

ENTERED JUN 30 2015

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Scranton South Side Historic District

Other names/site number: N/A

Name of related multiple property listing: _____

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

2. Location

Street & number: 2314 - 2658 Scranton Road, North Brooklyn/Scranton Road Cemetery - 3339 Scranton Road, 1632-2101 Holmden Avenue, 1644-2115 Brainard Avenue, 1724- 2105 Corning Avenue, 1701-2034 Clover Avenue, 1724-2028 Valentine Avenue, 3227-3344 West 17th Street,

City or town: Cleveland State: OH County: Cuyahoga

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B C D

<p><i>Barbara Powell</i> DSHPO for Inventory & Registration</p> <p>Signature of certifying official/Title:</p> <p><u> </u> State Historic Preservation Office, Ohio History Connection <u> </u></p> <p>State or Federal agency/bureau or Tribal Government</p>	<p><u>April 28, 2015</u></p> <p>Date</p>
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>Signature of commenting official:</p>	<p>Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

Number of Resources within Property

Contributing	Noncontributing	
<u>365</u>	<u>88</u>	buildings
<u>1</u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>366</u>	<u>88</u>	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use
Historic Functions

DOMESTIC: Single Dwelling; Multiple Dwelling
COMMERCE TRADE: Specialty Store
GOVERNMENT: Fire Station
EDUCATION: Library
RELIGION: Religious Facility; Church School
FUNERERY: Cemetery
INDUSTRY/PROCESSING/EXTRACTION: Manufacturing Facility
TRANSPORTATION: Rail-Related, Automobile Service Stations

Current Functions

DOMESTIC: Single Dwelling; Multiple Dwelling
COMMERCE TRADE: Specialty Store
GOVERNMENT: Fire Station
EDUCATION: Library
RELIGION: Religious Facility; Church School
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Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

7. Description

Architectural Classification

Mid-To Late 19th Century and Early 20th Century Residential Styles

Italianate

Commercial Style

Gothic Revival

Romanesque, Richardsonian Romanesque

Materials:

Principal exterior materials of the property: Wood, Brick, Stone

Narrative Description

Summary Paragraph

The Scranton South Side Historic District is located in Cleveland, Cuyahoga County, Ohio. The District is made up of 365 contributing and 88 noncontributing buildings, and one (1) contributing site – the North Brooklyn Cemetery-German Lutheran. There are two (2) National Register listed buildings: the 1889-92 St. Michael the Archangel Roman Catholic Church (**NR# 74001452**) and the 1904 Cleveland Dental Manufacturing Building (**NR#04000936**). There are also five (5) Cleveland Landmark Buildings: The Emerson Casket Mansion, St. Michael the Archangel Roman Catholic Church, Cleveland Public Library Carnegie South Branch, the Wagner Awning Building, and Immanuel Evangelical Lutheran Church & Hall. The contributing buildings date from 1852 to 1952, and include 33 Commercial/Institutional buildings, 262 residential buildings and 70 outbuildings. The Lincoln High School Yard fronts Scranton Road, where the original Lincoln High School stood from 1900 to 1977, when it was demolished. A new school was built in 1970 set back on additional parcels to the east of the existing yard fronting Castle. This lot has been integral to Scranton Road frontage but is noncontributing due to the construction date of the current Lincoln High School, which was built outside the period of significance.

Twenty noncontributing Residential/Commercial/Institutional buildings were constructed outside the period of significance from 1954-1980 and are further defined as two (2) warehouses, a 1976 apartment building, a hall along with one significantly altered house at 3038 Scranton which received a commercial addition on the façade after 1953 and one significantly altered commercial building at 2575 Scranton. Lincoln High School, built in 1970, replaced the 1900 school. A gas station at the intersection of Clark and (3101) Scranton replaced a historic house in 1980. Five (5) houses were built in the 2000s, although they are characteristically designed appropriate to the existing character of the District. In addition there are 68 noncontributing outbuildings, smaller garages built to the rear of lots dating outside the period of significance.

The District retains a high level of historic architectural integrity which is exhibited in architectural elements, design, materials, and craftsmanship of the housing types and style. The setback and repetitive nature of the allotments maintain the location and setting. The feeling and association which represents the urban neighborhood is noted along the tree lined streets

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

with sidewalks and narrow thoroughfares. The churches and institutional buildings exhibit the Gothic Revival, Romanesque and Richardsonian Romanesque. The commercial retail buildings located through the District are all Two-Part Commercial style buildings with retail storefront on the first floor and residential on the upper floor. A False Front (**photo:24**) is commonly employed, while Commercial style is represented by the manufacturing buildings. Located along Scranton Road are auto service stations which date from 1937-1952. These gas stations represent the influx of the automobile during the transformation from mass-transit streetcar transportation, to automobile dependency in American culture. The service stations are all one-story in height. Both the 1937 Scranton Auto Service Station at 2342 and the ca. 1926 Home Family Laundry and Gas Station at 2613-17 are One-Part Commercial brick buildings types. The 1937 Gulf Station at 2884 and the 1952 Shell Station at 3237 are the Box Type Gas Station.¹

The majority of the houses are wood-sided balloon frame with only a few of brick construction and all are modest in design. Early residential common house types include the two-story Gable Front house, most commonly with porches employing classic elements at the columns or posts and Bi-Gabled Ell² (**photo:29**), Tri-Gabled Ell (**photos:14,16**), and Homestead(**photos:40,55**) as variations of the Gable Front (**photos:7,28,46**) and the Ell house-types.³ The Homestead is primarily noted with houses constructed towards the later part of the century and into the early 1900s. This term is used to describe front gabled houses in the District, similar to an American Farm House with the body of the house square or rectangular and topped with a “Temple” pedimented gable with little to no style details or ornamentation with examples such as 2460, 2468 and 2472 Scranton.⁴ Both Duplexes (**photo:31**) and the Cleveland Double (**photo:17**) are well represented, along with two examples of Fourplexes⁵ (**photo:25**). Other house styles include Colonial Revival (**photo:60**), Craftsman (**photo:53**), Bungalow (**photo:53**), and American Foursquare (**photos:27,30,57**). Italianate (**photo:6**), Eastlake (**photo:15**) and Stick style (**photo:56**) or vernacular versions of these styles are presented throughout. Both the Queen Anne (**photo:37**) and the Princess Anne (**photo:32**) are represented, with the Princess Anne being more utilitarian with reserved use of ornamentation and scale when compared to the Queen Anne.⁶ In the District, Princess Anne is used to describe features that include asymmetrical massing, complex roof lines with little to no style details or ornamentation including examples such as 3224 Scranton (**Photo: 50**). The integrity of the houses is maintained in the overall character defining features; in overall massing, fenestration pattern,

¹ Preservation Brief 46. *The Preservation and Reuse of Historic Gas Stations*. National Park Service; Henderson, Wayne and Benjamin, Scott. *Gas Stations*. Osceola WI: Motorbooks International Publishers, 1994.

² *Field Guide to Post-Victorian House Styles*, The Old-House Journal. 1983; Labine, Clem. *Post-Victorian Domestic Architecture The Homestead House*, The Old-House Journal, March 1982.

³ Labine, Clem. *Post-Victorian Domestic Architecture The Homestead House*, The Old-House Journal, March 1982.

⁴ *Field Guide to Post-Victorian House Styles*, The Old-House Journal. 1983; Labine, Clem. *Post-Victorian Domestic Architecture The Homestead House*, The Old-House Journal, March 1982; Historic Images & Maps, Figure 25.

⁵ Gordon, Stephen C. *How to Complete the Ohio Historic Inventory*. Columbus: Ohio Historic Preservation Office, Ohio Historical Society, 1992, 160, 161.

⁶ *Field Guide to Post-Victorian House Styles*. The Old-House Journal. 1983; Historic Images & Maps, Figure 25.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

porches, specific style references such as the gingerbread treatment at porches and windows on the Ells, prominent gable roof line and pediment at the porch on the Homesteads, and noted bay windows on the Queen Anne and Princess Anne examples, and segmented arched windows and ornate window hoods on the Italianates. While some excellent examples of both types and styles are present in the District the majority of the residential homes demonstrate the passing of time and minor alterations. Where wood siding or window sash have been replaced with alternative materials, the overall character is retained and the window type appears to be an appropriate match and the siding is consistent with the housing type or style. Buildings built within the period of significance and marked as noncontributing demonstrate a loss of character defining features, scale, massing that make the historic elements, type and style non-identifiable.

Narrative Description

The Scranton South Side Historic District is located in Cleveland in the area along Scranton Road which is historically known as the south side of Cleveland. The area was disconnected from the central city during the transformation of the passenger railway system in 1929 with the consolidation at Union Terminal Tower and the demolition of the Seneca Street Bridge. Later in 1967, the introduction of Interstate 90 and the Scranton Road overpass bisected the District into a north and south end creating a discontinuous historic district. The Scranton South Side Historic District is located along Scranton Road beginning at the top of the bluff from the area known as Scranton Flats, the historic industrial node along the Cuyahoga River. Historically, the area along Scranton, which was named after Joel Scranton who first settled the area, was first laid out as farms by those arriving to the Connecticut Western Reserve from New England including the Kellogg, Brainard, Aikin, Castle, Clark and Jennings families; names to which streets were assigned. The residential neighborhood moved southward through the District beginning primarily in the 1870s with heavy growth at the north end of the District prior to 1890 and continuing after 1900 south of Clark Street with no further residential development beyond 1924. The contributing residential buildings identified in the District retain basic character defining features of either housing type or style in form, roof type, fenestration patterns at a minimal and may have substitute materials in both window sash and siding. Although sash or siding may have been replaced or altered, the overall character of the houses contributes to the density and historic character of the District.

Scranton Road, historically Scranton Avenue until 1906 when the city of Cleveland renamed and numbered the streets, runs at a diagonal from the Cuyahoga River (from the former Seneca Street Bridge which was demolished), along the west side of University Heights (Tremont Historic District (NR#94000719) to the City Infirmary (now Cleveland Metro Health Hospital), intersecting at Pearl/West 25th Street. The residential allotments located along the corridor are made up of small lots with shallow front lawns, and city sidewalks and tree lawns running along the two-lane road, which is wide enough for street parking. Corning Avenue is exceptional in that the street retains the historic brick pavers from Scranton Road to West 17th Street. Brick pavers are revealed as well in the alleys but are not prominently exposed.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

NORTH END

- ① - ⑦ **1866 Alfred Kellogg Allotments 1-8 (photos: 1, 64)**
2318-2342 Scranton Road Circa 1867-1937
- The Alfred Kellogg lots 1-8 are located between Parafine Avenue and Willey Avenue on the west side of the District. There are six (6) contributing residential buildings and one (1) contributing commercial building, along with one (1) contributing barn and three (3) noncontributing garages. The contributing building located on lot 8, 2342 and is the Scranton Auto Service Building (**Historic Images & Maps, Figures 19.a, 19.b**), a 1937 One-Part Commercial blond brick building. The six (6) houses were constructed between circa 1867 (Mary Evans House) and 1916. The facades of the houses run parallel with Scranton Road and are set back from the sidewalk. The houses are typical wood frame urban two-story Gable Front houses. 2328 is the exception, which is a Tri-Gabled Ell with a side porch. 2334 is the only house that does not have a porch. The remaining houses have front porches; 2324 porch is enclosed. 2322, 2324, and 2328 all have a second floor doorway that historically accessed the roof of the porch. 2338, which was built in 1916, exhibits Craftsman characteristics. The remaining houses were built between circa 1867-1894 and are simple in design. A contributing gabled barn is located at 2328, which is a two-story board and batten barn.

- ⑧ - ⑪ **1872 Alfred Kellogg Allotments 22-25 (photo: 2)**
2410-2440 Scranton Road ca. 1852-1975
- The Alfred Kellogg lots 22-25 are located between Willey Avenue and Brevier Avenue on the west side of the District directly south of Alfred Kellogg Lots 1-8. There are three (3) contributing buildings and one (1) noncontributing commercial building. The noncontributing building is located on lot 24 at 2416 and is a 1975 one-story aluminum vertical siding commercial building. The J.F. Mares (Starr Piano Company) 1917 two-story masonry Two-Part Commercial style building is located on the corner of Willey and Scranton at 2410. At the corner of Brevier at 2438 is the Cleveland Landmark building - Emerson Casket Mansion. Constructed ca. 1852 by Martin Kellogg in the Federal style (**Historic Images & Maps, Figure 1.a**) and sold to Taylor Emerson in 1872 who enlarged and converted the house to the Italianate style. In 1911/12, the one-story commercial front addition and the home converted from a single family to six unit inn with a store and tavern owned by David and Kate Balind from 1913 to 1942. The 1913 Anna Bakos House, 2432, is to the north of the Emerson Casket Mansion and is classified as no type or style. It is a two-story wood frame house with a second story overhanging the full-width front porch which is supported by spilt faced concrete piers with tapered Doric columns. The Anna Bakos House is the only historic house set back from the sidewalk.

- ⑫ - ⑲ **1880 Alfred Kellogg Allotments 55-64 (photos: 5,6,7)**
2460-2560 Scranton Road ca. 1870-1915
- The Alfred Kellogg lots 55-64 are located between Brevier Avenue and Starkweather Avenue on the west side of the District at the north end. There are 13 contributing houses which were constructed between ca. 1870 and 1915 and four (4) contributing and five (5) noncontributing

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

garages. The facades of the houses run parallel with Scranton Road and are set back from the sidewalk. The oldest house in the allotment is the Alfred Kellogg House, built in the Italianate style by Alfred & Louise Kellogg (old house number 624). **(Historic Images & Maps, Figures 1.a, 1.b)** In 1908, the heirs of Alfred Kellogg begin selling the sublots with the majority of the houses constructed in 1910 and the final construction of the houses ceasing in 1915. The houses are typical wood frame urban two-story Gable Front family houses with full width front porches. 2486 is the only brick house within the allotment along Scranton Road. 2560 was originally constructed as a duplex and converted later to a single residence.

25 - **30** **1871 Schroeder, Selbach & Kees Allotments 1-9 (photos: 9,11)**

2572-2630 Scranton Road

ca. 1877-1883

The Schroeder, Selbach & Kees lots 1 through 9 are located between Starkweather Avenue and Auburn Avenue on the west side of the District at the north end. **(Historic Images & Maps, Figure 11)** There are three (3) contributing houses and three (3) commercial buildings which date from circa 1877-1883. The facades of the houses run perpendicular to Scranton Road. The commercial buildings have a zero lot line while the houses are set back from the sidewalk. The houses are typical wood frame, 2596 is an urban two-story Gable Front house, while 2614 and 2618 are two-story Tri-Gabled Ells, mirror images. The commercial buildings are two-part commercial block buildings. 2626 and 2630 are wood-framed with false fronts emphasized by a pediment roof line obscuring the gable beyond. 2572 is an Italianate brick two-part commercial building with a corner toothed entrance. There is one (1) contributing and one (1) noncontributing garage.

31 **1853 E.L. & R.E. Barber Allotment A (photo: 12)**

2658 Scranton Road – Wagner Awning Building

1895, 1900, 1940

The E.L. & R.E. Barber Allotment A is located between Auburn Avenue and Barber Avenue on the west side of the District at the north end. The L-shaped painted brick building complex consists of two sections: the original 1895 Root McBride manufacturing building; and, the Cleveland-Akron Bag Company addition constructed in 1900. **(Historic Images & Maps, Figure 11)** The building is a City of Cleveland Landmark. A separate two-story brick addition, located at 1700 Barber Avenue (parcel #008-01-154), was built in 1940 which was historically connected at the first and second floors, but the openings were blocked in when the building was acquired by another owner in 2010.

The Root McBride building is located along Auburn Avenue and defined by 13 bays, five (5) of the bays are three (3) stories in height with the remaining eight (8) bays only two (2) stories in height due to a loss of the third floor during the 1966 tornado.⁷ The tornado damages included the properties directly north of Auburn which explains the vacant lots south of 2630 Scranton Road. The load bearing masonry building has inverted paired queen truss and post construction with iron tie rods and star turn buckle plates expressed at each floor at each bay. The windows are paired double hung wood sash set within a segmental arched masonry opening with a carved

⁷ *Plain Dealer*, 24 March 1966.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

wood low relief inset hood and central simple rosette medallion, with the sash resting on a stone sill. The masonry bays are articulated with brick corbelling at the parapet.

The 1900 Cleveland-Akron Bag Company addition is at the corner of Auburn and Scranton Roads with 12 bays along Scranton, eight (8) bays along Auburn, and a chamfered corner at Scranton and Auburn. The addition is load bearing post and beam construction with tie rod reinforcement with star turn buckle plates expressed at each floor at each bay. The paired double hung wood sash fenestration rests on a stone sill with a stone lintel above. The chimney which is located at the rear of the building has been shortened.

32 ca.1871 Ziemer Allotments 6-9 (photo: 65)

2341 Scranton Road – Scranton Carriage Works ca.1910, ca.1936, 1945

The Scranton Carriage Works is located at the northeast corner of Kenilworth and Scranton Road. The Two-Part Commercial brick building is constructed of three sections. The middle section was constructed circa 1904 for the Scranton Carriage Works, the wood structure served as the carriage painting building for the company whose main building was original located across the street where the Scranton Auto Service Station is located today. A fire in 1945 destroyed a good portion of the middle section which was rebuilt in brick.⁸ The brick section to the north was constructed circa 1920, which explains the truncated third floor. The two-story section at the corner was constructed circa 1936 for the Scranton Truck Body & Equipment Company. The company was a sub-contractor for the White Motor Company, contracted during the war to provide winches for army vehicles. The building is modest with the first floor fenestration either bricked or glass blocked in, while the second floor fenestration has replacement aluminum framed sash, historically the sash were steel industrial. **(Historic Images & Maps, Figure 23)**

33 - **55** 1851 J. G Jennings Allotments 116, 124, 125, 141-143 (photos:3,4,8,10)

2401-2617 Scranton Road **(Historic Images & Maps, Figures 12, 20.a, 20.b, 20.c, 24.a, 24.b)**

ca.

1875-1955

The J. G. Jennings lots 116 and 125 are located between Kenilworth Avenue and Howard Avenue on the east side of the District at the far north end. There are six (6) contributing houses which date from circa 1874-1904. The facades of the houses run parallel with Scranton Road and are set back from the sidewalk. The houses are typical wood frame urban two-story Gable Front houses except for 2439 which is an Italianate house and 2461 which is a Queen Anne. There are two (2) contributing garages. One (1) commercial building is located at 2401, located at the corner of Kenilworth, which is a House with Commercial Addition,⁹ furthered described as a two-story Gable Front house with a storefront at the first floor and a one-story addition along the south side that dates to circa 1910.

⁸ "\$60,000 Fire Ruins Truck Body Plant." *Plain Dealer*, 27 October 1945, 1.

⁹ *Special Use Types- Commercial -House with Commercial Addition*, Colorado Office of Archeology and Historic Preservation (OAHp). Available at <http://www.historycolorado.org/oahp/house-commercial-addition>.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

The J. G. Jennings lots 124 and 142 are located between Howard Avenue and Starkweather Avenue on the east side of the District at the far north end. There are six (6) contributing houses and one (1) noncontributing house at 2483, with three (3) contributing and one (1) noncontributing outbuildings, along with two (2) commercial buildings which date from circa 1885-1916. The facades of the houses run at angle, true west, to Scranton Road and are set back from the sidewalk. The houses are typical wood frame urban two-story Gable Front houses except for 2495 which is a Queen Anne. The 1½-story house at 2483 porch has been enclosed. 2535 is a Two-Part commercial block brick building with a central doorway flanking wood and glass storefronts of large plate glass with transom above and the second floor accentuated with a pair of bay windows. The commercial building at 2541, located at the corner of Starkweather Avenue, is also a Two-Part commercial block building, with the first floor accented by brick first floor, with a brick toothed corner entrance and bracketed cornice. The fenestration appears to be altered, although historic images were not available to verify. The building has a two car brick detached garage.

The J. G. Jennings lot 141 is located south of Starkweather Avenue on the east side of the District at the north end. There are four (4) commercial buildings, two (2) houses and the (1) Cleveland Fire Engine #8 which contribute to the District. There is one (1) noncontributing buildings, the commercial buildings at 2603 was built after 1955 outside the period of significance. The commercial building at 2575 is a wood framed building built c. 1895 and despite the later vinyl siding the building retains its historic massing, roofline, upper floor dormer and fenestration pattern. The facades of the buildings run at an angle, true west, to Scranton Road and are directly on the sidewalk. Built in 1885, 2571, at the corner of Starkweather, is a Two-Part brick commercial building which has a gable front and segmental arched windows with Italianate window hoods at the second floor. The building was occupied by the Polish National Singing Society in 1929. The 1890 typical wood frame urban two-story Princess Anne Gable Front dwellings located at 2581 and 2587 are mirror images of one another with a double bay window on one half of the house and the other side articulated with porches on both the first and second floors. The undulating shingle shakes remain on 2587 while 2581 has received new siding. The 1877 Cleveland Fire Engine Company #8 is a two-story brick Italianate rectangular building with a segmented arched fire truck door and a single man door with similar stone arch hoods as reflected on the second floor three 6/6 double hung sash fenestration with stone sill. The roof is articulated with a decorative bracketed cornice. Light fixtures flanking the door are translucent round domes supported by dragon brackets which are similar to ones on the L.F. and S. Burgess Grocery Building in the Cleveland Warehouse Historic District (NR#19820930/20070221). The Home Family Laundry & Gas Station at 2613-17, constructed cs.1926 is a brick One-Part Commercial building with an addition in the 1970s.

Scranton South Side Historic District
Name of Property
SOUTH END

Cuyahoga, OH
County and State

56

North Brooklyn Cemetery- German Lutheran

Wade & Scranton

Est. 1846

The North Brooklyn Cemetery- German Lutheran is located south of Wade Avenue on the west side of the District at the south end. The cemetery is framed with a black picket iron fence (fence date unknown) and has headstones which date from 1849 through present times. There are no buildings associated with the cemetery.

57

58

T.G. Graham Allotment unnumbered lot (photo:63)

2000 Seymour Avenue and 2884 Scranton Road

ca. 1873, 1937

The T.G. Graham Allotment unnumbered lot is located south of the cemetery along Seymour Avenue on the west side of the District at the south end. There is one (1) contributing house with a (1) contributing garage, and one (1) contributing commercial building. The 1938 F. Dall Gulf Service Station at 2884 Scranton Road was designed by J. H. Hamilton, Gulf Refining Company Engineer.¹⁰ The gas station is located in the front part of the original parcel, slightly off to the north. The Gas Station is a one-story concrete Art Deco Box Type Gas Station. 2000 Seymour Avenue faces Scranton Road and is a brick urban two-story Gable Front with a front, side and rear porch. The roof, according to Cleveland Landmark files, was blown off during the 1909 tornado and would explain the shingled gable front. The house exhibits three bays, with pediment window hoods over 1/1 double hung sash and the porch features decorative brackets. **(Historic Images & Maps, Figures 21.a, 21.b)**

59

62

F. Nicola Allotments 4-8 (photo:13)

2920-2958 Scranton Road

1880-1976

The F. Nicola lots 4-8 are located between Seymour Avenue and Castle Avenue on the west side of the District at the south end. There are two (2) contributing buildings, the Cleveland Landmark 1880 Immanuel Evangelical Lutheran Church **(Historic Images & Maps, Figure 6.a, 6.b)** and the 1912 Hall designed by Paul Metzger. The circa 1890 rectory is noncontributing since the front of the Tri-Gabled house was altered in 1956 as a Colonial Revival when a storm knocked stones of the church in 1956.¹¹ The church and the house face Scranton due East, while the Hall, which has Gothic Revival elements such as the buttressing at the entrance, faces Seymour Avenue. The church was designed by Charles Griese in the Gothic Revival style and constructed in 1879. The 1909 tornado damaged the steeple and the bell tower; the steeple was removed and the bell tower was repaired. The brick and stone church is divided into three bays, the central bay accented by the bell tower and the main entrance. The lancet arch dominates throughout, with the entries and windows articulated with stone hoods. Stained glass dominates the fenestration. Brick buttressing is accented with stone. The bell tower has a trio of lancet arches with slated venting and the crenulated parapet has finials at each of the four corners. To the south of the church are two paved parking lots associated with

¹⁰ *Plain Dealer*, 20 March 1938.

¹¹ *Plain Dealer*, 24 June 1956.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

the church. The 1976 Scranton Castle Apartments, located at 2958 are two masonry buildings one six-stories in height, the other eight which are connected. They were built for Cleveland Metropolitan Housing Authority for low-income housing and are noncontributing.

63 - 73 **1875 DZ. Herr Allotments 16-22 (photos:17,18)**

2996-3096 Scranton Road

ca. 1884-1982

The D.Z. Herr lots 16-19 are located between Castle Avenue and Walton Avenue on the west side of the District at the south end. There are three (3) contributing houses and one (1) utility building – the Cleveland Telephone Company (**Historic Images & Maps, Figure 13.b**) at 3026 which is a Two-Part commercial building of 1904 designed by Frank Barnum in the Romanesque style. The house at 2996 is a Stick Style, while 3000 is a Cleveland Double and 3016 is a Queen Anne.

The D.Z. Herr lots 20-22 are located between Walton Avenue and Clark Avenue on the west side of the District at the south end. There are four (4) contributing buildings, (3) houses and one (1) Cleveland Public Library – Carnegie South Branch (**Historic Images & Maps, Figure 14.a, 14.b**), which is a Cleveland Landmark and three (3) noncontributing commercial buildings, a 1975 one-story aluminum sided commercial building located at 3076 and 3038, which is 1904 two-story Gable Front house with a post 1953 commercial storefront extended from the façade. There are two (2) noncontributing garages. See Master list for individual house styles. The Cleveland Public Library – Carnegie South Branch building was designed by the New York City architectural firm of Whitfield & King in 1911. The building is an exquisite one-story Late Gothic Revival building constructed of limestone laid in a random ashlar pattern. A protruding entrance with a lancet arch doorway with ribbon lites in the transom is articulated with a crenulated pediment with stone lions and cartouches. A central rotunda defines the interior space.

