

FOLD



GRAY & PAPE
INC.

CULTURAL RESOURCES CONSULTANTS

1318 MAIN STREET
CINCINNATI, OHIO 45202

ph 513.287.7700
fa x 513.287.7703

**Brent Spence Bridge
Replacement/Rehabilitation Project**

U.S. Department of Transportation
Federal Highway Administration

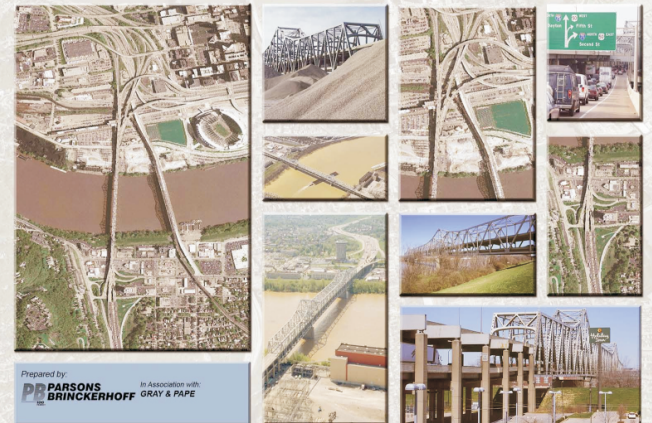


Phase II History/Architecture Investigations

Hamilton County, Ohio

ODOT PID No. 75119
HAM-71/75-0.00/0.22
KYTC Project Item No. 6-17

September 2009



Prepared by:
PARSONS BRINCKERHOFF
In Association with
GRAY & PAPE

Brent Spence Bridge Replacement/Rehabilitation Project



Phase II History/Architecture Investigations Hamilton County, Ohio

ODOT PID No. 75119
HAM-71/75-0.00/0.22
KYTC Project Item No. 6-17

September 2009



Prepared by:

PB PARSONS
BRINCKERHOFF

In Association with:
GRAY & PAPE

TABLE OF CONTENTS

ABSTRACT.....iv

1.0 PROJECT INTRODUCTION 1

 1.1 Project Description 1

 1.2 Project History 1

 1.3 Purpose and Need 2

 1.4 Study Area 2

 1.5 Project Area of Potential Effects 2

 1.6 Acknowledgments 2

2.0 PROJECT METHODS 3

 2.1 Literature Review and Background Research Methods..... 3

 2.2 Architectural Field Methods..... 3

 2.3 Evaluation Criteria 3

 2.3.1 Criteria Considerations 4

3.0 HISTORIC CONTEXT 5

4.0 PROJECT RESULTS 5

 4.1 Results of Literature Review and Background Research..... 5

 4.1.1 Historic Map Research 5

 4.2 Results of Field Investigations 5

 4.3 Resource Description..... 5

 4.3.1 West Virginia Coal & Coke Company/Ohio River Company Coal Yard
 Office/Scale House 5

5.0 CONCLUSIONS AND RECOMMENDATIONS 13

6.0 REFERENCES CITED 14

LIST OF APPENDICES

- Appendix A. Exhibits
- Appendix B. Plates
- Appendix C. Resource Form

LIST OF EXHIBITS

(LOCATED IN APPENDIX A)

Exhibit A1. Location of Phase II History/Architecture Resources

Exhibit A2. Photo Key for West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House

Exhibit A3. 1934 Sanborn Insurance Map Showing West Virginia Coal & Coke Company/Ohio River Company Coal Yard

Exhibit A4. 1950 Sanborn Insurance Map Showing West Virginia Coal & Coke Company/Ohio River Company Coal Yard

LIST OF PLATES

(LOCATED IN APPENDIX B)

Plate B1. Ca. 1940 view of the south side of the West Virginia Coal & Coke Company/Ohio River Company Coal Yard, facing north.

Plate B2. Former West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House at 725 West Mehring, facing southwest.

Plate B3. Former West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House at 725 West Mehring, facing southeast.

ABSTRACT

This report presents the results of a Phase II History/Architecture Survey completed for one property in Ohio for the Brent Spence Bridge Replacement/Rehabilitation Project (PID 75119). The property is located at 725 West Mehring Way, Cincinnati, Hamilton County, Ohio.

The Phase I History/Architecture survey for this project was conducted by Gray & Pape, Inc., in June 2007. The Phase I survey recommended two history/architecture resources for Phase II investigations: The Harriet Beecher Stowe Elementary School (Resource HAM-1342-43) and the previously unrecorded Hudepohl Brewery Building at 801 West Sixth Street. Phase II investigations determined that the Harriet Beecher Stowe Elementary School (Resource HAM-1342-43) is recommended eligible for listing in the National Register of Historic Places, under Criterion B and that the previously unrecorded Hudepohl Brewery Building at 801 West Sixth Street is recommended not eligible for listing in the National Register of Historic Places. The Ohio Historic Preservation Office and the Ohio Department of Transportation concurred with this recommendation in January 2009, but recommended additional research under Phase II investigations for the West Virginia Coal & Coke Company/Ohio River Company Office/Scale House located at 725 West Mehring Way.

Background research addressing the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House was conducted at the Public Library of Cincinnati and Hamilton County, the University of Cincinnati Library, the Hamilton County Office of the Auditor, the Hamilton County Office of the Recorder, and the Museum Center at Union Terminal. Phase II field survey for these resources was conducted in July 2009.

Based on the Phase II investigations, the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House is recommended as not eligible for inclusion in the National Register of Historic Places.

1.0 PROJECT INTRODUCTION

This report represents the results of Phase II History/Architecture investigations (Ohio portion) conducted for one property, the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House, located within the Area of Potential Effects (APE) for the proposed Brent Spence Bridge Replacement/Rehabilitation Project (PID 75119).

1.1 Project Description

Interstate 75 (I-75) within the Greater Cincinnati/Northern Kentucky region is a major thoroughfare for local and regional mobility. Locally, it connects to I-71, I-74, and US Route 50. The Brent Spence Bridge provides an interstate connection over the Ohio River and carries both I-71 and I-75 traffic. The bridge also facilitates local travel by providing access to downtown Cincinnati, Ohio, and Covington, Kentucky. Safety, congestion, and geometric problems exist on the structure and its approaches. The Brent Spence Bridge, which opened to traffic in 1963, was designed to carry 80,000 vehicles per day. Currently, approximately 160,000 vehicles per day use the Brent Spence Bridge and traffic volumes are projected to increase to 200,000 vehicles per day by 2035.

The I-75 corridor within the Greater Cincinnati/Northern Kentucky region is experiencing problems that threaten the overall efficiency and flexibility of this vital trade corridor. Areas of concern include, but are not limited to, growing demand and congestion, land use pressures, environmental concerns, adequate safety margins, and maintaining linkages in key mobility, trade, and national defense highways.

The I-75 corridor has been the subject of numerous planning and engineering studies over the years and is a strategic link in the region's and the nation's highway network. As such, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA), are proposing to improve the operational characteristics of I-75 and the Brent Spence Bridge in the Greater Cincinnati/Northern Kentucky region through a major transportation project.

The Brent Spence Bridge Replacement/Rehabilitation Project is currently in Step 6 of ODOT's Project Development Process (PDP). Two feasible alternatives and the no build alternative are being developed and studied in more detail. The two feasible alternatives consist of Alternative E and a combination of Alternatives C and D from Step 5 of the PDP. The two feasible alternatives will be designed to provide three lanes in each direction on I-75.

