CUY-90-14.90

PID 77332/85531

APPENDIX EC-07

HABS Survey Information
(Contract Document)

State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

Innerbelt Bridge
Construction Contract Group 1 (CCG1)

Revision Date: February 1ϕ, 2010

EC-07 HABS Survey Information

This Appendix includes historic documentation for the Broadway Mills building.

1. HABS Report - Broadway Mills (Strong Cobb & Company)
2. February 19, 2010 ODOT letter to the Ohio Historic Preservation Office

Requirements of DBTs based on the above historic coordination:

1. Broadway Mills (Broadway Mills (Strong Cobb & Company)
    a. Furnish cast metal plaque similar to an Ohio Historical Marker "Buckeye" Plaque. The location shall be recommended by the DBT as part of the overall Aesthetic and Enhancement Implementation Plan. The plaque shall contain the following language, with actual year of removal:

Broadway Mills 1894-1908

Strong Cobb & Company Building 1908-1935

Broadway Mills, originally located at 300 Central Viaduct, was determined eligible for inclusion on the National Register of Historic Places as a result of the Section 106 Consultation Process, in accordance with the National Historic Preservation Act of 1966, as Amended in 1992, for the Federal-Aid Highway Improvement of Interstate Routes 71, 77, and 90 in the City of Cleveland, Cuyahoga County, Ohio, April 2, 2007. The building was determined to be a representative example of Cleveland's early mill industry and for its architectural design. In 1894, the Broadway Mills Company built the six-story, brick building, once prominently sited at the southwest abutment of the 1888 Central Viaduct (razed in 1943 for scrap metal during WWII). Like industrial buildings of its day, and not unlike today, location of their mill was determined by ready access to transportation systems for moving raw materials in and finished product out of the mill. Notable Cleveland architect, John N. Richardson, designed the building around the Wheeling and Lake Erie Railroad. A brick, two-story, ground-level passageway provided access for loading and unloading freight cars. The flour mill was short lived. In 1908, the local drug manufacturing and retail house, Strong Cobb & Company, acquired the building. They remodeled the interior and moved manufacturing operations from their longtime downtown location. The company was one of the longest active Cleveland manufacturers, tracing their history to 1833 and remaining active in the city until 1972. Its history chronicles the progression of drug manufacturing over 100 years from the era of therapeutic formulations to a high-tech maker of consistent-quality, proven pharmaceuticals. By 1935 they had outgrown the building and relocated to a larger, modern plant on Lisbon Road, but not before becoming one of the most successful manufacturing chemists in the country. Ownership remained in the hands of the Strong and Cobb families into the 1950s. After 1935, the building served as a warehouse and for furniture manufacturing until its removal in XXXXX (year of removal).

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
TED STRICKLAND, GOVERNOR • JOLENE M. MOLITORIS, DIRECTOR

OFFICE OF ENVIRONMENTAL SERVICES

February 19, 2010

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211

Attn: Nancy Campbell, ODOT-Transportation Review Manager, History/Architecture

Subject: First Construction Project, New Westbound, IR 90 Innerbelt Bridge over the Cuyahoga River
CUY-IR 71/77/90, Cleveland Innerbelt, PID 77510

Re: *Programmatic Agreement Among the Federal Highway Administration, The Ohio State Historic Preservation Office, and the Ohio Department of Transportation Regarding the Federal-Aid Highway Improvement of Interstate Route 71, 77 and 90 in the City of Cleveland, Cuyahoga County, Ohio, CUY-90 Innerbelt; PID 77510, Agreement Number 15498*

Dear Mr. Epstein:

On January 29, 2010, FHWA, with ODOT as their agent, submitted the following documentation to the OSHPO for review and comment (Refer to the enclosed January 29, 2010 consultation letter):

- One bound, high quality, copy of the archival documentation and photographic documentation (electronic format) of the Terminal Oil Company Filling Station (Marathon Gas Station)
- One bound, high quality, copy of the archival documentation and photographic documentation (electronic format) of the Strong Cobb & Company (Broadway Mills)
- One bound, high quality, copy of the archival documentation of the Terminal Distribution Warehouse Company Building
- Draft commemorative plaque text for the Strong & Cobb Company (Broadway Mills)

On February 8, 2010, the OSHPO forwarded comments regarding the documentation. In summary, the OSHPO recommended additional documentation of the Terminal Distribution Warehouse Company Building, 2000 West 14th Street, Cleveland, Ohio. The OSHPO reviewed the documentation of the Terminal Oil Company Filling Station (Marathon Gas Station) and of the Strong Cobb & Company (Broadway Mills) without objection.

On February 16, 2010, staff members from the ODOT, Office of Environmental Services (OES) and the OSHPO (via teleconference) discussed the draft plaque text and the February 8, 2010 OSHPO comments. Additional revisions to the plaque text were made as a result of the discussion. The revised plaque text is enclosed. As a result of consultation, it was agreed the Strong Cobb & Company (Broadway Mills) and Terminal Oil Company Filling Station (Marathon Gas Station) documentation meets the intent of the executed Programmatic Agreement (Agreement Number 15498). The team agreed additional investigations into the historic context of the Terminal Distribution Building were warranted to supplement the existing documentation presented on January 29, 2010. The team agreed the OSHPO would conduct the additional investigations to ensure all reasonable sources were investigated.

In accordance with the executed Programmatic Agreement (Number 15498), 36 CFR §800.6, and as a result of on-going consultation, FHWA, with ODOT as their agent, request OSHPO concurrence the documentation provided fulfills the intent of Stipulation I(E)(i), (ii), and (iii) of the agreement. Upon receipt of the supplemental documentation of the Terminal Distribution Warehouse Company Building, FHWA, with ODOT as their agent, will forward the documentation, as specified by the Programmatic Agreement (Agreement Number 15498), to the agency officials, the State Library of Ohio (the regional state archive), the Section 106 Consulting Parties, and will provide additional copies to other recipients upon request.

If no response or objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulation under 36 CFR Part 800.3(c)(4), it will be presumed that the OSHPO agrees with the determination made in the above coordination. Questions or comments may be forwarded to Susan Gasbarro, ODOT-OES, at susan.gasbarro@dot.state.oh.us.

Respectfully,

Timothy M. Hill
Administrator
Office of Environmental Services

Ohio State Historic Preservation Office Concurrence:

_____

(Date)

TMH:sg
Enclosure

cc: Michael Armstrong, FHWA
Mark Carpenter, ODOT-District 12
Programmatic Agreement File - Agreement Number 15498
Project File
Reading File

Broadway Mills 1894-1908
Strong Cobb & Company Building 1908-1935

Broadway Mills, originally located at 300 Central Viaduct, was determined eligible for inclusion on the National Register of Historic Places as a result of the Section 106 Consultation Process, in accordance with the National Historic Preservation Act of 1966, as Amended in 1992, for the Federal-Aid Highway Improvement of Interstate Routes 71, 77, and 90 in the City of Cleveland, Cuyahoga County, Ohio, April 2, 2007. The building was determined to be a representative example of Cleveland's early mill industry and for its architectural design. In 1894, the Broadway Mills Company built the six-story, brick building, once prominently sited at the southwest abutment of the 1888 Central Viaduct (razed in 1943 for scrap metal during WWII). Like industrial buildings of its day, and not unlike today, location of their mill was determined by ready access to transportation systems for moving raw materials in and finished product out of the mill. Notable Cleveland architect, John N. Richardson, designed the building around the Wheeling and Lake Erie Railroad. A brick, two-story, ground-level passageway provided access for loading and unloading freight cars. The flour mill was short lived. In 1908, the local drug manufacturing and retail house, Strong Cobb & Company, acquired the building. They remodeled the interior and moved manufacturing operations from their longtime downtown location. The company was one of the longest active Cleveland manufacturers, tracing their history to 1833 and remaining active in the city until 1972. Its history chronicles the progression of drug manufacturing over 100 years from the era of therapeutic formulations to a high-tech maker of consistent-quality, proven pharmaceuticals. By 1935 they had outgrown the building and relocated to a larger, modern plant on Lisbon Road, but not before becoming one of the most successful manufacturing chemists in the country. Ownership remained in the hands of the Strong and Cobb families into the 1950s. After 1935, the building served as a warehouse and for furniture manufacturing until its removal in XXXXX (year of removal).

