

**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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Providence Steel and Iron Company Complex

other names/site number _____

2. Location

street & number 27 Sims Avenue not for publication

city or town Providence vicinity

state Rhode Island code RI county Providence code 007 zip code 02903

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 nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- entered in the National Register
 See continuation sheet
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
 See continuation sheet.
- removed from the National Register.
 See continuation sheet.
- other (explain)

Providence Steel and Iron Company Complex
Name of Property

Providence County, Rhode Island
County and State

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.)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

(Do not include any previously listed resources in the count.)

Contributing	Noncontributing	
5		buildings
		sites
1	0	structures
		objects
6	0	total

Name of related multiple property listings

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/manufacturing facility

Current Functions

(Enter categories from instructions.)

EDUCATION/school
OTHER/artists' studios

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation CONCRETE
walls BRICK, CONCRETE
METAL/steel
roof ASPHALT/shingle
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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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.)

Property is:

- 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 of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) 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
#

Areas of Significance

(Enter categories from instructions.)

INDUSTRY
 ARCHITECTURE

Period of Significance

1902-1954

Significant Dates

1902

Significant Person

Cultural Affiliation

Architect/Builder

Houlihan and Maguire

 Dwight Seabury Company

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10. Geographical Data

Acreage of Property 3 acres

UTM References

(Place additional references on a continuation sheet.)

1	1 9	2 9 7 8 0 0	4 6 3 3 1 4 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Edward Connors, Principal

organization Edward Connors and Associates date December 2004

street & number 14 Brook Street telephone 401 433-2871

city or town Barrington state RI zip code 02806

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 amend 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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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DESCRIPTION

The Providence Steel and Iron Company Complex (PS&I) is a group of five one- and two-story, predominantly brick industrial buildings located on an L-shaped, 3-acre lot in a densely-developed industrial area north of downtown Providence. This parcel, at the corner of Sims and Kinsley Avenues, faces the Woonasquatucket River across Kinsley Avenue. The complex includes the original structural steel building (which included an office, pattern room, and drafting rooms) sited at the corner of Sims and Kinsley, an ornamental iron building, a bar shop, a maintenance shed, and a detached office building. These buildings are arranged around the periphery of a central yard served by a succession of steel gantries and cranes and a narrow gauge rail that allowed for the manipulation of materials, stock and fabricated structures and transport into the various buildings. The Structural Shop (Building 1) represents a very early example of industrial buildings designed for electric drive of machinery. This new technology allowed greater flexibility in building design, machine placement, and workflow.

Apart from the demolition of a garage that once stood along the south boundary of the property, PS&I is well preserved, and it represents the expansion of a ca. 1900 industrial complex through mid-century. Since that time it has undergone few alterations to its essential character as a collection of interdependent industrial buildings on a central yard.

Inventory

All buildings and structures of Providence Steel and Iron Company are contributing.

Sims Avenue

27 **Building 1, Structural Steel Building (1902, 1939):** Houlihan and Maguire, architects. A brick, roughly 150' x 100', pier and spandrel building consisting of a main 1- and 2-story section occupying the corner of Kinsley and Sims Avenues and a 1-story, 35 x 30, wing off the west elevation that housed a blacksmith shop and bathroom. This building was designed and built by Houlihan and Maguire.

The main section consists of a deep, single-story structural steel shop with a long, open stairway leading to upper rooms that housed the drafting room, pattern room, and office. The shallow-pitched gable roof is steel and timber framed with a 4' raised clerestory over the structural shop. This steel and timber roof framing is supported by heavy timber columns. The basic elements of

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Sims Avenue, continued

an internal crane survive, although the hoist itself is missing. The roof is predominantly tar and gravel.

The structural shop was extended 32' to the south along Sims Avenue in 1939. The brickwork of this extension closely matches that of the 1902 construction. From the interior, however, the east wall of this addition shows some concrete block fill that could be a later alteration. Between 1937 and 1951 a wood-sheathed, timber and steel frame 53' x 34' single-story infill addition was built to occupy the space defined by the rear wall of the blacksmith shop/bathroom and the west wall of the structural shop. This infill served as a bolt and rivet room.

On the north elevation there are two narrow segmental arch doorways with 6-light transoms. The easternmost, wood-frame doorway appears original and intact. A modern, metal garage door set is set in an unaltered large, segmental arch opening. On the east elevation is found a double, wood-frame door with an 8-light transom that also appears to be of original construction.

Most of the original segmental arch window openings have been brick-filled, some reset with smaller window openings. No original windows survive. A 1902 photograph shows what appear to be paired, wood-frame, double hung windows. The three rectangular, metal-frame windows survive on the original section of the east elevation are 25-light with 6-light hoppers. The 1939 section of this elevation has three 18-light windows with 6-light hoppers. Clerestory windows are 9- or 15-light with 6-light hoppers.