1.2 Project History

A literature search and Phase I History/Architecture Survey of the APE in Ohio was conducted for the Brent Spence Bridge Replacement/Rehabilitation Project in 2007. The Phase I survey recommended two history/architecture resources for Phase II investigations:

- The Harriet Beecher Stowe Elementary School (Resource HAM-1342-43); and
- The previously unrecorded Hudepohl Brewery Building at 801 West Sixth Street.

The Ohio Historic Preservation Office (OHPO) and ODOT concurred with this recommendation in January 2009, but recommended additional research under Phase II investigations for the West Virginia Coal & Coke Company Office/Scale House located at 725 West Mehring Way. This resource is shown on Exhibit A1.

1.3 Purpose and Need

The Brent Spence Bridge Replacement/Rehabilitation Project is intended to improve the operational characteristics within the I-71/I-75 corridor for both local and through traffic. In the Greater Cincinnati/Northern Kentucky region, the I-71/I-75 corridor suffers from congestion and safety-related issues as a result of inadequate capacity to accommodate current traffic demand. The purpose of this project is to:

- improve traffic flow and level of service;
- improve safety;
- correct geometric deficiencies; and
- maintain connections to key regional and national transportation corridors.

1.4 Study Area

The project study area is located along a 7.8-mile segment of I-75 within the Commonwealth of Kentucky (state line mile 186.7) and the State of Ohio (state line mile 2.7). The study area is shown on Exhibit 2 and is 3.21 square miles in size. The southern limit of the project is 5,000 feet south of the midpoint of the Dixie Highway Interchange on I-71/I-75 in Fort Wright, Kentucky. The southern project limit has been extended south of the Dixie Highway Interchange to provide improved connection to existing roadway configuration. The northern limit of the project is 1,500 feet north of the midpoint of the Western Hills Viaduct Interchange on I-75 in Cincinnati, Ohio.

1.5 Project Area of Potential Effects

The project APE for the History/Architecture Investigations was developed in a manner to accommodate all possible design changes within the proposed alternatives. The APE generally is defined as the current right-of-way (ROW) in areas where improvements are confined to the ROW. Where proposed improvements are planned outside the current ROW, the APE generally follows a 1500-foot wide corridor to accommodate all possible design changes within the proposed alternatives. The APE was developed to follow street lines rather than simply cut across the landscape and to fully incorporate any historic districts wholly or partially included within the 1500-foot wide corridor. The project APE is reflected on Exhibit A1.

1.6 Acknowledgments

The fieldwork for the Phase II History Architecture survey within the Ohio APE was undertaken in July 2009. Patrick O'Bannon served as Project Manager and Brandon L. McCuin served as Principal Investigator. The property descriptions were developed by Donald Burden and the remainder of the report was authored by Mr. McCuin. Carly Meyer and Jonathan Frodge prepared the graphics. Julisa Meléndez edited the report and Madonna M. Ledford oversaw its production.

2.0 PROJECT METHODS

2.1 Literature Review and Background Research Methods

Background research for the Phase II investigation was conducted at the Public Library of Cincinnati and Hamilton County, the Hamilton County Office of the Auditor, and the Hamilton County Office of the Recorder. Construction dates were established using the records of the Hamilton County Auditor's and Recorder's records, historic maps and atlases, city directories, and field observations.

An examination of historic maps and atlases of the area was undertaken to provide a general overview of development and to identify the types of resources located within the area and how they have changed over time. These maps were more intensively studied to determine construction dates and other data for the buildings that were individually investigated.

2.2 Architectural Field Methods

Fieldwork for the Phase II history/architecture survey was undertaken in July 2009. Documentation for the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House included an on-site exterior inspection, photographs of the resource in its present setting, and determination of National Register of Historic Places eligibility.

2.3 Evaluation Criteria

The West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House was examined for its potential to meet the criteria for National Register of Historic Places eligibility. Four criteria are outlined for evaluating properties for eligibility and inclusion in the NRHP. These criteria are:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Association with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and
- Criterion D: Yielded, or may be likely to yield, information important in prehistory or history. The application of Criterion D presupposes that the information imparted by the site is significant in history or prehistory and that at least one of the other National Register criterion is satisfied (USDOI-NPS 1995:2).

2.3.1 Criteria Considerations

Certain properties, such as museum artifacts, cemeteries, birthplaces or graves of historical figures, religious properties, moved structures, reconstructions, or commemorative monuments, and properties less than 50 years old, generally are not eligible. However, they may qualify if they are part of historic districts or meet one of the following criteria exceptions. The APE contained no resources eligible for listing in the NRHP under the following criteria considerations:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (USDOI-NPS 1995:2).

3.0 HISTORIC CONTEXT

The historic context for the project Area of Potential Effects (APE) was developed for the Phase I History/Architecture investigations (Ohio portion) for the Brent Spence Bridge Replacement/Rehabilitation Project (PID 75119) Report. Portions of this report were used to develop resource-specific contexts for the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House.

4.0 PROJECT RESULTS

4.1 Results of Literature Review and Background Research

The literature review and background research for this project included an examination of the Ohio Historic Inventory (OHI) forms. Archival research was completed in order to place the Phase II history/architecture resource in a context with other local resources of its type. Research was completed at the following locations: the Public Library of Cincinnati and Hamilton County, and The Hamilton County Office of the Auditor. Deed research also was conducted at the Hamilton County Office of the Recorder.

4.1.1 Historic Map Research

Historic maps and atlases were reviewed to gain an understanding of the development of the area and to determine construction dates and changes to the West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House.

Sanborn Fire Insurance maps from 1886-1950 were examined (Sanborn Insurance & Publishing Company). These maps are useful in understanding changes to parcels as well as individual buildings. They provide detailed information, such as the shape of buildings, number of stories, and location and size of additions. The Sanborn Maps for the West Virginia Coal & Coke Company coal yard were particularly useful, as they indicate what type of structures originally were included with the coal yard. Where applicable, Sanborn map research is included in the resource descriptions.

4.2 Results of Field Investigations

Phase II investigations were conducted in July 2009 for one resource previously identified in the Phase I survey. This resource is the West Virginia Coal & Coke Company Coal Yard Office/Scale House.

4.3 Resource Description

4.3.1 West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House

Location

The former West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/Scale House is located at 725 West Mehring Way, Cincinnati, Hamilton County, Ohio. Until ca. 1970, West Mehring Way was called West Front Street. The office/scale

house is located roughly 1000 feet west of Interstate 71 and the Brent Spence Bridge, approximately 350 feet north of the Ohio River, and about 280 feet south of Longworth Hall. The area surrounding the office/scale house remains entirely industrial, with a large coal yard located toward the west of the building. An electric substation is located toward the east of the building, and a number of light industries and warehouses are situated to the north of the resource.

Significance

Historically, industries along Cincinnati's waterfront have been concentrated east of Mill Creek and west of Central Avenue. Prior to the late 1960s, development along the waterfront east of Central Avenue consisted primarily of public landings, boat wharfs, commercial buildings, small warehouses, and some light industries. The last of the warehouses and industrial buildings along the waterfront between Smith Street and John Roebling Bridge were demolished in the late 1990s to make way for Paul Brown Stadium. The waterfront between Central Avenue and Mill Creek remains industrial today, with coal, coke, sand, and gravel yards occupying most of this stretch along the Ohio River. On the Kentucky side of the river, the waterfront bordering the north side of Covington and Newport remained largely residential throughout the nineteenth and twentieth centuries. Exceptions included the Ohio Valley Iron and Steel Works plant between Crescent Avenue and Philadelphia Street in Covington, and the Cincinnati & Newport Iron & Pipe Company between Washington Avenue and Kilgore Street in Newport; however, these large industries were gone by the mid-twentieth century, leaving the waterfront on the Kentucky side of the Ohio River entirely residential and commercial.