OHIO HISTORIC PRESERVATION OFFICE

STRONG COBB & COMPANY
(BROADWAY MILLS)

Location: 206 Central Viaduct
Cleveland
Cuyahoga County, Ohio

Date of Construction: 1894

Architect: John N. Richardson

Present Owner: Gillota Fuel Products, Inc.
300 Central Viaduct
Cleveland, Ohio

Present Use: Office and Warehouse

Significance: The building is an industrial structure designed to fit its function and site along the south side of the non-extant Central Viaduct and making use of an existing railroad spur. It was built for Broadway Mills to accommodate flour and oat milling operations. That business was short lived, and the building is most strongly identified with Strong Cobb & Company that developed into one of the most successful pharmaceutical companies in the region and nation, as well as one of Cleveland's longest-lived manufacturers. The firm relocated to a larger factory in 1935. The building was then used for warehousing and light manufacturing operations associated with a series of local furniture businesses. It was purchased by Gillota Fuel Products, Inc. in 1985 for an office and warehouse. The building retains its 1894 exterior and Strong Cobb usage interior.

Project Information: The building is located on the new alignment selected by the Ohio Department of Transportation for the replacement of the 1959 Innerbelt Viaduct that carries IR 90 over the Cuyahoga River valley. The effect of the undertaking was developed in accordance with applicable laws and procedures and in consultation with the Ohio Historical Society.

Mary E. McCahon, TranSystems
One Oxford Valley Suite 818
Langhorne, PA 10947

Summary

The handsomely detailed industrial building at the southwest abutment of the Central Viaduct was constructed in 1894 to house the flour milling operations of The Broadway Mills Company. The building was designed by notable Cleveland architect John N. Richardson to meet specific production and distribution needs, but it served as a flour mill for a very short time. In 1908, it became the headquarters and production facility of the pharmaceutical firm Strong Cobb & Company. That firm, which traced its corporate history to 1833, was active in Cleveland until 1972 when, after a series of mergers and acquisitions, its operations were transferred by International Chemical and Nuclear Company to Cincinnati. At that time, Strong Cobb ranked as the oldest, or among the oldest, industries in Cleveland. Strong Cobb & Company's main operations were housed in the Central Viaduct building until 1935 when they moved to a larger factory on Lisbon Road in southeast Cleveland that better served their needs. As a nationally known and successful company using modern production techniques, they had simply outgrown the Central Viaduct plant. Their occupancy of the building was followed by a series of tenants that used the building for warehouse and light fabrication uses. The current owner, Gillota Fuel Products, Inc. purchased the building in 1975 and have used it as the office and warehouse. Since the Gillotas also own the adjacent filling station, they have changed the address of both buildings to 300 Central Viaduct.

Physical Description

The irregular-shaped brick building was laid out in consideration of both site conditions and the function of the production processes it was initially designed and then modified to support. Located in the industrial and transportation corridor along the east bank of the Cuyahoga River valley southwest of downtown Cleveland, the six-story building is built into the slope at the location where the 1888 Central Viaduct over the valley came off structure onto grade (Figure 1) (Photograph 1). Because it is sited at the edge of the valley, the southern two-thirds of the building are six stories high while the northern third is four stories high (Photographs 1, 2). It was originally bounded on the west side (facade) by the non-extant Central Viaduct, and the valley floor over which the viaduct spanned, on the south by active railroad tracks, on the east by Harrison Road, and on the north by frame residential buildings (Figure 2: 1896 Sanborn Map).

The siting facilitates vehicular access to the lower levels (first and third floors) of the building and on the fourth or main level adjacent to the surface street known as Central Viaduct (Photographs 2, 3, 4, 5). Additionally the building was constructed with access to existing spur tracks that passed through a "passage" located in the south end of the ground level (Photographs 3, 19).

The flat-roofed building has load-bearing brick masonry walls largely laid up in common bond brick. A buttressed wall on the interior at the , third level supports the upper levels of the northern third of the building. The open interior is achieved using built-up section columns and rolled beam joists supporting wood floors. The steel framing members are connected using square-head bolts. Communication among the levels is via enclosed wood staircases with malleable iron railings and open-cage elevators. The formal office portion of the building and principal entrance is located on the fourth level of the facade (west elevation) accessible from Central Viaduct. The principal elevation, levels four through six of the west elevation that were historically located at deck level and visible from the former Central Viaduct, feature richly detailed brickwork and clever massing in the restrained Neo-classical taste while the secondary elevations are utilitarian and devoid of decoration.

The asymmetrical massing of the facade, which is built on two planes, is cleverly disguised by using pilasters to divide the facade into three sections and weighting the center section with a higher parapet flanked by the lower stepped cornices (Photographs 7, 8). The architect also used numerous and large windows that results in more glass than wall, to de-emphasize the asymmetrical massing of five bays in the northern two sections and six bays in the southern one and an off-center entrance and a loading dock on the north end of the fourth level. On the sixth level, the interior double-hung two-over-two windows are topped by lunette windows and the whole set in brick arched surrounds with sandstone lintels and keystones while the narrower end windows are topped by carved sandstone rondels depicting the date of construction and motifs associated with milling flour (Photographs 9, 10, 11). The date rondels are at the center section, and they are executed in the Sullivanesque foliated style (Photograph 12). The fenestration detailing is coupled with corbelled brickwork and stone string courses between the floors and the cornice treatment to create a lively rhythm unifying the facade and giving the building architectonic refinement.

Of particular note is the superb brickwork of the upper levels of the facade. Oiled bricks laid in a stretcher bond are used throughout, and all exposed corners, like for the pilasters or at fenestration openings, are rounded (Photograph 10, 11, 13). This detail plays out again at the southwest corner where the transition between the two elevation features a rounded or bullnosed treatment that, in addition to enclosing the original chimney stack that is now truncated, softens the transition between the formal and the utilitarian and enhances the Neo-classical detailing of the facade (Photograph 16). Entablatures and string courses on the facade are composed of molded bricks and carved sandstone (Photographs 14, 15). The masonry of the upper levels of the facade is representative of the best of the period.

The main entrance and a loading bay fill the fourth level of the northernmost section. A pier accented with a panel with egg-and-dart molding divides the five-bay section with

the loading dock, now closed by a modern overhead door, to the north and the main entrance set in a tripartite frame (Photograph 17). The entrance has been altered, but the original arrangement of double-leaf doors flanked by sidelights and topped by a fixed transom is clearly discernible. The door frame and sidelights/transom are intact on the inside.

In contrast to the refined masonry used for levels four through six of the west elevation, the other portions of the building are laid up in six-course common bond brick with fenestration sized and placed in accordance with the interior arrangement. The wood double-hung windows feature smaller light sash with nine-over-nine light windows being common. Most window openings have jack-arch lintels with rounded edge bricks used for the bottom course. Those on the third level of the facade have stone lintels that are part of the more-formal Neo-classical detailing. The windows on the south elevation are coupled in order to maximize natural illumination while most others are single windows sized to in accordance with the use of the interior space (Photographs 2, 3, 4).