74 **St. Michaels the Archangel Church (photo:21) (Historic Images & Maps, Figure 7)**

3114 Scranton Road

1889-92

St. Michaels the Archangel Church **NR # 74001452**, is located on the corner of Clark Avenue and Scranton Road and extends to Kinkel Avenue. The Gothic Revival building, designed by Chicago architect Adolph Druiding is a rock-faced sandstone load-bearing building with metal columns. The Latin cross plan church is defined by two spires, resting on the south bell tower and the north clock tower which rises to 232', both constructed of stone. The clock faces have been removed. The spires are accented with patina copper trim work. The fenestration employs lancet stain glass windows, along with the quatrefoil motif. The double lancet stone arched entry is announced with a white marble statue of St. Michael. The interior was designed by Andrew Mitermiller and exhibits white marble flooring with blue tile accents, Tennessee marble wainscoting and marble columns supporting groin vaulting.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

75 **St. Michaels Roman Catholic School (photo:22) (Historic Image: 8)**

3146 Scranton Road 1904

St. Michaels Roman Catholic School is located on the Kinkel Avenue and Prame Avenue block. The 1904 Gothic Revival building is a rock-faced sandstone load-bearing four-story building with two projecting gabled ends and a central Gothic arch entrance. A central iconic cupola soars above the entrance articulated with Gothic stone arches. Elements along the roof line are accented with patina copper trim work. A quatrefoil motif and cherub faces adorn the façade, along with white marble statues of varying saints.

76 **Catherine E. Brainard Allotments 1-2, J. A. Moffett (photo:23, 26)**

3166 Scranton Road date of allotments unknown
1904

The Catherine E. Brainard lots 1-2 and the J. A. Moffett property are located between Prame and Althen avenues on the west side of the District at the south end. There is one (1) contributing building, the 1904 Frank Barnum designed Gothic Revival South Presbyterian Church (**Historic Images & Maps, Figure 10.b**). The church fenestration is defined by paired lancet arches with stained glass. The colossal bell tower also serves as the main entrance and is the dominant feature on the east elevation facing Scranton Road. The remaining area is a paved parking lot.

77 - **81** **Margaret Althen, Donberg Allotments 26-27 (Photo:27, 28)**

3188- 3210 Scranton Road ca. 1879-1914

The Margaret Althen, Donberg lots 26-27 are located between Althen Avenue and Holmden Avenue on the west side of the District at the south end. There are five (5) contributing houses, wood-framed residences and one (1) contributing and one (1) noncontributing garages. See Master list for individual house styles. 3188 is an American Foursquare with oversized Corinthian columns supporting the porch. 3198 is a simple Gable Front with a wrap-around porch which was added between 1903-1913.¹²

82 - **87** **1871 Meyer & Dornberg Allotments 1-3, 82-84 (Photo:35,36, 38)**

3222-3256 Scranton Road ca. 1876-1917

The Meyer & Dornberg lots 1-3, 82-84 are located between Holmden Avenue and Meyer Avenue on the west side of the District at the south end. There are five (5) contributing residences and one (1) contributing church. 3222 is one of the few brick houses and is an American Foursquare with a pair of Tuscan Columns supporting the porch with an attached garage facing Holmden. Both 3226 (which has a contributing garage) and 3240 are Princess Annes while 3234 is a Tri-Gabled Ell and 3248 is a Hipped-roof Italianate with an octagon shaped side porch with fret work. The 1900 brick and stone Romanesque St. Matthews Evangelical Lutheran Church designed by architects Tenbusch & Hill is located at the corner

¹² Sanborn Fire Insurance Maps, 1886-1951. Cleveland Public Library, 1903 and 1913.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

(Historic Images & Maps, Figure 10.a) Two heavy bell towers flank the gabled nave. A wide set of stairs lead up to the main entrance which is composed of three rounded arches springing from square posts, the central arch slightly larger than the two flanking.

88 - **105** ca. 1877 J. M. Curtis Allot. 1-11, A. Stone Allot. 24-31 (Photos:41,43,44)
3264-3336 Scranton Road ca 1870-1915

The J. M. Curtis lots 1-11, and the A. Stone lots 24-31 are located between Meyer Avenue and Sackett Court on the west side of the District at the south end. There are 17 contributing residences and one (1) contributing commercial building which is a House with Commercial Addition at 3264. Most residential types typical to the District are represented including Gable Front, Tri-Gable Ell, Queen Anne, Duplex and Cleveland Doubles. See Master list for individual house styles. There are three (3) contributing and nine (9) noncontributing garages.

106 - **113** 1880 J. B. Perkins Allotments 93-101(Photos:14-16)
2881-2963 Scranton Road ca. 1887-2006

The J.B. Perkins lots 93-101 are located between Mentor Avenue and Castle Avenue on the east side of the District at the south end. There are seven (7) contributing houses and one (1) noncontributing house at 2943 which was constructed in 2006 in a design respectful to the historic character of the district. See Master list for individual house styles. There are three (3) contributing and one (1) noncontributing garages. The facades of the houses run parallel with the angle of Scranton Road and are equally set back from the sidewalk. The house located at 2881, at the corner of Mentor Avenue is a Basic Homestead in the Shingle style. The fenestration is multi-divided casement windows. Both 2911 and 2921 are two-story urban wood framed Gable Front houses designed in the Eastlake style, while the remaining houses are Tri-Gabled Ells.

114 - **117** Hart & Schindler Re-Sub Allotments 1-2 (Photo:19, 20)
3063-3095 Scranton Road, 1701 Castle Avenue
1893-1970

The Hart & Schindler Re-Sub lots 1-2 are located between Agnes Court and Clark Avenue on the east side of the District at the south end. There is one (1) noncontributing institutional building, which is the Lincoln High School. The earlier high school building built in 1900 was located closer to the street in the now open space fronting Scranton Road. It was demolished in 1977. The yard is a grassy lawn with baseball fields and a low chain link fence surrounding the 2.5 acres of open land. The new high school was built in 1970 set back from Scranton Road on additional parcels to the east. There are two (2) contributing houses and one (1) church – Scranton Avenue Free Will Baptist Church (**Historic Images & Maps, Figure 9**). The two houses are both Homesteads with 3063-65, a duplex with a noncontributing two car concrete block garage. The Duplex is a bit more elaborate as noted by the Ionic capitals, the bay windows and the shingle work in the gable. The Scranton Avenue Free Baptist Church was built in 1893 by builder Frank Novak from the Richardsonian Romanesque design work of Cleveland Architect, Sidney R. Badgley. The brick and stone building has a corner entrance

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

articulated by the bell tower with the remaining north, south and west elevations distinguished through the use of a massive Palladian window accented with stone. The east elevation has three arched windows. A clerestory at the roof is located within the center of the Greek Cross plan.

- 118** **Curtis Meyer Allot.141, Curtis Ambler Scranton Re-Sub Allotments 1-2**
3101 Scranton Road 1980
The Curtis Meyer Allotment 141, & Curtis Ambler lots 1-2 are located at the corner of Clark Avenue on the east side of the District at the south end. The one (1) noncontributing 1980 Marathon Gas Station (Gas USA) includes a one-story concrete block and aluminum sided building with two covered gas pump structures.

- 119** - **121** **Curtis Ambler Scranton Re-Sub Allotment 3, Mary B. Rowley Allotments 1-4**
3115-3139 Scranton Road 1914-1964
The Curtis Ambler Scranton Re-Sub lots 3 is located at the corner of Scranton Court on the east side of the District at the south end. The noncontributing 1963 St. Michael's Hall is located on the parcel and is a one-story brick and aluminum sided building lacking any fenestration. The Mary B. Rowley Allotments 1-4 include the parking lot associated with 3115, St. Michael's Hall and two (2) contributing houses; the 3133-35 Scranton Road, a 1914 wood-framed Cleveland Double with Craftsman elements, and 3139 Scranton Road, a 1901 Princess Anne with a contributing garage. The residences are slightly set back from the sidewalk.

- 122** - **129** **1868 N. Meyers Allotments 1-4 (Photo:24, 25) ca. 1870 Meyers & Curtis Allotments 1-2**
3145-3179 Scranton Road 1896-1920
The N. Meyers lots 1-4, and the Curtis & Meyers Allotments 1-2 are located between Rowley Avenue and Buhrer Avenue on the east side of the District at the south end. There are two (2) commercial buildings, one with a false front at 3145, which sits directly on the sidewalk and the other at 3179 which is a House with a Commercial Addition. One (1) contributing brick Fourplex is at 3151 which was constructed in 1920 along with four (4) contributing Duplexes and one (1) Tri-Gabled Ell at 3161.

- 130** - **133** **ca.1870 Meyers & Curtis Allotments 1-2, (Photos:29,30,32) J.M. Curtis Allotments 1-4**
3195-3211 Scranton Road ca. 1902-1912
The Meyers & Curtis 1-2, J.M. Curtis lots 1-4 are located between Buhrer and Holmden Avenues on the east side of the District at the south end. There are four (4) contributing houses and two (2) contributing garages; a wood framed Tri-Gabled Ell with two-story side porch at 3195; an American Foursquare at 3201, defined by large, squat Corinthian porch columns; a Duplex at 3205-07; and a hip-roof with front and side gables showing modest elements of the

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

Princess Anne style and massing at 3211. The residences are slightly set back from the sidewalk.

134 - **180** **1883 Catherine E. Brainard Allotments 1-27,61-81** (Photo:33,34,55,57,59-62)
3219-3237 Scranton Road, 2101- 1631 Holmden, 3227-3228 West 17th,
1644- 2020 Brainard 1884-1952

The Catherine E. Brainard lots 1-27, 61-81 are all the remaining lots of the allotment that exist from the interruption of I-71 and are located along the south side of Holmden Avenue and north side of Brainard Avenue, with the two (2) contributing properties on West 17th, 3228-3229 on the east side of the District at the south end. There is one (1) contributing ca. 1952 one-story concrete Box Type Gas Station which was the Shell Service Station (**Historic Images & Maps Figure 22.a, 22.b**). The remaining lots contain 45 contributing residences including one (1) contributing Fourplex, Brainard Terrace. See Master list for individual house styles. Houses that represent exceptional examples of styles or types are; 3231 Scranton - a 1912 Shingle style, 2003 and 1933 Holmden - 1887 and 1890 Tri-Gabled Ell with 2 story side porch, 1907 Holmden - 1897 Colonial Revival, 1728 Brainard - 1908 Homestead and 1734 Brainard - 1909 brick American Foursquare. There are 12 garages, one (1) barn and one (1) carriage house which contribute and 14 noncontributing garages.

181 - **271** **1884 Ruth Curtis Allotments 1-85, 91-98** (Photos:37,39,40,42,49-54,56,58)
3255-3307 Scranton Road, 2115-1645 Brainard, 3275-3310 West 17th,
1724- 3290 Corning, 1720-2034 Clover ca. 1875-2006

The Ruth Curtis lots 1-85, 91-98 are all the remaining lots of the allotment that exist from the interruption of I-71 and are located between the south side of Brainard Avenue and north side of Clover Avenue, along with the properties on West 17th, on the east side of the District at the south end. There is two (2) contributing brick Two-Part Commercial buildings, the ca. 1910 1816 Clover Road Wagon Shed and the Commercial style 1904 Cleveland Dental Manufacturing Company (NR#04000936), designed by George Hardway. The brick building is U-shaped, with nine bays on Scranton Road and eight on the north side elevations. It is three-stories in height with a flat roof and a parapet which is emphasized by the projecting piers at each bay. The building received an addition to the rear in 1929. The remaining lots contain 83 contributing residences and six (6) noncontributing houses. See Master list for individual house styles. Houses that represent exceptional examples of styles or types are; 3261 Scranton - a 1895 brick Duplex, 3279 Scranton - a 1911 Homestead, 2103 Brainard - 1891 Tri-Gabled Ell, 1707 Brainard - 1913 Mediterranean Stucco, 1645 Brainard - 1893 Queen Anne, 1644-50 Brainard (Brainard Terrace) - a brick Fourplex and 3276 West 17th Street- 1893 Homestead with strong Colonial Revival elements. There are 17 contributing and 20 noncontributing garages.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

272 - 316 **M.E. Brainard Allotments 1-40 (Photos:45-48)**

3317-3339 Scranton Road

ca. 1890-2005

The M.E. Brainard lots 1-40 are all the remaining lots of the allotment that exist from the interruption of I-71 and are located along the south side of Clover Avenue and north side of Valentine Avenue, along with properties on West 17th, on the east side of the District at the south end. There is one (1) contributing ca. 1920 one-story Commercial brick garage at 2115 Clover Ave. and one (1) contributing House with Commercial Addition at 3344 West 17th Street. The remaining lots contain 41 contributing residences and two (2) noncontributing houses. See Master list for individual house styles. Houses located along Valentine are significantly smaller and represent nineteenth century small house styles. These houses were primarily rental houses most likely due to the close proximity to the City Infirmary (now Cleveland Metro Health Hospital). Houses that represent exceptional examples of styles or types are; 3321 and 3325 Scranton – sister Homesteads built in 1910, 2025 Clover – 1907 Homestead, 2017, 2009 and 2001 Clover - 1892-1903 Tri-Gabled Ells, 1724 Valentine – Bungalow, 2018 Valentine – 1897 Gable Front. There are 13 contributing and 11 noncontributing garages.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

ETHNIC HERITAGE

TRANSPORTATION

Period of Significance

1852-1952

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Badgley, Sidney R.

Barnum, Frank

Druiding, Adloph

Griese, Charles

Hardway, George

Metzgner, Paul

Mitermiller, Andrew

Tenbusch & Hill

Whitfield & King

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

Statement of Significance Summary Paragraph

The Scranton South Side Historic District is significant under **Criterion A** in the area of **Transportation and Community Planning and Development** as representative of the transformative effect of streetcar railways on residential and neighborhood development within United States cities, with Scranton Avenue/Road as a main corridor connecting the central city of Cleveland to the south side over the Cuyahoga River. The Scranton Road area experienced a surge of development during the late nineteenth and early twentieth centuries with the introduction of south side horse drawn streetcar service in 1872 and electric streetcar service in 1889. In 1929, streetcar service along Scranton Road was terminated and the introduction of automobile transportation-supported service buildings demonstrates the last of historic development to the South Side Scranton Road neighborhood.

The Historic District is also significant under **Criterion A** in the area of **Ethnic Heritage**, representing the German and ethnic migration to America providing the labor and skills to fuel industrial growth of cities including Cleveland and demonstrated by the German owned middle and working class housing, supporting institutions and businesses constructed on the south side of Cleveland along Scranton Road and connecting neighborhood streets.

The **period of significance is from 1852 to 1952, beginning in 1852** with the construction of the Kellogg House landmark known as the “Emerson Casket Mansion” at 2438-40 Scranton and subsequent additions of varying styles. It extends through the horse drawn streetcar era from 1874-1888, the electric streetcar era from 1889-1929 **and ends in 1952** during the automobile era with the construction of the last automobile Shell Service Station at 3237 Scranton within the District.

Narrative Statement of Significance

Transportation: Bridges and Annexations

Transportation was essential to the development of cities. As technology evolved to allow for improved transport along waterways and over land, the population of newly formed cities of the early and mid-nineteenth century began to grow. The City of Cleveland was first laid out to the east of the north to south “crooked” running Cuyahoga River, which created its own set of challenges.¹³ By 1853, three bridges had been constructed across the Cuyahoga River connecting Cleveland to the west and south sides. The first substantial bridge to the west side was at Columbus Street, connecting to Ohio City in 1837. In 1850, the Division Street Bridge was constructed and crossed the river below Center Street, also accessing the west side into Ohio City.¹⁴ The next bridge was the Seneca Street Bridge constructed in 1853 to connect the Cleveland city center to the south side via Scranton Road in Scranton Flats.¹⁵

¹³ Hatcher, Harlan. *The Western Reserve*. Kent: The Kent State University Press, 1991. Previously published by Bobbs- Merrill Company, Inc., 1949, 36-37.

¹⁴ Orth, Samuel Peter. *A History of Cleveland, Ohio: Biographical*, Vol. I., Part 1 & 2. Chicago-Cleveland: The S. J. Clarke Publishing Co., 1910, 65; *Plan of the City of Cleveland, Cuyahoga County, Ohio*. Cleveland: Knight & Parsons, 1852; Merchant, Ahaz. *Map of Cleveland and Ohio Cities*. Buffalo: Thomas & Co., July 1850.

¹⁵ *Plain Dealer* 30 May 1854; Knight & Parsons, 1852; Orth, 65.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

With early bridges in place, annexations to the west and later to the south of the city center across the Cuyahoga River became the strategy for further expansion and growth of the City of Cleveland. In 1854, the City of Cleveland annexed the west side Ohio City (Ohio City Preservation District NR #89000435).¹⁶ It was not until ten years later in 1864 that the south side Scranton Flats area of Brooklyn Township was annexed by the City of Cleveland, after earlier efforts had been opposed by namesake Joel Scranton.¹⁷ The Scranton Flats annexation included land with burgeoning industrial development described as “west of the river, included between Walworth run and the eastward bend in the river, an area of two hundred and sixty and thirty-three hundredths [260.33] acres...This embraced the section traversed by Scranton [A]venue.”¹⁸ On August 6, 1867, the City of Cleveland continued to approve annexations to the south including the area of University Heights in Brooklyn Township, later known as Tremont (Tremont Historic District NR#94000719), and also south of Scranton Flats to Clark Street on either side of Scranton Road.¹⁹

The South Side Early New England Tradition

The earliest development in the Scranton South Side Historic District reflects the overall pattern of New England settlement in the Connecticut Western Reserve seen throughout Cuyahoga County and northeast Ohio during the late eighteenth and early nineteenth centuries. Scranton Avenue is one of the few city streets named for an early city pioneer, Joel Scranton, coming to the Connecticut Western Reserve and Cleveland from New England.²⁰ Joel Scranton was born in Belcherstown, Massachusetts in 1793 and spent his childhood in Otsego County, New York. In 1819 at the age of 26 years, he travelled to Cleveland “on a little schooner laden with leather” to sell.²¹ He operated primarily as a leather merchant and later opened a store at the foot of Superior and Water (West 9th) Street in 1827 selling leather, adding dry goods, groceries, crockery and machine cards to his business and advertised in the 1830s as J. Scranton & Co.²² By 1833, he had sold the store and used the proceeds to purchase land including approximately 172 acres, directly across from the City of Cleveland on the south side of the Cuyahoga River in Brooklyn Township in the Flats, named for lowlands with rich soils for cultivation along the banks Cuyahoga River.²³ Joel Scranton and his wife Irene moved to a farm that same year which he operated on what became known as “Scranton Flats.”²⁴ He built his home to the

¹⁶ Toman, James A. and Hays, Blaine S. *Horse Trails to Regional Rails. The Story of Public Transit in Greater Cleveland*. Kent: The Kent State University Press, 1996., 16.

¹⁷ Orth, 49; *Plain Dealer* 31 March 1851; *Plain Dealer* 27 July 1857.

¹⁸ Orth, 49.

¹⁹ Tremont Historic District NR#94000719, sect. 8, p2; *Walling's Atlas of Ohio*, Cleveland, Cuyahoga Co. New York: H.S. Stebbins, 1868; Avery, Elroy McKendree. *The History of Cleveland and It's Environs*. Chicago and New York: The Lewis Publishing Company, 1918, 256-257.

²⁰ Wickham, Gertrude Van Rensselaer. *The Pioneer Families of Cleveland 1796-1840*. Vol. I. Under the Auspices of The Executive Committee of the Woman's Department of the Cleveland Centennial Commission – 1896. Cleveland: Evangelical Publishing House, 1914, 226.

²¹ Wickham, 226-227; Van Tassel, David R. and Grabowski, John J. eds. *The Dictionary of Cleveland Biography*. Bloomington: Indiana University Press, 1996, 403.

²² Van Tassel, David R. and Grabowski, John J. eds. *The Dictionary of Cleveland Biography*, 403; *Plain Dealer* 30 August 1859, 7; Wickham, 227.

²³ Blackmore, Harris H. *Map of Cuyahoga County*. Cleveland: Stoddart & Everett, 1852; Cuyahoga County Deeds Alfred Kelley to Joel Scranton 1 June 1833, Alfred Kelley to Joel Scranton 29 June 1833.

²⁴ Van Tassel, David R. and Grabowski, John J. eds. *The Dictionary of Cleveland Biography*, 403.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

north on Scranton Flats²⁵ as a “commodious brick dwelling, in which he lived and died.”²⁶ The Scranton farm was further described as:

*The old home and orchard at the foot of the hill, the boat swinging by a chain to a ring in its nose at the shore, the horses and kine pasturing upon the green meadows of the Cuyahoga, the woods that crowned the heights, the humble dwellings struggling up the bluffs as if trying to scale them.*²⁷

Scranton Flats in the 1840s became a sporting center for shooting contests, circuses were held on the open land, and an industrial center was in early development as it became traversed by railroads along with river and canal access.²⁸ A later description of Scranton Flats,

*The flocks of sheep in the pasture have been succeeded by the white fleeces of the busy steam, and the rasp of scythes by the roar of a thousand wheels.*²⁹

The first industry that later came to Scranton Flats included Lamson and Sessions in 1869 with a plant at 2181 Scranton, Ferry Cap and Screw Company in 1876 at 2151 Scranton Rd., and also Mayer & Brayton Company in 1880 and Wilcox, Treadway & Company hardware manufacturers.³⁰ This south side of the City of Cleveland was further characterized by early residents of New England descent who built on the bluff above Scranton Flats in what was known as Brooklyn Township. Just to the south on Scranton Ave., was land owned by pioneer Martin Kellogg who arrived to settle in Ohio from Connecticut in 1818. He purchased large acreage on either side of Scranton Avenue at Kellogg and Jennings Avenues, where he built an early log cabin. This land was well situated on the bluff above the swampy Cuyahoga River and the Flats. Martin Kellogg died in 1863, leaving his land and later home at 2438-40 Scranton built ca. 1852 to his only surviving son Alfred Kellogg.³¹

Along Scranton Ave. to the east and across from the Kellogg property included acreage purchased by John G. Jennings in 1851 that would make up the west portion of University Heights, Brooklyn Township, later known as Tremont including the J.G. Jennings subdivision first platted in 1851 which abutted the east side of Scranton Avenue. Wealthy landowners and industrialists of New England descent built substantial homes in University Heights and on Scranton Avenue including the Kellogg and Emerson homes.³² Alfred Kellogg sold the earlier

²⁵ Orth, 733.

²⁶ Wickham, 227.

²⁷ Ibid.

²⁸ Wickham, 227; Orth, 24; Van Tassel, David R. and Grabowski, John J. eds. *The Dictionary of Cleveland Biography*, 403-404; *Plain Dealer* 10 April 1858.

²⁹ Wickham, 227.

³⁰ Tremont Historic District NR#94000719, Sect.8, 3.; Van Tassel, David R. and Grabowski, John J. eds. *The Encyclopedia of Cleveland History*. Bloomington: Indiana University Press, 1996. Also available at www.ech.case.edu.

³¹ *History of Cuyahoga County, Ohio with Portraits and Biographical Sketches of Its Prominent Men and Pioneers*. Philadelphia: D.W. Ensign & Co., 1879, 422; *Plain Dealer*, 3 September 1904; *Atlas of the City of Cleveland, 1874*. Available at Western Reserve Historical Society.

³² Tremont Historic District NR#94000719, Sect.8, 3,5.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

family home at 2438-40 Scranton, which he had inherited from his father Martin, to Taylor C. Emerson who made a substantial addition in 1872.³³ Alfred then built a new prominent Italianate home on his property as the Alfred Kellogg House ca. 1870 at 2486 Scranton. **(Historic Images & Maps, Figure 1.a, 1.b)** Taylor Emerson was born in Cincinnati, Hamilton County, Ohio in 1819 to parents who arrived there from New England, coming to Cleveland in 1850 to become a successful lumber dealer and operator of a planing mill located in Scranton Flats.³⁴

Further south along Scranton Avenue was located: the Branch farm owned by Francis Branch originally from Connecticut; land of Jacob & Josephine Hartzell from Pennsylvania, who kept a livery stable; a large tract of land of farmer David S. Brainard (wife Catherine), son of Ozias Brainard of Connecticut who came to settle Brooklyn Township in 1813 and whose home, although moved and altered in 1904, ca. 1875 remains within the District at 2028 Corning at Calvin Ct;³⁵ **(Historic Images & Maps, Figure 2)**; and the J. M. Curtis Forest City Nursery owned by James M. Curtiss of Ohio **(Historic Images & Maps, Figure 3)**. At the southern terminus of Scranton Avenue was the City Infirmary erected in 1855 “to house the insane, the sick, and the infirm poor, and provide facilities for the instruction of medical students,” with no regular physician in attendance until 1872.³⁶ Later in 1889, a city hospital was constructed on the site by Cleveland authorities, now known as Cleveland MetroHealth Medical Center fronting Scranton Road at MetroHealth Drive, lending to the development of Scranton Road as a major transportation corridor.³⁷ **(Historic Images & Maps, Figure 5)**

By 1871, the *Plain Dealer* reported that the Seneca Street Bridge travelling to Cleveland’s south side “is one of the most traveled of any of the city bridges...its being closed a single day causes not only inconvenience but positive loss.”³⁸

In 1872, the City of Cleveland continued its annexation of the south side extending the city boundaries from Clark to Storer Street (just south of Sackett Street, now part of MetroHealth Hospital), and including Scranton Avenue.³⁹ Between 1854 and 1874, the number of Cleveland council wards had increased from seven to eighteen and have since been reconfigured many times with continued expansion of population and city limits.⁴⁰

Horse Drawn Streetcars

As water, rail and freight transportation lines increased and the population and size of the city grew, the need became imminent for improved everyday city commuting transportation service for the working population who provided the labor fueling the mills and industry of Cleveland.

³³ Cuyahoga County Deeds, Alfred Kellogg to Taylor Emerson, 24 June 1872; *Plain Dealer*, 24 May 1881.

³⁴ US Census 1880; *Plain Dealer*, 13 December 1900, 2 January 1908.

³⁵ Johnson, Crisfield. *History of Cuyahoga County, Ohio; Part Third; The Townships*. D.W. Ensign & Co., 1879; US Census 1870.

³⁶ Rose, 274.

³⁷ Ibid.

³⁸ *Plain Dealer*, 30 August 1871.