Two objects associated with early electrical drive machinery are found in this building. These are:

- 1) A belt-drive table saw used in pattern making is found in the 2nd floor pattern room. Although no longer connected to the motor, the upper shaft and pulley for this machine align with an old motor mounted on a steel frame near the ceiling. The manufacturer's plaque is not visible, but the motor appears to be DC.
- 2) Mounted near the ceiling of the structural steel shop is a shaft and pulley system still connected to a heavy belt and motor. Although the AC motor is of relatively recent manufacture, the shaft and pulleys appear to date to the early 20th century, serving as part of the power train for a heavy steel punch scrapped several years ago.

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Sims Avenue, continued

These may be evidence of a transitional form of early electrical drive that combined some local shafting and belting driven by motors with direct mounting of motors to the machine itself. This may have been a practical solution at the time because most machinery was designed to run off shafting and belting and no provisions were made for the attachment of a local motor.

A roughly 400-foot long, 36-inch narrow gauge rail serves the yard from the vicinity of the stockyard crane. This rail runs in a generally north-south direction, entering the structural steel shop via the rear door and running the length of the shop. The rail is notable for its use of steel ties, rather than timber, as was commonly used.

A large, roughly 80' x 120' open enclosure is attached to the rear of this building. Likely built after the 1939 addition, this consists of steel columns and beams supporting a shallow-pitched plank roof. This enclosure houses two cranes (discussed below). Within this enclosure are found several old pushcarts associated with the 36" rail and a few that served a smaller rail within Building 1.

27

Building 2, Ornamental Iron Building (between 1918 and 1921): A deep, single-story, 45' x 122' shop with a side wing that originally consisted of a 16'-wide locker room at the rear corner of the east elevation. Over time, this locker room enclosure was extended the length of the building to form the current footprint. Part of this northerly extension wall is constructed of firebrick.

The main wing of this building consists of a steel beam frame set on a raised concrete foundation. A low wall of brick with a heavy concrete sill supports a band of metal-frame windows that runs the length of the building. The roof of this section is gabled and supported by steel trusses. The roof surface is shingled wood plank. Along the ridge line on the east pitch of the roof is a series of flat sash skylights. The side wing has a simple pitched roof supported by I-beams.

The predominant window form in the main section of the building is 20-light, rectangular, metal-frame with an 8-light hopper. The side wing has similar 16-light windows with a 6-light hopper. A central, wooden double door, likely original to the building, is accessed by way of a concrete stair. The north gable end of this building is sheathed in corrugated fiberglass sheet.

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Sims Avenue, continued

This building was used mostly for the fabrication of stairs and railings. Two successive mid-20th-century additions to the south of this building (Buildings 4 and 5) are treated separately below.

- 27 **Building 3, Office (between 1921 and 1926 with 1948 extension):** A brick and steel frame, 30' x 65', two-story office building fronting on Sims Avenue. The roof is near-flat with a visible steel beam at the cornice. The original dimensions of this building were 30' x 45'. This plan included a staircase along the south wall. In 1948 PS&I extended the building another 20' south, creating two new rooms and a new stairwell. This addition was designed by Dwight Seabury Company (Pawtucket).

Metal-frame, rectangular windows are grouped in threes: a 12-light central window flanked by two 9-light windows. These have either 4- or 6-light hoppers. The main entrance is a modern steel and glass door.

- 27 **Building 4, Bar Shop, first extension of Ornamental Iron Building (between 1926 and 1937):** This single-story, 50' x 70', steel-frame building is sheathed in corrugated steel panel. It is attached to Buildings 2 and 5. The roof is gabled and also sheathed in corrugated steel. A band of flat sash skylights is located on the west roof pitch at the roof ridge. The floor is concrete. Integrated into the steel framing are two gantries with movable cranes and 3-ton hoists.

Windows are rectangular, metal-frame, 16-light, with 8-light hoppers. This shop served an auxiliary function to the Ornamental Iron Building for use in the cutting and storage of steel bar.

- 27 **Building 5, second extension of Ornamental Iron Building (between 1937 and 1951):** A deep, single-story, 45' x 65' building attached to the rear wall of Building 4. Similar in its steel-frame construction to this Building 4, it consists of a deep room with an interior 5-ton crane running perpendicular to the axis of the building. The gantry is integral with the building frame. The roof and walls are sheathed in corrugated steel. There are two rows of metal-frame, rectangular windows on the east elevation: upper windows are 16-light with an 8-light hopper; lower windows are 20-light with an 8-light hopper. A row of flat sash skylights is found at the ridge line of the west roof pitch. This building originally had a dirt floor. In the 1960s PS&I poured the present concrete floor. A tall, narrow, double wooden door allows access to the rear area of the stockyard crane.

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Sims Avenue, continued

in yard

Gantries and Movable Cranes (post-1945): Two photos taken in 1902 before the erection of the present materials handling system indicates that the earliest materials handling system likely consisted of two gantries and cranes located in the yard immediately south of Building 1 (see Figures 1 and 2). Although two hand-operated chainfalls dating to the early 20th-century have been found at the site, the means by which the cranes were moved is unknown at present.