The building was constructed over two active railroad spur tracks that are accommodated by an asymmetrically shaped, two-story passage located at the south end of the first level of the building. The trackage was laid on a vertical curve that accounts for the southernmost section of the facade being canted. Built up beams are used for the portals of the railroad passage, and the floor over it is supported on an iron beam and brick jack-arch deck. Any original enclosures have been replaced by modern concrete block walls and steel doors (Photographs 3, 19).

The passage marks the end of the six-story section of the building. To the south is a flat-roofed, two- and three-story utility ell that housed the heating plant and kilns. The south ell brick walls above a rusticated ashlar water table. The fenestration is largely covered with plywood or filled (Photographs 4, 6). The original chimney stack has been truncated. A wood stave water tower supported on a brick pedestal and steel frame was located on the roof at the northeast corner of the building (photograph 20). The original/early frame and tank have been lost.

The interior arrangement reflects the Strong Cobb & Company occupancy of the building that started in 1907 or 1908, and while it largely conforms to the original Broadway Mills layout, particularly the exterior, changes were made to support the drug and toiletries manufacturing operations. The oat kilns originally located in the south ell were removed and the furnace was changed. On the third level of the north section, brick “vaults” with sliding metal doors were added. The railroad passage remained. According to the 1912 Sanborn map, Strong Cobb & Company used the first two levels were used for storage. Manufacturing, laboratories, and the “sugar coating” rooms were located on the third level. The fourth level contained the office, more laboratories,

and the shipping department. The upper two floors were used for filling orders. Freight elevators were relocated to accommodate operations.

Historical Narrative

The 1894 building constructed as The Broadway Mills Company flour mill was prominently located on the west side of the north abutment of the 1887-88 Central Viaduct, the second of Cleveland's great roadways built over the Cuyahoga River and valley. The 2,839'-long main viaduct extended from Jennings Avenue (now West 14th Street) on the west side of the river to Central Avenue (now Carnegie Avenue) on the east side (Figure 1). Its purpose was to bring traffic from the southwest part of the rapidly expanding city to downtown. The viaduct, design by Frank Osborn and fabricated by the King Iron Bridge Company of Cleveland, deteriorated and was closed to traffic in 1941. It was condemned and taken down and used for scrap during World War II (Van Tassel, p. 165). The ashlar stone masonry east abutment remains and is a prominent feature associated with the facade (north elevation) of the building, which is historically known as 206 Central Viaduct (Photograph 18).

The mill owners selected local architect John N. Richardson (1837-1902) to design the building to fit both the setting adjacent to the end of the prominent viaduct and over existing rail spur lines that crisscrossed the industrial corridor along the east bank of the river (City of Cleveland Building Permit #19078). The cost was estimated to be $20,000 for the six-story building. John Richardson was born in Perth, Scotland, and immigrated to the United States and Cleveland where in 1868 he entered the office of J. M. Blackburn. In 1871 Richardson entered into a partnership with Frank Cudell that lasted until 1890 when Cudell left the firm. Richardson continued the practice and designed several other important industrial buildings that still stand, including the 1892 Woodward Avenue Street Railway Powerhouse at 2000 Sycamore Avenue and the 1890 W. S. Tyler Wire Works. The vast majority of his buildings, which included residences as well as commercial buildings, have been demolished. His work reflects the prevailing tastes of the day, and it is well proportioned and detailed. Richardson resided in Tremont on West 14th Street (Cleveland Landmarks Commission Architect Database: John N. Richardson).

There is no listing for Broadway Mills in the Cleveland City directories, but they are shown as an active concern on the uncorrected 1896 Sanborn Insurance map (Figure 1). The building, constructed over two spur tracks of the Cleveland & Canton Railroad (becoming the Wheeling & Lake Erie Railroad in 1899) contained equipment to grind, purify, and pack corn and oat products. Oat drying kilns were located in the two-story section at the southeast corner of the building adjacent to what was Harrison Street and next to the one-story furnace room with a 25'-high brick chimney. None of milling

equipment or the kilns remain, and the chimney is now truncated at about the cornice line.

In 1908, the building was acquired by the local drug manufacturing and retail house Strong Cobb & Company. They remodeled the interior of the building to meet their needs and moved manufacturing operations from their longtime downtown location on Superior Avenue and from a building behind it on Long Street (Figure 3). The Superior Avenue building was maintained as a retail drug store until 1918. The company, which chronicles the progression of drug manufacturing over 100 years from the era of unsupported therapeutic claim formulations and apothecaries to a high-tech maker of consistent-quality, proven pharmaceuticals, was one of the longest-active Cleveland manufacturers, tracing their history to 1833 and remaining active in the city until 1972. Samuel Merwin Strong, born in Lorain County in 1832, worked in retail and wholesale houses and in 1855 started manufacturing his first private formula --"Dr. Strong's Fever Destroyer." Three years later, he and A. C. Armstrong purchased the pioneering Cleveland druggist and apothecary Handerson & Punderson that was founded in 1833. They renamed the company Strong & Armstrong. In 1867, Cleveland capitalist Ahira Cobb (1814 -1882) purchased Armstrong's interest in the business, and the name was changed to Strong Cobb & Company to reflect the new ownership. Through the nineteenth century, Strong Cobb & Company sold tints, paints and varnishes in addition to drugs and toiletries. Both Strong's sons Samuel E. (1867-1927) and Edwin L. (1860-) and Cobb's sons Lester A. (1850-) and Ralph L. (1856-) entered the business, which appears to have remained privately held into the 1950s (Granson, 132, 286; Avery, p. 54, Alburn, p. 725-726).

It was as manufacturing chemists, not as retail druggists, that the company grew into the largest firm of its type in Ohio with agents in Indiana, Michigan, Pennsylvania and New York. Starting about 1874 as wholesale and retail sellers of drugs, the firm moved more toward manufacturing pharmaceuticals and medicinals. As that branch developed, it gradually overshadowed the other departments, so by 1918, Strong Cobb & Company were manufacturing chemists exclusively and one of the largest "private formula" houses in the country, making custom products to customer specifications (Alburn, p. 725-726). In 1936, the firm is listed in the Cleveland City Directory as manufacturers of chemicals, pharmaceuticals, toiletries, and mint confections, including tablets, pills, ointments, powders, liquids, creams, and capsules, as illustrated by the postcard showing "a high speed method for manufacturing tablets in quantities" (Figure 4). They also produced veterinary products. The company's name and manufacturing proficiency is recognized for the tablet hardness tester and the standards of measure that it developed in the mid-1930s and are still used. A tablet that is too hard damages teeth and that is too soft disintegrates.

After 1935 the company continued to flourish and grow at its new location in southeast Cleveland, and that campus was expanded into a complex of buildings that, although abandoned, are still standing. By 1947, the company had plants in Cleveland, New Jersey, and Fort Erie Ontario, Canada, and in 1959 it merged with Arner Company to become Strong Cobb Arner. In 1965 Strong Cobb Arner was sold to Foreost-McKesson Inc. and then to International Chemical & Nuclear Company, and in 1972, the Lisbon Road plant was closed and operations moved to International's facility in Cincinnati marking the end of the local presence of one of Cleveland's oldest active companies.