³⁹ Orth, 49.

⁴⁰ Bionaz, Robert Emery. *Streetcar City: Popular Politics and the Shaping of Urban Progressivism in Cleveland, 1880-1910*. PH.D. Thesis University of Iowa, 2002. Ann Arbor: ProQuest Company, 2007, 11.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

The wealthy owned a horse and carriage, but a less costly form of transportation was needed for the middle class.⁴¹ Stage coach service was the first to evolve into rail based service using oak rails which suffered from high maintenance and repair requirements, to the next advance into the horse drawn omnibus service on fixed rails, followed by the revolutionary street railway which transformed city life and residential neighborhoods.

Horse drawn streetcars provided the first mass transit systems in the United States.⁴² They became an essential mode of transportation and determined community development as city perimeters began to expand, populations began to increase and a reliable labor force was required to power the industry, mills and commerce of developing American cities of the nineteenth century. Beginning in the 1850s, more efficient horse drawn streetcars began operating on street rails to overcome the challenges of the rutted, muddy and frozen streets. Horse drawn cars increased the reasonable commuter distance extending the connection between the center city, housing and land suitable for residential development. By 1860, horse drawn systems were operating in major cities including New York, Baltimore, Philadelphia, Pittsburgh, Chicago, Cincinnati, Montreal, Boston and Cleveland.⁴³

With the beginnings of industrialization underway, Henry Stevens first stepped forward to pioneer the horse drawn street car railway in Cleveland in 1859.⁴⁴ The packed clay and gravel city streets with mud and frozen ruts of Cleveland were a challenge for horse drawn carriages. By contrast, Stevens found that a horse drawn street car travelling by rails embedded in the street provided a smooth track for travel, and solid steel rails were less upkeep. By 1860 Stevens had the East Cleveland Street Railway Company⁴⁵ and the Kinsman Street Railway Company authorized as the first streetcar lines in Cleveland, operating on the east side.⁴⁶

Cleveland was expanding and radiating from Lake Erie with a growing population of 43,838 people in 1860.⁴⁷ Stevens partnered with coal and iron magnate David P. Rhodes to invest in a third street car line to connect to the west side and former Ohio City. On Feb 10, 1863, the City of Cleveland granted their company, the West Side Railroad, a franchise to build tracks from Seneca (West 3rd) Street south to Vineyard Street, and across the Cuyahoga River by way of the Center Street Bridge. Reaching Detroit Street on the west side, the line proceeded down West 38th Street, then south to Lorain where it turned downtown, taking Pearl (West 25th) Street back to Detroit. All three of Steven's lines were successful, furthering more investment in streetcars and further expansion.⁴⁸

⁴¹ Toman and Hays, 14.

⁴² Ames, David L. and McClelland, Linda Flint. *Historic Residential Suburbs*. National Register Bulletin. Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002, 16.

⁴³ Ames and McClelland, 17; Toman and Hayes, 18.

⁴⁴ Toman and Hays, 15.

⁴⁵ Ibid.

⁴⁶ Toman and Hays, 18, 28.

⁴⁷ Toman and Hays, 16.

⁴⁸ Toman and Hays, 18-19.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

At the end of the 1860s, the street railway business was firmly rooted in Cleveland which was a well-established center poised for industrial growth, with a population which had more than doubled over the last decade. The Brooklyn Street Railway Company opened a line serving the west and indirectly the south side of the city in 1869, with tracks travelling down Pearl (West 25th) Street, south from Lorain Ave. on the west side, where passengers gained permission to connect to the West Side Railroad and the city center. The Brooklyn line extended south to Denison Street near Big Creek, north of Brooklyn Village Center. This line provided additional streetcar service within a few blocks to the west of Scranton Ave., south from Auburn Street.

In 1872, direct horse drawn streetcar service to the south side of Cleveland was added with the grant of a franchise by the City of Cleveland to the South Side Railway Company.⁴⁹ The South Side Street Railway Company filed for a certificate in March 1872 with \$100,000 capital stock as a street railway leading to University Heights, later known as Tremont.⁵⁰ The Seneca (West 3rd) bridge was the main thoroughfare over the Cuyahoga River to Cleveland's south side and "Scranton Flats." In preparation for the new streetcar route, City Council passed an ordinance on May 21, 1872 for the creation of Jennings (West 14th) Ave., "between Scranton Avenue and Cliff Street across subplot 205 in Jennings allotment."⁵¹ In March 1873, the South Side Railway Company under president Jason Canfield, Esq., a resident of University Heights, petitioned "to construct and operate a railway of three feet gauge upon and over the following streets at or nearly opposite the bridge leading from the Union passenger depot, thence along Bank street to Superior street, thence southerly on Seneca street and Scranton avenue to Jennings avenue, thence southeasterly and southerly on Jennings avenue to the city limits."⁵²

The South Side Railway Company was approved by Cleveland City Council on June 16, 1874 and on October 23, 1874 it was reported that the railway was in running condition.⁵³ The South Side Railway Company ran from Seneca between Superior and Frankfort place southeast on Scranton Ave., thence to Jennings and Professor to the Cleveland city limits with an extension along Fairfield Street granted in 1875.⁵⁴ In 1877, the South Side Railway Company purchased the Bank Street railroad thereby extending the line to the Union Depot at the foot of West Sixth Street.⁵⁵ At the annual meeting of the company in January 1879, it was agreed to further extend the track on Jennings (West 14th) Avenue to Holmden Avenue.⁵⁶

In just 17 years, the street railway business had grown into ten different companies and a basic transportation route of steel street rail tracks had been laid. The abundance of separate franchises did not allow for the benefits of economy of scale that a larger consolidation operation would permit and come later with the electric streetcar.⁵⁷

⁴⁹ *Plain Dealer*, 23 October 1874.

⁵⁰ *Plain Dealer*, 5 March 1872.

⁵¹ *Plain Dealer*, 23 May 1872.

⁵² *Plain Dealer*, 12 March 1873; *Atlas of the City of Cleveland, 1874*. Available at Western Reserve Historical Society.

⁵³ *Plain Dealer*, 23 October 1874; Toman and Hays, 22.

⁵⁴ Orth, 747; Toman and Hays, 22.

⁵⁵ Toman and Hays, 27.

⁵⁶ *Plain Dealer*, 13 January 1880.

⁵⁷ Toman and Hays, 23.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

Impact of the Horse Drawn Streetcar on the South Side

Formed in 1872 with streetcars running in 1874, the South Side Railway brought more efficient commuter horse drawn streetcar transportation to the south side traveling from the central city over the Cuyahoga River via the Seneca Bridge, to the north terminus of Scranton Avenue, through Scranton Flats, past the Kellogg property and into University Heights via Jennings Avenue. The annexation of Scranton Flats in 1864 and the University Heights area in 1867 by the city of Cleveland had enabled improved commuter transportation connecting the city center with the south side. The officers of the South Side Railway included prominent members of University Heights and Scranton Avenue including lawyer Jason Canfield as the first president in 1872 and later by 1879: Alfred Kellogg as president; Vice President J.C. Hartzell; Auditor Charles Buffett; Secretary and Treasurer A. M. Emerson; and, also as Directors: Alfred Kellogg, S.W. Sessions, T.H. Lamson, Martin Snider, and J.C. Hartzell.⁵⁸

With the arrival of the South Side Railway Company, land on Scranton Ave. was now more easily connected to the city center as well as situated on the bluffs above the noise and grime of industry developing on Scranton Flats, located below. Early residential and supporting commercial and institutional development along Scranton Avenue began largely at this north end of Scranton.

Alfred Kellogg continued to subdivide his property (land he inherited from his father Martin Kellogg in 1863) along the west side of Scranton Avenue in 1872 the same year as formation of the South Side Railway Company. He likely saw the opportunity for future land sales further subdividing a portion of his land located just to the south of where the streetcar turned on Fairfield and travelled down Jennings Avenue one block to the east of his property.

Small lots fronted the east side of Scranton Avenue on the Jennings Allotment Lots 116 and 125 across from the Kellogg property, with one store at the southeast corner of Kenilworth Ave. owned by Newton D. Fisher and modest housing through the remainder of the Kenilworth – Howard Ave. block owned largely by residents born in Ohio of New England descent with jobs such as a railroad conductor. On the east side of Scranton at the Howard to Starkweather Ave. block was J. G. Jennings Lot 124 with houses owned primarily by members of the Taylor Emerson family including sons who built houses next door to one another in ca. 1884 with Edward Emerson building the house at 2501 Scranton and Alvan Emerson with a house at 2517 Scranton. Both worked in the family lumber business with Edward as a bookkeeper and Alvan as a foreman.⁵⁹

This area readily identified with the prominent homeowners of University Heights between 1872 and 1889.⁶⁰ By 1881, Kellogg had further subdivided his land along the west side of Scranton Avenue into smaller affordable lots, although the land was generally not sold for development until after his death in 1904.⁶¹ Exceptions were located in the Parafine to Willey

⁵⁸ *Plain Dealer*, 7 January 1879.

⁵⁹ US Census 1870, 1880: Cleveland City Directories 1861-1930. Cleveland Public Library; Cuyahoga County Deeds, Taylor & Harriett Emerson to Alvan Emerson, 17 October 1884.

⁶⁰ Tremont Historic District NR#94000719.

⁶¹ Atlas of the City of Cleveland, 1881. Cleveland Public Library Digital Gallery; Cuyahoga County Deeds, Alfred

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

Block to the north of Willey Ave. on the west side of Scranton, where he sold lots to: Mary Evans, a widow originally from Ireland and Wales building in ca. 1867 a house at 2328 Scranton; Frederick and Elizabeth Selbach of German descent with a house ca. 1877 at 2318 Scranton; and Jacob Wolf who was born in Pennsylvania and worked as a travelling salesman building in ca. 1887 at 2324 Scranton.⁶²

Institutions built on Scranton Avenue in support of the New England tradition and University Heights community included All Saints Protestant Episcopal Church and Free Will Baptist Church. The All Saints Episcopal parish was originally established as an outreach of St. John's Episcopal Church at 2600 Church Street in Cleveland. The first south side building was a chapel at Scranton and Vega Ave. in 1871. The congregation later built a new church building at 2845 Scranton, north of Mentor Ave., in 1886, "where many prominent families were identified with the house of worship."⁶³ Across the street remains the North Brooklyn Cemetery- German Lutheran fronting Scranton Avenue where early New England pioneers to Brooklyn Township are buried. By 1874, the Free Will Baptist Church had located at the northeast corner of Scranton and Clark Ave., led by Reverend O. D. Patch who had come from New Hampshire and one of the most prominent Baptist churches in the east.⁶⁴ All three buildings no longer remain standing. The Baptist church was replaced in 1893 with a new Free Will Baptist Church.

The German Migration

With the introduction of horse drawn and later expanded electric streetcar service in the 1870s-1880s, the early New England roots of the area transitioned to serve the growing ethnic German population that was defining the south side of Cleveland along Scranton Road. Thriving industry and job creation attracted new arrivals, and immigration to America from eastern and southern Europe including Germans, English and Irish.⁶⁵ Between 1845 and 1855, more than a million Germans fled to the United States to escape economic hardship as well as the political unrest caused by riots, rebellion and eventually a revolution in 1848.⁶⁶ Unlike some immigrant populations, Germans arriving to America generally had enough money to journey to the Midwest with large numbers settling not only in New York City and Baltimore, but in Cincinnati, St. Louis and Milwaukee.⁶⁷ Between 1820 and World War I, approximately 5.5 million Germans came to the United States.⁶⁸ With completion of the Ohio & Erie Canal in 1832 and of a railroad network in the 1850s, the City of Cleveland became attractive to

Kellogg, deceased to William Ambler, 25 September 1907.

⁶² Cuyahoga County Deeds, Alfred Kellogg to Mary Evans, 3 May 1867; Cleveland City Directories.

⁶³ Rose, William Ganson. *Cleveland The Making of a City*. Cleveland and New York: The World Publishing Company, 1950, 380-381.

⁶⁴ Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History*, "Scranton Road Baptist Church," *Plain Dealer* 8 August 1885.

⁶⁵ Toman and Hays, 20, 55.

⁶⁶ Andrica, Theodore. "100 Years of Nationalities in Cleveland," *Cleveland Press*. Available at www.clevelandmemory.com.

⁶⁷ U.S. History "The Rise of American Industry – 25f.Irish and German Immigration." Available at ushistory.org.

⁶⁸ U.S. Bureau of Census, *Historical Statistics of the United States: Colonial Times to 1970*, Washington, D.C., 1975.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

migrating populations.⁶⁹ Ethnic populations arriving to America located in closely knit communities to ease the transition. Many newcomers could not speak English and tended to cluster in neighborhoods where their native language, customs and traditions could continue.⁷⁰

Following the national trend, most immigrants to Cleveland from 1830 to 1870 originated from the German states, Great Britain and Ireland. In 1870, the foreign born population of Cleveland and Cuyahoga County consisted of 15,855 Germans, 9,964 Irish, and 4,533 English as the three largest immigrant populations making up 33% of the population of Cleveland.⁷¹

The German neighborhoods of Cleveland became scattered throughout the city. A new wave of immigration began in 1880, consisting of primarily people from Eastern Europe and by 1900, these recent arrivals accounted for more than half of the population of the city of Cleveland with the Germans as the largest segment.

These German ethnic communities were well served by streetcar traction lines connecting them with jobs in the city center and flocked to Cleveland's south side at Scranton and Clark Avenues and Tremont.⁷²

The German Neighborhood Begins on Scranton

The Scranton South Side Historic District was representative of the German migration to Cleveland. The beginnings of the German settlement were first seen on the northwest side of Scranton Road to the south of the Kellogg allotments. The Schroeder, Selbach & Kees Allotment located on the west side of Scranton Ave. at the Starkweather to Auburn Ave. block, was subdivided in 1872, the same year as formation of the South Side Railway Company.⁷³ The lots were well situated with horse drawn streetcar service from the Brooklyn – Pearl (West 25th) street line with service to the west side of Cleveland and the Scranton - Jennings (14th) Ave. line located a few blocks to the east with service to the city's east side. The neighborhood contained early homes and businesses built between 1871 and 1877 and owned by first generation Germans operating businesses, saloons and also fireman who likely worked across the street on the east of Scranton Ave. at the City of Cleveland Fire Engine Company #8 Station, 1871, located in the Jennings Allotment Lot 141 at 2599 Scranton.⁷⁴ Specifically these properties with German owners included the Lenhard Kolb Store, 1877 at 2614 Scranton, the Barbara and Fred Geiger House, ca. 1883 at 2618 Scranton, and the Susanna Kaiser Store, 1871-1883 at 2630 Scranton, and the Frederick Buhl Store, 1877 at 2626 Scranton.

⁶⁹ Miller, Carol Poh; Wheeler, Robert A. *Cleveland A Concise History 1796 – 1996*. Bloomington: Indiana University Press, 2cd ed., 1997, 49.

⁷⁰ Toman and Hays, 55.

⁷¹ Van Tassel, David R. and Grabowski, John J. eds. *The Encyclopedia of Cleveland History*, 558; Miller, 82; U.S. Bureau of Census.

⁷² Cleveland and It's Neighborhoods. Available at <https://sites.google.com/site/clevelandanditsneighborhoods/home/ethnic-groups-in-cleveland/germans>; *The Peoples of Cleveland*. Compiled by the Writer's Program of the Work Projects Administration in the State of Ohio in 1942, sponsored by the City Of Cleveland. Cleveland; The Western Reserve Historical Society, 2001, 48-50.

⁷³ Cuyahoga County Deed , Hetty & Hiram Little to Frederick Seelbach, Jacob Schroeder and Wm. Kees, 1 September 1871.

⁷⁴ Cleveland Fire History Series. Available at www.wrfmc.com.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

The properties fronting Scranton Ave. from south of Branch to Mentor Avenue were demolished in 1967 for the I-90 Scranton Road overpass. This section along Scranton was likely a continuation of the German neighborhood on the west side (and originally included the Hartzell and Branch farms on the east side) indicated by the strong German influence which continues to the south side of the highway with the North Brooklyn Cemetery– German Lutheran and Immanuel Evangelical Lutheran Church.⁷⁵ The North Brooklyn Cemetery had originally served the early New England Brooklyn Township community and later became known as a German Lutheran Cemetery.⁷⁶ Just to the south of the cemetery was The German Immanuel Evangelical Lutheran Church, constructed in 1879-1880 at 2920 Scranton, an offshoot of the oldest Lutheran Church in Cleveland, Trinity Lutheran Church of Euclid Avenue, which had established and built in 1872 at this site a school for its members living on the south side of Cleveland. **(Historic Images & Maps, Figures 6.a, 6.b)** By 1879, the south side German Lutheran community had become large enough for the formation of a separate congregation and the cornerstone was laid for the new Scranton Avenue church in 1879, dedicated in 1880. By 1884 the Scranton Avenue congregation numbered 2,354 members and 494 children in the school.⁷⁷ In 1884, Immanuel Evangelical Lutheran had grown to the point that a new congregation was formed, adopting the name St. Matthews. The Hiram Aiken House at 2000 Seymour ca. 1870 shows the evolution of the district from its early roots in Brooklyn Township. This nineteenth century brick house was set back from Scranton Road on a large lot. The house remains tucked into this neighborhood between the Cemetery and the church, but now its large lot has been subdivided with the F. Dall Gulf Station constructed in 1938 and now fronting Scranton in the former front yard of the Aiken property.⁷⁸

The strength of the German community was also indicated by two more churches located on Scranton. St. Michael the Archangel Roman Catholic Church and School were first founded in ca.1882 by several German families on a former 180 acre Brainard farm, south of Clark on Scranton Road.⁷⁹ The German South Presbyterian Church was also first founded prior to 1890 as a wood frame building on the site of the current church, which was later moved to the north side of Prame prior to construction of the new church in 1904 at 3166 Scranton.

Other earlier German resident houses on Scranton Avenue before the introduction of electric streetcar service to Scranton Ave, included: the Malling House, ca. 1879 at 3203 Scranton; the Schwartz House ca. 1883 at 3078 Scranton; the Wagner House, ca. 1883 at 3198 Scranton; and, the Louisa Heil House, 1884 at 2996 Scranton.

⁷⁵ The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University. Available at www.clevelandmemory.org. Photo of newly constructed Scranton Rd. Bridge over I-90, 1967; Atlas of the City of Cleveland, 1881.

⁷⁶ G. M. Hopkins Maps, City of Cleveland 1898.

⁷⁷ *News Herald*. 17 July 1880. Available at Western Reserve Historical Society; Cleveland Landmark Records and Nomination Files, Immanuel Evangelical Lutheran Church; Armstrong, Foster; Klein, Richard and Armstrong, Cara. *A Guide to Cleveland's Sacred Landmarks*. Kent: Kent State University Press, 1992, 262.

⁷⁸ *Plain Dealer*, 20 March 1938.

⁷⁹ St. Michael's Roman Catholic School OHI CUY-614-4.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

The Introduction of Electric Streetcars

The first electric streetcar in the nation was introduced in Cleveland in 1884 by the East Cleveland Street Railway Company, transforming the street railway business in America, which would further extend accessibility to the city center, allowing people to travel in 10 minutes as far as they could walk in 30 minutes.⁸⁰ A comprehensive electric streetcar system was more widely adopted beginning in 1887; and was quickly adopted in American cities.⁸¹ By 1890, electric streetcar lines began to foster tremendous expansion at the city edge and suburban growth beyond.⁸² Neighborhood oriented commercial facilities, such as grocery stores, bakeries, and drugstores clustered at the intersections of streetcar lines or along the more heavily travelled routes.⁸³ Streetcar tracks followed the main streets and avenues radiating out from the center city grid, and reaching out to the emerging railroad suburbs on the periphery. Community development was determined by access to transportation and began to influence the geography of social and economic class, as the cost of commuter travel determined where different groups settled. The middle and working classes settled in neighborhoods closer to the central city accessible by streetcars, while those with higher incomes settled in the outer railroad suburbs.⁸⁴

Tom L. Johnson, later to become mayor of the City of Cleveland, had made his money developing a streetcar fare box and had invested in the street railway business in Indianapolis as owner of Citizens Street Railway Company. In 1879, he saw the possibilities in Cleveland and came to the city to bid on the rights to build a horse drawn street car railway on Lorain, (Pearl) West 25th and West 65th Streets. City council instead awarded the franchise to the West Side Street Railroad, owned by iron ore businessmen M.A. Hanna as an extension of the line, rather than as a new line. Johnson then purchased the Brooklyn Street Railway Company in 1880 and in 1883 moved to Cleveland. In 1885 he approached M.A. Hanna with the proposal of merging the West Side and Brooklyn lines and was rejected by Hanna. Johnson purchased the South Side Railroad Company setting off a rivalry of two eventually powerful political figures in Cleveland – Mayor Tom Johnson and Senator Marcus A. Hanna.⁸⁵

As electrified street cars were coming under consideration, Tom Johnson was focused on adding route lines to his South Side Street Railway Company and Brooklyn Street Railway Company horse drawn street car systems. In 1887, he was granted permission to build tracks on the south side at Abbey Ave., running from Lorain Ave. and Pearl (West 25th) Street at the Pearl Street (West Side) Market to the new Central Viaduct at Jennings (West 14th) Street completed in

⁸⁰ Orth, Samuel Peter. *A History of Cleveland, Ohio: Biographical*, Vol. I., Part 1 & 2. Chicago-Cleveland: The S. J. Clarke Publishing Co., 1910, 748; Toman and Hays, 33; *Plain Dealer* Historical Archives 1850-1959. Cleveland Public Library, 2 August 1884; Rose, William Ganson. *Cleveland The Making of a City*. Cleveland and New York: The World Publishing Company, 1950, 433.

⁸¹ Ames, David L. and McClelland, Linda Flint. *Historic Residential Suburbs*. National Register Bulletin. Washington D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 2002, 17.

⁸² Ames and McClelland, 19.

⁸³ Ames and McClelland, 20.

⁸⁴ Ames and McClelland, 17.

⁸⁵ Toman and Hays, 29.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

December 1888. These lines connected across the river to tie into the tracks of his Scovill Avenue line at Ontario and Central. At the same time as he built the Jennings branch line serving the “University Heights” section of the south side via Fairfield, Professor and Starkweather.⁸⁶ In 1889, the South Side and Brooklyn also opened electric service along Scranton Road extending to Clark Avenue with a new Seneca Street iron bridge “superstructure” built with a one pivot span of 180 ft. and one fixed span of 105 ft. completed in 1888-1889.⁸⁷ On May 19, 1889, all of Johnson’s cars began running on overhead electric lines. His Jennings (West 14th) Street line was the first electric operation to reach Public Square in the City of Cleveland, beating the Euclid Avenue line by six weeks.⁸⁸

The West Side Street Railway owned by Hanna and extended south by Johnson’s Brooklyn Street Railway on Columbus and Pearl (West 25th) Street travelled south crossing Clark Avenue and continuing to Selzer Avenue at Big Creek and the Brooklyn Station, with the annexation of a portion of Brooklyn Village by the City of Cleveland in 1890.⁸⁹

Scranton Avenue, as the main south side transportation corridor was now centrally located in 1889 with commuter electric streetcar access to the central, west and east portions of the City of Cleveland. The Scranton streetcar line provided the most direct access from the south side to the Cleveland City center, across the Seneca (West 3rd Street Bridge) travelling down Scranton, turning west at Clark Ave. **(Historic Images & Maps, Figures 15,16)** To the east of Scranton Road, the Jennings (West 14th) Avenue streetcar line provided south side access across the Cuyahoga River via the Central Viaduct into the eastern part of the City of Cleveland; and, to the west of Scranton Road, the Pearl (West 25th) Street line travelled to the west side of Cleveland. **(Historic Images & Maps, Figure 19)** They also allowed for easy access to the new City hospital constructed in 1889 at the southern terminus of Scranton Avenue by Cleveland authorities, now known as Cleveland MetroHealth Medical Center fronting Scranton Road at MetroHealth Drive.⁹⁰ **(Historic Images & Maps, Figure 5)**

Development of Scranton Road and Electric Streetcars

With the introduction of faster and more efficient electric streetcars in 1889, the Scranton South Side Historic District saw a boom of construction on earlier allotments platted between 1851 and 1884. Residential development expanded and streetcar ridership grew. In 1900, the Cleveland Electric and Cleveland City railways carried a combined total of 73,233,487 passengers, passing 100 million riders in 1903.⁹¹

The increase in working and middle class residential development and supporting commercial businesses and institutions directly related to the influx of Germans providing the labor supporting the industrialization of Cleveland. Between 1889 and 1914, a strong German neighborhood developed and became centered at the intersection of Clark and Scranton. During

⁸⁶ Toman and Hays, 34-35.

⁸⁷ Orth, 66; *Plain Dealer*, 28 March 1889; *Plain Dealer*, 5 April 1889; Toman and Hays, 34.

⁸⁸ Toman and Hays, 34.

⁸⁹ Rose, 523; Toman and Hays, 41; G.M. Hopkins Map 1898.

⁹⁰ Rose, 274.

⁹¹ Toman and Hays, 64.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

this period, the Historic District saw construction of new working and middle class housing occupied predominantly by first and second generation German families. The previously undeveloped: (i) Kellogg; (ii) Schroeder, Selbach & Kees; and, (iii) J.G. Jennings allotments, experienced a build out of the remaining lots. Across from the Immanuel Church and the Cemetery fronting Scranton Road on the east side is the Jacob Perkins Allotment which was also built out by owners of German descent with houses including the Henry & Stella Stecher House, 1887 at 2881 Scranton, the Andrew & Mary Houck House, ca. 1887 at 2893 Scranton, the Mary Luck House, ca. 1887 at 2903 Scranton, and the Lorena Fisher House ca. 1893 at 2949 Scranton.