Around 1937, PS&I acquired the final parcel that comprises the present-day *L*-shaped lot. By the following decade the company had erected the current network of five east-west axis steel-beam gantries resting on concrete footings and supporting several traveling cranes with 3- or 5-ton electrical hoists. These gantries are integrated in that adjoining cranes share a common gantry; e.g., the south gantry of the crane in Bay 1 also serves as the north gantry for the crane in Bay 2. These gantries and cranes thus form a system through which structural materials could be manipulated and moved throughout much of the yard. Bays 1 and 2 (the northernmost bays) each have two moving cranes with 3-ton hoists on a common gantry. Bays 3 and 4 (extending out of the yard and onto the Sims Avenue sidewalk) each have one crane with a 3-ton hoist. The internal rail track passes through Bays 3 and 4 into the rear of Building 1. Bays 1-4 range in span from roughly 32-40'.

A 5-ton rail crane (utilizing a single gantry), independent of the shared network of gantries used in Bays 1-4, also extends along an east-west axis. It is located toward the rear of the yard in the vicinity of Building 3, entering the east wall of Building 5 via a two-story doorway.

At the rear of the lot is a 250' long 45' span stockyard crane built by Shaw-Box Company (Michigan). This was the former outdoor storage area for steel stock after 1937.

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SIGNIFICANCE

Summary of Significance

The Providence Steel and Iron Company Complex is significant under Criterion A as a relatively intact example of a local structural steel and ornamental iron works as it evolved physically over an approximately fifty-year period. The complex includes not only buildings but a materials handling system of gantries and movable cranes typical of small-scale metal fabricators. Located in a district of the city dominated by metalworking firms¹, industrial development of this area was made attractive by the introduction of rail service in the 1850s and the rechanneling of the Woonasquatucket River in the 1860s.

Building 1 is significant under Criterion C as a very early example of an industrial building designed for electrical operation of machinery instead of the hydraulic or steam motive power typical of 19th-century industrial plants. This building, the first of several to be arrayed around the periphery of a common yard, was designed by Houlihan and Maguire, a locally prominent construction firm.

History

Providence Steel and Iron Company (PS&I) was created as a subsidiary of Builders Iron Foundry (BIF), a Providence company established in 1822. Over an 80-year period, BIF manufactured precision iron castings, water meters, and architectural iron work in its downtown Coddling Street shop. Significant work during these years included iron and marble stairs for the Library of Congress.²

As a result of a federal government assessment of coastal defense in the 1880s, BIF secured extensive government contracts in the following decade for the manufacture of 12” breech loading rifle mortars.³ During this same period BIF oversaw the management of the Rice and Sargent Steam Engine Company and the

¹ These companies included Nicholson File (1864), Brown and Sharpe (1872), Armington and Sims, Clason Architectural Metal Works, and PS&I’s parent company, Builders Iron Foundry (1905)

² Iron work for local architectural construction included the State Normal School, the Pawtucket Times Building, the Dutee-Wilcox Building, the William Fletcher Building, and the Champlin Building. See: *Providence Journal of Commerce* 3 (April 1895): 10.

³ These mortars were able to hurl an 830-lb. shell a distance of six miles at a velocity of 1,200 ft. per second. See: *Providence Journal of Commerce* 1 (June 1893): 50.

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Providence Steam Engine Company. In 1899, Diamond Machine Company left its Atwells Avenue factory and moved into BIF's Coddling Street plant. This expansion likely caused serious space problems. In 1902 BIF purchased about 20,000 sq. ft. of land at the corner of Sims and Kinsley Avenues across the street from the Norcross Brothers Stone Cutting, a Worcester-based company providing the marble used for the construction of the Rhode Island State House.⁴

BIF hired the Providence construction firm of Houlihan and Maguire to design and erect a 1- and 2-story brick building on the property, the first floor of which was a structural steel shop. Second-floor rooms along Kinsley Avenue included an office, pattern room, and drafting room. Initially set up as the Structural and Architectural Department of BIF, by 1905 the company sold this department to Michael F. Houlihan, and it was incorporated as Providence Steel and Iron. Charles F. Angell,⁵ who had been with BIF for 27 years, was chosen to run the new company. By 1918, PS&I had acquired 60,000 sq. ft. of adjoining land to the west and south and was able to extend its system of cranes. This expansion also allowed the construction of an Ornamental Iron Works Building (Building 2) between 1918 and 1921, the Office Building (Building 3) between 1921 and 1926, and the Bar Shop (Building 4) between 1926 and 1937. Another purchase by 1937 of 40,000 sq. ft. of former Providence Brewing Co. land extended the property to the south permitting the construction of the stockyard crane and the final extension of the Ornamental Iron Works (Building 5).

PS&I's Structural Steel Building (Building 1) represented a significant innovation in that it was designed for electrical illumination and power. This movement toward electric drive in American factories had been developing throughout the 1890s. With the expansion of the local electrical grid in the 1890s and the early years of the 20th century, factories were able to choose, usually based on location, to either tie in to the grid or generate electricity at a local steam plant. The lack of any indication of a boiler or engine/dynamo room in early plans of PS&I would indicate that this company's electrical needs were furnished by Narragansett Electric Lighting Company.⁶

⁴ By 1905 BIF had left its Coddling Street shop and relocated to the former Norcross Brothers property across Sims Avenue from PS&I.