Sanborn insurance maps dating from ca. 1887 to ca. 1950 reveal that industrial development along Cincinnati's waterfront south of West Front Street continually evolved over time. Among the larger industrial concerns that occupied the waterfront west of Central Avenue in the late nineteenth and early twentieth centuries were the Standard Marble Works, the Globe Rolling Mill Company, the Cincinnati Gaslight plant, the Forest City Chemical Company, and the J.W. Foley and Company iron foundry. Also present were at least four coal yards, including the Campbell's Creek Coal Elevator, Daniel Stone & Company's coal elevator, the Phillips Coal Elevator Company, and Sol. P. Kineon's Coal Elevator. All of these elevators were located west of Smith Street.

By 1934, many of the industries present on Sanborn maps from 1887 and 1891 had experienced corporate name changes or were no longer in business. New additions to the waterfront included the Queen City Coal Company, the Ohio Gravel Company, C.L. Hils Junkyard, and the West Virginia Coal & Coke Company. These industries were located between West Fifth and Smith streets. East of Smith Street the waterfront, south of Front Street, remained dedicated to river boat landings, with a few scattered warehouses, commercial buildings, and light industries along the north and south sides of East Front Street.

By 1950, a number of industries depicted on the 1934 Sanborn maps were no longer present. Among these were the C.L. Hils Junkyard and the Standard Marble Company. The most prominent industries remaining by mid-century were coal yards and the Cincinnati Gas & Electric Company West End Power House. The waterfront east of Smith Street had changed little by 1950. Most of the major changes in this area occurred

during the late 1960s and again in the late 1990s, when the waterfront in this area was redeveloped for entertainment and commercial purposes.

From at least the early 1930s through the 1950s, coal yards occupied the largest portion of the waterfront west of Smith Street. These yards expanded in size from the late nineteenth century to about 1930, then remained approximately the same size throughout the 1950s. By far the largest coal yard was that of the Hatfield Campbell Creek Coal Company. This enterprise had been in operation on Cincinnati's waterfront since at least 1887, when a predecessor of the company operated Campbell's Creek Coal Elevator. The company's coal yard expanded over time, slowly acquiring or consolidating neighboring coal yards. By 1950, only the Island Creek Coal Company, the Virginia Coal & Coke Company, and the Hatfield Campbell Creek Coal Company remained in operation along the waterfront. The Island Creek Coal Company (formerly Queen City Coal Company) and West Virginia Coal & Coke operations were considerably smaller than that of Hatfield Campbell. By the mid-1950s, the Hatfield Campbell yard was owned and operated by Amherst Barge Company.

Coal Yards

While coal had been a common heating fuel in England since the thirteenth century, it did not take hold in the United States until well into the 1800s. With an abundance of timber at hand, America's predominantly rural population relied heavily upon wood for heating and cooking. This slowly changed over the course of the nineteenth century, as capitalists and miners, largely from Britain, developed anthracite and bituminous deposits in the Midwest and Eastern United States. During the 1840s and 1850s, American industries began shifting from waterpower to coal-fired steam engines, and by the 1860s, people were beginning to burn coal in household furnaces (Long 1989:6-8; Shack 1999).

Following the rise of central heating systems in the 1880s, coal consumption escalated significantly. During this time, coal yards became common features of communities throughout the country (Shackman 1999). Located adjacent to rail lines and navigable waterways, coal yards followed the same general layout, with a small office/scale house, rail spurs, and coal bins. These yards were owned and operated by a variety of interests, including large coal mine corporations, railroads, and shipping companies. Many yards, however, were local, family-run operations. Most yards offered delivery service, whereby horse-drawn wagons or trucks delivered coal loads to local households and businesses. Purchased by the pound or ton, scales adjacent the office enabled yard staff to calibrate each load before it left the yard (Shackman 1999).

During the 1920s and 1930s, natural gas and oil began to supersede coal as the dominant domestic and industrial heating fuel. World War II stalled the inevitable transition, but local coal yards quickly faded from the American cityscape in the post-war era. Coal remained an important fuel for many power plants and large industries, such as steel mills, but it was no longer a preferable method for heating homes. Consequently, coal yards became largely industry-specific in the postwar years (Shackman 1999). Today, little survives of these once ubiquitous, local coal yards. A few scattered coal yard office/scale houses and railroad loading ramps remain, but they typically lack the supporting structures that gave them context.

The Ohio River Company and the West Virginia Coal & Coke Company

One of the more recent coal yards established on Cincinnati's waterfront was that of the Ohio River Company. Organized by Albert Converse Ingersoll in 1925, the Ohio River Company (ORCO) was organized for the purpose of moving coal from West Virginia mines to Cincinnati's waterfront. Using a chartered boat and four barges, the ORCO got its start by delivering coal to the Cincinnati Gas & Electric Company (CG&E), which operated the West End Power House on West Front Street. This business relationship was so successful that Ingersoll found it necessary to locate additional capital for much needed expansion. After negotiating a deal with C.E. Hutchinson, president of the Omar, West Virginia-based West Virginia Coal & Coke Company, the fledgling transportation company became a wholly owned subsidiary of the coal company (Giglierano and Overmyer 1988:27-28; World Maritime News 2000).

With backing from West Virginia Coal & Coke, the ORCO commissioned construction of its first boat. Completed in 1926, the E.D. Kenna went to work moving coal from West Virginia Coal & Coke Company mines in West Virginia to the CG&E power plant on West Front Street. Ingersoll's contract with the power company eventually led to the construction of a coal yard just west of the power house (World Maritime News 2000). Built in 1931, the coal yard at 725 West Front Street (changed to West Mehring Way in 1970) included facilities for transloading coal from barges to either railroad hoppers or trucks. Although the power house appears to have been the main impetus for the yard's construction, the coal yard also sold coal to other customers in the area (Giglierano and Overmyer 1988:27-28).

In 1938, Ingersoll left the Ohio River Company to form the Central Barge Company in Chicago. Ingersoll's partner, W.W. Marting, assumed control of the ORCO. Marting remained with the ORCO until his death in 1945. Thereafter, the company underwent numerous changes. The most significant of these changes transpired in 1954 when a group of New York investors acquired the West Virginia Coal & Coke Company. Intent on shifting the company's focus toward barging, the organization divested itself of all coal mine holdings. Renamed Midland Enterprises in 1955, the reorganized company expanded its towing business through its subsidiary, the Ohio River Company (World Maritime News 2000).

By 1961, Midland Enterprises employed at least 900 people and was moving 15 million tons of cargo a year for an annual income of \$24 million. The company continued to expand through the 1960s, with formation of the Orgulf and Red Circle divisions. By 1969, the Midland conglomeration was responsible for moving more than 25 million tons of cargo each year, making it the largest tonnage carrier on the inland waterways at that time (World Maritime News 2000).