To the south, on open tracts of subdivided land, including the Daniel S. Brainard family farm, was built out with residential development. The Brainard land was first subdivided in 1883 and 1884 for family members into the Catherine Brainard, Mary E. Brainard and Ruth Curtiss allotments.⁹² The result was neighborhoods comprised of small linear residential lots within the three allotments located along the side streets of Holmden, Brainard, Corning/Dower, Clover and Valentine Ave. which directly connect to the east side of Scranton Road and West 17th Street. Remaining in the District within these neighborhoods are approximately 85 houses constructed between 1888 and 1899 directly related to the introduction of electric streetcar service in 1889, and an additional approximately 60 houses between 1900 and 1914; for a total of 145 out of a total of approximately 170 properties. **(Historic Images & Maps, Figures 4,5)** Residential housing within the District was largely owned or rented by first and second generation Germans who supported the surrounding churches, schools, library, a hospital, telephone utility and light manufacturing.⁹³ The German neighborhood along Scranton and on connecting streets created stability and security for new immigrants transitioning to America. They built popular American housing types and styles as they transitioned to American life represented by the Post-Victorian residential architecture of the area including the Bi-Gabled and Tri-Gabled Ell, Homestead, Duplex, Cleveland Double, Princess Anne and American Foursquare. The German architectural tradition remained evident in the churches and schools of the neighborhood with German craftsmanship within the church buildings and German language in the schools.⁹⁴ The building styles and types that define the Historic District are largely representative of the electric streetcar era between 1889 and 1929. Late nineteenth and early twentieth century urban development patterns associated with streetcar transportation corridors are evident in the long linear blocks of often repetitive house types and styles situated on small lots, with the clustering of commercial and service-related properties such as churches, schools, neighborhood-related commerce located near the main intersections and along the streetcar line.

The intersection of Scranton and Clark Ave. where the Scranton electric streetcar line turned west at Clark Ave created one such node of activity. A new German St. Michael the Archangel

⁹² Cuyahoga County Engineer's Office, Maps, Allotments: Catherine E. Brainard Allotment Vol. 12, p12, 1883; Ruth Curtiss Allotment Vol.12, p43, 1884; Mary E. Brainard Allotment Vol. 12, p43, 1883.

⁹³ See Section Number: Additional Documents- Master List – Ethnic Origin; US Census 1880, 1900, 1910, 1920;

Tax Plat Maps 1890-1924.

⁹⁴ Cleveland Landmarks Commission, Immanuel Evangelical Lutheran Church.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

Catholic Church, 1889-92 (NR# 74001452) was constructed at the southwest corner (**Historic Images & Maps, Figure 7**); and, the Free Will Baptist Church, 1893 on the northeast corner with New England roots, also replacing the earlier church on the site (**Historic Images & Maps, Figure 9**).⁹⁵ At the time of its completion of the new church in 1892, St. Michael's was the most costly, artistically notable and largest church in the Cleveland Diocese with seating capacity for 1,500 parishioners. The church steeple reaches 232 ft. in height making the church a neighborhood landmark and orientation point of German Catholic centrality on the south side city of Cleveland.⁹⁶

Two more churches were constructed on Scranton in support of the strong German heritage and tradition of the area including: St. Matthew's Evangelical Lutheran Church in 1900 at 3256 Scranton to the north of Meyer Ave.; and, South Presbyterian Church in 1904 at 3166 Scranton at Prame Avenue. St. Matthew's was an offshoot of the overflowing German Immanuel Evangelical Lutheran Church and school.⁹⁷ The South Presbyterian Church was the last church constructed on Scranton during this era. (**Historic Images & Maps, Figure 10.b**).

German parochial schools were located at many of the German churches along Scranton Ave since their founding. The St. Michael's School was relocated to a new building at 3146 Scranton just south of St. Michael's Church in 1906, as an important component of the parish. (**Historic Images & Maps, Figure 8**) The public schools included construction of the Scranton School at the Barber to Vega block between 1881 and 1898. The Lincoln High School was also located on Scranton, built in 1900 to the south of Castle Ave. in the Castle-Clark block where the school yard remains today. The only school remaining is St. Michael's; which the Diocese closed in 2003 with the consolidation of Central Catholic at the St. Stanislaus Campus in Slavic Village. The public schools have been replaced with newer and more modern building models.

The Cleveland City Hospital was constructed in 1889, replacing the earlier City Infirmary on the site. Streetcar access to the hospital included streetcar service from Pearl Rd (West 25th) and also the Scranton Avenue line which turned at Clark Avenue.

The South Branch Carnegie Library was built as part of the Cleveland Public Library Branch building program which began in 1903 with a \$250,000 gift from Andrew Carnegie. The program reached a funding total of \$590,000 between 1903 and 1911. The South Branch Carnegie Library was completed in 1911, as the eighth of the 20 Carnegie branches constructed. Each Carnegie library was equipped with circulating, reference, a children's club and study rooms. The branches had their own collections of books, a staff of librarians and were open for full library hours. The South Branch was strategically located at the northwest corner of the busy intersection of Scranton Ave. and Clark.⁹⁸ (**Historic Images & Maps, Figures 14.a, 14.b**)

⁹⁵ Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History*. "Scranton Road Baptist Church."

⁹⁶ Armstrong, Klein and Armstrong, 260.

⁹⁷ Rose, 424, 466.

⁹⁸ Cleveland Landmark Records and Nomination Files, South Branch Carnegie Library, 3096 Scranton Road.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

In 1899, Scranton Road received important telephone service with construction of a new Telephone Exchange by the Cleveland Telephone Company at 3026 Scranton located on the east side in the Castle to Walton Ave. block.⁹⁹ **(Historic Images & Maps, Figures 13.a, 13.b)**

Light manufacturing operations on Scranton Ave. benefitted from the ready supply of available labor and first became located on Scranton Ave. in ca. 1889 with the opening of the Cleveland Window Shade Company plant at 2658 Scranton Ave., on the east side in the Auburn to Barber block.¹⁰⁰ The company operated until 1895 when it went into receivership, and was sold to Root & McBride in the same year.¹⁰¹ Root & McBride operated the plant manufacturing paper, cotton bags and ladies garments.¹⁰² By 1900, Cleveland Bag Company owned the facility, adding a large brick addition, and becoming the Cleveland-Akron Bag Company in 1903 out of the merger of the Cleveland Bag Factory, The Cleveland Paper Company, the Standard Bag and Paper Company and the Akron Paper Company. Root McBride President J. H. McBride was the president of the newly formed company. In 1913, Cleveland-Akron Bag Company acquired the Wagner Awning Company and operated under the Cleveland-Akron Bag Wagner Awning division name until 1923 when the company merged with ten other awnings companies and moved to the exclusive use of the Wagner Awning name. Wagner Awnings was established in 1866 and incorporated in 1890, specializing in supplying for military encampments, along with other canvas products including awnings, tents, flags, hammocks, and floor cloths.¹⁰³ The company is one of the oldest in Cleveland and has remained one of leading awning companies in the country holding patents for such products as the Wagner Chain and Tube Rolling Awning. It is the second oldest awning company in Ohio. In the early 1990s the company was renamed the Ohio Awning Company. **(Historic Images & Maps, Figure 11)**

The Cleveland Dental Manufacturing Company Building (NR# 04000936) was first constructed in 1904, at 3307 Scranton at the southern end of the Historic District on the north side of Clover Ave., one block from the Cleveland City Hospital. The company was first founded in 1893 as a producer of toothpaste and mouth wash, moving into the manufacture of dental tools and instruments in 1902. By the 1940's it had become a major manufacturer of custom dental instruments with the trademark "Cleve-Dent." The company manufactured on this site until the 1970.¹⁰⁴

City of Cleveland – Changes in Transportation

By 1903, the City of Cleveland had 32 separate automobile companies with competition from Henry Ford.¹⁰⁵ In 1906, the City issued new addresses and renamed most north-south streets using a numbered system changing Jennings to West 14th Street, Pearl to West 25th Street and

⁹⁹ City of Cleveland Building Permit No. 34560, 31 October 1899.

¹⁰⁰ *Plain Dealer*, 3 March 1887, 14 July 1892.

¹⁰¹ Cuyahoga County Deeds, Cleveland Window Shade Co., E.S. Cook receiver to George A. Garretson 7 June 1895; Cuyahoga County Deeds George Garretson to Root & McBride Co. 7 June 1895.

¹⁰² Sanborn Fire Insurance Map, 1896.

¹⁰³ *Plain Dealer*, 22 May 1902, "Chronicle Review of Cleveland."

¹⁰⁴ Cleveland Dental Manufacturing Company Building, NR# 04000936.

¹⁰⁵ Toman and Hays, 79.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

Seneca to West 3rd Street.¹⁰⁶ Scranton Avenue however retained its historic name becoming Scranton "Road".

Henry Ford introduced the Model T in 1908. The cost of the Model T was still prohibitive to many Americans, and Clevelanders did not perceive it as a threat to streetcar business.¹⁰⁷ At about the same time in 1906, the Municipal Traction Co. was formed under the aegis of Mayor Tom Johnson. As Mayor, he continued as a strong advocate of municipal ownership of the streetcar systems and running them at cost to allow for more affordable, lower fares.¹⁰⁸ In 1908, the Municipal Traction Company succeeded in leasing the strike-war-torn Cleveland Electric Railway operations and offered rides at a new three cent fare. The effort towards municipal ownership, however, failed leading Cleveland Electric Railway and the Municipal Traction Co. into receivership later that year. Federal Judge Robert W. Tayler oversaw the receivership and produced a new franchise agreement between the city and the newly named Cleveland Railway Company in which the company would provide transit services at cost, including a 6% return to shareholders, while the city would have regulatory control vested in a traction commissioner. The "Taylor Grant" arrangement was approved by voters in February 1910 beginning the era of the Cleveland Railway Company ("CRC").¹⁰⁹

As CRC continued to expand and build new lines, the increased presence of the automobile became acutely evident in Cleveland. By 1916, Clevelanders owned approximately 41,000 private automobiles creating even more competition for space on the city streets.¹¹⁰ Streetcar safety and adequate brakes remained an issue. One notable accident occurred on October 3, 1916, when two CRC Scranton Road streetcars collided head-on when one streetcar lost its brakes, left the tracks and hit another oncoming streetcar, causing a section of the West 3rd Street Bridge to collapse just to the east of the Cuyahoga River.¹¹¹ **(Historic Images & Maps, Figure 18)**

By the end of 1919, the city of Cleveland had experienced 10 years of streetcar operations under CRC with improved and upgraded service, funded with additional stock offerings in the company of \$14.1 million, nearly doubling capitalization to \$28.7 million with 299.9 miles of total rail service. Ridership jumped from 228 million in 1910 to 450 million in 1920.¹¹²

Streetcar use continued nationwide with ridership peaking at 15.7 billion in 1923. By 1920, the streetcar was serving not only workers, but downtown Cleveland as a business and financial center with day time shoppers at the five major downtown department stores. In 1925, bus service entered the city with the introduction of 30 double decker buses and 31 single deck motor coaches for use where streetcar service was impractical. Auto, bus and streetcar traffic

¹⁰⁶ *Plain Dealer*, 2 January 1906.

¹⁰⁷ Toman and Hays, 79.

¹⁰⁸ Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History* "Cleveland Electric Railway."

¹⁰⁹ *Ibid.*

¹¹⁰ Toman and Hays, 102.

¹¹¹ Toman and Hays, 102; *Plain Dealer* 4 October 1916.

¹¹² Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History* "Cleveland Electric Railway."

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

culminated in the installation of the city's first traffic signal at Euclid Avenue and East Ninth Street in 1925.¹¹³

Increased competition from the automobile, and the effects of the Depression dampened ridership and in 1930 control of the CRC was gained by the Van Sweringen Brothers. CRC had found it harder to maintain the aging streetcars, meet the fixed charges and modernize the system.¹¹⁴

In 1929, south side Cleveland electric streetcar service on Scranton Road was terminated, making Scranton Road the first electric streetcar line shut down from operation within the Cleveland Railway Company due to construction of the Union Terminal, consolidating railway lines in the city of Cleveland.¹¹⁵ The new Union Terminal Tower, dedicated in 1930,¹¹⁶ was built at Public Square over West 3rd Street, blocking access to the central city from Scranton Road. Motor coach bus service replaced electric streetcar service on Scranton Avenue,¹¹⁷ but the main south side artery had lost its direct connection to the center city.

As cities continued to grow and the demand for more efficient transportation increased, the automobile was adopted by increasing numbers of middle to upper income households, while streetcars continued to serve the middle and working class population. By the 1930's, many streetcar companies adding buses and trackless trolleys to their mass transit systems making for more flexible routes. The Depression called forth New Deal Civic Works Administration (CWA), PWA and WPA projects included expansive road building. From 1930 to 1940 surfaced road mileage doubled.¹¹⁸ The signs of the automobile were ubiquitous with service stations, drive-in businesses and billboards edging major roads. Gas stations began to take over odd lots in big city industrial areas. Most major oil companies eliminated direct salaried operations in the early 1930s and former station employees became "dealers" for national and regional brands. Branding was improved and station design became more standardized with auto repair now common place at the neighborhood service station.¹¹⁹ Service stations that made it through the war years would see the success of the Post-War era. The corner service station that had become an auto repair center during the Depression was now in the post war years a place where dealers had learned to merchandise their services. There was little motivation to change station design as they sold gasoline in abundance to Americans in love with travelling by automobile.¹²⁰

Four historic gas and auto service stations remain in the Historic District located along Scranton Avenue including: the 1926 Home Family Laundry & Gas Station at 2613-17 Scranton; the

¹¹³ Toman and Hays, 111, 115, 123, 125-126.

¹¹⁴ Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History*. "Cleveland Electric Railway."

¹¹⁵ Toman and Hays, 136.

¹¹⁶ Toman and Hays, 145.

¹¹⁷ Toman and Hays, 136.

¹¹⁸ Kay, Jane Holtz. *Asphalt Nation*. Berkeley: University of California Press, 1997, 199.

¹¹⁹ Henderson, Wayne and Benjamin, Scott. *Gas Stations*. Osceola WI: Motorbooks International Publishers, 1994, 35-37.

¹²⁰ Henderson and Scott, 91.

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

1937 Scranton Auto Service Station at 2342 Scranton; the 1938 Frank Dall Gulf Service Station at 2884 Scranton which replaced an earlier ca. 1926 station; and the 1952 Shell Service Station at 3237 Scranton which also replaced an earlier station.¹²¹ **(Historic Images & Maps, Figures 19.a, 19.b, 20.a, 20.b, 20.c, 21.a, 21.b, 22.a, 22.b)**

A distinct drop in streetcar ridership came by the 1940s with increased automobile ownership and decentralization of industry to locations outside the central city, bringing an end to the dominant role of the streetcar in commuter transportation.¹²²

Conclusion

Scranton Avenue (Road) was defined as the main corridor to the south side City of Cleveland since the opening of the first Seneca (West 3rd) Street bridge in 1853 connecting the central city of Cleveland via Scranton Avenue to the south, along with the annexation by the City of Cleveland of Scranton Flats from Brooklyn Township in 1864. The Scranton Road South Side Historic District is representative of the impact of improved commuter streetcar railway transportation on residential, commercial and institutional development within United States cities, including Scranton Road in the city of Cleveland, during mid- to late nineteenth and early twentieth centuries. The concurrent German and ethnic migration to Cleveland is demonstrated within the Historic District by the predominance of German middle and working class housing, supporting institutions and businesses which were constructed along the centrally located south side main artery of Scranton Road and connecting side streets with ready access to three city of Cleveland electric streetcar lines by 1889 with service to the east, west and central portions of the city.

In 1929, electric streetcar service on Scranton Road was terminated, making Scranton Road the first electric streetcar line shut down from operation within the Cleveland Railway Company. The transition to the automobile era was demonstrated by the construction of three remaining automobile service stations serving Scranton Road, as a major transportation corridor. The last building constructed in the Historic District during the period of significance is the 1952 Shell Service Station at 3237 Scranton.

Later transportation decisions resulting in construction of Interstate I-90/490 and the Scranton Road overpass in 1967 have since bifurcated the south side neighborhood, however the Scranton South Side Historic District remains as the south side center of the city of Cleveland.

¹²¹ Kay, Jane Holtz. *Asphalt Nation*. Berkeley: University of California Press, 1997, 210; Labine, Clem. *Post – Victorian Domestic Architecture The Homestead House*, *The Old-House Journal*, March 1982.

¹²² Van Tassel, David R. and Grabowski, *The Encyclopedia of Cleveland History*. “Cleveland Electric Railway.”; Toman and Hayes, 230.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

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Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

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Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

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Name of Property

Cuyahoga, OH
County and State

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Johannesen, Eric, "St. Michael the Archangel Catholic Church," National Register of Historic Places (Columbus, OH, State Historic Preservation Office, 1974).

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: Cuyahoga County Archives, Western Reserve Historical Society

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property: 73.37 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

Scranton South Side Historic District

Cuyahoga, OH
County and State

Name of Property

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

(North Historic District)

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 441840 | Northing: 4592128 |
| 2. Zone: 17 | Easting: 442080 | Northing: 4592128 |
| 3. Zone: 17 | Easting: 442030 | Northing: 4591559 |
| 4. Zone: 17 | Easting: 441824 | Northing: 4591559 |

(South Historic District)

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 441676 | Northing: 4591376 |
| 2. Zone: 17 | Easting: 442174 | Northing: 4591370 |
| 3. Zone: 17 | Easting: 442011 | Northing: 4590199 |
| 4. Zone: 17 | Easting: 441568 | Northing: 4590197 |

Verbal Boundary Description

The nominated property is situated in the City of Cleveland, County of Cuyahoga, in the State of Ohio. The boundary of the Historic District follows the boundary of Cuyahoga County building parcels historically fronting the south side corridor of Scranton Road, beginning at Parafine Avenue at the top of the "bluff" above Scranton Flats and continues along Scranton Road until Barber Avenue where the Scranton resources are divided at the Scranton Road overpass into north and south sections and continuing to Cleveland's MetroHealth Hospital campus to the south. The North End of the District encompasses 11.61 acres following Scranton Road for approximately 0.3 miles. The South End of the District begins at Brooklyn Cemetery and follows the parcels fronting Scranton Road to Valentine Ave. The District also includes all historic resources associated with the *D. Brainard Estate* which include the *Catherine E. Brainard Allotment* between Holmden and Brainard, the *Ruth Curtis Allotment* between Brainard and Clover and the *M.E. Brainard Allotment* between

Scranton South Side Historic District

Cuyahoga, OH

Name of Property

County and State

Clover and Valentine which encompasses 61.76 acres following Scranton Road for approximately 0.8 miles. Total District acreage is 73.37, with a total distance of 1.1 miles along Scranton Road.

North Historic District

The north end of the Historic District begins at Parafine Avenue on the west side of Scranton Road (parcel #004-05-010) and runs along the rear property lines ending with the Wagner Awning building at 2658 Scranton Road/1700 Barber Avenue (parcel # 008-17-061). The boundary runs along the west curb line of Scranton Road crossing Scranton Road at 2613-17 Scranton Road, Home Family Laundry & Gas Station (parcel #004-20-071) and continues along rear property lines on the east side of Scranton Rd. to Kenilworth Ave. at 2341 Scranton Road, Scranton Carriage Works (parcel #004-10-005 & 006), then crossing Scranton Road to the point of beginning.

South Historic District

The south end of the Historic District begins on the west side of Scranton Rd. at Wade Avenue with the North Brooklyn Cemetery (parcel # 008-01-054) and runs along rear property lines to the property at 3336 Scranton Road (parcel #008-14-044) north of Sacket Court. The boundary crosses Scranton Road to Valentine Avenue and follows along the north curb line of Valentine to W. 17th St. Then along the west curb line of W. 17th St. then crossing W. 17th St. to 3287 W. 17th St. (parcel #008-17-039) then north along rear property lines to 1645 Brainard Ave. (parcel #008-17-045), then crossing Brainard Ave. to 1644-50 Brainard Ave. (parcels #008-12-048 and 008-12-049), then north to 1631 Holmden Ave. (parcel #008-12-053), then west along the south curb line of Holmden Ave. to 3211 Scranton (parcel #008-11-014), then along rear property lines to 2882 Scranton (parcel #008-02-014), then crossing Scranton to the point of beginning.

Boundary Justification

Scranton Road, south of the flats, was historically the main transportation corridor connecting the central City of Cleveland to the south side over the Cuyahoga River with properties representing residential and neighborhood community development associated with the introduction of horse drawn and electric streetcar railways within United States cities during the mid to late nineteenth and early twentieth centuries. The Scranton South Side Historic District also is representative of the German ethnic migration to America providing the labor and skills to fuel industrial growth of cities including Cleveland demonstrated by the German owned middle and working class housing, and supporting institutions and businesses constructed on the south side of Cleveland along Scranton Road and connecting neighborhood streets. The District is composed of properties located along the Scranton Road Street car line and the residential neighborhoods, which represent the immigration of Germans to the South Side neighborhood. Termination of the Scranton Road streetcar service in 1929 demonstrates the transportation shift towards automobile dependency and is noted through the introduction of automobile service stations beginning in the late 1920s. The 1952 Shell Service Station at 3237 Scranton Road is the last building constructed in the District during the period of significance.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

The Scranton South Side Historic District boundary begins with the first remaining south side historic houses located in the residential Alfred Kellogg Allotment on the northwest corner of Parafine Avenue and the Scranton Carriage Works on the northeast corner of Kenilworth and continues to the Wagner Awning Building on the southwest and to the Home Family Laundry & Gas Station building on the east which terminate the historic resources at the north end due to the introduction of Interstate I-90/490 in 1967. The District continues on the south end with the North Brooklyn Cemetery (German Lutheran Cemetery) on the west side and Mentor Avenue on the east side and continues to Sackett Avenue and Valentine Avenue where residential housing meets the MetroHealth System Campus (historically the City Infirmary). Representative neighborhoods are included at the southeast end of the District from Scranton Road east to West 17th Street, bounded by Holmden Ave. to the north and Valentine Ave. to the south which are mostly intact allotments representing the South Side German immigration neighborhood.

The Scranton Road South Side Historic District is a discontinuous district bisected by the 1967 I-90/490 highway at the Scranton Road overpass, which was constructed as part of the interstate highway system. The District meets the National Register conditions as a discontinuous district by having significant north and south ends which have been separated by the Scranton Road overpass. Visual continuity occurs, with the highway passing under the Scranton Road overpass and as a result does not degrade the historic significance within the Historic District. The separated portions have sufficient integrity to meet the National Register criteria.

11. Form Prepared By

name/title: Wendy Naylor and Diana Wellman
organization: Naylor Wellman, LLC, Prepared for: Tremont West Development Corporation, 2406 Professor Ave., Cleveland, OH 44113
street & number: 92 East Washington Street
city or town: Chagrin Falls state: OH zip code: 44022
e-mail: naylor@naylorwellman.com; wellman@naylorwellman.com
telephone: 440-247-8319
date: January 27, 2015

Additional Documentation

Submit the following items with the completed form:

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

See attached Continuation Sheet Additional Documentation- Location & Boundary Maps,

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

Historic Maps & Images, and Master List.