Post-1935 History of the Building

After 1935 the building was used as a factory or warehouse by a series of furniture companies who maintained the Strong Cobb & Company configuration. In 1936 it was occupied by the Kronheim Furniture Company, a manufacturer; in 1940 the Bar Dan Company, a furniture manufacturer; and in 1947 Kurtz Furniture Company, as a warehouse. In 1954 it was vacant, but by 1956 it was occupied by B. Stein & Son Trucking and various jobbers. Stein owned the building through the mid 1960s, and in 1970, it was the Benson Furniture Company warehouse and a mattress factory. It was purchased by the current owners, the John Gillota family, in 1975 and used as an office and warehouse for their family-run fuel business (Cleveland city directories 1929-1988). John Gillota Sr. had purchased the adjacent filling station at 300 Central Viaduct in 1968, and he and his son John Jr. combined the two properties into one address, 300 Central Viaduct. Aside from limited expedient repairs, like patched brickwork, filled window openings, and replacement doors, the building stands largely as built on the exterior and as retrofitted by Strong Cobb & Company on the interior.

Changes to Setting

The setting of the building reflects greater changes. To accommodate development of freight yards associated with construction of the Nickel Plate Railroad's Cleveland Union Terminal, Commercial Road was realigned to truncate at the intersection of Central Viaduct and Harrison Road placing the Strong Cobb & Company building at the intersection rather than midblock. The realignment resulted in the elimination of Harrison Road and removal of the buildings to the north of the Strong Cobb & Company property (Figure 5. 1932 Hopkins Detail). Construction photographs from Cleveland State University's Nickel Plate Railroad collection document building the new street alignment late in 1927. The filling station originally located at the triangular-shaped lot at the intersection of Central Viaduct, Harrison Road, and Commercial Road was subsequently relocated to a similarly irregular-shaped parcel immediately north of the Strong Cobb & Company building about 1930. The abandoned portions of Harrison Road and alleys were consolidated as part of the property associated with the building,

and ownership of the railroad right of way was added in 1967. During the late 1950s, the Innerbelt Viaduct was built along the east elevation with deck level of the massive cantilever deck truss bridge passing at about the fourth and fifth levels of the 1894 building (Photographs 1, 21).

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Figure 1. Postcard of Central Viaduct with the southwest corner of the Strong Cobb & Company building visible (left). The Strong Cobb & Company building fronted on Central Viaduct. The Wheeling & Lake Erie Railroad spur tracks (closest to stone abutment) passing under the viaduct also serviced the building. Source: Cleveland Memory, Cleveland State University.

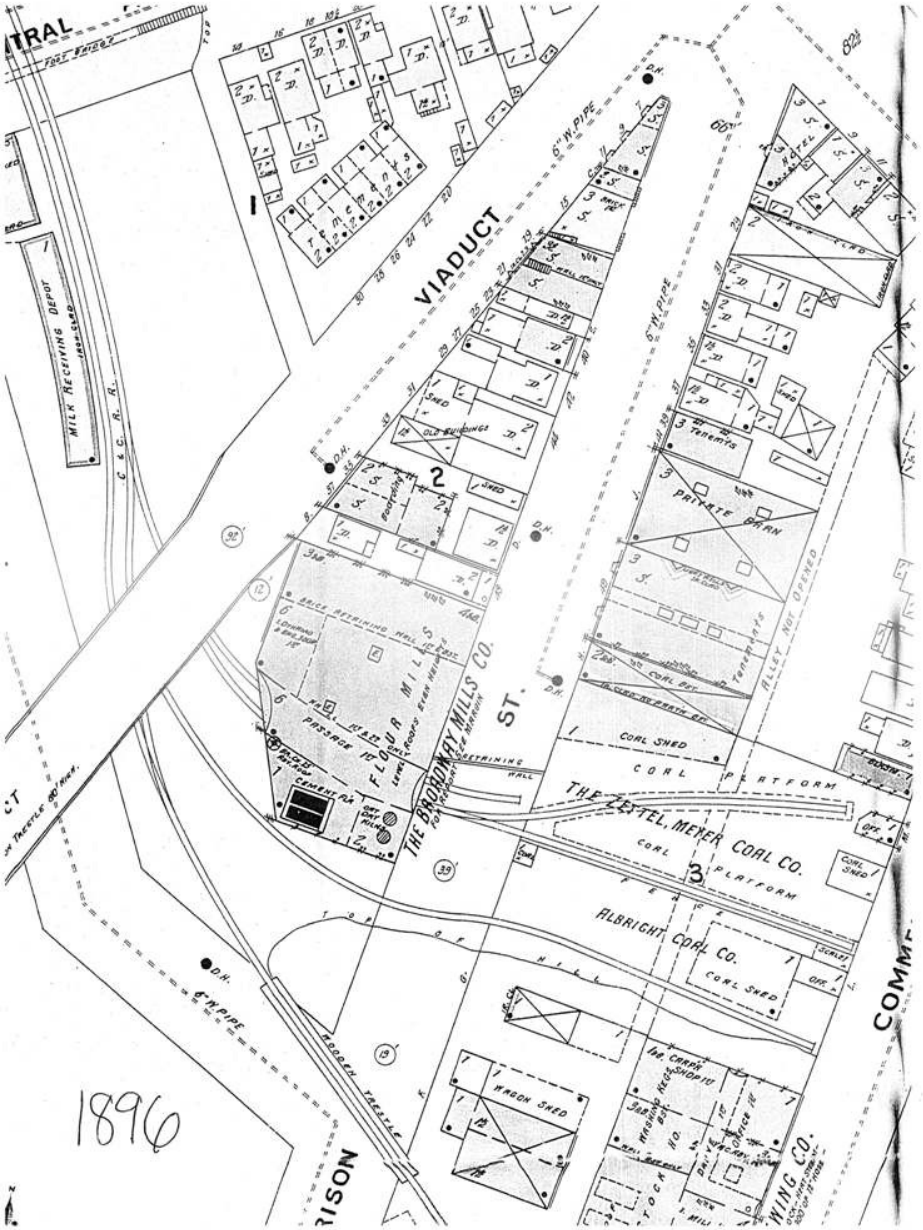

Figure 2. 1896 Sanborn Insurance Map, uncorrected, showing the Broadway Mills Co.