Expansion continued through the 1970s and early 1980s, as company president John D. Geary increased the size of the Midland fleet and added barge construction to the company's capabilities. In 1982, Midland acquired the Paducah, Kentucky companies, Walker Boat Yard and R&W Marine. Two years later, Midland purchased Federal Barge Lines, giving the company a foothold in the grain transportation market (World Maritime News 2000). By 2002, the Midland fleet included approximately 2,300 barges and 80 towboats, which delivered more than 50 million tons of coal, grain, iron, steel, ores and other dry bulk commodities each year. In early 2002, Nashville-based, Ingram Industries

Incorporated acquired Midland Enterprises (All Business 2002). Ingram now controls the Ohio River Company, whose Cincinnati office is located at 300 Pike Street.

The West Virginia Coal & Coke Company/Ohio River Company Coal Yard

The West Virginia Coal & Coke Company coal yard first appears in the city directory in 1931 and on a Sanborn map in 1934 (Williams City Directory 1931-32:1839; Sanborn Insurance Map 1934:24). Located on land formerly owned by neighboring Standard Marble Works, the West Virginia Coal & Coke Company's waterfront coal yard included an incline from the river, a hoist house, tipple, two batteries of silos, and a small office/scale house (Exhibits A2 and A3; Plate B1). The hoist house raised incoming coal and coke to a conveyor system, which delivered material to either a tipple, located over the top of three railroad spurs, or one of two batteries of silos, which were positioned perpendicular to one another immediately west of the tipple. The yard office was located near the north end of the yard at West Front Street.

The 1950 Sanborn map reveals that the West Virginia Coal & Coke Company yard had expanded eastward onto land previously occupied by the Standard Marble Works (Sanborn Insurance Map 1950:24; Exhibit A4). Coal piles now covered the area where the marble factory's buildings once stood, and a conveyor extended from the yard's tipple to a furnace at the neighboring Cincinnati Gas & Electric Company's West End Power House. A long and narrow, one-story parking structure had been built just west of the office, and a small, square-shaped blacksmith shop was now located near the river at the southern end of the yard. Also, a small pattern storage building had been built just east of the blacksmith shop. The blacksmith shop and pattern storage building indicate that the yard was capable of making castings, which presumably would have been used to replace worn out or broken pulleys, sheaves, bearings, or any other castings used within the coal conveyor and storage system.

After the West Virginia Coal & Coke Company was renamed Midland Enterprises in 1955, the property at 725 West Front Street was listed in the city directories as the Ohio River Company Coal Yard (Williams City Directory 1955:1297). After 1955, the company no longer owned coal mines, but they did continue to operate their yard on West Front Street, which they supplied with coal transported by Ohio River Company barges. The yard remained listed in the city directories until 1989. The following year, Cincinnati Gas & Electric Company subsidiary Tri State Improvement Company purchased the property from the Ohio River Company. Duke Energy currently is listed as the main contact for the former coal yard property and power house, which was converted to a substation in the mid-1970s (Hamilton County Auditor 2009).

According to aerial photos, the coal yard retained many of its structures until at least 1993 (Google Earth 1993). By 2000, however, all but the yard office had been demolished and a neighboring coal yard, operated by Cincinnati Bulk Terminals (CBT), had extended its coal piles into the yard formerly operated by the Ohio River Company (Google Earth 2000). This extensive coal yard currently occupies much of the 1.25 miles of shoreline between Mill Creek and the Brent Spence Bridge. The remaining section is occupied by the West End Generating Station, formerly known as the West End Power House.

Not surprisingly, the waterfront was and still remains a likely location for coal yards. The Ohio River provides the most economical means of transportation between mines and

distribution yards, which are located along waterfront properties where coal and coke are removed from barges. Sanborn maps and contemporary aerial photos indicate that, aside from modern improvements to equipment, the basic components of coal yards remain largely the same today as they did during the early twentieth century. These include conveyor systems from the river to the yard, batteries of silos, hoppers, and usually a small office/scale house. Railroad spurs once were integral to all of these operations but have since been replaced by trucking.

Today, CBT owns the only coal yard remaining on Cincinnati's waterfront. This extensive facility now occupies land formerly owned by at least two other coal yard operators, including the West Virginia Coal & Coke Company/ORCO. Possibly due to CBT's expansion, nearly all structures from previous coal yards have been demolished. At the former West Virginia Coal & Coke Company coal yard site, only the office/scale house remains extant. The Tri-State Development Company now owns the office/scale house and the West End Generating Station. A sign above the front façade of the office/scale house reads "CBT Good Reasons to Work Safe." It appears that CBT leases the land from Tri-State Development, but it is not known if they use the office/scale house for any purpose other than a means of access to the east end of their coal yard.

Resource Description

Cincinnati Sanborn maps show that each of the coal yards on the waterfront had a small, single or two-story office. Many of the maps depict scales adjacent to the offices but not all. Beyond the general shape of the building the maps do not reveal what these buildings looked like. Unlike the collieries from which coal originated, coal yards do not frequently appear in the photographic record. Like many of the commonplace, urban industrial properties of their day, coal yards did not warrant special attention from the general public. Consequently, there is not a convenient history or photographic compendium of coal yards which might enable a researcher to compare offices/scale houses. Locating photos of these once ubiquitous enterprises occurs only by chance, as they are sometimes found in cityscapes or random images of the urban environment.

Nevertheless, the shape depicted on Cincinnati Sanborn maps indicates that these buildings were conventional in form, typically following a simple rectangular plan. The maps show that roofs were sometimes covered with wood shingles but more often were covered with a fireproof material, such as tiles, slate, metal, or some type of composite material. Some buildings were built of wood and others were built of brick. The variety of materials suggests that these buildings did not follow a standard office/scale house formula, but rather reflected the experience of their designers or contractors and perhaps the budgets on which the yards were built. Given the perpetual cloud of soot that accompanies the coal and coke industry, it was counterproductive to build an elaborate, ornate office/scale house, which would only accumulate grime in every recess. One tasked with the responsibility of building a coal yard office/scale house might find it most practical to design a building that could easily shed coal dust or at least offer little resistance to periodic cleanings or painting. The Ohio River Company coal yard office/scale house presents such a structure.

Built 1931, the office/scale house is a small one-story, rectangular-shaped building with a green tile-covered hipped roof, red brick-clad walls, and a concrete foundation (Plates B2 and B3; Exhibit A2). A single, red brick chimney with concrete or limestone coping extends above the roof line just east of the center of the south façade. The green tile

roof is the most distinguishing feature of this otherwise ordinary, vernacular building. It includes matching green hip and ridge tiles with simple, rounded finials atop the juncture of the hip and ridge. A green-painted rain gutter skirts the lower perimeter of the roof, with downspouts located at each of the four corners. A narrow, rectangular-shaped sign board extends along the length of the north side of the hipped roof. A small, rectangular-shaped sign reading "CBT Good Reasons to Work Safe" currently is located in the center of the sign board.

With the exception of two of the windows, all of the fenestration has been covered with green-painted sheet metal. It is not known what type of windows exist under the coverings, but the two uncovered windows, located on the east façade, feature multi-light, aluminum, replacement sash. Each window opening features a green-painted, concrete or limestone sill. A series of small, rectangular three-light windows are located in the concrete foundation at grade level, providing natural light for the basement. The window glass, however, has been painted green.