⁵ For a brief biography of Angell, see Thomas Bicknell, *History of the State of Rhode Island and Providence Plantations: Biographical* (NY: The American Historical Society, Inc. 1920), pp. 66-7.

⁶ For background on a contemporary company's switch to Narragansett-furnished electrical power, see "Narragansett Electric Lighting Company Furnishing Power for the Plant of the Providence Lithograph Company," *Board of Trade Journal* 19 (March 1907): 138. Providence Lithograph had occupied a traditional steam-powered mill from 1890 to 1906.

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At a November 1900 meeting of the Franklin Institute, Professor Francis B. Crocker of Columbia University listed the following benefits of the use of electric motors: savings in power, cost of equipment, arrangement of machinery, clear headroom, cleanliness, health of employees, convenience for detached buildings, freedom for growth, less frequent and less serious shutdowns, speed control, and increase of output.⁷

At this early period of electrical drive, it appears that PS&I employed some combination of local motors dedicated to individual machines and some local shafting and belting. The early system of gantries and cranes in the rear yard of PS&I shown in Figure 2 suggests the company began its rear-yard operation with hand-operated cranes and chainfalls. With the rapid development of electrical materials handling equipment in the early 20th-century, it is likely that PS&I acquired electrically-driven movable cranes and hoists early on. The benefits of this new method of materials handling is described in Hunter and Bryant's *A History of Industrial Power in the United States* (Volume 3):

The electrification of cranes and hoisting equipment provided an impressive demonstration of the gains in productivity that electric power could bring to industry, especially in engineering works where heavy materials and parts required handling during fabrication or assembly. Here the overhead moving crane quickly made itself indispensable. Since its use required clear space without interference from shafting and belts, shop owners found a frequently weighty reason to for carrying the use of electric drive further.⁸

By 1906 PS&I was advertising locally for “designs and estimates for buildings, bridges, trusses, girders, built-up columns, etc. Also stairs, fences, railings, window guards, grillwork, and general blacksmith and household work.” The company also stocked steel beams, channels, angles, tees and plates.⁹ A later 20th-century corporate history described PS&I as a

⁷ As quoted in Louis Hunter and Lynwood Bryant, *A History of Industrial Power in the United States* (MIT Press, 1991) p. 229-230. The authors point out that in 1900 electrical power accounted for about 5% of the total horsepower used in American industry.

⁸ Ibid, p. 234. Hunter and Bryant cite a 1910 article in the *Transactions of the American Society of Mechanical Engineers* 32 by Adolph DeLeeuw, “The Economy of Electric Drive in the Machine Shop” (pp. 137-63). There is little known descriptive information on the nature and success of electric drive at PS&I. For a detailed contemporary look at another Rhode Island industry’s transition from steam to electric drive, see “How the cost of production was reduced.” *Board of Trade Journal* 21 (April 1909): 196.

⁹ Advertisement, *Board of Trade Journal*, March 1906.

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...fabricator [that] takes the structural steel shapes and products manufactured various steel mills, cuts them to length, performs various fabricating processes on them, protects the final product with a rust preventive and ships it to the jobsite for erection by the steel erectors.¹⁰

PS&I continued its structural steel fabrication and ornamental iron work without interruption throughout the 20th century until economic conditions forced its closure in 2003. At that time William King, who had run the operation since 1980, sold the complex to the Steel Yard, “an industrial arts center providing artists, tradespeople, and members of the surrounding community with a point of exchange, education, and access to fine and vocational arts resources.”¹¹

¹⁰ Source: undated typescript on PS&I company history from collection of Clay Rockefeller, the Steel Yard.

¹¹ Quoted from an information packet provided by the Steel Yard (2004).

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MAJOR BIBLIOGRAPHICAL REFERENCES

Books

Biographical History of the Manufacturers and Businessmen of Rhode Island.

Providence: J.D. Hall, 1901

Cady, John Hutchins. *The Civic and Architectural Development of Providence: 1636-1950.*

Providence: The Book Shop, 1957.

Davis, William T. (Ed.). *The New England States.* Boston: D.H. Hurd and Co., 1897.

Builders Iron Foundry item: p. 2555 (Vol. 4).

Articles

“Breech Loading Rifle Mortars.” *Providence Journal of Commerce* 1 (June 1893): 50.

“Builders Iron Foundry—Structural Department.” *Board of Trade Journal* XIV (October 1902: 378).

“Builders Iron Foundry.” *Board of Trade Journal* XIV (September 1902: 337).

“How the cost of production was reduced.” *Board of Trade Journal* 21 (April 1909): 196.

“One of Our Leaders.” *Providence Journal of Commerce* 2 (July 1894): 4.

Smith, Gregory. “Iron and Steel Meets Artistic Zeal.” *Providence Journal* (4 November 2004).

“The New Fight for Providence’s Mills.” *The Providence Phoenix* (4 November 2004).

Unpublished sources

Providence Industrial Sites and Commercial Buildings Survey.

Providence Preservation Society, 2001.

The Steel Yard, a packet of information on the mission and work of the Steel Yard (2004)

On file, the Steel Yard.

