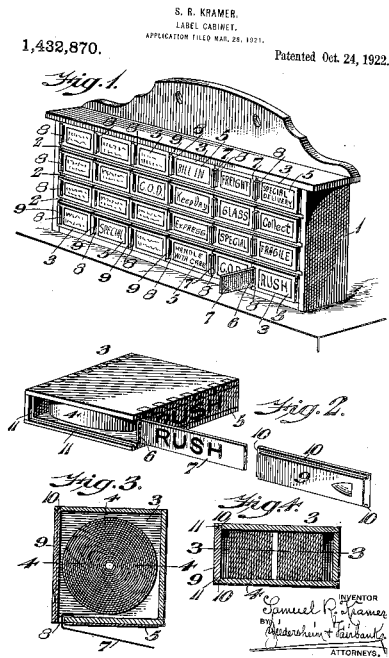


Figure 5 – Eastern Pin’s “Label Cabinet.” U.S. Patent #1,432,870 (24 October 1922).

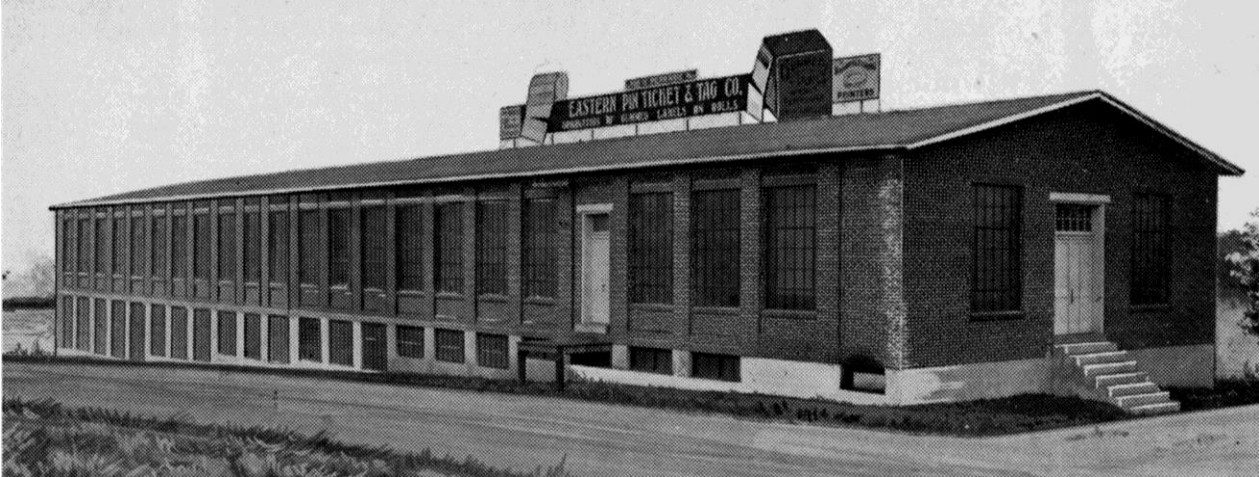


Figure 6 – Sections A and B, 1929, Eastern Pin Ticket & Tag Company, the original owners of the property. Courtesy of the Perkasio Historical Society.

ORIGINATORS OF GUMMED LABELS ON THE ROLL
AND "DIFFERENT"
EASTERN PIN TICKET AND
TAG COMPANY, Inc.
PERKASIE, PA.

Figure 7 – Advertisement, Eastern Pin Ticket and Tag Company, 1932. Courtesy of the Perkasio Historical Society.

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Figure 8 – Sections A, C and E, 1965. Courtesy of the Perkasie Historical Society.

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Figure 9 (left) – Advertisement, Delbar Truck and Bus Mirrors, 1967.



Figure 10 (right) – Advertisement, “Heated West Coast Mirror Heads”, 1967.

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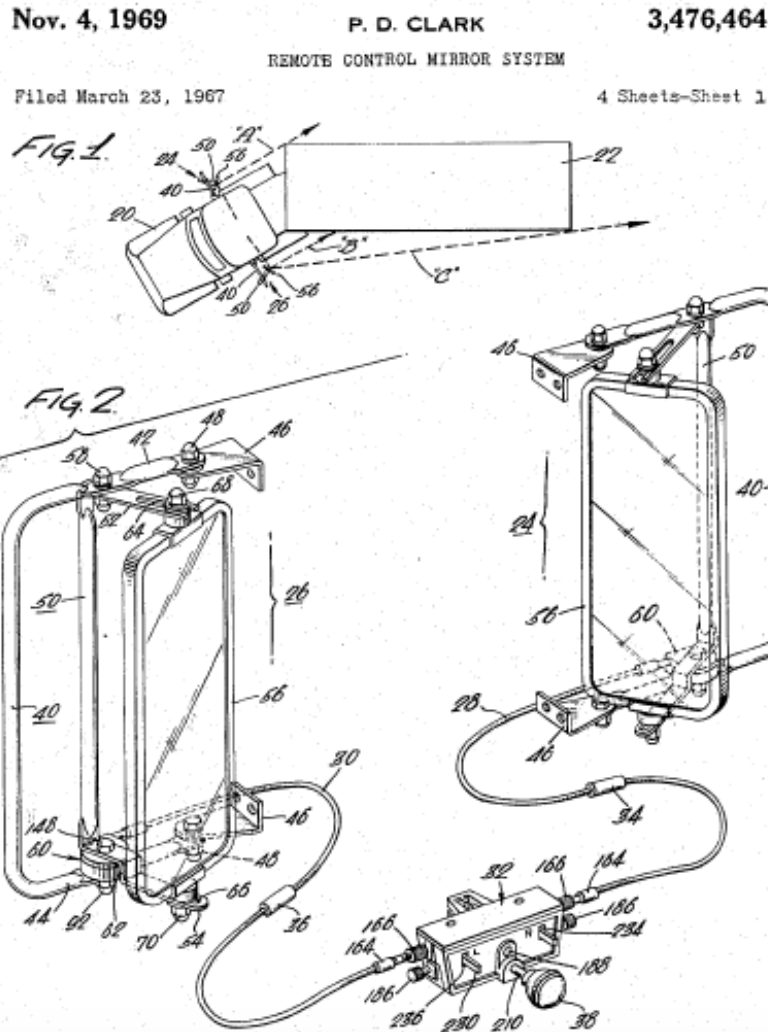