Photographs

Photo Log

Name of Property: Scranton South Side Historic District

City or Vicinity: Cleveland

County: Cuyahoga **State:** OH

Photographer: Diana Wellman and Wendy Naylor

Date Photographed: June, December 2014

1 of 65

1. (OH_Cleveland_Scranton South Side Historic District_0001): North End, West Side, 2318-2338 Scranton, camera direction SW.
2. (OH_Cleveland_Scranton South Side Historic District_0002): North End, West Side, 2438 Scranton, Emerson Casket Mansion, camera direction NW.
3. (OH_Cleveland_Scranton South Side Historic District_0003): North End, East Side, 2439 Scranton, camera direction E.
4. (OH_Cleveland_Scranton South Side Historic District_0004): North End, East Side, 2461 Scranton, camera direction NE.
5. (OH_Cleveland_Scranton South Side Historic District_0005): North End, West Side, 2460-90 Scranton, camera direction SW.
6. (OH_Cleveland_Scranton South Side Historic District_0006): North End, West Side, 2486 Scranton, Alfred Kellogg House, camera direction SW.
7. (OH_Cleveland_Scranton South Side Historic District_0007): North End, West Side, 2510-60 Scranton, camera direction SW.
8. (OH_Cleveland_Scranton South Side Historic District_0008): North End, East Side, 2541 Scranton, camera direction NE.
9. (OH_Cleveland_Scranton South Side Historic District_0009): North End, West Side, 2572 Scranton, camera direction NW.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

10. (OH_Cleveland_Scranton South Side Historic District_0010): North End, West Side, 2571-2599 Scranton, camera direction NE.
11. (OH_Cleveland_Scranton South Side Historic District_0011): North End, West Side, 2596 - 2630 Scranton, camera direction SW.
12. (OH_Cleveland_Scranton South Side Historic District_0012): North End, West Side, 2658 Scranton, Wagner Awning, camera direction SW.
13. (OH_Cleveland_Scranton South Side Historic District_0013): South End, West Side, Immanuel Evangelical Lutheran Church, camera direction SW.
14. (OH_Cleveland_Scranton South Side Historic District_0014): South End, East Side, 2881-2903 Scranton, camera direction SE.
15. (OH_Cleveland_Scranton South Side Historic District_0015): South End, East Side, 2911 Scranton, camera direction E.
16. (OH_Cleveland_Scranton South Side Historic District_0016): South End, East Side, 2943-49 Scranton, camera direction E.
17. (OH_Cleveland_Scranton South Side Historic District_0017): South End, West Side, 2996-3026 Scranton, camera direction SW.
18. (OH_Cleveland_Scranton South Side Historic District_0018): South End, West Side, Carnegie South Branch Cleveland Public Library, camera direction W.
19. (OH_Cleveland_Scranton South Side Historic District_0019): South End, East Side, 3063-69 Scranton, camera direction E.
20. (OH_Cleveland_Scranton South Side Historic District_0020): South End, East Side, Scranton Avenue Free Will Baptist Church, camera direction NE.
21. (OH_Cleveland_Scranton South Side Historic District_0021): South End, West Side, 2572 St Michaels the Archangel Roman Catholic Church, camera direction SW.
22. (OH_Cleveland_Scranton South Side Historic District_0022): South End, West Side, 2572 2572 St Michaels School/Central Catholic, camera direction SW.
23. (OH_Cleveland_Scranton South Side Historic District_0023): South End, West Side, South Presbyterian Church camera direction SW.
24. (OH_Cleveland_Scranton South Side Historic District_0024): South End, East Side, 3145 Scranton, camera direction E.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

25. (OH_Cleveland_Scranton South Side Historic District_0025): South End, East Side, 3151 Scranton, camera direction E.
26. (OH_Cleveland_Scranton South Side Historic District_0026): South End, West Side, South Presbyterian Church, camera direction NW.
27. (OH_Cleveland_Scranton South Side Historic District_0027): South End, West Side, 3188-3190 Scranton, camera direction W.
28. (OH_Cleveland_Scranton South Side Historic District_0028): South End, West Side, 3196 Scranton, camera direction W.
29. (OH_Cleveland_Scranton South Side Historic District_0029): South End, East Side, 3195 Scranton, camera direction E.
30. (OH_Cleveland_Scranton South Side Historic District_0030): South End, East Side, 3201 Scranton, camera direction E.
31. (OH_Cleveland_Scranton South Side Historic District_0031): South End, West Side, 3202-04 Scranton, camera direction S.
32. (OH_Cleveland_Scranton South Side Historic District_0032): South End, East Side, 3211 Scranton, camera direction E
33. (OH_Cleveland_Scranton South Side Historic District_0033): South End, East Side, 3219-3231 Scranton, camera direction SE.
34. (OH_Cleveland_Scranton South Side Historic District_0034): South End, East Side, 3299-3231 Scranton, camera direction E.
35. (OH_Cleveland_Scranton South Side Historic District_0035): South End, West Side, 3222-3234 Scranton, camera direction NW.
36. (OH_Cleveland_Scranton South Side Historic District_0036): South End, West Side, 3248 Scranton, camera direction W.
37. (OH_Cleveland_Scranton South Side Historic District_0037): South End, East Side, 3255 Scranton, camera direction SE.
38. (OH_Cleveland_Scranton South Side Historic District_0038): South End, West Side, St. Matthews Evangelical Lutheran Church, camera direction SW.
39. (OH_Cleveland_Scranton South Side Historic District_0039): South End, East Side, 3261-71 Scranton, camera direction NE.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

40. (OH_Cleveland_Scranton South Side Historic District_0040): South End, East Side, 3261-79 Scranton, camera direction NE.
41. (OH_Cleveland_Scranton South Side Historic District_0041): South End, West Side, 3284 Scranton, camera direction W.
42. (OH_Cleveland_Scranton South Side Historic District_0042): South End, East Side, Cleveland Dental Manufacturing Building, camera direction NE.
43. (OH_Cleveland_Scranton South Side Historic District_0043): South End, West Side, 3308-16 Scranton, camera direction NW.
44. (OH_Cleveland_Scranton South Side Historic District_0044): South End, West Side, 3332-3336 Scranton, camera direction SW.
45. (OH_Cleveland_Scranton South Side Historic District_0045): South End, East Side, 3317-3339 Scranton, camera direction NE.
46. (OH_Cleveland_Scranton South Side Historic District_0046): South End, East Side, 2018 Valentine, camera direction NE.
47. (OH_Cleveland_Scranton South Side Historic District_0047): South End, East Side, 1918-1826 Valentine, camera direction NE.
48. (OH_Cleveland_Scranton South Side Historic District_0048): South End, East Side, 2025-2001 Clover, camera direction SE.
49. (OH_Cleveland_Scranton South Side Historic District_0049): South End, East Side, 2028-2020 Clover, camera direction NW.
50. (OH_Cleveland_Scranton South Side Historic District_0050): South End, East Side, 3276-3270 W. 17th Street, camera direction SE.
51. (OH_Cleveland_Scranton South Side Historic District_0051): South End, East Side, 1822-1806 Corning, camera direction NE.
52. (OH_Cleveland_Scranton South Side Historic District_0052): South End, East Side, 2014-2102 Corning, camera direction NW.
53. (OH_Cleveland_Scranton South Side Historic District_0053): South End, East Side, 2009-2001 Corning, camera direction SE.
54. (OH_Cleveland_Scranton South Side Historic District_0054): South End, East Side, 2015 Corning, camera direction SE.

Scranton South Side Historic District
Name of Property

Cuyahoga, OH
County and State

55. (OH_Cleveland_Scranton South Side Historic District_0055): South End, East Side, 1930-1910 Brainard, camera direction NE.
56. (OH_Cleveland_Scranton South Side Historic District_0056): South End, East Side, 1923-1913 Brainard, camera direction SE.
57. (OH_Cleveland_Scranton South Side Historic District_0057): South End, East Side, 1806-1734 Brainard, camera direction NE.
58. (OH_Cleveland_Scranton South Side Historic District_0058): South End, East Side, 1707 Brainard, camera direction SW.
59. (OH_Cleveland_Scranton South Side Historic District_0059): South End, East Side, Brainard Terrace, camera direction NE.
60. (OH_Cleveland_Scranton South Side Historic District_0060): South End, East Side, 1907 Holmden, camera direction SW.
61. (OH_Cleveland_Scranton South Side Historic District_0061): South End, East Side, 2003 Holmden, camera direction SE.
62. (OH_Cleveland_Scranton South Side Historic District_0062): South End, East Side, 3237 Scranton, Shell Service Station, camera direction E.
63. (OH_Cleveland_Scranton South Side Historic District_0063): South End, East Side, 2884 Scranton, Gulf Service Station, camera direction NW.
64. (OH_Cleveland_Scranton South Side Historic District_0064): South End, East Side, 2342 Scranton, Scranton Auto Service Station, camera direction NW.
65. (OH_Cleveland_Scranton South Side Historic District_0065): South End, East Side, 2341 Scranton, Scranton Carriage Works, camera direction NE.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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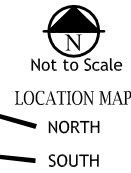
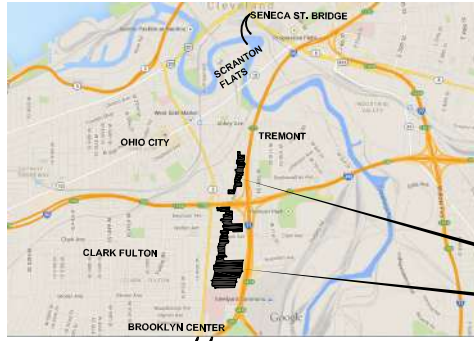
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - Location Map Page 1

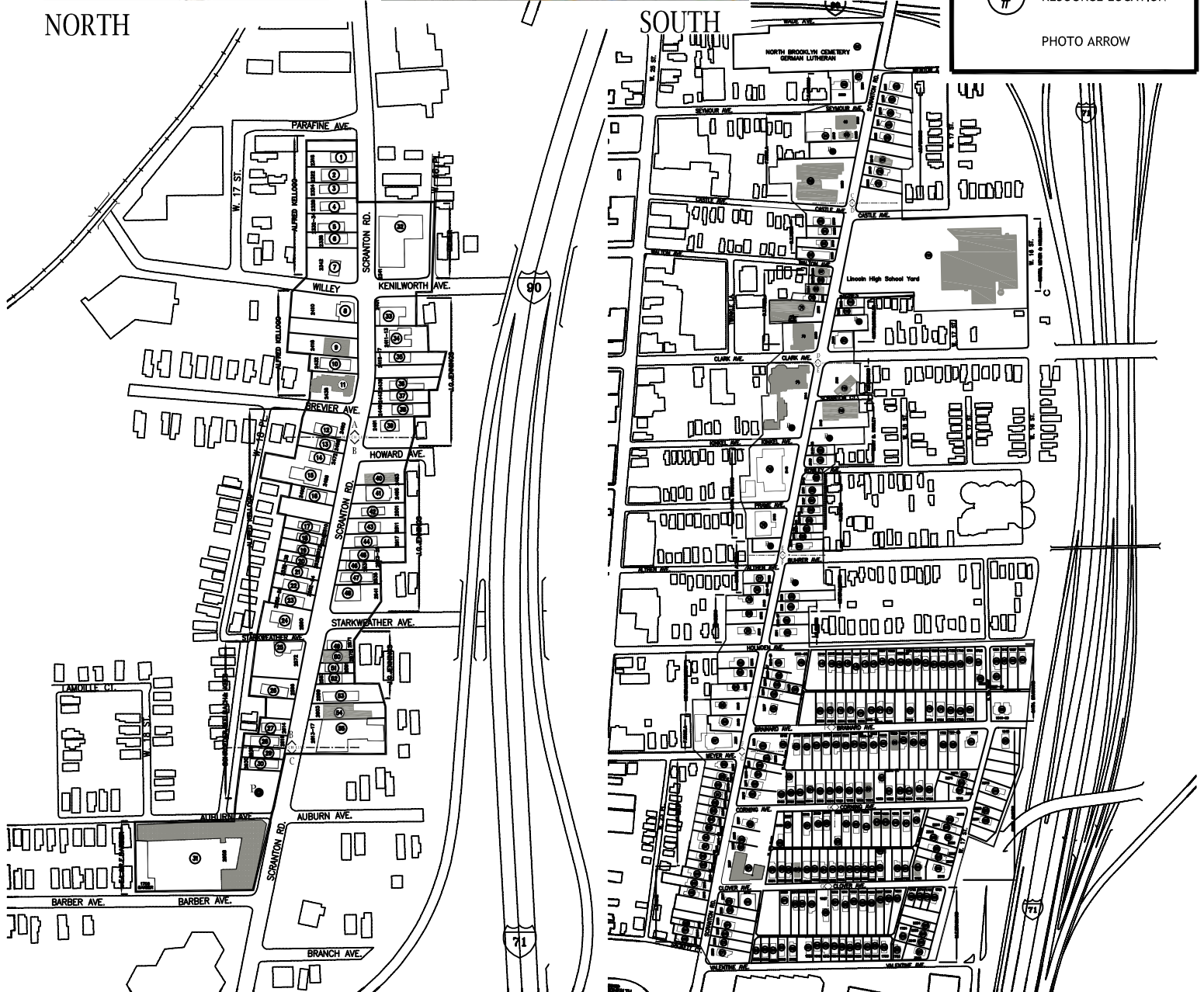


LEGEND

- BOUNDARY/SITE
- ADDRESS
- CONTRIBUTING
- NATIONAL REGISTER BUILDINGS
- CLEVELAND LANDMARKS
- NONCONTRIBUTING
- MATCH LINE
- PARKING LOT
- ALLOTMENTS
- RESOURCE LOCATION
- PHOTO ARROW

NORTH

SOUTH



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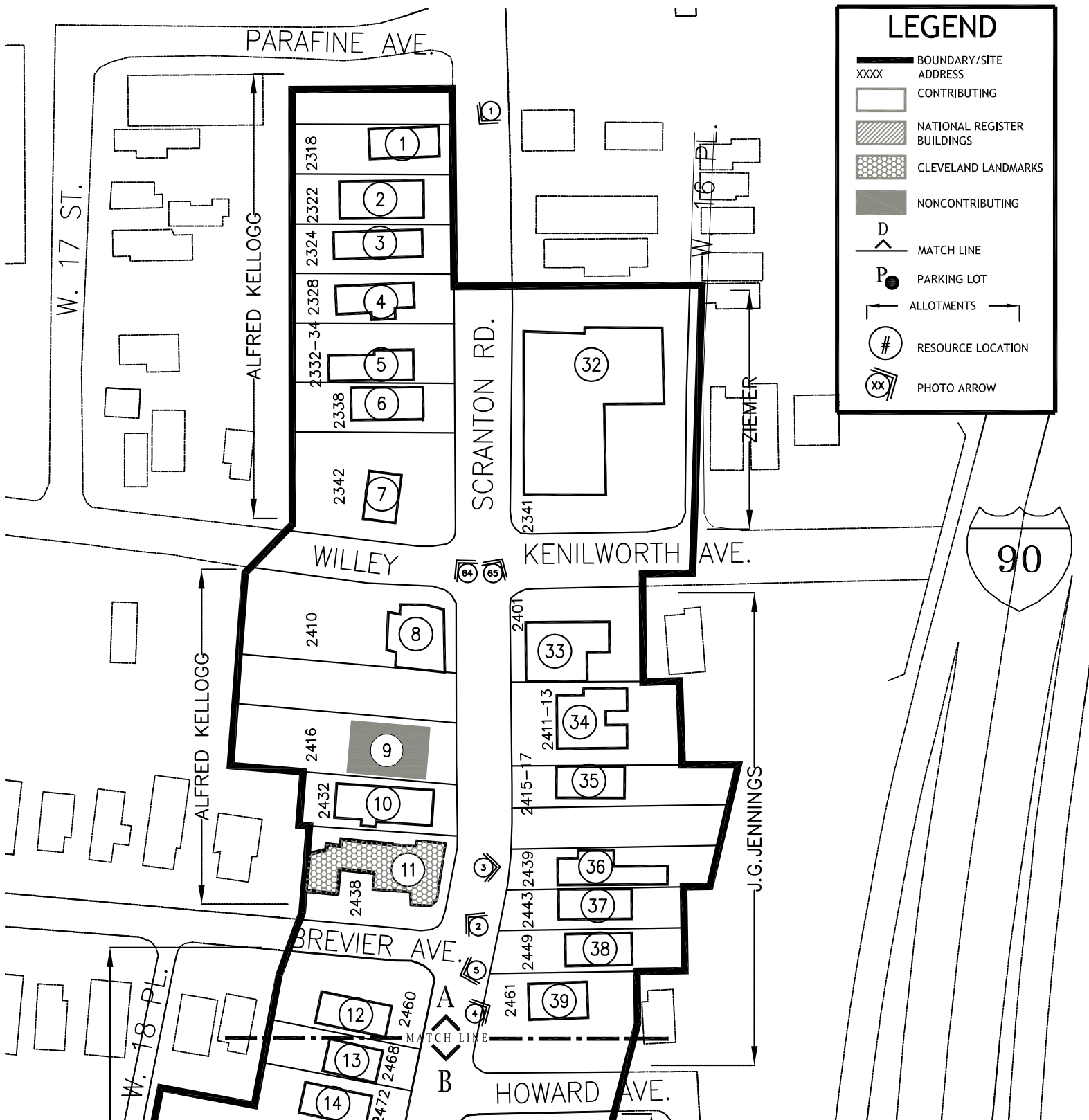
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 2



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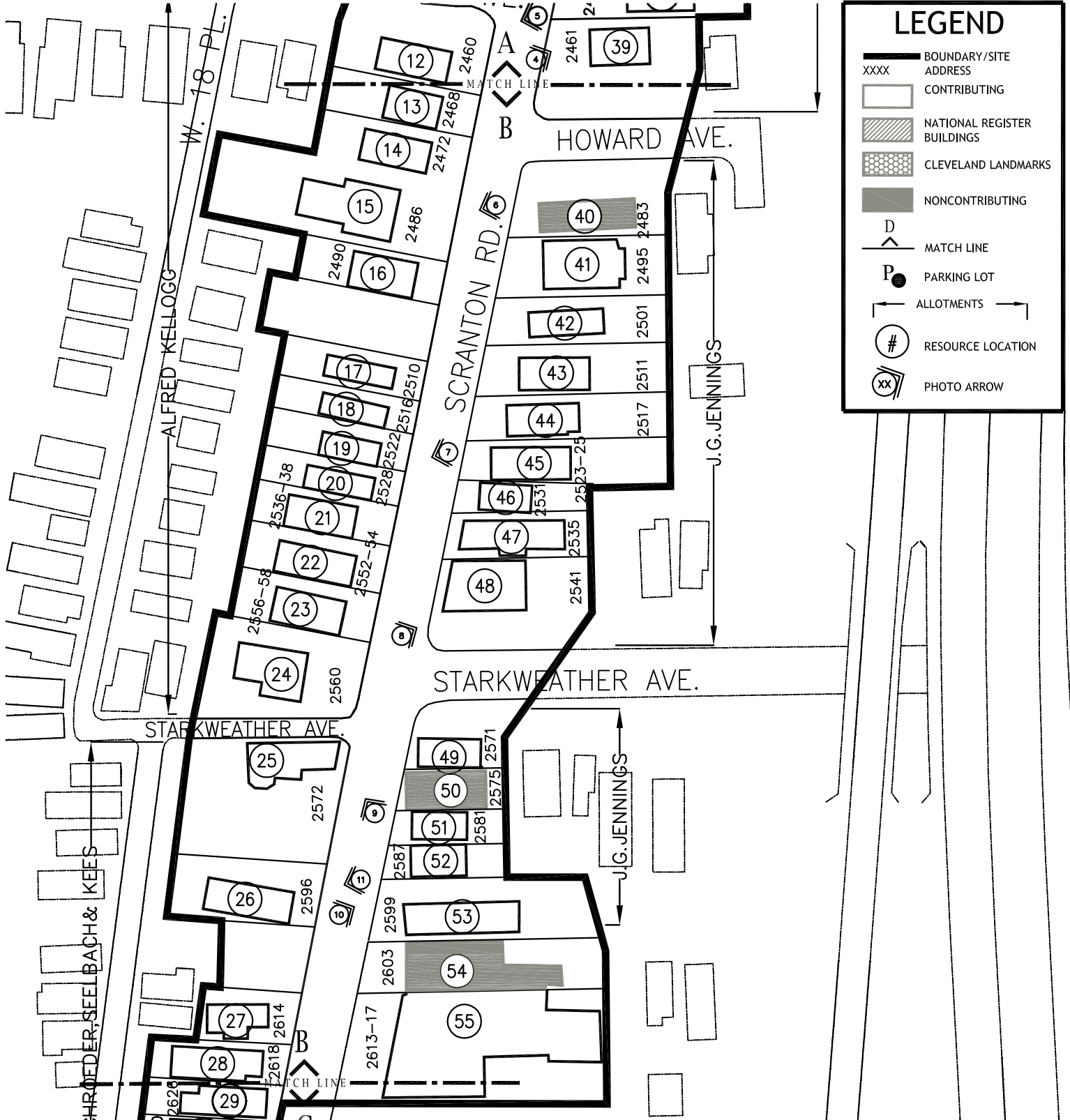
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 3



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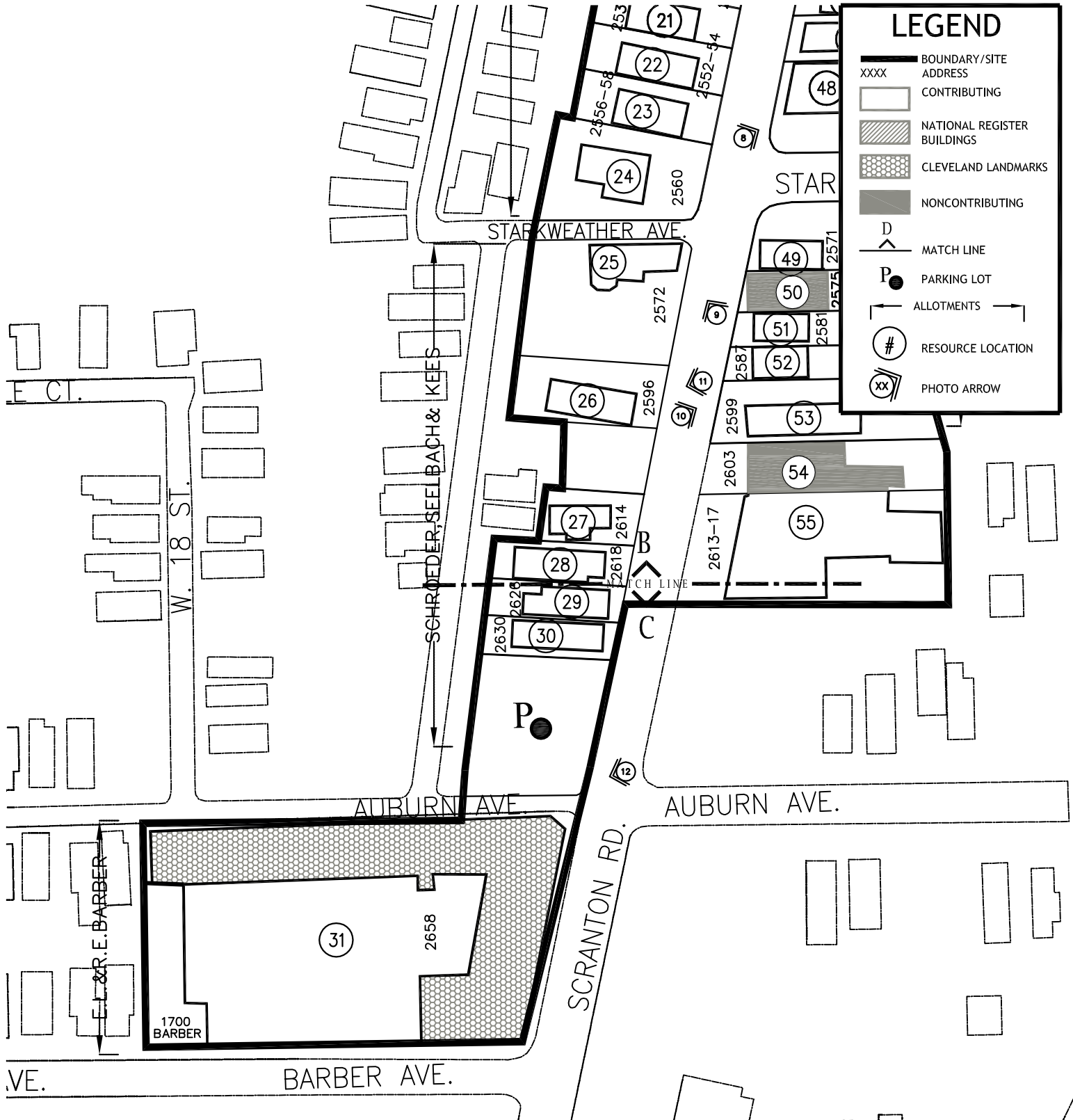
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 4



LEGEND

- BOUNDARY/SITE ADDRESS
- XXXX CONTRIBUTING
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- [Dotted Box] CLEVELAND LANDMARKS
- [Solid Grey Box] NONCONTRIBUTING
- D MATCH LINE
- P PARKING LOT
- [Arrow] ALLOTMENTS
- # RESOURCE LOCATION
- xx PHOTO ARROW

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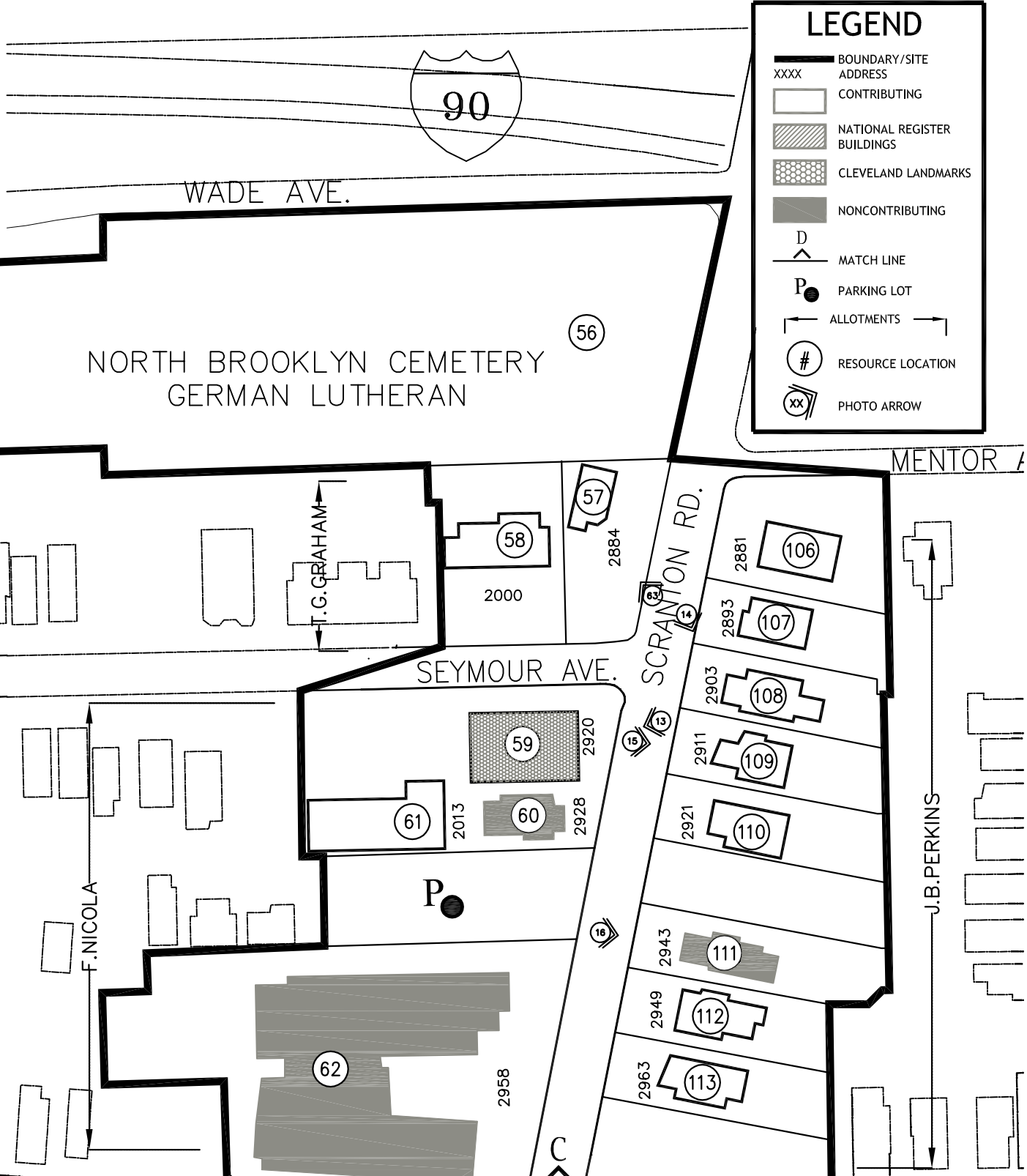
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 5