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Untitled typescript of management history of Providence Steel and Iron
From the collection of Clay Rockefeller, the Steel Yard.

Maps and Engineering Drawings

Plan of Land and Buildings Occupied by Providence Steel and Iron
On file, Providence Steel and Iron (January 1935).

Plat of Part of the Woonasquatucket River. Samuel B. Cushing, 1859

Plan of Cove Lands in Providence. John Howe, 1867

Everts and Richards Topographical Atlas Map, 1895

Providence Plat Maps (Hopkins), 1882, 1918, 1926, 1937

Sanborn Fire Insurance Maps, 1904, 1921, 1951

Richards Atlas Map, 1908

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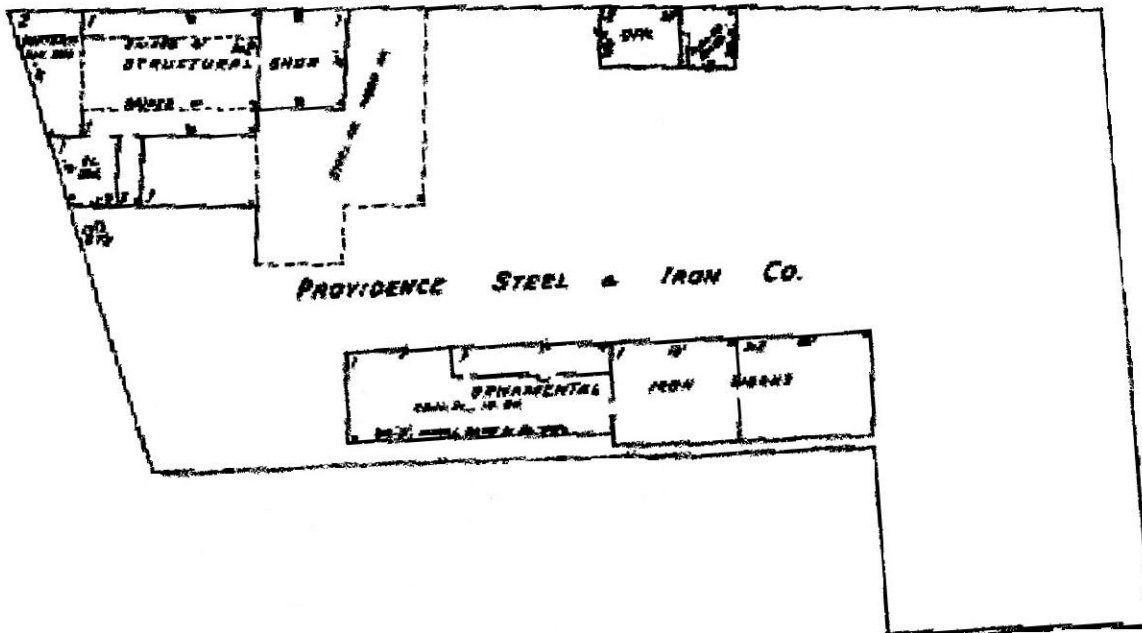
GEOGRAPHICAL DATA

Boundary Description

The boundaries of the Providence Steel and Iron Company Complex are contiguous with Providence Tax Assessor's Plat 27, Lot 2.

Boundary Justification

These boundaries, comprising about three acres, define all of the land historically associated with Providence Steel and Iron Company during a century of industrial activity.



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Providence Steel and Iron Company Complex