Figure 11 – “Remote Control Mirror System.” U.S. Patent #3,476,464 (23 March 1967).

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Figure 12 – Aerial photograph, 1970, showing *approximate* NR boundary.



Figure 13 – Aerial photograph, 1985, showing *approximate* NR boundary.

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Figure 14 – Aerial photograph, birds-eye view 2018; www.bing.com/maps.



Figure 15: Approximate NR boundary applied to current aerial view image; see Figure 1 for exact boundary.

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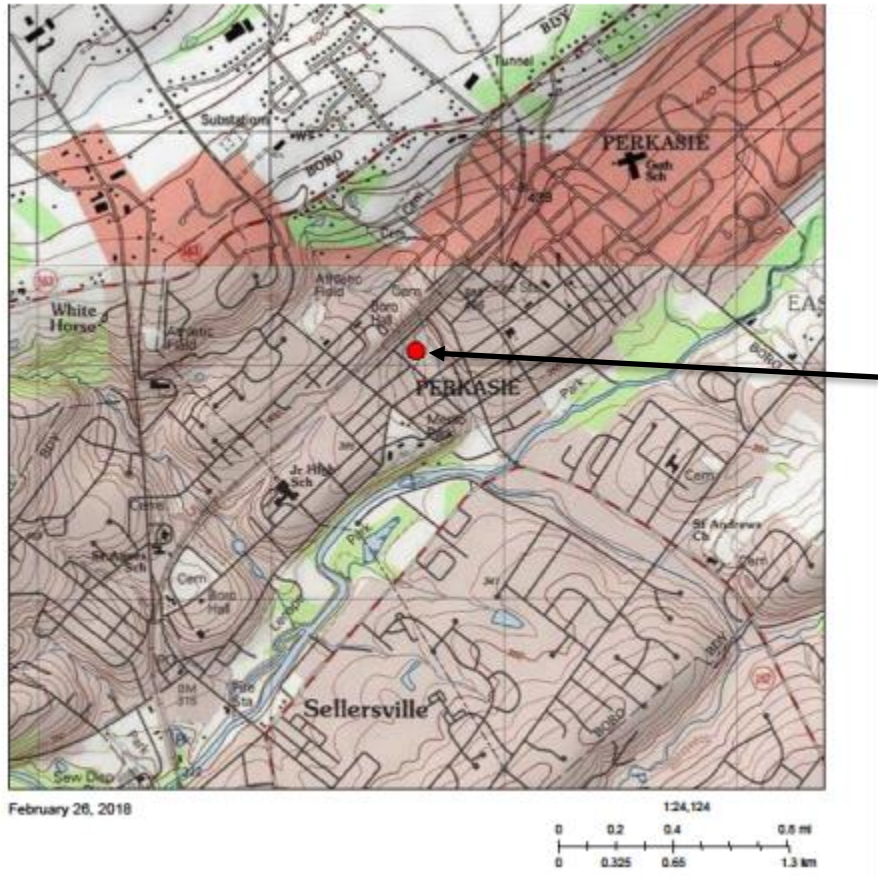


Figure 16: USGS map excerpt; arrow pointing to red circle indicates location of the Delbar complex.
Latitude: 40.371474 Longitude: -75.299075



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INSPECTED
INSPECTION AREA

INSPECTION AREA



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Delbar Products, Inc.

Multiple Name: _____

State & County: PENNSYLVANIA, Bucks

Date Received: 3/14/2018 Date of Pending List: 4/11/2018 Date of 16th Day: 4/26/2018 Date of 45th Day: 4/30/2018 Date of Weekly List: _____

Reference number: SG100002369

Nominator: State

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 4/26/2018 Date

Abstract/Summary
Comments:

Recommendation/ Criteria Accept, National Register Criterion A.

Reviewer Patrick Andrus *Patrick Andrus* Discipline Historian

Telephone (202)354-2218 Date 4/26/2018

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION



March 8, 2018

Paul Loether, Keeper
National Register of Historic Places
National Park Service, US Department of Interior
1849 C Street, NW, Mail Stop 7228
Washington DC 20240

Re: Delbar Products, Bucks County; Buick Motors and International Harvester,
Philadelphia

Dear Mr. Loether:

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

The proposed actions are listing in the National Register. Our Historic Preservation Board members support these nominations. If you have any questions please contact April Frantz at 717-783-9922 or afrantz@pa.gov. Thank you for your consideration of these properties.

Sincerely,

Andrea L. MacDonald, Director
State Historic Preservation Office

enc.

ALM/aef