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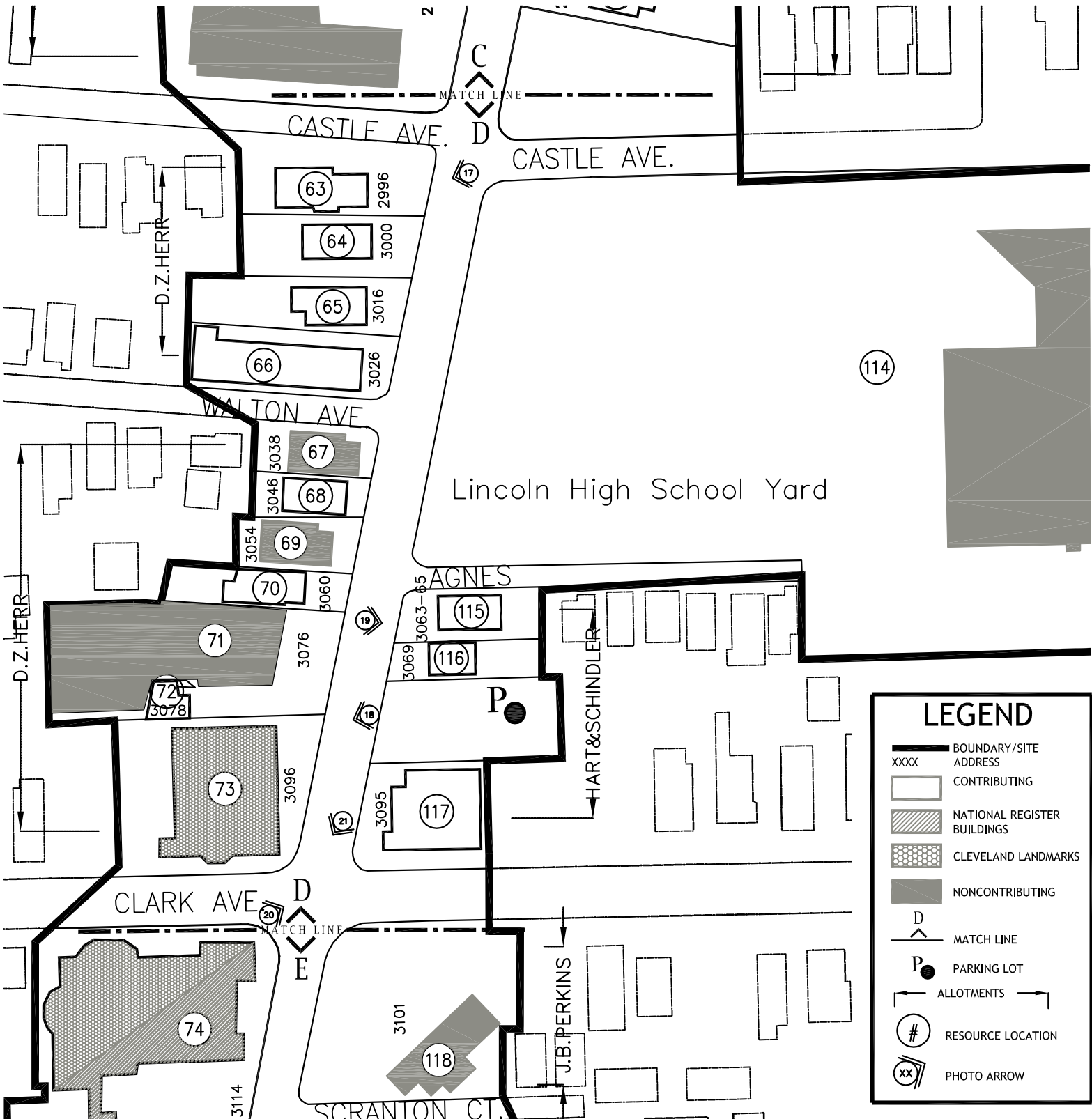
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 6



LEGEND

- BOUNDARY/SITE ADDRESS
- XXXX ADDRESS
- CONTRIBUTING
- NATIONAL REGISTER BUILDINGS
- CLEVELAND LANDMARKS
- NONCONTRIBUTING
- MATCH LINE
- PARKING LOT
- ALLOTMENTS
- RESOURCE LOCATION
- PHOTO ARROW

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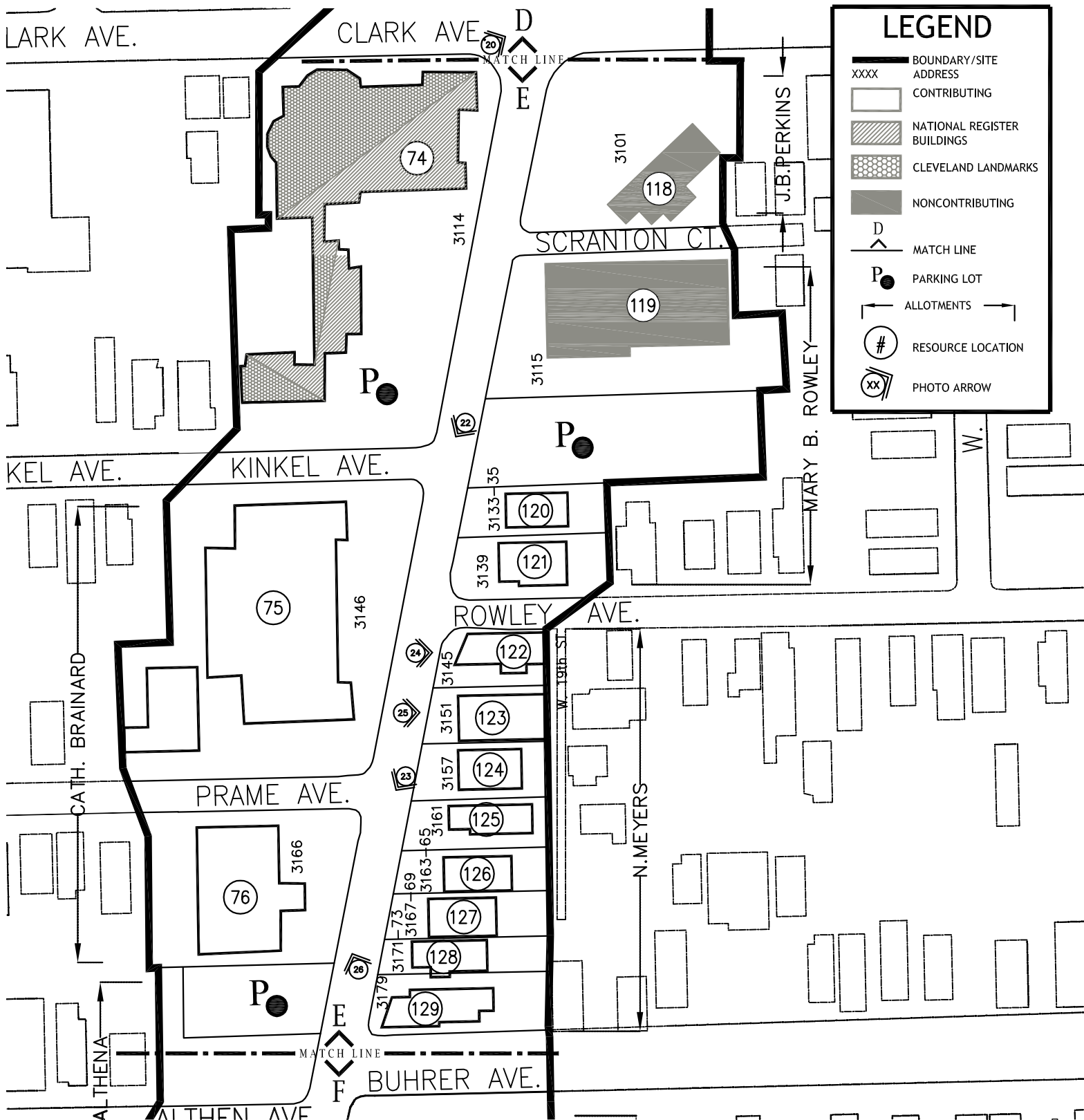
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 7



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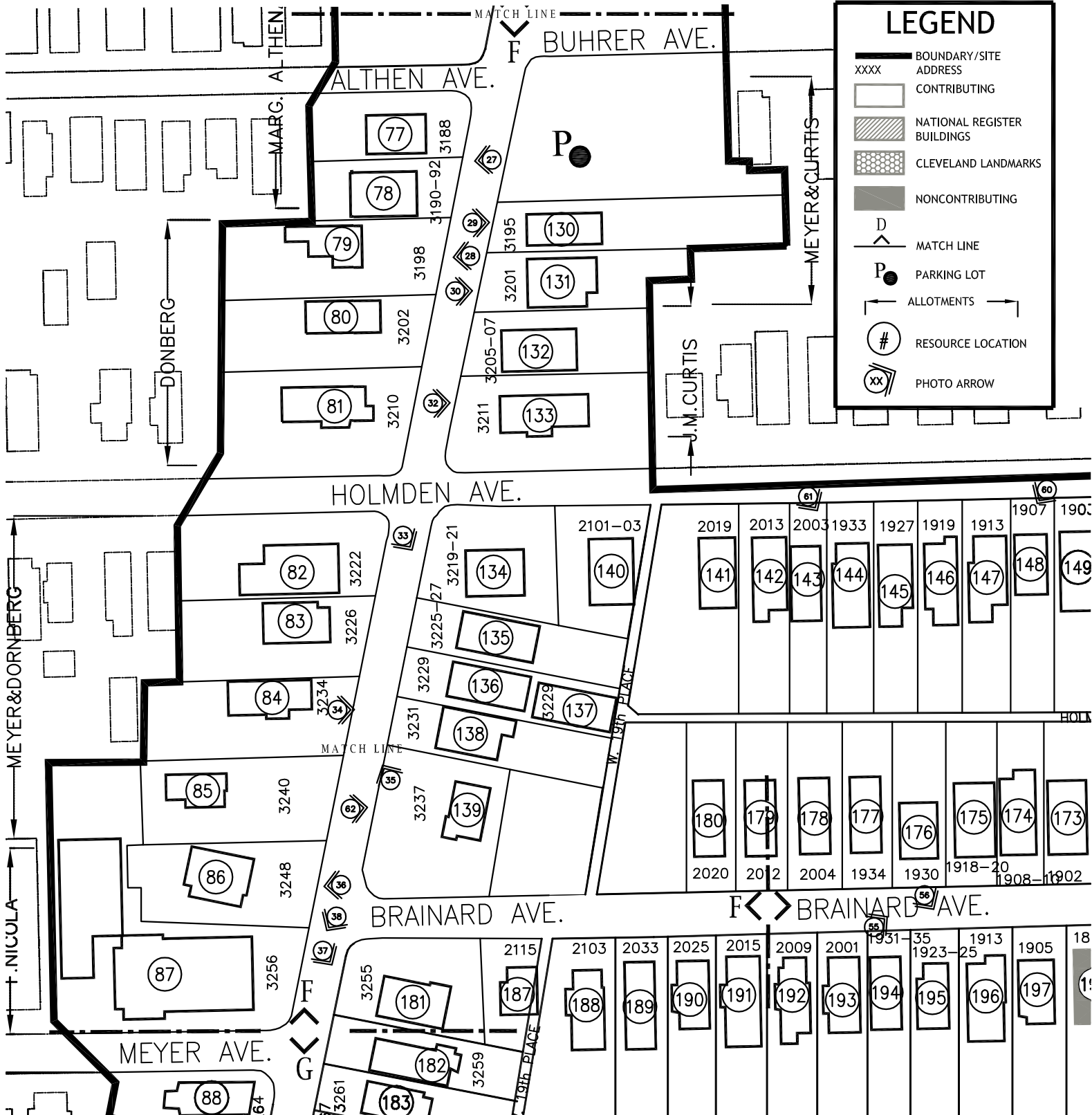
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 8



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National Park Service

SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 9



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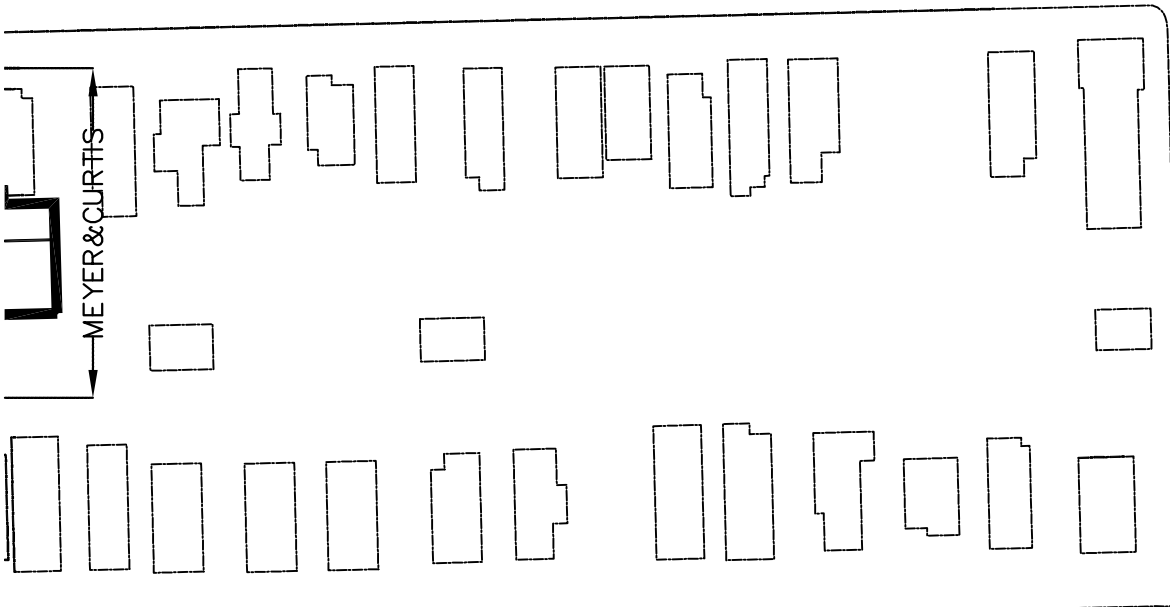
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

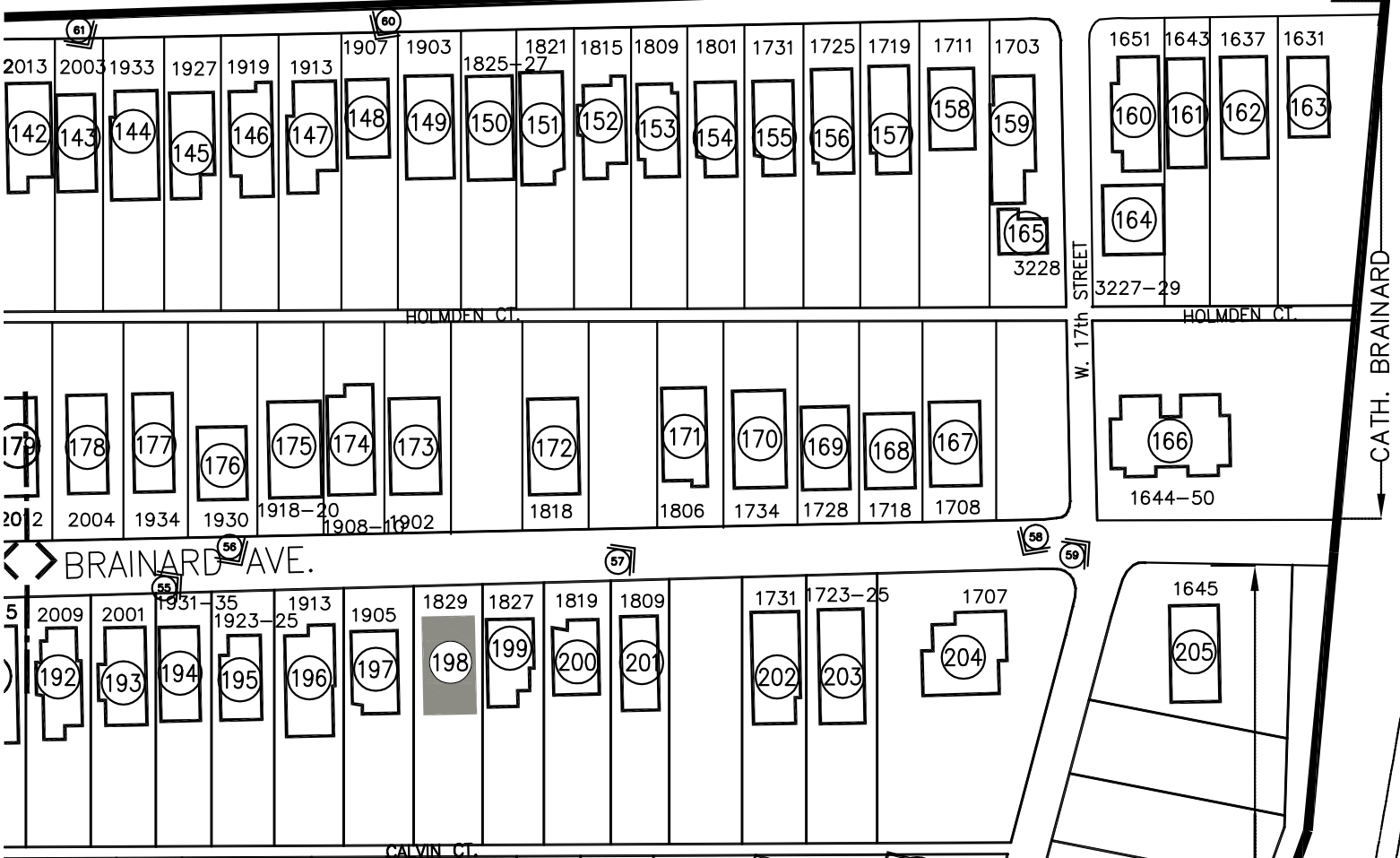
National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 10



LEGEND

- BOUNDARY/SITE ADDRESS
- XXXX ADDRESS
- CONTRIBUTING
- NATIONAL REGISTER BUILDINGS
- CLEVELAND LANDMARKS
- NONCONTRIBUTING
- MATCH LINE
- PARKING LOT
- ALLOTMENTS
- RESOURCE LOCATION
- PHOTO ARROW



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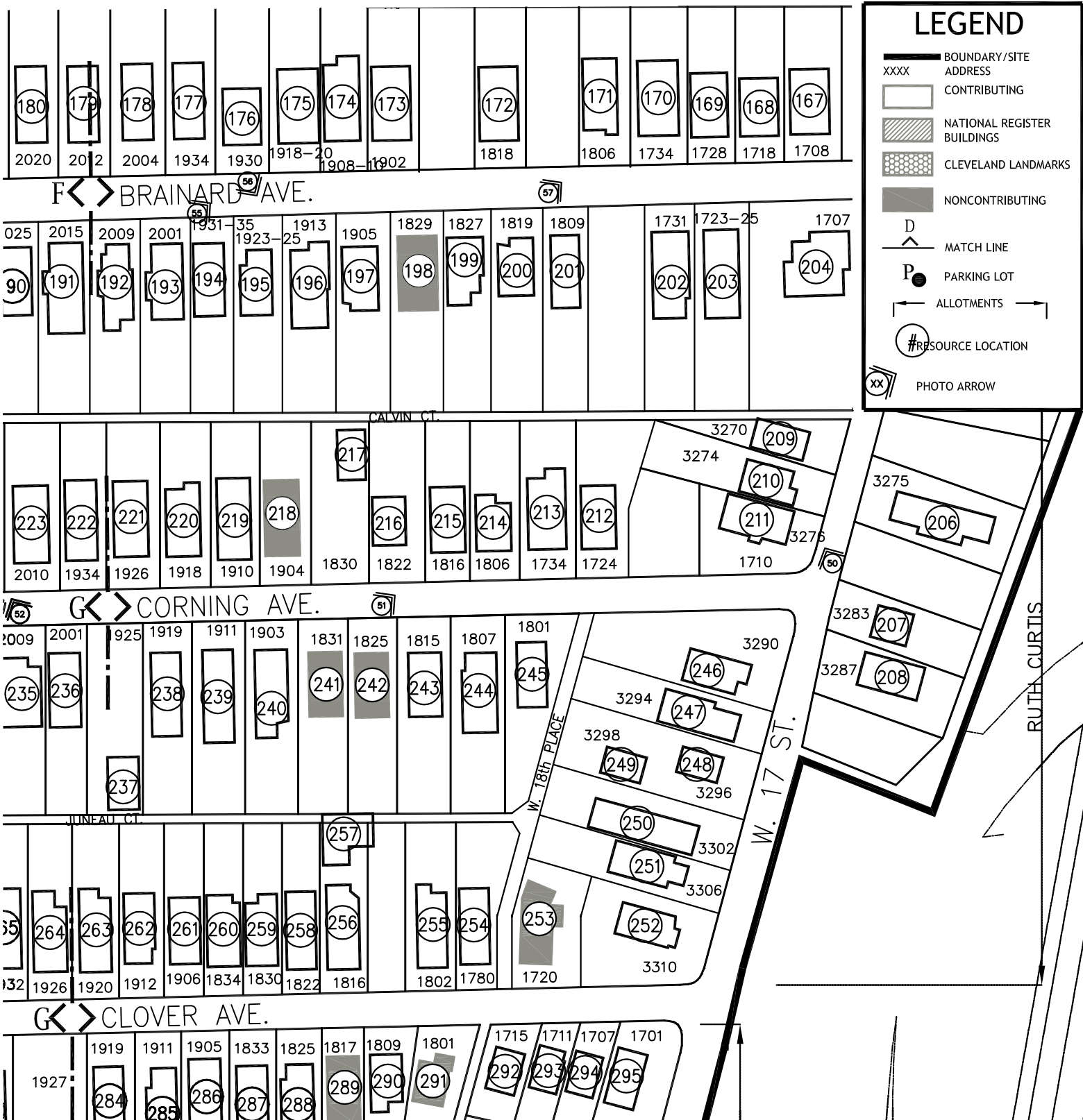
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 11



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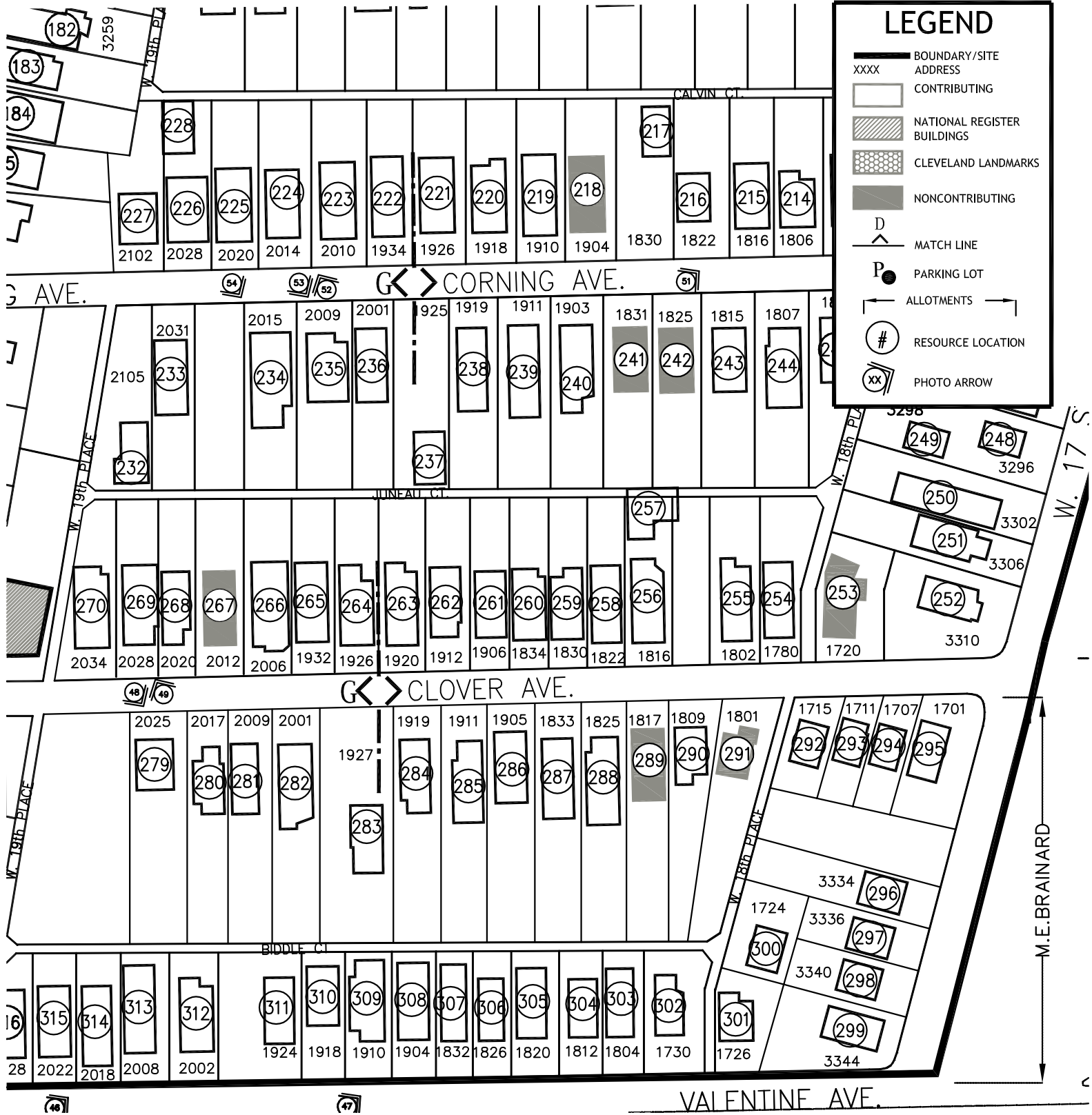
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SCRANTON SOUTH SIDE HISTORIC DISTRICT

Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number Add. Documentation - MAP & PHOTOKEY Page 12



LEGEND

- BOUNDARY/SITE ADDRESS
- XXXX ADDRESS
- CONTRIBUTING
- ▨ NATIONAL REGISTER BUILDINGS
- ▤ CLEVELAND LANDMARKS
- NONCONTRIBUTING
- D MATCH LINE
- P PARKING LOT
- ↔ ALLOTMENTS
- # RESOURCE LOCATION
- xx PHOTO ARROW

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National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 1**NORTH END**

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
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SCRANTON RD.**ALFRED KELLOGG ALLOTMENT****1866**