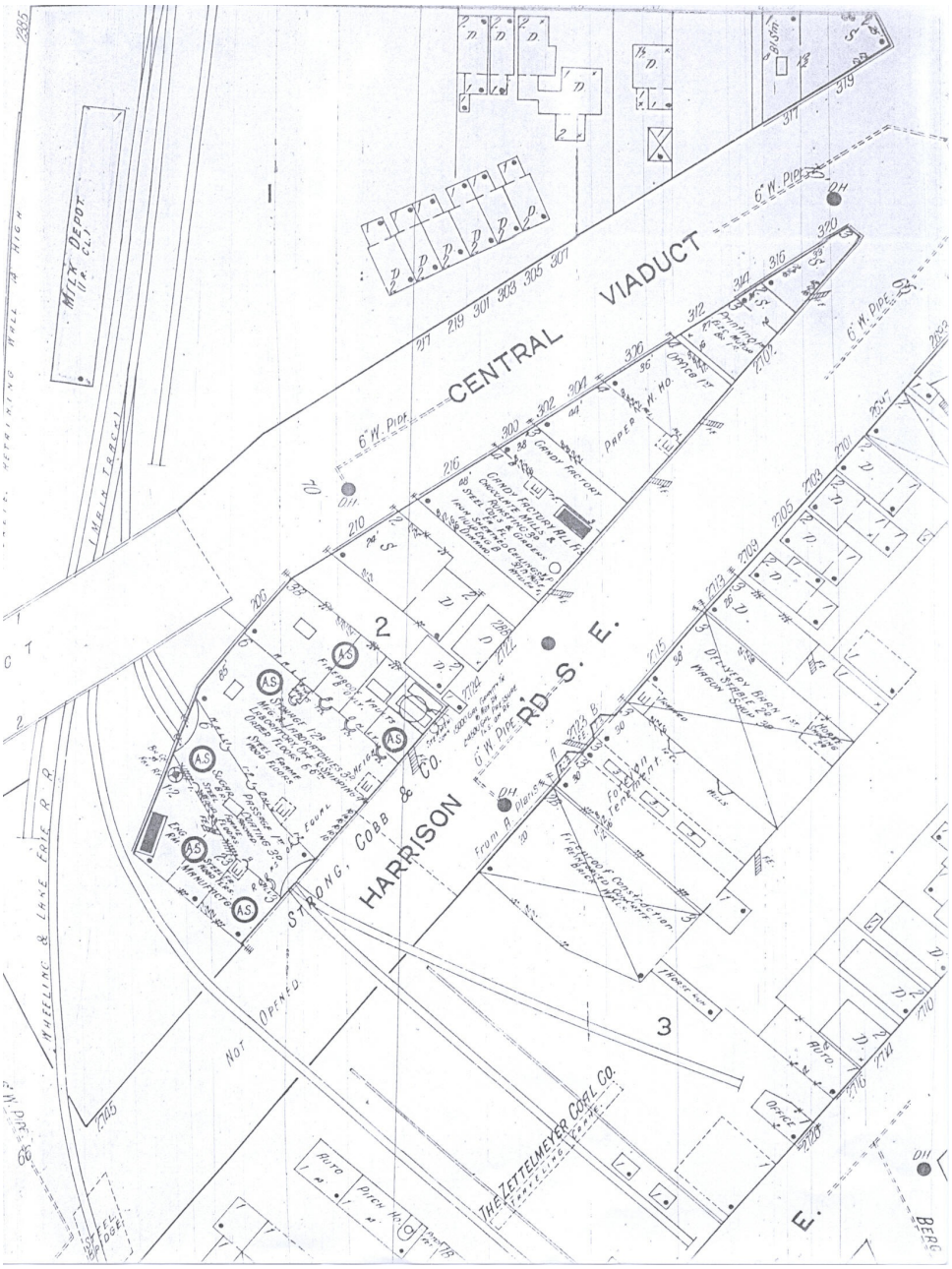

Figure 3. 1912 Sanborn Insurance Map showing Strong Cobb & Company changes to the building. Courtesy Cleveland Public Library.

Figure 4. Pre-1935 postcard view of interior of Strong Cobb & Company. Source: http://realneo.us/forum/strong-cobb [12/28/09].

Figure 5. G. M. Hopkins atlas map, 1932. Vol. 1, Detail Plate 34.

OHIO HISTORICAL SOCIETY

INDEX TO PHOTOGRAPHS
Strong Cobb & Company Building
300 Central Viaduct
Cleveland
Cuyahoga County
Ohio

Photographer: Craig M. Cox Date: January, 2010

SC-1 Panorama of facade (west elevation) and north elevation looking southeast from the Lorain Carnegie Bridge.

SC-2 Panorama of east (rear) elevation looking southwest from Commercial Road.

SC-3 South two-thirds of facade showing railroad passage on ground floor. Looking east.

SC-4 South elevation looking north. Note truncated chimney stack.

SC-5 Panorama of northwest corner of Strong Cobb & Company building and Central Viaduct abutment.

SC-6 East side of south utility ell and portal for railroad passage on east elevation. Looking west toward Lorain Carnegie Bridge seen in background.

SC-7 South end of facade showing difference in facade treatments and built up beam lintel for railroad passage on ground level. Innerbelt Viaduct seen in background.

SC-8 Panorama view of floors four through six on north (side) and west (facade) elevations. Looking southeast.

SC-9 Detail of parapet on center section of facade. Looking up and east from Central Viaduct abutment.

SC-10 Detail of cornice on south end of facade. Looking up and east from ground level.

SC-11 Detail of sandstone medallion showing corn and located on north section of facade. Looking up and east from viaduct abutment.

SC-12 Detail of sandstone medallion depicting date and located in center section of facade. Looking up and east from viaduct abutment.

SC-13 Detail of windows on fourth floor in center section. Windows serve the office. Looking south from viaduct abutment.

SC-14 Detail of pilaster and entablature immediately south of main entrance on fourth floor. Looking south from viaduct abutment.

SC-15 Detail of entablature immediately south of main entrance on fourth floor. Looking south from viaduct abutment.

SC-16 Panorama view of southwest corner taken from ground level. Note bullnose treatment to transition from facade to south side.

SC-17 Detail of main entrance taken from viaduct abutment level. Looking east.

SC-18 South elevation of Central Viaduct abutment and brick hyphen closing area between abutment and building. Looking north from ground level.

SC-19 Detail of railroad passage on east (rear) elevation. Note jack arch deck to support floor above. Looking west from ground level.

SC-20 Panorama of north elevation looking southeast from intersection of Central Viaduct and Commercial Road.

SC-21 Panorama view looking east showing Strong Cobb & Company building in relationship to Innerbelt Viaduct.

SC-22 Detail of granite pavers and street railway track on Central Viaduct in front of (west) of the Strong Cobb & Company building. Rail fence in background marks where the non-extant Central Viaduct was located. Innerbelt Viaduct in the background. Looking south.


GoMontrose.com
JAGUAR
LAND ROVER
VOLVO
KIA
CLEAR CHANNEL
NO PARKING


MEDICAL MUTUAL


NO
ROAD


LG


Please RING BELL


DESCENZO
216-431-0022
ESCENZO
16-431-0022


MARATHON
REGULAR
2.59
DIESEL
2.78
300
CENTRAL
VIADUCT


OFFICIAL HEALTH
INSURER OF


NO
ROAD

OHIO HISTORIC PRESERVATION OFFICE

TERMINAL OIL COMPANY FILLING STATION

Location:	300 Central Viaduct Cleveland Cuyahoga County, Ohio
Date of Construction:	circa 1930
Present Owner:	Gillota Fuel Products, Inc. 300 Central Viaduct Cleveland, Ohio
Present Use:	Gas Station
Significance:	The circa 1930 filling station represents the evolution of station design, characterized by a house-type station with off-the-street pumps, as compared to earlier stations, such as the Fairmont Gas station that it succeeded, which typically had curb-side pumps, and later stations, which typically used corporate designed buildings to engender branding. Architecturally, the brick station with its simple detailing is typical of commercial buildings of the period. It was purchased by Gillota Fuel Products, Inc. in 1974.
Project Information:	The building is located on the new alignment selected by the Ohio Department of Transportation for the replacement of the 1959 Innerbelt Viaduct that carries IR 90 over the Cuyahoga River valley. The effect of the undertaking was developed in accordance with applicable laws and procedures and in consultation with the Ohio Historical Society.

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Terminal Oil Company Filling Station

Summary

The Terminal Oil Company Filling Station building was constructed circa 1930. It replaced a nearby curbside filling station that was lost in the fall of 1927 to accommodate realignment of Commercial Road as part of the construction of Union Terminal and related Nickel Plate (New York Chicago & St. Louis) Railroad's Broadway freight yard. That realignment moved the junction of Commercial Road and Central Viaduct to the south and closer to the Strong Cobb & Company building at 206 Central Viaduct. The 1932 Hopkins Atlas map shows that the triangular-plan, 2-story, brick filling station, known as the Terminal Oil Company Filling Station, was built at the realigned intersection of Commercial Road and Central Viaduct and that it had off-the-street pumps. There have been expedient alterations over the years, but the basic mass survives and it continues in use today as a filling station.