A pair of bays project from the east and west facades near the north end of the building. The bays provided visibility of the truck scales located on either side of the building. Concrete bumpers, which project from the four corners of the foundation, provided collision protection against trucks entering the scales from either end of the building. The visible portion of the scales consists of long, rectangular concrete covered pads with narrow, steel frames around the pads and the concrete foundation that surrounds the pads. The scale pad on the east side of the building is roughly twelve feet longer than the pad on the west side of the building. The smaller scale on the west side of the building is largely covered with gravel and dirt. The larger scale to the east remains an active entrance point for the CBT coal yard.

An entrance is located in the center of the north (front) façade. The current metal entry door appears to be a replacement. Replacement wooden steps and handrails have been anchored to the foundation at the north entrance. The area that currently serves as a parking lot is paved with concrete from the front entrance of the office to West Front Street. The parking lot's concrete matches the concrete found around the scales, indicating that it was likely poured when the building was built.

Recommendation

Because the West Virginia Coal & Coke Company/ORCO Coal Yard Office/Scale House is not associated with events that have made a significant contribution to the broad patterns of our history, Gray & Pape recommends it is not eligible for inclusion in the NRHP under Criterion A. When the West Virginia Coal & Coke Company/ORCO coal yard was constructed in 1931, it was one of three coal yards then located on the Cincinnati waterfront. Originally built to supply fuel to the West End Power House, the yard was largely associated with one, longtime customer; and although the ORCO coal yard did sell coal to other industries in the area, the volume of sales could not have compared to that of the larger, neighboring yards. In addition, all but the ORCO coal yard office has been demolished. Consequently, the overall integrity of the resource has been too severely compromised to adequately convey a sense of what the ORCO coal yard was originally like. This is typical of Cincinnati's waterfront coal yards in general, which were updated over time or absorbed by larger yards which demolished any outdated or additional structures or equipment.

Neither the West Virginia Coal & Coke Company/ORCO coal yard nor the office/scale house appears to be associated with the lives of persons significant in our past. As a result, Gray & Pape recommends that the West Virginia Coal & Coke Company/ORCO coal yard office/scale house is not eligible for inclusion in the NRHP under Criterion B.

The West Virginia Coal & Coke Company/ORCO Coal Yard Office/Scale House does not embody the distinctive characteristics of a period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Although the building probably does provide a reasonable example of its type, it is merely a vernacular building with few distinguishing features. Designed for utility, the most notable feature of this building is the green tile roof, which was likely chosen for its durability and ability to shed grime. Below the roof line, however, the building appears similar to other small, generic offices that might be found at a quarry or shipyard. Only the bays and truck scales on either side of the office provide any clue as the original purpose of the building. However, all of the contributing structures, such as the conveyor systems, elevators, silos, and hoppers have been removed. Lacking individual distinction, the yard office/scale house alone does not adequately represent coal yard architecture. Consequently, Gray & Pape recommends that the West Virginia Coal & Coke Company/ORCO Coal Yard Office/Scale House is not eligible for inclusion in the NRHP under Criterion C.

Integrity

The office/scale house itself retains reasonable integrity. The building has not experienced any additions or deletions, and due to the fact that it is clad with brick, the exterior walls exhibit their original appearance. Most notable is the green tile roof, which is likely original to the building. It is not known, however, if any of the original window sashes remain intact beneath the sheet metal covers. Fieldwork revealed two exposed windows feature replacement aluminum sashes that appear to date to the 1960s or 1970s, and it seems unlikely that only two of the windows received replacement sashes. It also appears that the front door was replaced. More detrimental to the overall integrity of this resource, however, is the lack of original supporting structures. The office/scale house existed solely for the purpose of Ohio River Company coal yard employees, who oversaw the operation of a system of coal conveyors and storage structures. Typical of coal yards along the Cincinnati waterfront, most of the structures that were directly linked to the Ohio River Company coal yard have been demolished. The incline from the Ohio River, hoist house, tipple, and silos, as well as the later blacksmith shop, pattern storage building, and parking structure have all been removed. The railroad spurs that once serviced the yard have also been removed. Even the West End Power House, which was once the most important customer of the coal yard, has been largely demolished, leaving only a portion of the former power plant intact. As a result of these demolitions, the surviving office/scale house has become an isolated component of a once extensive network of interrelated structures. Consequently, the overall integrity of this resource has been severely compromised by the loss of context relative to the building's original use.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Following the Phase II history/architecture investigations, Gray & Pape recommends the West Virginia Coal & Coke Company Coal Yard Office/Scale House on West Mehring Way not eligible for inclusion in the NRHP.

6.0 REFERENCES CITED

All Business

2002 Ingram Unit to Acquire Midland Enterprises, Inc. All Business, January 24, 2002. www.allbusiness.com. Accessed July 24, 2009.

Hamilton County Auditor

2009 Hamilton County Auditor On-Line. Available at www.hamiltoncountyauditor.org/. Accessed July 23, 2009.

Gigliero, Geoffrey J. and Deborah A. Overmyer

1988 *The Bicentennial Guide to Greater Cincinnati: A Portrait of Two Hundred Years*. Cincinnati Historical Society, Cincinnati, Ohio.

Google Earth

1993 Google Earth. Available at www.earth.google.com/. Accessed July 27, 2009.

2000 Google Earth. Available at www.earth.google.com/. Accessed July 27, 2009.

Long, Priscilla

1989 *Where the Sun Never Shines*. Paragon House, New York, New York.

World Maritime News

2000 Midland Enterprises Expands With the Times. *World Maritime News*, June 15, 2000. Available at Marinelink.com. Accessed July 27, 2009.

Sanborn Insurance & Publishing Company

1849 Sanborn Fire Insurance Map of Covington, Kentucky. New York.

1886 Sanborn Fire Insurance Map of Covington, Kentucky. New York.

1886 Sanborn Fire Insurance Map of Newport, Kentucky. New York.

1887 Sanborn Fire Insurance Map of Cincinnati, Ohio. New York.

1891 Sanborn Fire Insurance Map of Cincinnati, Ohio. New York.

1894 Sanborn Fire Insurance Map of Covington, Kentucky. New York.

1909 Sanborn Fire Insurance Map of Covington, Kentucky. New York.

1922 Sanborn Fire Insurance Map of Cincinnati, Ohio. New York.

1934 Sanborn Fire Insurance Map of Cincinnati, Ohio. New York.

1950 Sanborn Fire Insurance Map of Cincinnati, Ohio. New York.

Shackman, Grace

1999 When Coal Was King. *Ann Arbor Observer*, Ann Arbor, Michigan.

Williams Cincinnati Directory

1931-32 Williams Cincinnati Directory. Press of Williams Directory Company, Cincinnati, Ohio.