1	C	2318	004-05-011	Frederick & Elizabeth Seelbach House	ca.1877	Germany	Gable Front	NO
2	C	2322	004-05-012	Theo & Elizabeth Dicker House	ca.1894	Holland	Gable Front	NC
3	C	2324	004-05-013	Jacob & Helen Wolf House	ca.1887	PA	Gable Front	NC
4	C	2328	004-05-014	Mary Evans House	ca.1867	Ireland, Wales	Tri-Gabled Ell	C
5	C	2332-34	004-05-015	Maria Staeb House	ca.1887	Ireland, Wales	Duplex	NO
6	C	2338	004-05-016	Stanislaw & Frances Waskiewicz House	ca.1916	Poland	Craftsman	NC
7	C	2342	004-05-017	Scranton Auto Service Station	1937	N/A	One-Part Commercial	NO

ALFRED KELLOGG ALLOTMENT**1872**

8	C	2410	004-05-036 004-05-037	J.F. Mares (Starr Piano Co.)	1917	Bohemia	Two-Part Commercial	NO
9	NC	2416	004-05-038	Warehouse	1975	N/A	No Type/Style	NO
10	C	2432	004-05-039	Anna Backos House	1913	Unknown	No Type/Style	NO
11	C	2438-40	004-05-040	Emerson-Casket Mansion	1852,1872 1912	OH, CT, ME	Italianate w/ Comm. Add	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 2

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
ALFRED KELLOGG ALLOTMENT					1880			
12	C	2460	004-07-013	Anna Gallagher House	1910	Ireland	Homestead	NC
13	C	2468	004-07-014	Anna McCatan House	1915	CT	Homestead	C
14	C	2472	004-07-015	Patrick & Sarah Scanlon House	1911	Ireland	Homestead	C
15	C	2486	004-07-016	Alfred Kellogg House	ca.1870	CT, OH	Italianate	NO
16	C	2490	004-07-017	James & Margaret Thompson House	1915	likely Scotland	Cleveland Double	NC
17	C	2510	004-07-019	Charles & Maud Warring House	1910	likely England	Gable Front	NO
18	C	2516	004-07-020	Frederick Allyn House	1910	Ireland	Gable Front	NC
19	C	2522	004-07-021	Charles Kubick House	1910	Austria, OH	Gable Front	NC
20	C	2528	004-07-022	Peter Erb House	1910	likely Germany	Gable Front	NO
21	C	2536-38	004-07-023	William Oehlstrom House at 2536-38	1910	Germany	Duplex	NO
22	C	2552-54	004-07-024	William Oehlstrom House at 2552-54	1910	Germany	Duplex	C

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 3

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
23	C	2556-58	004-07-025	William Galitz House	1910	Unknown	Duplex	C
24	C	2560	004-07-026 004-07-042	Michael & Mary Kormosh House	1915	OH	Duplex	NC

SCHROEDER, SEELBACH & KEES ALLOTMENT 1871

25	C	2572	004-07-027	David Herr Store/Tavern	ca.1877	PA	Two-Part Commercial Italianate	NO
26	C	2596	004-07-029	Henry Miller House	ca.1877	Unknown	Gable Front	NO
27	C	2614	004-07-138	Lenhard Kolb House	1877	Germany	Tri-Gabled Ell	NO
28	C	2618	004-07-033	Barbara & Fred Geiger House	ca.1883	Germany	Tri-Gabled Ell	C
29	C	2626	004-07-034	Frederick Buhl Store	1877	Unknown	Two-Part Commercial	NO
30	C	2630	004-07-035	Susanna Kaiser Store	1871-83	Germany	Two-Part Commercial	NC

E.L. & R.E. BARBER ALLOTMENT 1853

31	C	2658 & 1700 Barber Ave.	008-17-061 008-01-154	Wagner Awning Building	1895, 1900	N/A	Commercial	NO
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ZIEMER ALLOTMENTMENT ca.1871

32	C	2341	004-10-005 004-10-006	Scranton Carriage Works	ca.1910, ca 1936, 1945	N/A	Two-Part Commercial	NO
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United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 4

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
J.G. JENNINGS ALLOTMENT					1851			
33	C	2401	004-11-001	Newton & Imogenen Fischer Store	ca.1874-1881	OH, NY	House w/ Comm. Add	NO
34	C	2411-13	004-11-002	Betsy Houtz and George & Mary Sowden House	ca.1887	OH, PA, Canada	Duplex	NO
35	C	2415-17	004-11-003	Catherine Cecelia Chute House	1903	PA, Irish descent	Duplex	NO
36	C	2439	004-11-005	Alice Chute House	ca.1893	PA, Irish descent	Italianate	C
37	C	2443	004-11-006	Asa & Charlotte Adams House	ca.1883	OH, CT	Duplex	NO
38	C	2449	004-11-007	Asa & Ruth Adams House	ca.1875	OH, CT	Gable Front	NO
39	C	2461	004-11-008	Emily McCreary House	ca.1885	OH, VT	Queen Anne	C
40	NC	2483	004-11-009	Ella & George Salisbury House	ca.1884-1893	OH, NY	Gable Front	NC
41	C	2495	004-11-010	Taylor & Harriett Emerson House	ca.1884	ME	Queen Anne	NO
42	C	2501	004-11-011	Edward S. Emerson House	ca.1884	OH, ME	Tri-Gabled Ell	NO
43	C	2511	004-11-012	John M & Margaret Marra House	1904	OH, Ireland	Duplex	C
44	C	2517	004-11-097	Alvan Emerson House	ca.1884	OH, ME	Tri-Gabled Ell	C

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 5

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
45	C	2523-25	004-11-013	Mary & Joseph Juhas House	ca.1920	OH, ME, MA	Cleveland Double	C
46	C	2531	004-11-014	Elizabeth Kniewasser House	ca.1888	Swiss, Germany	Gable Front	NC
47	C	2535	004-11-015	Edith & Frederich Muehlhausler Store	1916	likely Germany	Two-Part Commercial	NO
48	C	2541	004-11-016	John Grieger Store	1892	likely Germany	Two-Part Commercial	C
49	C	2571	004-20-124	Belle Slater Store	1885	Unknown	Two-Part Commercial	NO
50	C	2575	004-20-076	Fred Oldenberg Grocery Store	ca. 1895	Germany	Two-Part Commercial	NO
51	C	2581	004-20-076	B. Charles & Ellen Collins House	ca. 1895	OH, English descent	Princess Anne	NO
52	C	2587	004-20-075	Lena Voss House	ca. 1895	OH, German descent	Princess Anne	NO
53	C	2599	004-20-074	Cleveland Fire Engine Company #8	1877	N/A	Italianate	NO
54	NC	2603	004-20-072	Acme Roofing & Sheet Metal Co. Building	ca.1955	N/A	No Type/Style	NO
55	C	2613-17	004-20-071	Home Family Laundry & Gas Station	ca.1926	N/A	One-Part Commercial	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 6**SOUTH END**

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
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SCRANTON RD.**E.L. & R.E. BARBER ALLOTMENT**

1853

56	C	N/A	008-01-054	North Brooklyn Cemetery - German Lutheran	ca.1846	Early New England, German	N/A	NO
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T.G. GRAHAM ALLOTMENT

1871

57	C	2884	008-01-153	F. Dall Gulf Service Station	1938	N/A	Box Type Gas Station	NO
58	C	2000 Seymour	008-01-053	Hiram Aiken House	ca.1870	OH, CT	Gable Front	C

F. NICOLA ALLOTMENT

1871

59	C	2920	008-05-046	Immanuel Evangelical Lutheran Church	1880	German	Gothic Revival	NO
60	NC	2928	008-05-046	Immanuel Evangelical Lutheran Church Rectory	1890, altered 1956	German	Colonial Revival	NO
61	C	2013	008-05-046	Immanuel Evangelical Lutheran Church Hall	1912	German	Commerical	NO
62	NC	2958	008-05-042 008-05-043	Scranton Castle Apts.	1976	N/A	No Style	NO

D.Z. HERR ALLOTMENT

1875

63	C	2996	008-05-041	Louisa Heil House	1884	Germany	Stick Style	NO
64	C	3000	008-05-040	Frank & Louisa Heil House	1911	Germany	Cleveland Double	NC
65	C	3016	008-05-039	Henry & Louise Heil House	1903	Germany	Queen Anne	NC

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Master List

Page 7

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
66	C	3026	008-05-038	Cleveland Telephone Company	1904	N/A	Two-Part Commercial Romanesque	NO
67	NC	3038	008-05-037	George M Beriswill House	1904, alt. 1953	Unknown	House with Commercial Addition	NO
68	C	3046	008-05-036	Mary Zmich House	1915	Unknown	Bungalow	NO
69	NC	3054	008-05-035	Marian & Elizabeth Moon House	ca.1895	OH	American Foursquare	NO
70	C	3060	008-05-034	Emma Herr House	1896	PA	Gable Front	NO
71	NC	3076	008-05-032 008-05-033 008-05-103	3076 Scranton Rd. Warehouse	1982	N/A	No Type/Style	NO
72	C	3078	008-05-108	Johanna & John Jacob Schwartz House	ca.1883	Germany	Gable Front	NO
73	C	3096	008-05-031	CPL - Carnegie South Branch	1911	N/A	Gothic Revival	NO
CATHERINE E. BRAINARD ALLOTMENT					1883			
74	C	3114	008-10-033	St. Michael the Archangel Roman Catholic Church	1889-92	German Church	Gothic Revival NR#74001452	NO
75	C	3146	008-10-032	St. Michael School Central Catholic	1904	German School	Gothic Revival	NO
76	C	3166	008-10-031 008-10-030 008-10-107	South Presbyterian Church	1904	German Church	Gothic Revival	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 8

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
MARG ALTHEN & DONBERG ALLOTMENT					N/A			
77	C	3188	008-10-029	Anthony & Amelia Arth House	1913	Germany/ France	American Foursquare	C
78	C	3190-92	008-10-028	Anthony & Amelia Arth House	1914	Germany/ France	Duplex	NO
79	C	3198	008-10-027	Margarethea Wagner House	ca.1883	Germany, England	Gable Front	NC
80	C	3202	008-10-026	Loren & Charlotte Malling House	ca.1879	Germany	Tri-Gabled Ell	NO
81	C	3210	008-10-025	John & Ellen Deoblad House	1897	Germany	Tri-Gabled Ell	NO
MEYER & DONBERG, F. NICOLA ALLOTMENTS					1871			
82	C	3222	008-15-069	Julius Hildebrandt House	1917	Germany	American Foursquare	NO
83	C	3226	008-15-068	Frances Skeel House	ca.1888	NY, MI	Princess Anne	C
84	C	3234	008-15-067	Mary Shaw House	1876	Unknown	Tri-Gabled Ell	NO
85	C	3240	008-15-066	Rachel Wade House	ca.1880	Unknown	Princess Anne	NO
86	C	3248	008-15-090	Herman Marquette House	ca.1880	Unknown	Hipped-roof Italianate	NO
87	C	3256	008-15-064 008-15-065 008-15-091	St. Matthews Evangelical Lutheran Church	1900	German	Romanesque	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 9

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
J.M CURTISS, A. STONE ALLOTMENTS					ca.1877			
88	C	3264	008-15-063	Henry Mueller House	ca.1896	likely German	House with Commercial Addition	NO
89	C	3270	008-15-062	Mary Zmich House	1905	German descent	Dutch Colonial	NC
90	C	3272-74	008-15-061	William & Jennie Staffeld House	1906	German descent	Duplex	NO
91	C	3276	008-15-060	Peter & Mary Krust House	1905	likely Germany/ France	Homestead	NO
92	C	3280	008-15-059	John & Katie Thorpe House	1896	OH, Irish descent	Homestead	NO
93	C	3284	008-15-058	William & Jennie Staffeld House	ca.1890	German descent	Homestead	C
94	C	3288	008-15-057	Caroline B. Hammond House	1898	Unknown	Princess Anne	C
95	C	3292	008-15-056	Walace McCreary House	1895	Unknown	Princess Anne	C
96	C	3294-96	008-15-055	Bessie Harper & Gertrude Dunn House	1908	England	Duplex	NC
97	C	3298	008-15-054	John & Katherine Branske House	1911	German	Cleveland Double	NC
98	C	3300-02	008-15-053	Mathew & Mamie Reitz House	1913	Hungary	Cleveland Double	NO
99	C	3304	008-15-052	William Spang House	1915	German descent	Homestead	NC

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 10

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
100	C	3308-10	008-15-051	Sonna Rara House	ca.1890	Unknown	Gable Front	NC
101	C	3312	008-15-040	John Weidman House	ca.1883	Unknown	Gable Front	NC
102	C	3316	008-15-049	Sophia Wirth House	ca.1883	likely German	Gable Front	NC
103	C	3332	008-15-046	Jean Caldwell House	ca.1870	Unknown	Townhouse	NC
104	C	3334	008-15-045	Gertrude Gaett House	ca.1890	German descent	Tri-Gabled Ell	NO
105	C	3336	008-15-044	Edward & Laura Ratzel House	1911	German descent	Cleveland Double	NO
J.B. PERKINS ALLOTMENT					1880			
106	C	2881	008-02-014	Henry & Stella Stecher House	1887	IN, German descent	Shingle Style	NO
107	C	2893	008-02-015	Andrew & Mary Houck House	ca.1887	likely German	Duplex	NO
108	C	2903	008-02-016	Mary Luck House	ca.1887	Germany	Tri-Gabled Ell	C
109	C	2911	008-02-017	Ernstena & David McLean House	ca.1889	OH, Scottish descent	Eastlake	C
110	C	2921	008-02-018	Evelyn Dudley House	ca.1896	Unknown	Eastlake	C
111	NC	2943	008-02-020	Joe Knight House	2006	OH, CT	No Type/Style	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 11

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
112	C	2949	008-02-021	Lorena Fischer House	ca.1893	OH, German descent	Tri-Gabled Ell/Stick Style	NO
113	C	2963	008-02-022	Mary Comstock House	ca.1896	OH, NY	Tri-Gabled Ell/Stick Style	NC

HART & SCHINDLER RE-SUB ALLOTMENT

N/A

114	NC	1701 Castle	multiple listed with 008-06-001	Lincoln High School & Yard	1970	N/A	No Type/Style	NO
115	C	3063-65	008-06-008	Louis Sophia Moser House	1906	Germany	Duplex	NC
116	C	3069	008-06-009	Peter & Mary Kresher House	1897	OH, German descent	Homestead	NO
117	C	3095	008-06-011 008-06-010	Scranton Avenue Free Will Baptist Church	1893	New England Baptist	Richardsonian Romanesque	NO

Curtis Ambler Scranton Re-Sub Allotment 3, Mary B. Rowley Allotments 1-4

118	NC	3101	008-06-012 008-06-013 008-06-014	Gas USA Station	1980	N/A	No Type/Style	NO
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MARY B. ROWLEY ALLOTMENT

1874

119	NC	3115	008-06-024	St. Michael's Hall	1963	Germany	No Type/Style	NO
120	C	3133-35	008-06-027	William Beck House	1914	OH	Cleveland Double	NO
121	C	3139	008-06-028	John E. Kelly House	1901	England	Princess Anne	C

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 12

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
N. MEYERS ALLOTMENT					1868			
122	C	3145	008-11-123	Henry Ditton Store	ca.1896	Germany	Two-Part Commercial	NO
123	C	3151	008-11-002	Catherine Schaefer Apartments	1920	likely German descent	Fourplex	NO
124	C	3157	008-11-003	John Teufet House	ca.1905	Unknown	Duplex	NO
125	C	3161	008-11-004	Solomon Schmuck House	ca.1895	Germany	Tri-Gabled Ell	NO
126	C	3163-65	008-11-005	Fred & Amelia Brug House	1914	Germany	Duplex	NO
127	C	3167-69	008-11-006	August & Sophia Niklas House	1914	Unknown	Duplex	NO
128	C	3171-73	008-11-007	Carrie Vonderau House	ca.1890	Likely OH, German descent	Duplex	NO
129	C	3179	008-11-008	Mary Bauer House	ca.1890	Germany	House w/ Comm. Add	NO
MEYER & CURTISS and J.M. CURTISS ALLOTMENTS					ca.1870			
130	C	3195	008-11-011	Karl & Emma Sommer House	1910	OH, German descent	Tri-Gabled Ell	NO
131	C	3201	008-11-012	Anna Mullert House	1912	Unknown	American Foursquare	C
132	C	3205-07	008-11-013	Anna Mullert House	1906	Unknown	Duplex	NO
133	C	3211	008-11-014	Lena & Adolph Koepff House	1902	Germany	Princess Anne	C

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 13

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
CATHERINE E. BRAINARD ALLOTMENT					1883			
SCRANTON RD.								
134	C	3219-21	008-11-015	Fritz & Mary Kuefer House	1910	likely German	Duplex	NO
135	C	3225-27	008-11-016	Emil & Bertha Bubert House	1911	Germany	Cleveland Double	NC
136	C	3229	008-11-017	Philip & Amelia Huey House	1913	Germany	Cleveland Double	NO
137	C	3229	008-11-017	Rosalia Rohr	1918	Germany	Homestead	NO
138	C	3231	008-11-018	Grace Michael House	1912	Unknown	Shingle	NO
139	C	3237	008-11-019	Shell Service Station	ca. 1952	N/A	Box Type Gas Station	NO
HOLMDEN AVE.								
140	C	2101-03	008-11-124 008-11-120	Fritz & Mary Kuefer House	1910	likely German	Duplex	NO
141	C	2019	008-11-057	Caroline Starkey House	1899	Germany	Gable Front	NC
142	C	2013	008-11-056	Albert & Caroline Starkey House	1891	Germany	Princess Anne	NO
143	C	2003	008-11-055	Absolen Schilling House	1890	Unknown	Tri-Gabled Ell	NO
144	C	1933	008-11-054	Adam & Kunigunda Roth	1887	German descent	Tri-Gabled Ell	C

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 14

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
145	C	1927	008-11-053	John H. Lukens House	1896	German descent	Tri-Gabled Ell	NC
146	C	1919	008-11-052	John & Mary Wagner House	1892	Germany	Princess Anne	NO
147	C	1913	008-11-051	Francis J. Meyer House	1890	Germany	Duplex	NO
148	C	1907	008-11-050	Charles Prestien House	1897	German descent	Colonial Revival	NC
149	C	1903	008-11-049	Anna Boehm House	1907	German descent	Princess Anne	C
150	C	1825-27	008-11-048	George & Anna Schueerer House	1907	Unknown	Duplex	C
151	C	1821	008-11-047	F. A. Skeel House	1884	Unknown	Tri-Gabled Ell	C
152	C	1815	008-11-046	Frantz Dyer House	ca.1884	Ohio	Tri-Gabled Ell	C
153	C	1809	008-11-045	Eleanor Newman House	ca.1895	Unknown	Tri-Gabled Ell	C
154	C	1801	008-11-044	Solomon Schmuck House	ca.1890	Ohio	Tri-Gabled Ell	NC
155	C	1731	008-11-043	Solomon Schmuck House	ca.1890	Ohio	Tri-Gabled Ell	NC
156	C	1725	008-11-042	Chistopher Rettger House	ca.1890	Unknown	Tri-Gabled Ell	NC

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number: Additional Documentation – Master List

Page 15

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
157	C	1719	008-11-041	Christopher Rettger House	ca.1896	Unknown	Tri-Gabled Ell	NO
158	C	1711	008-11-040	L.J. Metcalf House	1890	Unknown	Gable Front	C
159	C	1703 & 3226 West 17th	008-11-039	Alice A. Coe House	1887	Unknown	Duplex	NO
160	C	1651	008-12-050	Austin Vanhaun House	1886	Unknown	Tri-Gabled Ell	NO
161	C	1643	008-12-051	Mary Dunsha House	ca.1895	Unknown	Duplex	C
162	C	1637	008-12-052	Mary Dunsha House	ca.1885	Unknown	Tri-Gabled Ell	C
163	C	1631	008-12-053	William & Katherine Reisser House	1907	Unknown	Homestead	NO
WEST 17th ST.								
164	C	3227-29	008-12-050	Austin & Laura VanHaun House	1886	Unknown	No Type/Style	NO
165	C	3228	008-11-039	Alice A. Coe House	ca.1900	Unknown	Front Gable	NO
BRAINARD AVE.								
166	C	1644-50	008-12-048 008-12-049	Brainard Terrace	ca.1907	Unknown	Brick Fourplex	NCx 3
167	C	1708	008-11-037	Nicholas & Margaretha Berlo House	1908	Germany	Brick American Foursquare	NO

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 16

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
168	C	1718	008-11-036	George A. Freidel House	1909	likely German	Homestead	C
169	C	1728	008-11-035	George F. Wlecke House	1908	Germany	Homestead	C
170	C	1734	008-11-034	Charles & Bertha Kaufmann	1909	Germany	Brick American Foursquare	C
171	C	1806	008-11-033	Herman Heinrichs House	ca.1898	Germany	Tri-Gabled Ell	NO
172	C	1818	008-11-031	William & Ida Metzner House	1908	Germany	Homestead	NC
173	C	1902	008-11-029	William & Louisa Bleckriede House	1897	Unknown	Tri-Gabled Ell	NC
174	C	1908-10	008-11-028	1908-10 Scranton Rd. House	ca.1910	Unknown	Duplex	NC
175	C	1918-20	008-11-027	Frederich & Marie Kuefer House	ca.1910	Germany	Duplex	NO
176	C	1930	008-11-026	Frederich & Marie Kuefer House	1910	Germany	Homestead	NO
177	C	1934	008-11-025	Marie Fink House	1895	Germany	Tri-Gabled Ell	NO
178	C	2004	008-11-024	Gustav Wieland House	1890	Unknown	Tri-Gabled Ell	C
179	C	2012	008-11-023	Fritz & Marie Kuefer House	1890	Germany	Tri-Gabled Ell	C
180	C	2020	008-11-022	Katie Renz House	1889	Unknown	Tri-Gabled Ell	NC

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number: Additional Documentation – Master List

Page 17

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
RUTH CURTISS ALLOTMENT					1884			
SCRANTON RD.								
181	C	3255	008-16-001	Henry Diretemeyer House	1894	German	Queen Anne	C
182	C	3259	008-16-002	Otto R. Goodyear House	ca.1894	German	Princess Anne	C
183	C	3261	008-16-003	George Oren House	1895	German descent	Brick Duplex	NO
184	C	3265-67	008-16-004	William & Mary Kaehni House	1904	Germany	Cleveland Double	NO
185	C	3271	008-16-005	Joseph & Kath Arth House	1904	Germany	American Foursquare	NO
186	C	3279	008-16-006	Anna & Charles Hain House	1911	German descent	Homestead	C
BRAINARD AVE.								
187	C	2115	008-16-068	Henry A. Diretemeyer House	ca.1894	German	Bi-Gabled Ell	NO
188	C	2103	008-16-067	Carl & Berta Koch House	1891	Unknown	Tri-Gabled Ell	C
189	C	2033	008-16-066	James Teslik House	1896	Ohio	Cleveland Double	NO
190	C	2025	008-16-065	Anna E. Zika House	1889	Unknown	Cleveland Double	NO
191	C	2015	008-16-064	Frederika Berno House	1891	Germany	Duplex	NC

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 18

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
192	C	2003	008-16-063	Daniel Silberhorn House	1889	Germany	Duplex	C
193	C	2001	008-16-062	Gottlieb Streich House	1892	Unknown	Cleveland Double	NO
194	C	1931-35	008-16-061	Charles & Emma Egeler House	1896	Ohio	Duplex	NO
195	C	1923-25	008-16-060	Amelia Olenburg House	1896	Unknown	Duplex	NO
196	C	1913	008-16-059	August Schimmelpfennig House	1896	Germany	Stick	NC
197	C	1905	008-16-058	Christian Koblenzer House	1894	German descent	Bi-Gabled Ell	NO
198	NC	1829	008-16-057	Marcelina M. Dial House	2003	Unknown	No Type/Style	NC
199	C	1827	008-16-056	John & Louise Wohlgemuth House	1899	Germany	Homestead	NC
200	C	1819	008-16-055	George & Carolyn Hier House	ca.1900	Unknown	Homestead	NO
201	C	1809	008-16-054	Jasper C. Downs House	1891	Vermont	Tri-Gabled Ell	NO
202	C	1731	008-16-052	Frederick & Elizabeth Bartel House	1894	Germany	Tri-Gabled Ell	C
203	C	1723-25	008-16-051	Charles Bartel House	1893	Germany	Bi-Gabled Ell	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 19

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
204	C	1707	008-16-050	Christian Koblenzer House	1913	Unknown	Mediterranean	C
205	C	1645	008-17-045	William & Matilda Bever House	1893	Unknown	Queen Anne	NO
WEST 17th ST.								
206	C	3275	008-17-042	Karl and Amelia Kaufman House	1899	Unknown	Tri-Gabled Ell	NO
207	C	3283	008-17-040	3283 West 17th St. House	ca.1905	Unknown	Gable Front	NC
208	C	3287	008-17-039	William Geist House	1895	Unknown	Gable Front	NO
209	C	3270	008-16-049	3270 West 17th St. House	ca.1905	Unknown	Homestead	NO
210	C	3224	008-16-048	Herman & Anna Gehlke House	1895	Germany	Princess Anne	NO
211	C	3276	008-16-047	Henry Kemp House	1893	German descent	Homestead	NC
CORNING AVE.								
212	C	1724	008-16-084	Lawrence & Catherina Thome House	1914	Germany	Gable Front	NO
213	C	1734	008-16-083	Charles & Anna Buchholz House	1904	German descent	Homestead	NO
214	C	1806	008-16-082	Louis Hoelter House	1904	Unknown	Homestead	NO

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 20

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
215	C	1816	008-16-081	Henry Stolte House	1905	German descent	Homestead	NO
216	C	1822	008-16-080	Charles Wolff House	1904	Germany	Homestead	NC
217	C	1830	008-16-079	William J. Keske House	1909	German descent	No Type/Style	NO
218	NC	1904	008-16-078	Tomisha C. Snyder House	2006	Unknown	No Type/Style	NC
219	C	1910	008-16-077	Carl & Johanna Wulf House	1904	German descent	Cleveland Double	NO
220	C	1918	008-16-076	Charles & Minnie Felgenhauer House	1904	Germany	Homestead	NC
221	C	1926	008-16-075	Henry Felgenhauer House	1906	likely German	Homestead	NO
222	C	1934	008-16-074	John Felgenhauer House	1904	likely German	Cleveland Double	NO
223	C	2010	008-16-073	John & Nellie Hilofski House	1906	Germany	Homestead	NO
224	C	2014	008-16-072	Charles & Ricka Osterland	1906	Germany	Princess Anne	NO
225	C	2020	008-16-071	Minnie Rossow House	1904	Germany	Homestead	C
226	C	2028	008-16-070	Lewis & Mary Peters House	1904	German descent	Duplex	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 21