Physical Description

The 2-story, flat-roofed, triangular-plan building is laid up in stretcher bond oiled brick. The corners have a sawtooth detail because of the triangular plan (Photographs 1, 3). The five-bay facade (north elevation) is finished with a stepped parapet with a blank central rondel and side consoles (Photograph 5). The accents are sandstone. Plain coping is used throughout to finish the brickwork. The fenestration has been altered. On the first level, the original eight-over-one double-hung sash windows have been removed and replaced with modern fixed glass lights in metal frames. The original doors have also been replaced. A modern glass swinging door now fills the main entrance, and a steel door is used for the exterior entrance to the original restroom that occupies the apex (west corner) of the triangle (Photograph 6). The original transom over the restroom door remains. On the second level of the facade, three of the windows are replacements or are relocated single-light sash. A soldier course is used above the second level windows on the facade and east elevation to provide scale and detailing to the otherwise plain brick walls. Fenestration on the east elevation consists of coupled windows on the upper level and on the bay servicing the retail area of the station. A single window and a modern steel door are used for the restroom, and all windows are now closed by modern roller shutters. The rear or south elevation is a plain brick wall with no fenestration (Photograph 4). The first level of the interior, including restrooms, has been reworked over the years, and the upper level is not accessible or used. The current blue and white paint scheme reflects the corporate affiliation with Marathon Oil. The modern metal awning at the blended pumps on the north side of the station is also a standard corporate design (Photograph 2). An awning over the pumps was in place by 1948.

The filling station and the Strong Cobb & Company Building at 206 Central Viaduct, as well as the former alley between them, have shared common ownership since 1975, so the area between the two buildings is also common and is paved with bituminous concrete. There is no curbing separating the paved area surrounding the station from Commercial Road or Central Viaduct.

History

The Terminal Oil Company Filling Station building was constructed circa 1930 to succeed the curbside Fairmont Gas filling station (Figure 1) located to the north at the pre-1927 junction of Central Viaduct, Harrison Road and Commercial Road. The Fairmont Gas filling station was demolished in the fall of 1927 to accommodate realignment of Commercial Road as part of the construction of Union Terminal and related Nickel Plate (New York Chicago & St. Louis) Railroad's Broadway freight yard. That realignment moved the junction of Commercial Road and Central Viaduct to the south and closer to the Strong Cobb & Company building at 206 Central Viaduct. Construction photographs in the Cleveland Union Terminal Archives at Cleveland State University chronicle the October, 1927 earth and site work associated with that street realignment (Van Tassel pp. 297-98) (Figures 2 and 3).

The Terminal Oil Company filling station represents the evolution in the form and siting of urban filling stations, which were initially built as separate facilities in the early 1900s using curbside pumps to dispense fuel, like the old Fairmont Gas station (Figure 1). Pulling off the street to access pumps and having a house-type station was the next iteration in the refinement of the building type in urban settings. The Terminal Oil Company station also represents a non-syndicated design, and it was built at a time when oil companies like Pure were starting to use syndicated designs to establish brand loyalty. Although independently built and operated in its early days, in its later years, the station did sell nationally marketed brands (Gillota).

The filling station property was owned by the Strong family through World War II. It was sold to Walter Weeton in December, 1949, and he changed the name of the business from Terminal Oil Company to Walter Weeton Gas. An awning over the pumps on the north side of the building was in place by 1948. City directories show that the station was vacant by 1959, but it remained under Weeton family ownership until 1970. It was acquired by the current owners in the late 1960s and early 1970s. They sold Sinclair and later Atlantic Richfield (Arco) and Marathon products. The Gillotas acquired the adjacent Strong Cobb & Company building in 1975 and combined the two properties into one address, 300 Central Viaduct, which was the address of the filling station (Cuyahoga Co.; Gillota).

Architecturally the building with its simple detailing is typical of commercial buildings of the period. The small light upper sash of the double-hung windows, coupled windows

and the parapet detailing on the facade are common period motifs added to provide some interest to a vernacular and utilitarian building. The use of oiled (smooth and dense) bricks is also typical of the period. The building is not a syndicated design, but the modern awning over the blended gas pumps is a modern corporate design.

Sources

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Figure 1. 1927 view looking south on Harrison Street. The Fairmount Gas filling station is located to the right. This building was removed as a result of the realignment of roads in conjunction with the Union Terminal project. Source: Cleveland Union Terminal Archives, Cleveland State University.

Figure 2.This October 1927 photo shows work in progress to reconfigure the intersection of Commercial Road and Central Viaduct. The Terminal Oil Company filling station would be built afterwards south of the new intersection adjacent to the Strong Cobb & Company building (right). Source: Cleveland Union Terminal Archives, Cleveland State University.

Figure 3. This October 1927 photo shows work in progress to reconfigure the intersection of Commercial Road and Central Viaduct. The Terminal Oil Company filling station would be built afterwards south of the new intersection adjacent to the Strong Cobb & Company building (right). Source: Cleveland Union Terminal Archives, Cleveland State University.

Figure 4. Detail from Hopkins Atlas, Plate 34, 1932. This shows the relatively new Terminal Oil Company Filling Station at its present-day location. Courtesy Cleveland State University Special Collections.

INDEX TO DIGITAL PHOTOGRAPHS

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

Photographer: Craig M. Cox Date: December 2009

Photo No.

TO-1 General Overview Looking South from Corner of Central Viaduct and Commercial Road.

TO-2 North Elevation, Looking South.

TO-3 West Corner of Filling Station, Looking East.

TO-4 South (Rear) Elevation, Looking Northwest.

TO-5 Detail of Parapet and Rondel, Upper Level, North Elevation. Looking South.

TO-6 Detail of North Elevation at West End of Building. Looking Southeast.