Providence

Providence County, RI

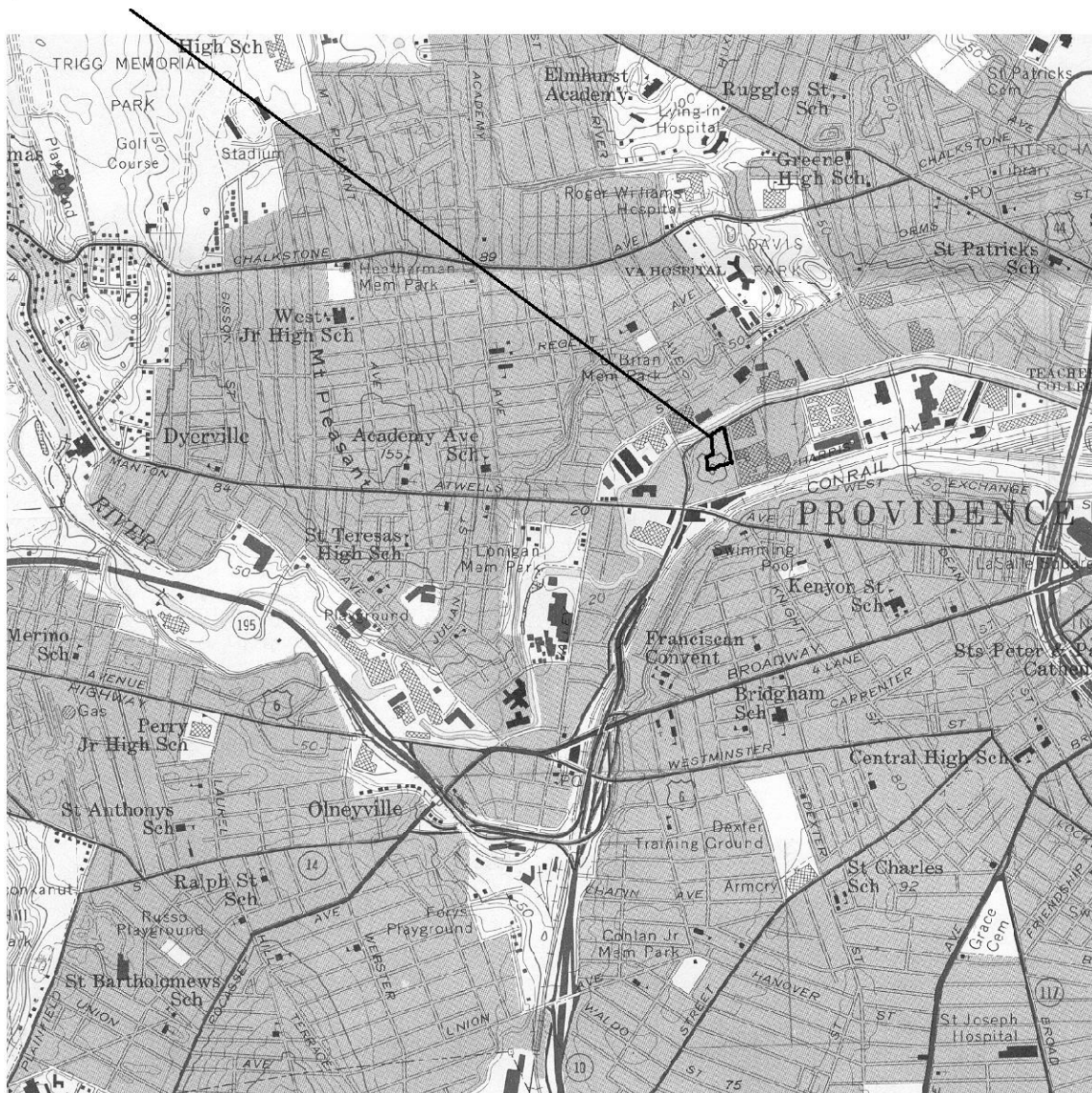
Name of Property

City/Town

County and State

Section Number 10 Page 13

Providence Steel and Iron Company Complex
27 Sims Avenue, Providence, RI
Providence, R.I. Quadrangle
Scale: 1: 24,000



United States Department of the Interior
National Park Service

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Providence Steel and Iron Company Complex

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Figure 1
Structural Steel Building (Building 1)
View southwest from corner of Sims and Kinsley Avenues
1902

United States Department of the Interior
National Park Service

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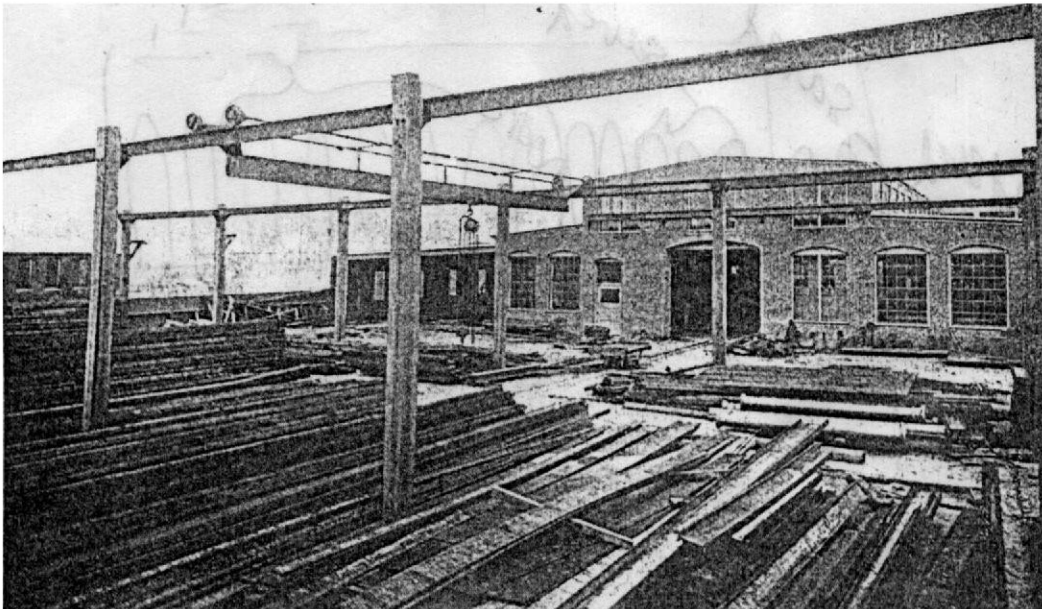


Figure 2

Rear yard south of Building 1

Showing original gantries, cranes and rear of building before 1939 addition
1902

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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Providence