1955 Williams Cincinnati Directory. Press of Williams Directory Company, Cincinnati, Ohio.



U.S. Department of the Interior, National Park Service (USDOI-NPS)

1995 National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. National Park Service, Washington, D.C.


APPENDIX A: EXHIBITS






LEGEND

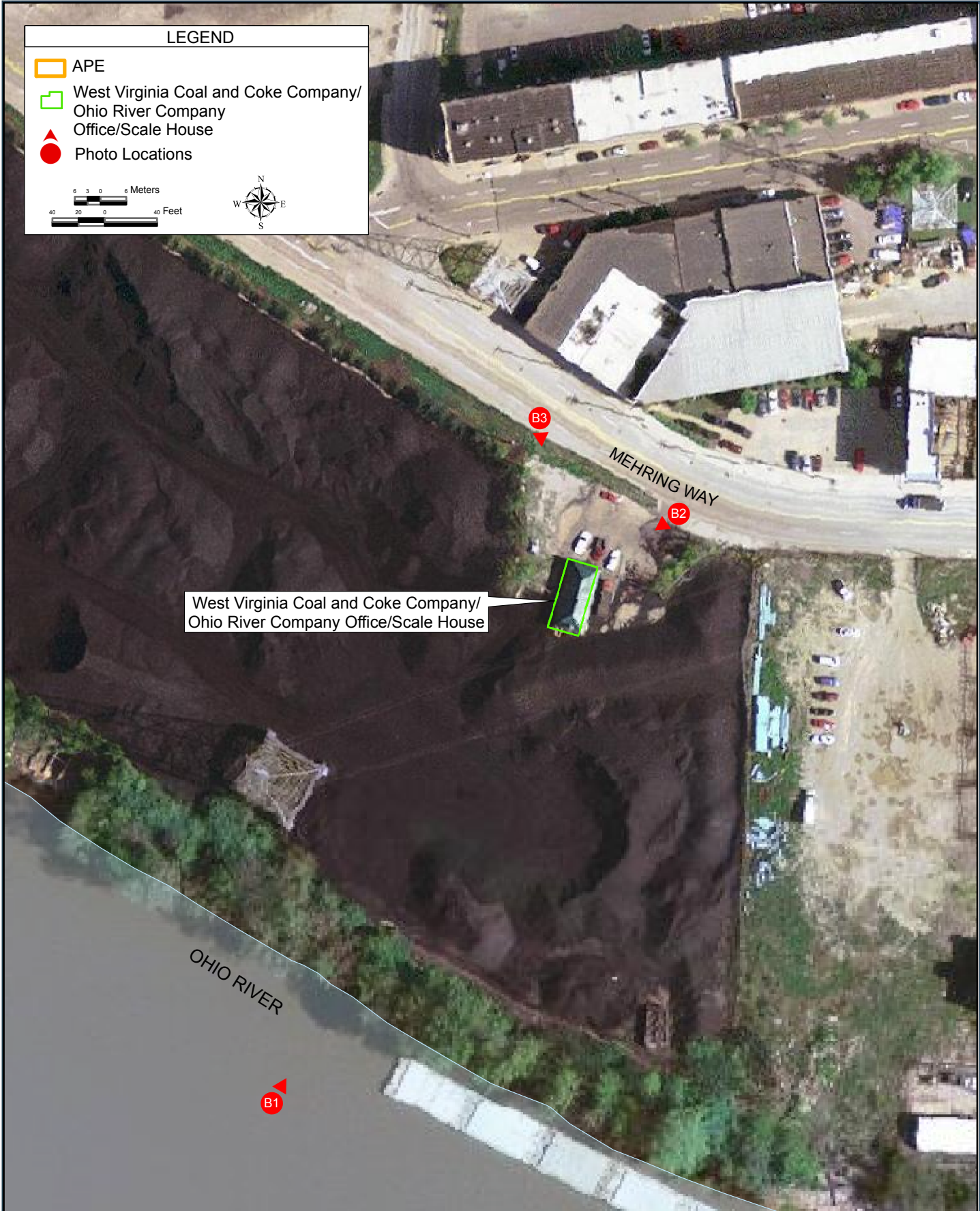
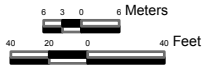
-  APE
-  Phase II Resource:
West Virginia Coal and Coke Company/
Ohio River Company
Office/Scale House

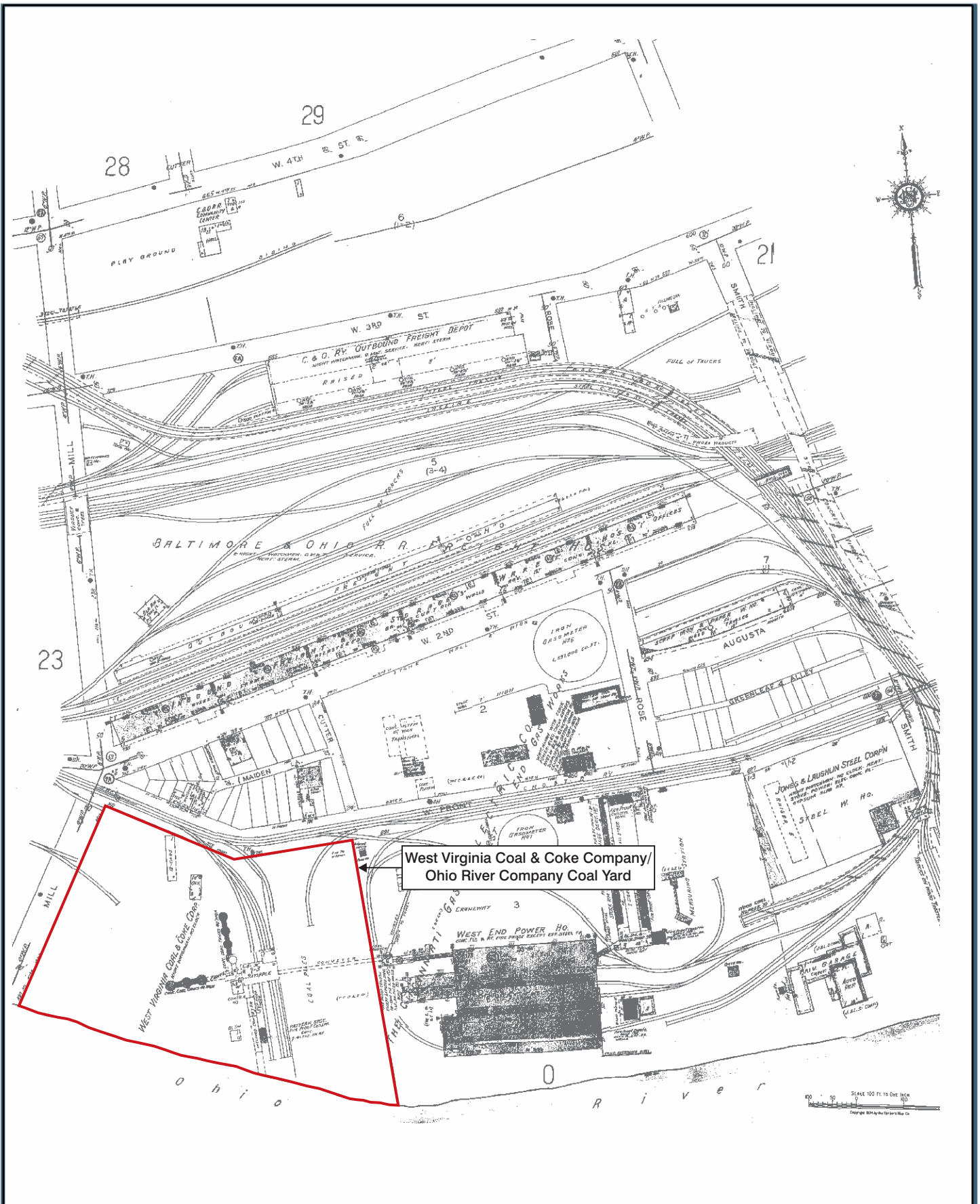
50 25 0 50 Meters
260 130 0 260 Feet



LEGEND

-  APE
-  West Virginia Coal and Coke Company/
Ohio River Company
Office/Scale House
-  Photo Locations





West Virginia Coal & Coke Company/
Ohio River Company Coal Yard

APPENDIX B: PLATES



Plate A1. Ca. 1940 view of the south side of the West Virginia Coal & Coke Company/
Ohio River Company Coal Yard, facing north.