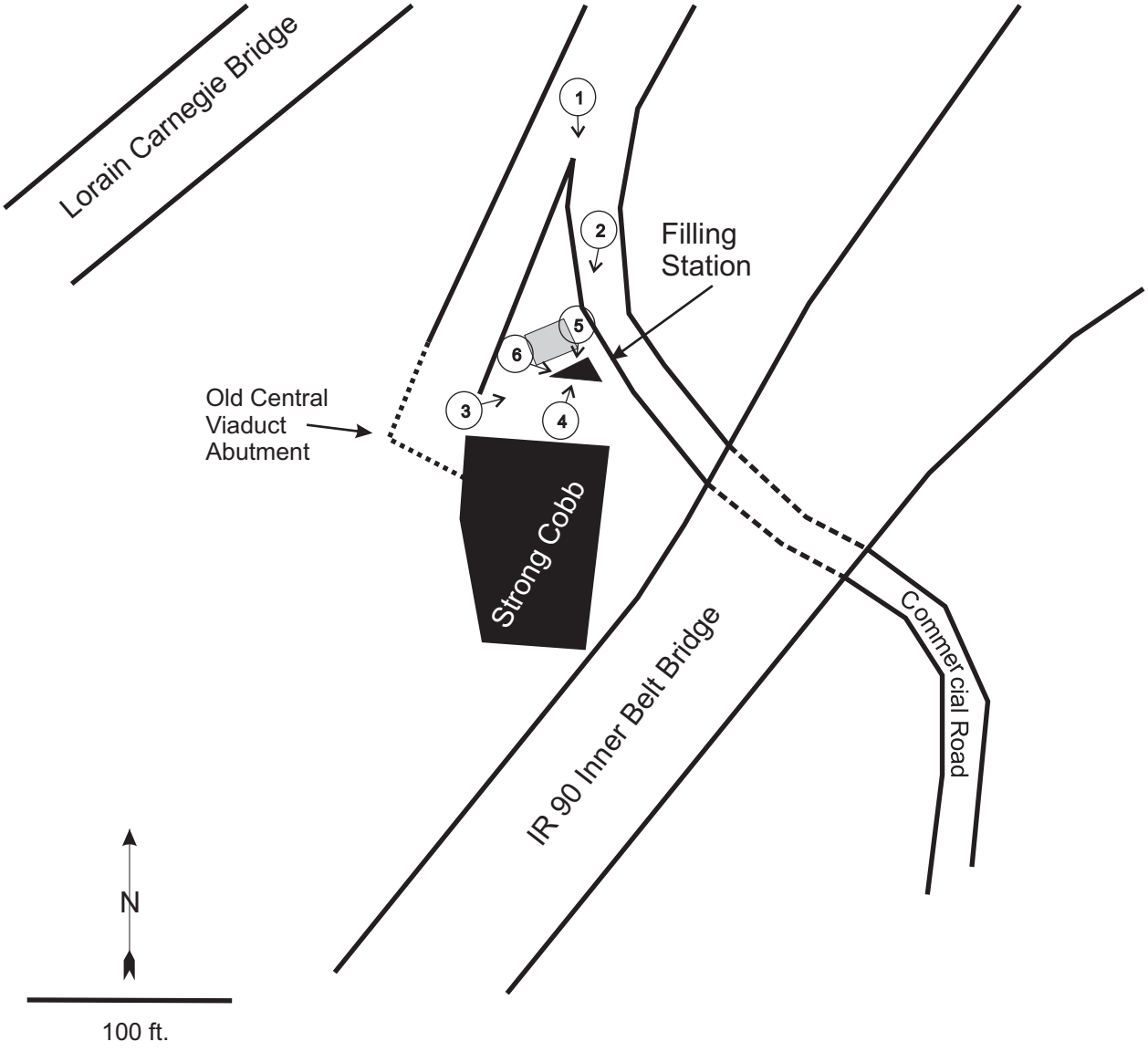

PHOTO KEY MAP
Terminal Oil Company Filling Station

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-1. General Overview Looking South from Corner of Central Viaduct and Commercial Road.

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-2. North Elevation, Looking South.

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-3. West Corner of Filling Station, Looking East.

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-4. South (Rear) Elevation, Looking Northwest.

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-5. Detail of Parapet and Rondel, Upper Level, North Elevation. Looking South.

TERMINAL OIL COMPANY FILLING STATION
Cleveland
Cuyahoga County
Ohio

TO-6. Detail of North Elevation at West End of Building. Looking Southeast.


MARATHON
MARATHON
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MARATHON
MARATHON
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MARATHON
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DANGER
VB TITAN


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TITAN
THIS VEHICLE STOPS AT RAILROAD CROSSINGS


RATHON
MARATHON
MARA
8
An American Company
Serving America
DANGER


hon
DANGER
NO SMOKING,
MATCHES OR
OPEN LIGHTS

OHIO HISTORIC PRESERVATION OFFICE

DISTRIBUTION TERMINAL WAREHOUSE COMPANY BUILDING

Location:	2000 West 14th Street Cleveland Cuyahoga County, Ohio
Date of Construction:	1927-28
Architect:	Unknown
Present Owner:	Bojacks Meat & Poultry, Inc. 2000 West 14th Street Cleveland, Ohio 44113 (1/2010: ownership is disputed)
Present Use:	Cold Storage Warehouse and Offices
Significance:	The reinforced concrete cold storage warehouse built in 1927-28 stands basically unaltered and was identified as significant for its architecture and association with Cleveland's food distribution history. It is a product of the 1924-1929 development of Cleveland Union Terminal, the largest construction project in the city in the 1920s. The massive project necessitated construction of many rail facilities to support both passenger and freight operations in and through the city. This privately financed cold storage facility supported the Nickel Plate's freight operations, which were the most profitable part of its operations. It was used for transshipment of perishable foodstuffs and dry goods.
Project Information:	The building is located on the new alignment selected by the Ohio Department of Transportation for the new westbound Innerbelt bridge that carries IR 90 over the Cuyahoga River valley. The effect of the undertaking was developed in accordance with applicable laws and procedures and in consultation with the Ohio Historical Society.

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Summary

The Distribution Terminal and Cold Storage Company building, a reinforced concrete, "fireproof" cold storage warehouse, was built in 1927-28 on the west bank of the Cuyahoga River adjacent to the Nickel Plate Railroad (New York Chicago & St. Louis) main line. It is a product of, and takes its name from, the 1924-1929 development of the Cleveland Union Terminal that consolidated passenger rail service through one electrified terminal at the southwest side Public Square. The massive construction project, the largest in the city in the 1920s, necessitated construction of many rail facilities to support both passenger and freight operations in and through the city. This privately financed cold storage facility utilized the Nickel Plate's freight operations, which were the most profitable part of its entire operations. The cold storage building housed many wholesalers who leased office and warehouse space. Perishables and dry goods were brought in by train at the lower level for local transshipment by trucks. Locals remember trucks lining up along University Avenue all day long to access the warehouse. The ammonia system refrigeration plant was located on the north side of the spur line and along University Avenue. Train service to the building ceased in the late 1970s and its overall usage declined gradually until the late 1990s when it was vacant.

Physical Description

The large, boxy, flat-roofed, 12-story, reinforced concrete, "fireproof," building is built into the slope on the west side of the Cuyahoga River valley. It is sited along a spur railroad line from the Nickel Plate Railroad's main line immediately south of University Avenue (Figure1). The natural topography accommodated the advantageous siting of the building to have grade access to freight cars from the two lowest floors and then loading docks for vehicular access at the third level from Crown Avenue and West 14th Street as well as from University Avenue on lower levels (Figure 2. 1951 Sanborn map detail). From the Crown Avenue and West 14th Street elevations, the building offers a nine story appearance. Site conditions also accommodated construction of separate buildings for the mechanical equipment in a one-story, trapezoidal-shaped reinforced concrete building and a five-story, reinforced concrete ice making and storage building between the spur line and University Avenue. The five-story ice storage building had wood and cork insulation and its rail loading platform are clearly shown in Figure 1.

The boxy mass of the large building is relieved by using the moldable qualities of concrete to detail the building in the Art Moderne style. Decorated pilasters with pedimented parapets are used to define the corners while shallow arcades relieve the mass of the largely blank walls. The strong verticality of the building is relieved by the use of ribbon-like metal industrial windows that span from pier to pier on the lower levels of all elevations. The upper levels are blank. Cold joints in the concrete express the interior floor arrangement. The pedimented shape of the corner pilaster parapets is

repeated for the band of pyramidal-shaped bosses used to terminate each elevation. The same motif is used on the equipment building along University Avenue. All loading docks, including those at the first and second levels where freight cars were unloaded, are inset or undercut to provide protection from the weather. The main entrance to the building is located at the northeast corner and accessed from West 14th Street. The original tripartite door frame is still in place. The interior is serviced by four banks of paired elevators and steps. The penthouses for each elevator bank are located on the roof.

Despite deterioration of ephemeral components like doors and window glazing, the building stands with its concrete components intact.