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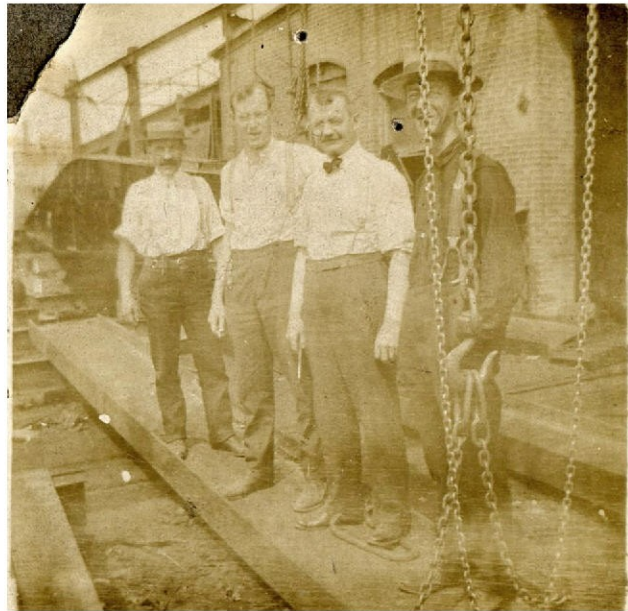


Figure 3
Employees of Providence Steel and Iron
Undated, early 20th century

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Providence Steel and Iron Company Complex

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PHOTOGRAPH INDEX:

(The information in numbers 1-5 is the same for all photographs)

1. Providence Steel and Iron Company Complex
2. Providence County, Rhode Island
3. Photographer: Edward Connors
4. January 2005
5. Original Negatives on file at: Rhode Island Historical Preservation & Heritage Commission
150 Benefit Street
Providence, Rhode Island 02903

6. Structural Steel Building, view southwest
7. #1

6. Interior, Structural Steel Building, view south
7. #2

6. Exterior door, Sims Avenue
7. #3

6. Office Building, view southwest
7. #4

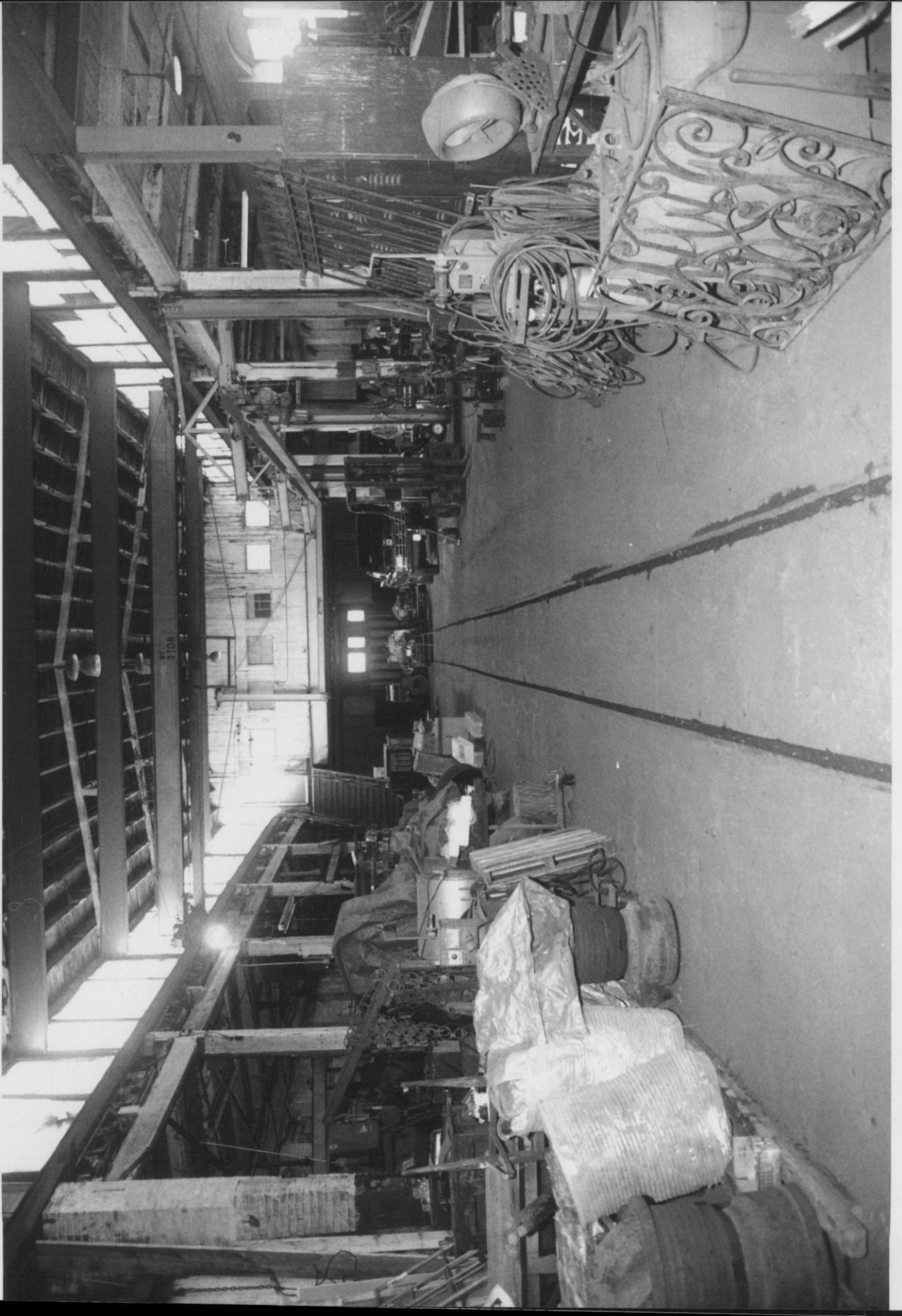
6. Ornamental Iron Building, view southwest
7. #5