Plate A2. Former West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/
Scale House at 725 West Mehring Way, facing southwest.



Plate A3. Former West Virginia Coal & Coke Company/Ohio River Company Coal Yard Office/
Scale House at 725 West Mehring Way, facing southeast.

APPENDIX C: RESOURCE FORM



OHIO HISTORIC INVENTORY

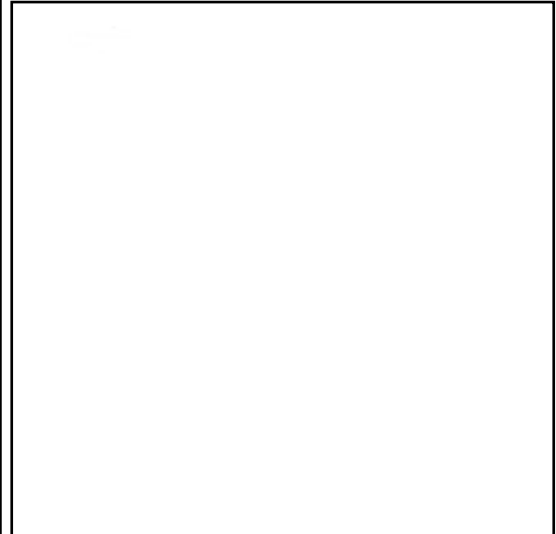
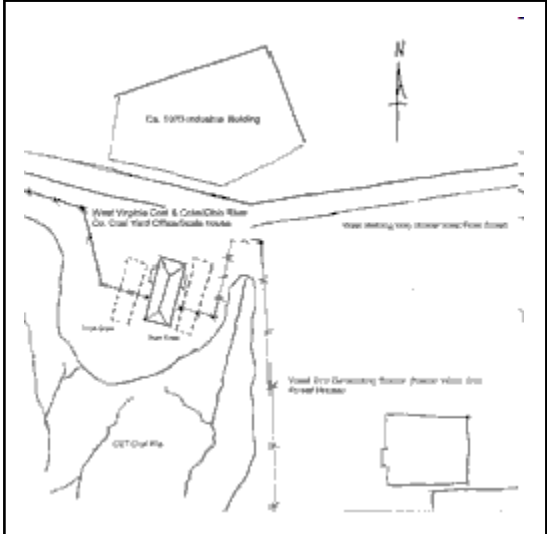
RPR Number:

| | | | | |
|---|--|--|--|---|
| 1. No. HAM-07934-43 | | 4. Present Name(s) Ohio River Company Coal Yard Office/Scale House | | 4-43 HAM-07939 |
| 2. County Hamilton | | 5. Historic or Other Name(s) Ohio River Company Coal Yard Office Building | | |
| 6. Specific Address or Location 725 West Mehring Way | | 19a. Design Sources | | 2. County Hamilton |
| 6a. Lot, Section or VMD Number 57-60 and 2.33 feet of 56 | | 20. Contractor or Builder Unknown | | |
| 7. City or Village Cincinnati | | 21. Building Type or Plan Office | | 4. Present or Historic Name(s) Ohio River Company Coal Yard Office/Scale House |
| 9. U.T.M. Reference Quadrangle Name: Covington (Ky.) 16 713947 4330143 Zone Easting Northing | | 22. Original Use, if apparent Office | | |
| 10. Classification: Building | | 23. Present Use VACANT/NOT IN USE | | 35. Plan Shape Rectangular |
| 11. On National Register? NO | | 24. Ownership Private | | |
| 13. Part of Established Hist. Dist? NO | | 25. Owner's Name & Address, if known Tri State Improvement Company 1000 East Main Street Plainfield, Indiana 46168 | | 36. Changes associated with 17/17b Dates: 17. Original/Most significant construct |
| 15. Other Designation (NR or Local) | | 26. Property Acreage 1.090 | | |
| 16. Thematic Associations: Bulk Products Industries | | 27. Other Surveys | | 17b. |
| 17. Date(s) or Period 1931 | | 28. No. of Stories One story | | |
| 18. Style Class and Design None | | 29. Basement? Yes | | 37. Window Type(s) Altered |
| 18a. Style of Addition or Elements(s) | | 30. Foundation Material Concrete frame | | |
| 19. Architect or Engineer Unknown | | 31. Wall Construction Balloon/western/platform frame | | 38. Building Dimensions 20'x50' |
| 42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) Built 1931, the Ohio Rive Company office/scale house is a small one-story, rectangular-shaped building with a green tile-covered hipped roof, red brick-clad walls, and a concrete foundation. A single, red brick chimney with concrete or limestone coping extends above the roof line just east of the center of the south facade. The roof includes matching green hip and ridge tiles with simple, rounded finials atop the juncture of the hip and ridge. A green-painted rain gutter skirts the lower perimeter of the roof, with downspouts located at each of the four corners. A narrow, rectangular-shaped sign board extends along the length of the north side of the hipped roof. A small, rectangular-shaped sign reading 'CBT Good Reasons to Work Safe' is currently located in the center of the sign board. With the exception of two of the windows, all of the fenestration has been covered with green-painted sheet metal. It is not known what type of windows exist under the coverings, but the two uncovered windows, located on the east facade, feature multi-light, aluminum, replacement sash. Each window opening features a green-painted, concrete or limestone sill. A series of small, continued... | | 32. Roof Type Hip Roof Material Clay tile | | |
| 43. History and Significance (Continue on Reverse if necessary) One of the more recent coal yards established on Cincinnati's waterfront was that of the Ohio River Company. Organized by Albert Converse Ingersoll in 1925, the Ohio River Company (ORCO) was organized for the purpose of moving coal from West Virginia mines to Cincinnati's waterfront. Using a chartered boat and four barges, the ORCO got its start by delivering coal to the Cincinnati Gas & Electric Company (CG&E), which operated the West End Power House on West Front Street (now West Mehring Way). This business relationship was so successful that Ingersoll found it necessary to locate additional capital for much needed expansion. After negotiating a deal with C.E. Hutchinson, president of the Omar, West Virginia based West Virginia Coal & Coke Company the fledgling transportation company | | 33. No. of Bays 3 Side Bays 4 | | 39. Endangered? NO By What? |
| 44. Description of Environment and Outbuildings (See #52) The office/scale house is located in a heavily industrialized area along Cincinnati's waterfront. The real estate along this section of the river has been used by coal companies for at least 120 years. The land between the south end of the office and the river is occupied by immense piles of coal, which stretch along the river for over half a mile. Development north of the office consists of scattered industrial and commercial buildings that date from the late nineteenth to mid-twentieth continued... | | 34. Exterior Wall Material(s) Brick | | |
| 45. Sources of Information All Business 2002, Ingram Unit to Acquire Midland Enterprises, Inc. All Business, January 24, 2002. www.allbusiness.com. Accessed July 24, 2009. Giglierano, Geoffrey J. and Deborah A. Overmyer 1988, The Bicentennial Guide to Greater Cincinnati: A Portrait of Two Hundred Years, Cincinnati Historical Society, Cincinnati, Ohio. Sanborn Insurance & Publishing Company 1934, Sanborn Fire Insurance Map of Cincinnati, Ohio. New York. 1950 Sanborn Fire Insurance Map of Cincinnati, Ohio. New continued... | | 40. Chimney Placement Center | | 41. Distance from & Frontage on Road 75 feet/102 feet |
| 46. Prepared By: Donald Burden | | 47. Organization: Gray & Pape, Inc. | | |
| 49. PIR Reviewer: | | 48. Date Recorded: 08/12/2009 | | 725 West Mehring Way |
| | | 50. PIR Review Date: | | |

| | |
|----------------------------|--|
| 1. No. HAM-07934-43 | 4. Present Name(s) Ohio River Company Coal Yard Office/Scale House |
| 2. County Hamilton | 5. Historic or Other Name(s) Ohio River Company Coal Yard Office Building |