History

The Distribution Terminal and Cold Storage Company's reinforced concrete refrigerated warehouse and ice plant was built in 1927-28 as one of the many improvements to the city's passenger and freight operations to support the massive 1924-1929 construction of the Nickel Plate Railroad's Cleveland Union Terminal. The project with its electrified service, consolidated terminal was the largest construction project in the city in the 1920s, and it necessitated the construction of numerous new rail facilities including viaducts, bridges, and switching yard. This facility, intended to support and take advantage of the Nickel Plate's rapid movement of freight, was built by a corporation to serve as the transshipment point between long-haul perishable product that required refrigeration and non-refrigerated local distribution. A ca. 1960 aerial view of the Nickel Plate Railroad's double-track main line as it crosses University Avenue and transitions to grade shows the rear of the five-story ice storage building and the relationship of the spur-line serviced warehouse with the railroad (Figure 1). The spur tracks to the warehouse are on the left side of the image and the non-extant Abbey Avenue Viaduct is shown in the middle ground.

City directories show that building tenants were wholesale merchants of dry and perishable goods as well as some service businesses like a fur storage. Distribution warehouses with mechanical refrigeration were a common component of the food distribution system since the early 1900s. Mechanical refrigeration using an enclosed compressed gas system was developed in the mid 1850s and came into its own in the late 1890s. Meat packing companies like Swift and Armour led in use of manufactured refrigeration for warehouses and distribution of perishable goods via refrigerated train cars. Since refrigeration for trucks was not perfected until the middle of the 20th century, the delivery chain depended on cold storage warehouses to support local transshipment. Rail-serviced cold storage warehouses were a common building type with the Distribution Terminal and Cold Storage facility on West 14th Street being one of several in the metro Cleveland area. A similar large, reinforced concrete cold storage warehouse is located on the southeast side of town east of IR 77. With advances in

truck refrigeration after World War II, the need for railroad-supported transshipment facilities declined while truck-supported facilities, generally located away from the city center, increased.

Perishable and non-perishable food stuffs were delivered by train to the bays located on the lowest levels of the north elevation of the building adjacent to spur tracks, and they were moved through the windowless building by elevator. The ammonia-cycle refrigeration plant and ice plant with insulated storage lockers were located in separate buildings on the north side of the spur line and University Avenue. Loading docks accessible from Crown Avenue and West 14th Street were used by trucks for local transshipment of commodity. Bernie Sokolowski, the owner of a nearby business, remembers "forty-footers" lining up along University Avenue all day to access the building and load goods. The building housed a variety of both dry and perishable food stuff wholesalers and other businesses from Sears to suppliers of baking goods including sugar and chocolate. Train service to the warehouse ceased in the late 1970s, and the amount of produce that passed through the warehouse decreased. By the late 1990s the warehouse was vacant. Today it is unoccupied and deteriorating. It is used for displaying corporate advertising because of its prominent siting along the west side of the IR 90 Innerbelt Viaduct.

Architecturally the building is typical of its period and represents well understood structural and materials principals. Reinforced concrete for both commercial and residential buildings came into common usage during the first decade of the 20th century, and it was a common choice for factories and warehouses because of the load capacity it provides and the amount of clear floor space (Condit, pp.151-161). The material is also notable for its moldable qualities, which permits decoration, like the shallow arcading and the pyramidal-shaped boss bands. Neither of these features is innovative or distinctive. Use of an ammonia-cycle refrigeration system was also typical of the period as was the wood and cork insulation of the ice storage rooms.

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Figure 1. Circa 1960 view looking south as Nickel Plate Railroad freight train crosses University Avenue and passes under the non-extant Abbey Avenue Viaduct. The left side of the image shows the west side of the Distribution Terminal and Cold Storage Company ice house and the railroad spur lines that services the transshipment facility. Used with permission for this report only from Cleveland Public Library (CPO 4355).

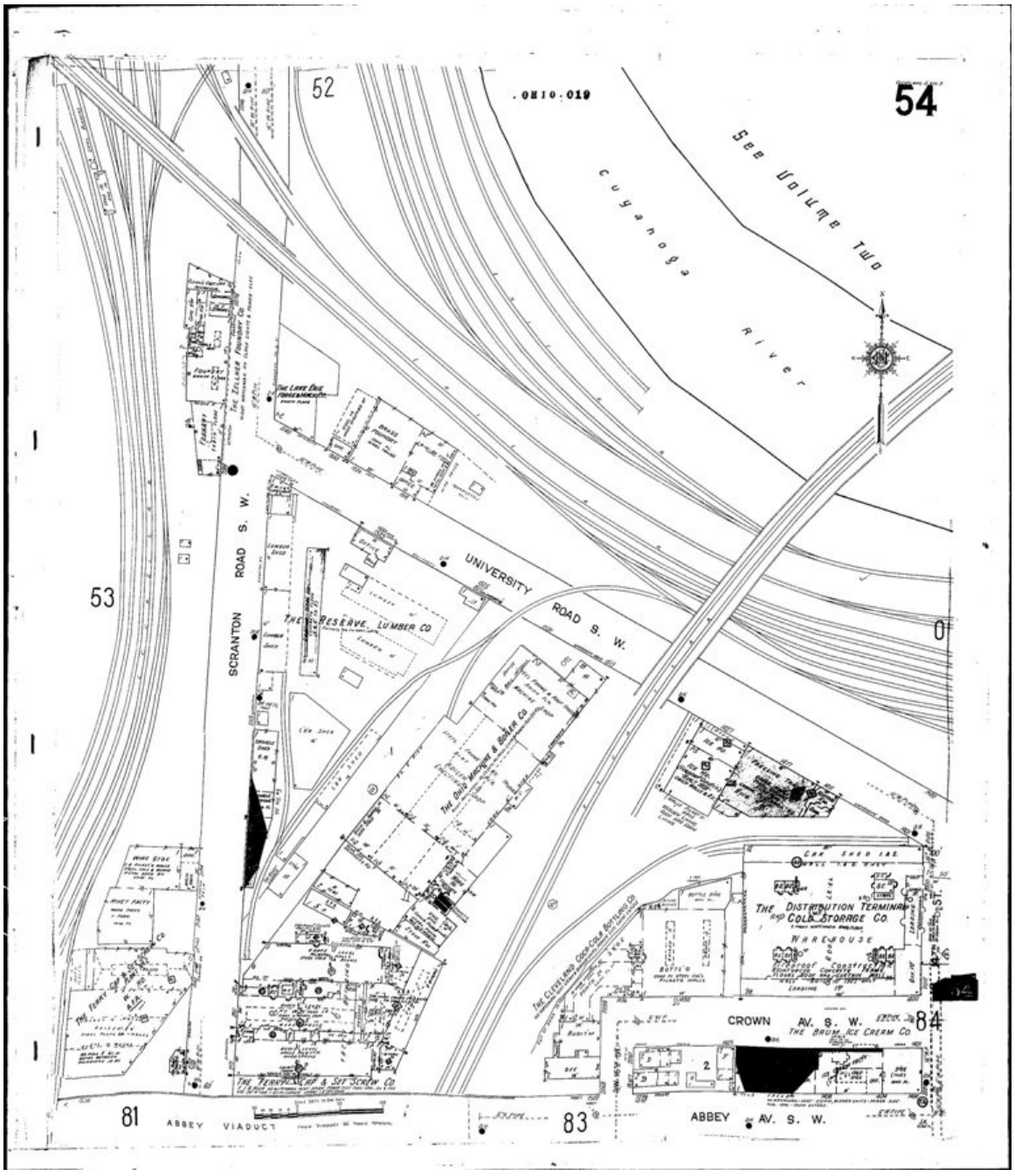

Figure 2. Detail of 1951 Sanborn Insurance Company map (Volume 3, Plate 54). Courtesy Cleveland State University Special Collections.