6. First extension of Ornamental Iron Building, view west
7. #6

6. Second extension of Ornamental Iron Building, view northwest
7. #7

6. Gantry and movable crane, view southeast to rear of Office Building
7. #8







ENTRANCE



Planet
Earth
Sun
Moon
Mars
Jupiter
Saturn
Uranus
Neptune
Pluto



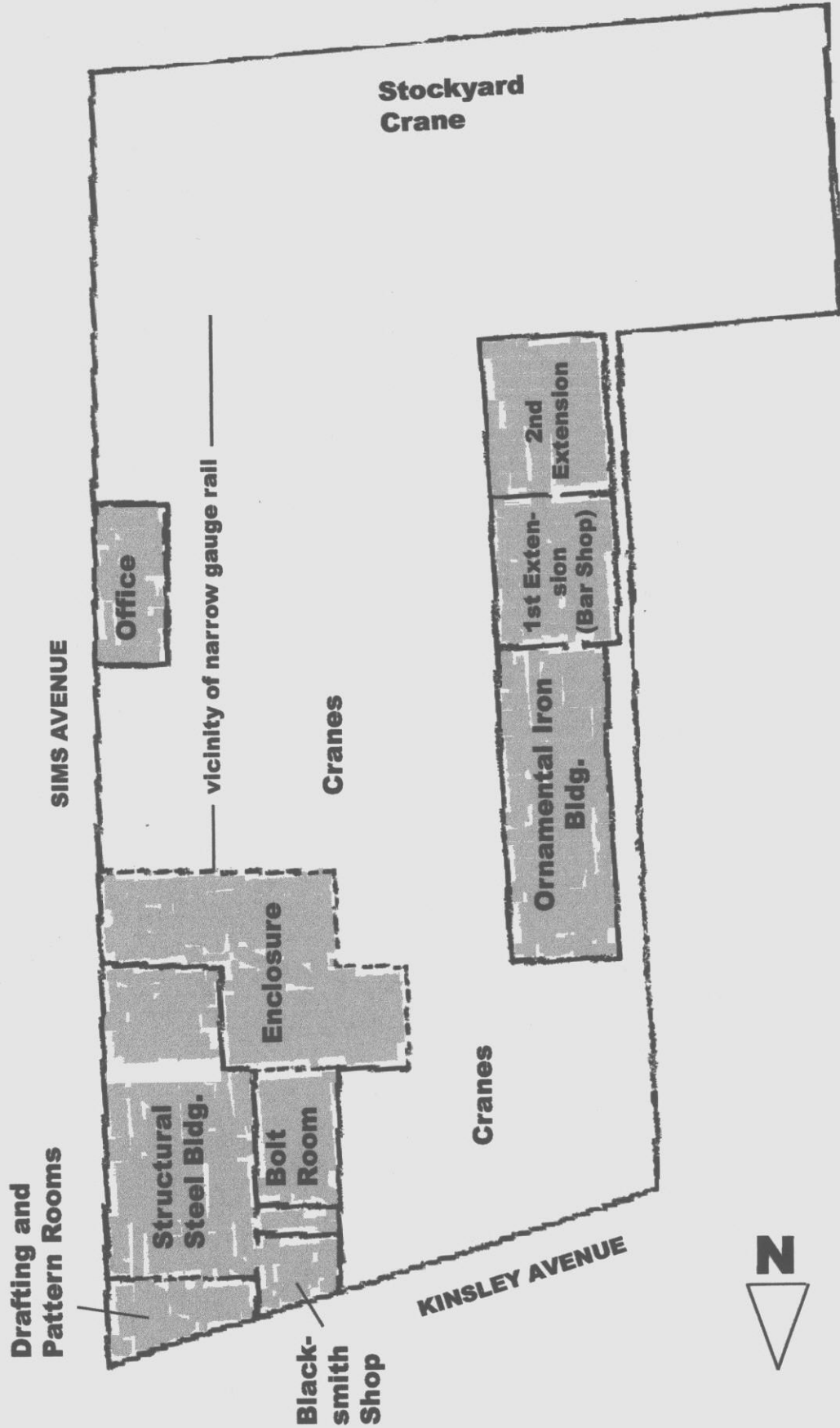


Pharmaceutical Dept. Bldg.
PHARMACEUTICAL DEPARTMENT





Providence Steel and Iron Building Key



approximate scale: 1" = 60'