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:
Altered

Door Position:
Recessed

Orientation:
Gable end axis

Symmetry:
Bilateral asymmetry

Report Associated With Project:
NADB #:



| | |
|----------------------------|--|
| 1. No. HAM-07934-43 | 4. Present Name(s) Ohio River Company Coal Yard Office/Scale House |
| 2. County Hamilton | 5. Historic or Other Name(s) Ohio River Company Coal Yard Office Building |

42. Further Description of Important Interior and Exterior Features (Con't)

rectangular three-light windows are located in the concrete foundation at grade level, providing natural light for the basement. The window glass, however, has been painted green. A pair of bays project from the east and west facades near the north end of the building. The bays provided visibility of the truck scales located on either side of the building. Concrete bumpers, which project from the four corners of the foundation, provided collision protection against trucks entering the scales from either end of the building. The visible portion of the scales consists of long, rectangular concrete covered pads with narrow, steel frames around the pads and the concrete foundation that surrounds the pads. The scale pad on the east side of the building is roughly twelve feet longer than the pad on the west side of the building. The smaller scale on the west side of the building is largely covered with gravel and dirt. The larger scale to the east remains an active entrance point for the CBT coal yard. An entrance is located in the center of the north (front) facade. The current metal entry door appears to be a replacement. Replacement wooden steps and handrails have been anchored to the foundation at the north entrance. The area which currently serves as a parking lot is paved with concrete from the front entrance of the office to West Mehring Way. The parking lot's concrete matches the concrete found around the scales, indicating that it was likely poured when the building was built.

43. History and Significance (Con't)

became a wholly owned subsidiary of the coal company (Giglierano and Overmyer 1988:27-28; Marinelink.com 2000). With backing from West Virginia Coal & Coke, the ORCO commissioned construction of its first boat. Completed in 1926, the E.D. Kenna went to work moving coal from West Virginia Coal & Coke Company mines in West Virginia to the CG&E power plant on West Front Street. Ingersoll's contract with the power company eventually led to the construction of a coal yard just west of the power house (Marinelink.com 2002). Built in 1931, the coal yard at 725 West Front Street included facilities for transloading coal from barges to either railroad hopper cars or trucks. Although the power house appears to have been the main impetus for the yard's construction, the coal yard also sold coal to other customers in the area (Giglierano and Overmyer 1988:27-28). In 1938, Ingersoll left the Ohio River Company to form the Central Barge Company in Chicago. Ingersoll's partner, W.W. Marting, assumed control of the ORCO. Marting remained with the ORCO until his death in 1945. Thereafter, the company underwent numerous changes. The most significant of these changes transpired in 1954 when a group of New York investors acquired the West Virginia Coal & Coke Company. Intent on shifting the company's focus toward barging, the organization divested itself of all coal mine holdings. Renamed Midland Enterprises in 1955, the reorganized company expanded its towing business through its subsidiary the Ohio River Company (Marinelink.com 2002). By 1961, Midland Enterprises employed at least 900 people and was moving 15 billion tons of cargo a year for an annual income of \$24 million. The company continued to expand through the 1960s, with formation of the Orgulf and Red Circle divisions. By 1969, the Midland conglomeration was responsible for moving more than 25 million tons of cargo each year, making it the largest tonnage carrier on the inland waterways at that time (Marinelink.com 2002). Expansion continued through the 1970s and early 1980s, as company president John D. Geary increased the size of the Midland fleet and added barge construction to the company's capabilities. In 1982, Midland acquired the Paducah, Kentucky companies, Walker Boat Yard and R&W Marine. Two years later, Midland purchased Federal Barge Lines, giving the company a foothold in the grain transportation market (Marinelink.com 2002). By 2002, the Midland fleet included approximately 2,300 barges and 80 towboats, which delivered more than 50 million tons of coal, grain, iron, steel, ores and other dry bulk commodities each year. In early 2002, Nashville-based, Ingram Industries Incorporated acquired Midland Enterprises (All Business 2009). Ingram now controls the Ohio River Company, whose Cincinnati office is located at 300 Pike Street. The West Virginia Coal & Coke Company coal yard first appears in the city directory in 1931 and on a Sanborn map in 1934 (Williams City Directory 1931-32:1839; Sanborn Insurance Map 1934:24). Located on land formerly owned by neighboring Standard Marble Works, the West Virginia Coal & Coke Company's waterfront coal yard included an incline from the river, a hoist house, tipple, two batteries of silos, and a small office/scale house (Exhibit A3; Plate B1). The hoist house raised incoming coal and coke to a conveyor system, which delivered material to either a tipple, located over the top of three railroad spurs, or one of two batteries of silos, which were positioned perpendicular to one another immediately west of the tipple. The yard office was located near the north end of the yard at West Front Street. The 1950 Sanborn map reveals that the West Virginia Coal & Coke Company yard had expanded eastward onto land previously occupied by the Standard Marble Works (Sanborn Insurance Map 1950:24; Exhibit A4). Coal piles now covered the area where the marble factory's buildings once stood, and a conveyor extended from the yard's tipple to a furnace at the neighboring Cincinnati Gas & Electric Company's West End Power House. A long and narrow, one-story parking structure had been built just west of the office, and a small, square-shaped blacksmith shop was now located near the river at the southern end of the yard. Also, a small pattern storage building had been built just east of the black smith shop. The blacksmith shop and pattern storage building indicate that the yard was capable of making castings, which presumably would have been used to replace worn out or broken pulleys, sheaves, bearings, or any other castings used within the coal conveyor and storage system. After the West Virginia Coal & Coke Company was renamed Midland Enterprises in 1955, the property at 725 West Front Street was listed in the city directories as the Ohio River Company Coal Yard (Williams City Directory 1956:1297). After 1955 the company no longer owned coal mines, but they did continue to operate their yard on West Front Street, which they supplied with coal transported by Ohio River Company barges. The yard remained listed in the city directories until 1989. The following year, Cincinnati Gas & Electric Company subsidiary Tri State Improvement Company purchased the property from the Ohio River Company. Duke Energy is currently listed as the main contact for the former coal yard property and power house, which was converted to a substation in the mid-1970s (Hamilton County Auditor 2009).

44. Description of Environment and Outbuildings (Con't)

centuries. The skyline east of the office is dominated by the Brent Spence Bridge.

45. Sources (Con't)

York. Williams Cincinnati Directory 1931-32 Williams Cincinnati Directory, Press of Williams Directory Company, Cincinnati, Ohio. 1955 Williams Cincinnati Directory, Press of Williams Directory Company, Cincinnati, Ohio.