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
227	C	2102	008-16-069	Ernest & Barbara Emerson House	1905	German descent	Homestead	NO
228	C	2028 at Calvin Ct.	008-16-070	David & Catherine Brainard House	ca.1875 moved/ altered ca.1904	OH, NY	Italianate	NO
SCRANTON RD.								
229	C	3287	008-16-007	Charles Schultze House	ca.1885-94	likely Germany	Princess Anne	NO
230	C	3293	008-16-009	City Realty House	ca.1915	Unknown	Homestead	C
231	C	3295	008-16-010	City Realty House	ca.1915	Unknown	Homestead	NC
CORNING AVE.								
232	C	2105	008-16-100	Daniel Silberhorn House	1891	Germany	Front Gable	NC
233	C	2031	008-16-099	Philipp Weinacht House	1895	Germany	Tri-Gabled Ell	NO
234	C	2015	008-16-097	Wilhelm Schimmelpfennig House	1889	Germany	Stick	NO
235	C	2009	008-16-096	Charles & Emma Keske House	ca.1904	German descent	Bungalow	NO
236	C	2001	008-16-095	Henry Steffens House	1892	Unknown	Tri-Gabled Ell	C
237	C	1925	008-16-094	John & Anna Wandt House	1891	Germany	Front Gable	NO

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 22

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
238	C	1919	008-16-093	Wilhelm & Frederika Krueger House	1895	Germany	Cleveland Double	C
239	C	1911	008-16-092	William Felkenhauer House	1896	Germany	Tri-Gabled Ell	NO
240	C	1903	008-16-091	Frederick & Augusta Kaase House	1895	Germany	Tri-Gabled Ell	C
241	NC	1831	008-16-090	Andre M. O'Neal House	2002	Unknown	No Type/Style	NC
242	NC	1825	008-16-089	Margaret Rasell House	2002	Unknown	No Type/Style	NC
243	C	1815	008-16-088	John Krause House	1892	Germany	Tri-Gabled Ell	C
244	C	1807	008-16-087	Charles Ness House	1890	Germany	Tri-Gabled Ell	NC
245	C	1801	008-16-086	1801 Corning Ave. House	ca.1915	Unknown	Homestead	NC
WEST 17th ST.								
246	C	3290	008-16-046	3290 West 17th St. House	after 1913	Unknown	Gable Front	NO
247	C	3294	008-16-045	Fred & Koate Schnell House	1895	Unknown	Tri-Gabled Ell	C
248	C	3296	008-16-044	3296 West 17th St. House	ca.1905	Unknown	Gable Front	NO
249	C	3298	008-16-044	3298 West 17th St. House	ca.1905	Unknown	Gable Front	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 23

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
250	C	3302	008-16-043	3302 West 17th St. House	ca.1905	Unknown	Cleveland Double	NO
251	C	3306	008-16-042	Henrietta Mantei House	1895	Germany	Tri-Gabled Ell	NO
252	C	3310	008-16-041	John Aberling House	1891	Unknown	No Type/Style	NO
CLOVER AVE.								
253	NC	1720	008-16-119	John Aberling House	1891	Unknown	No Type/Style	NO
254	C	1780	008-16-118	Ludwig Kramp House	1892	Germany	Gable Front	C
255	C	1802	008-16-117	Charles Beth House	1894	Germany	Gable Front	NO
256	C	1816	008-16-115	Fred Remus House	1892	Germany	Gable Front	NO
257	C	1816	008-16-115	1816 Clover Rd. Wagon Shed	ca.1910	Unknown	Two-Part Commercial	NO
258	C	1822	008-16-114	William & Sophia Schultz House	1893	Unknown	Gable Front	NC
259	C	1830	008-16-113	Wiliam Janke House	1894	Unknown	Gable Front	NO
260	C	1834	008-16-112	Ruth & Charles Preuhs House	1893	Unknown	Gable Front	C
261	C	1906	008-16-111	Herman Kleinschmidt House	1891	Germany	Tri-Gabled Ell	NC

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 24

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
262	C	1912	008-16-110	Charles Hoelke House	1891	Unknown	Bi-Gabled Ell	NC
263	C	1920	008-16-109	John Rakow House	1892	Germany	Cleveland Double	NC
264	C	1926	008-16-108	Christian Rakow House	1892	Germany	Gable Front	C
265	C	1932	008-16-107	Fred Mensel House	1890	Unknown	Tri-Gabled Ell	NO
266	C	2006	008-16-106	Ludwig Kaufman House	1892	Unknown	Bi-Gabled Ell	NO
267	NC	2012	008-16-105	Sergio L. Diaz & Laurel Domanski House	2002	Unknown	No Type/Style	NC
268	C	2020	008-16-104	John & Sophia Wittenborn House	1888	Germany	Tri-Gabled Ell	NO
269	C	2028	008-16-103	Johann & Maria Fleck House	1889	Germany	Tri-Gabled Ell	NO
270	C	2034	008-16-102	John & Wilhelmina Balke House	1893	Germany	Homestead	NO
SCRANTON RD.								
271	C	3307	008-16-011	Cleveland Dental Manufacturing Building	1904	N/A	Commercial Style NR#04000936	NO

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 25

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
MARY E. BRAINARD ALLOTMENT					1884			
272	C	3317	008-16-139	Ellen & Henry Ball House	1909	England	Homestead	NO
273	C	3321	008-16-013	Matilda & Charles Henkell House	1910	Germany	Homestead	C
274	C	3325	008-16-014	Mary & William Strempel House	1910	Germany	Homestead	NO
275	C	3332	008-16-015	Mary Snyder House	1910	likely German	No Type/Style	C
276	C	3335	008-16-016	Maria & Martin Stein House	1909	Germany	Princess Anne	NO
277	C	3339	008-16-017	Fred & Ida Delzeit House	1912	German descent	No Type/Style	NO
CLOVER AVE.								
278	C	2115	008-16-139	2115 Clover Ave. Commercial Brick Garage	ca.1920	N/A	No Style	NO
279	C	2025	008-16-136	Julius A.L. Venske House	1907	Germany	Homestead	C
280	C	2017	008-16-135	Sophie Folzenlogel House	1897	Unknown	Tri-Gabled Ell	NC
281	C	2009	008-16-134	Joseph Gottlob & Minna Raichle House	ca.1903	Unknown	Tri-Gabled Ell	C
282	C	2001	008-16-133	Ludwig Kaufman House	1892	Unknown	Tri-Gabled Ell	NO

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 26

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
283	C	1927	008-16-132	William Gutschmidt House	1909	Unknown	Gable Front	NO
284	C	1919	008-16-131	Charles & Matilda Henkel House	1894	Germany	Tri-Gabled Ell	C
285	C	1911	008-16-130	William & Emilie Kuchic House	1891	Germany	Tri-Gabled Ell	C
286	C	1905	008-16-129	Carl & Ernstiene Mekelburg House	ca.1898	Germany	Gable Front	C
287	C	1833	008-16-128	Charles & Sophia Kinzel House	ca. 1890	German descent	Tri-Gabled Ell	NO
288	C	1825	008-16-127	Gottlieb & Bertha Zeuch House	ca.1903	Unknown	Tri-Gabled Ell	C
289	NC	1817	008-16-126	Teodomiro & Abigail Rivera House	2005	Unknown	No Type/Style	NC
290	C	1809	008-16-125	Emmer Hillis House	1907	Unknown	Homestead	NO
291	NC	1801	008-16-124	Luis & Maria Velez House	2005	Unknown	No Type/Style	C
292	C	1715	008-16-123	1715 Scranton Rd. House	ca.1912	Unknown	Gable Front	NC
293	C	1711	008-16-122	1711 Scranton Rd. House	ca.1912	Unknown	Gable Front	NC
294	C	1707	008-16-121	1707 Scranton Rd. House	ca.1912	Unknown	Gable Front	NC

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
HISTORIC DISTRICT
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 27

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
295	C	1701	008-16-120	William & Minnie Kemp House	1912	Unknown	Gable Front	NC
WEST 17th ST.								
296	C	3334	008-16-039	Edward Wedel & John Roehl House	ca.1914	Unknown	Homestead	NC
297	C	3336	008-16-038	Emma Roehl House	1914	Unknown	Gable Front	NO
298	C	3340	008-16-037	John & Susie Bugos House	1914	Unknown	Homestead	NO
299	C	3344	008-16-036	Peter & Annie Luczak House	1914	Unknown	House with Commercial Addition	NC
VALENTINE AVE.								
300	C	1724	008-16-035	1724 Valentine Ave. House	1924	Unknown	Bungalow	C
301	C	1726	008-16-035	1726 Valentine Ave. House	1910	Unknown	Homestead	NO
302	C	1730	008-16-034	Jacob & Ida Zwink House	1898	Unknown	Gable Front	NO
303	C	1804	008-16-033	Gottlieb & Bertha Zeuch House	1897	Unknown	Bi-Gabled Ell	NO
304	C	1812	008-16-032	Fred Lowitski House	1907	Unknown	Homestead	NO
305	C	1820	008-16-030	Henry Niederfeld House	1904	likely German	Gable Front	NC

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
HISTORIC DISTRICT**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Master List

Page 28

Map No.	C/NC	Address	Parcel No.	Historic Name	Year	Ethnic Origin	Type/Style	Out-Bldg
306	C	1826	008-16-029	Carl & Fredericka Felgenhauer House	1894	Germany	Gable Front	C
307	C	1832	008-16-028	Christopher & Christina Kriews House	ca.1898	Germany	No Type/Style	NO
308	C	1904	008-16-027	William Zeeck House	1894	likely German	Tri-Gabled Ell	NO
309	C	1910	008-16-026	Otto & Elizabeth Jahnkow House	1894	Germany	Bi-Gabled Ell	NO
310	C	1918	008-16-025	John & Ida Kruggle House	1892	Germany	No Type/Style	NC
311	C	1924	008-16-023	Fritz Cornelo House	1894	Germany	No Type/Style	NO
312	C	2002	008-16-022	Paul F. Pretzer House	1892	Unknown	Gable Front	NO
313	C	2008	008-16-021	Alexander Beck House	1892	Unknown	Tri-Gabled Ell	NO
314	C	2018	008-16-020	Catherine Wiedermeyer House	1897	Unknown	Gable Front	C
315	C	2022	008-16-019	Henry & Catherine Kampeter House	1898	Germany	Gable Front	NC
316	C	2028	008-16-018	Christian & Auguste Gurke House	ca.1898	Unknown	Gable Front	C

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps Page 1



Figure 1.a.

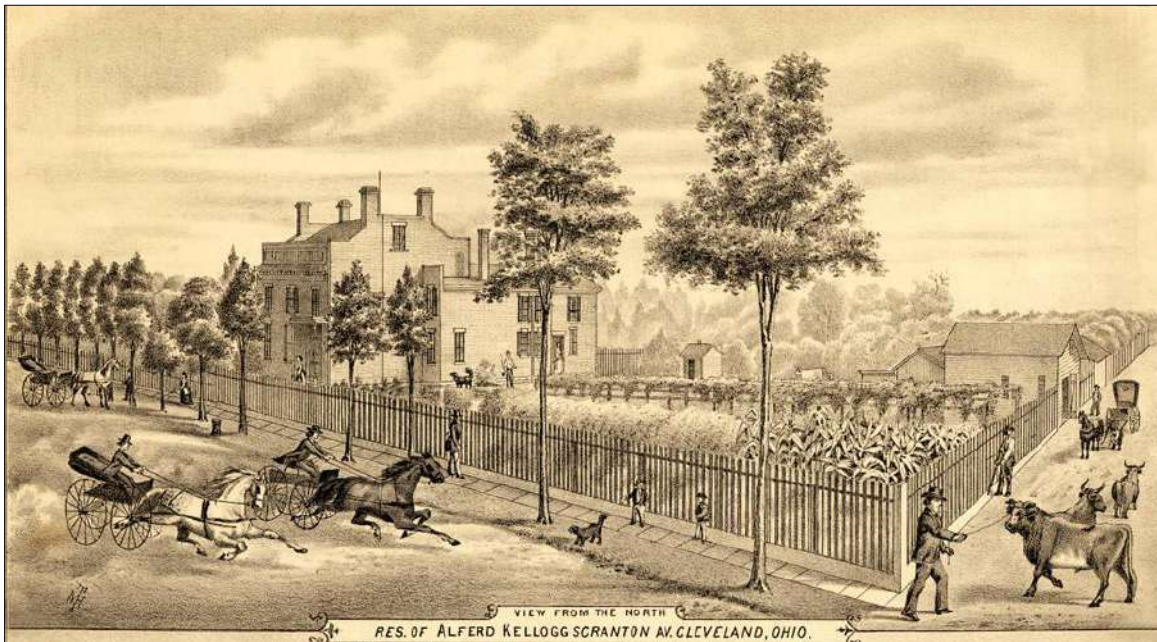


Figure 1.b.

Figures 1a&1b. Alfred Kellogg House, 2486 Scranton Avenue, The (Kellogg) Emerson-Casket Mansion at 2438 Scranton is noted in the background north of Brevier Avenue in Figure 1.a
Source: *Atlas of Cuyahoga County*, 1874. The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 2

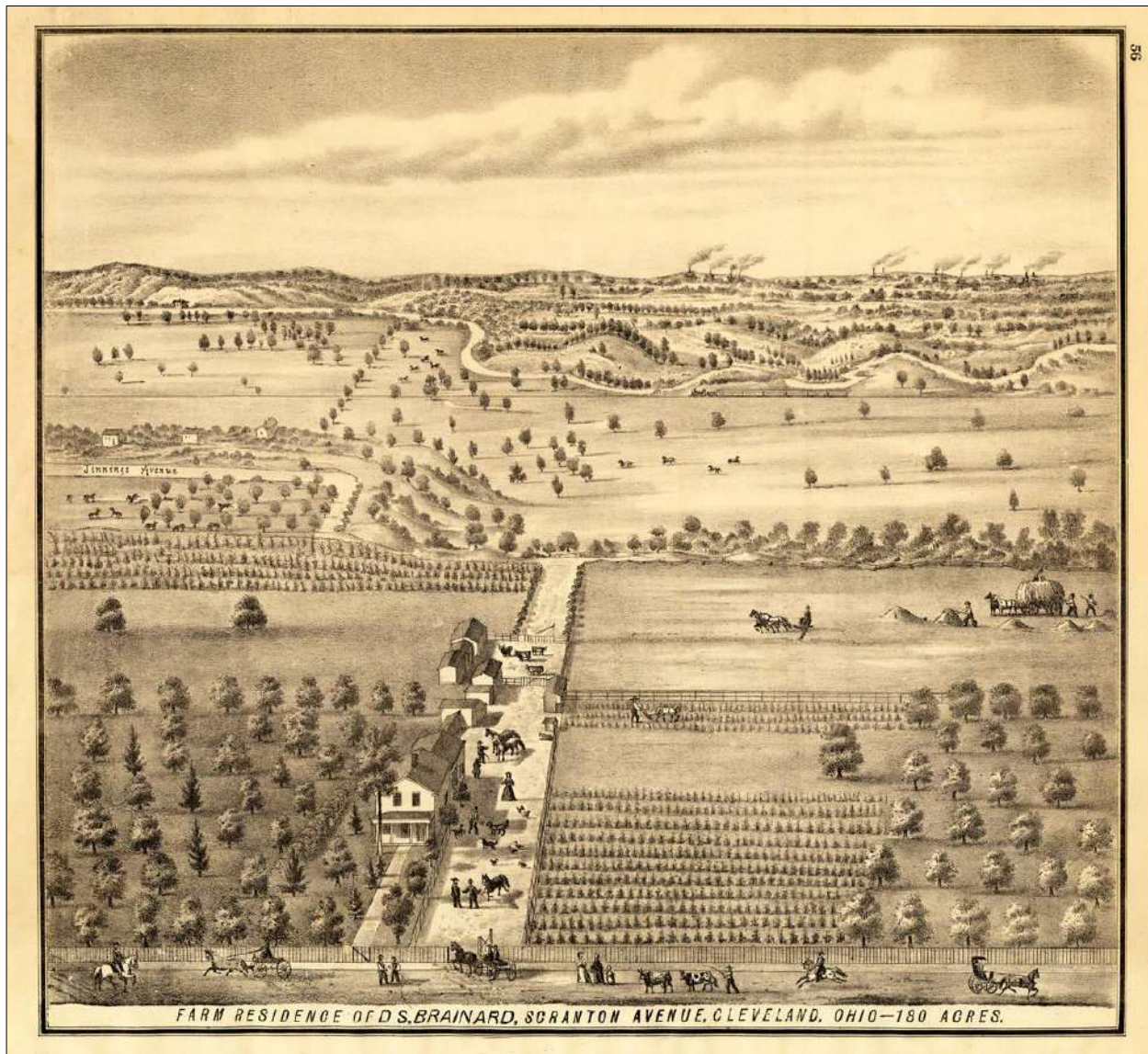


Figure 2. Daniel S. Brainard Estate, Scranton Ave, 1874.

View facing east to Jennings Avenue from west side of Scranton “Avenue”, showing D.S. Brainard House, Farm and Estate on north side of what would later become Dower/Corning Avenue. Front part of house moved to 2028 Clover Court.

Source: *Atlas of Cuyahoga County*, 1874. The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 3



Figure 3. Forest City Nursery, (J.M. Curtis Allotment) Scranton Avenue, 1874.

View facing west from Scranton Ave, with Horse Drawn Street Car on Columbus/Pearl (West 25th) Street, south of Meyer.

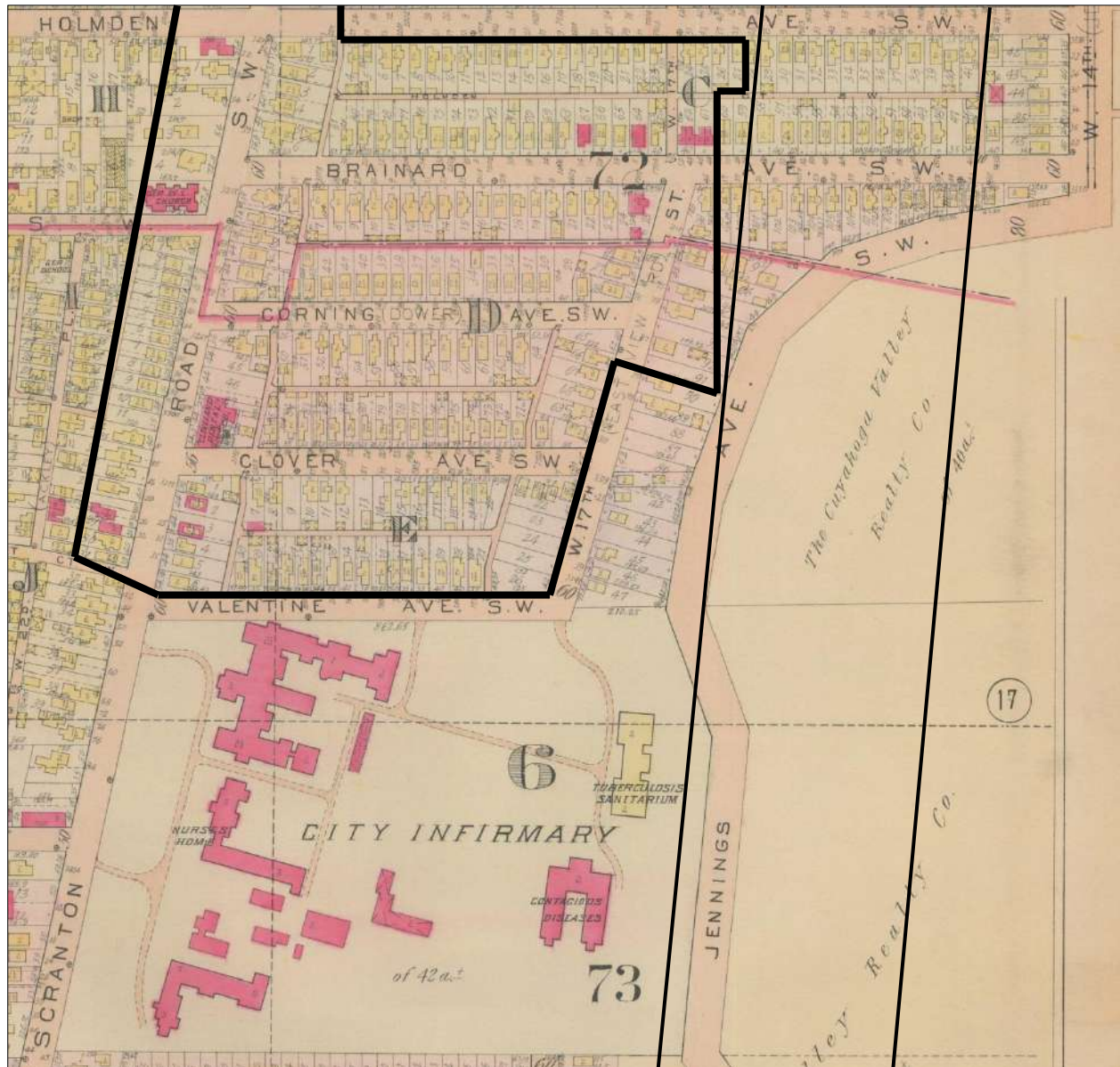
Source: *Atlas of Cuyahoga County*, 1874. The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District**
Cuyahoga County, Ohio

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps Page 5



**Figure 5. G. M Hopkins Maps, Vol. 2, Plate 18, 1912
Former Daniel S. Brainard Family Farm and Estate from south side of Holmden Ave. to Valentine Ave., showing southeast portion of Scranton South Side Historic District.
(Double lines indicate Jennings Freeway, Interstate I-71 and I-90.)**

Source: Cleveland Public Library

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 6



Figure 6.a. Immanuel Evangelical Lutheran Church, After Tornado April 21, 1909.



Figure 6.b. Immanuel Evangelical Lutheran Church, Photo ca. 1912.

Source: The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University. Available at www.clevelandmemory.org.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 7

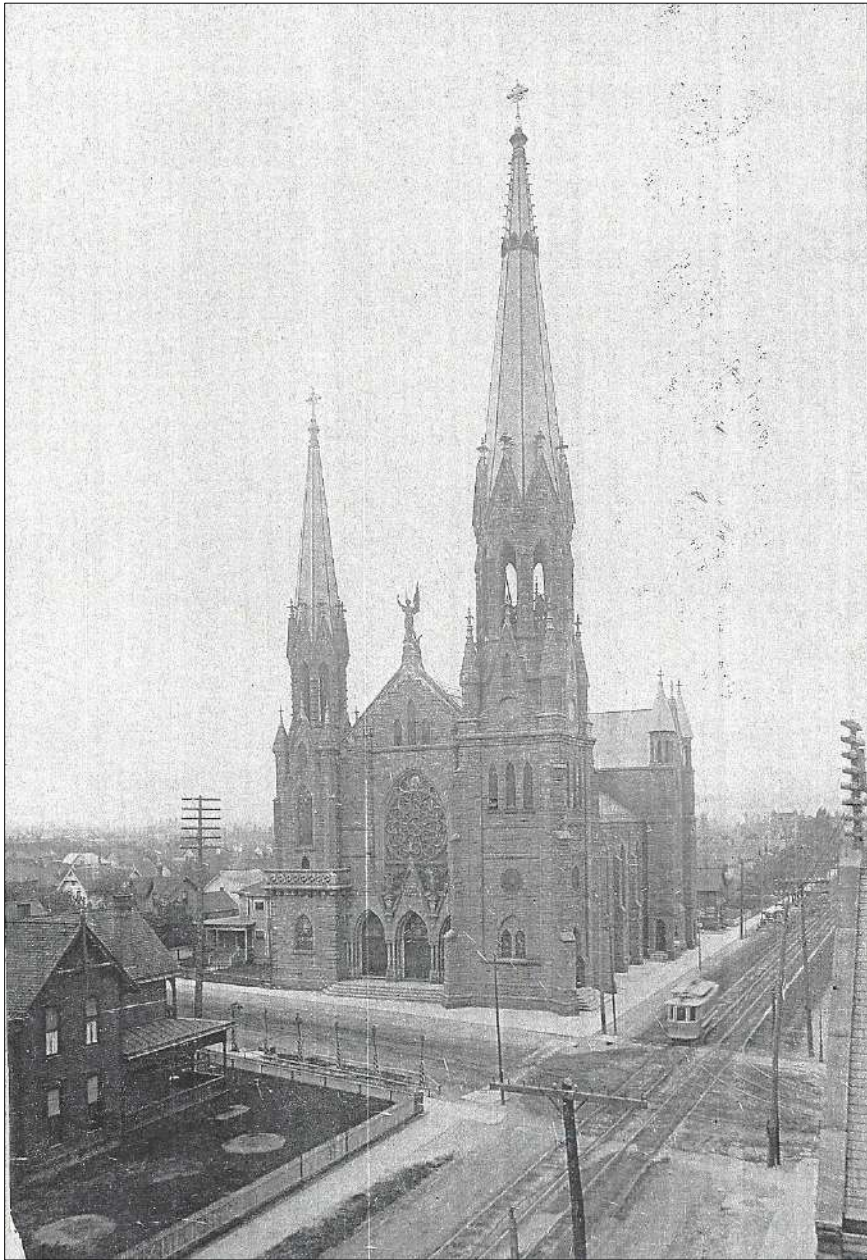


Figure 7. St. Michael the Archangel Catholic Church at intersection of Scranton and Clark, with Streetcar, undated.

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 8



Figure 8. St. Michael's School, undated.

Source: The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University. Available at www.clevelandmemory.org.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 9



Figure 9. Free Will Baptist Church at intersection of Scranton and Clark, undated.

Source: Cleveland Landmark Records and Nomination Files, Scranton Road (research compiled by Craig Bobby). City of Cleveland Landmarks Commission.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 10



Figure 10.a. St. Matthew's Evangelical Lutheran Church, undated.

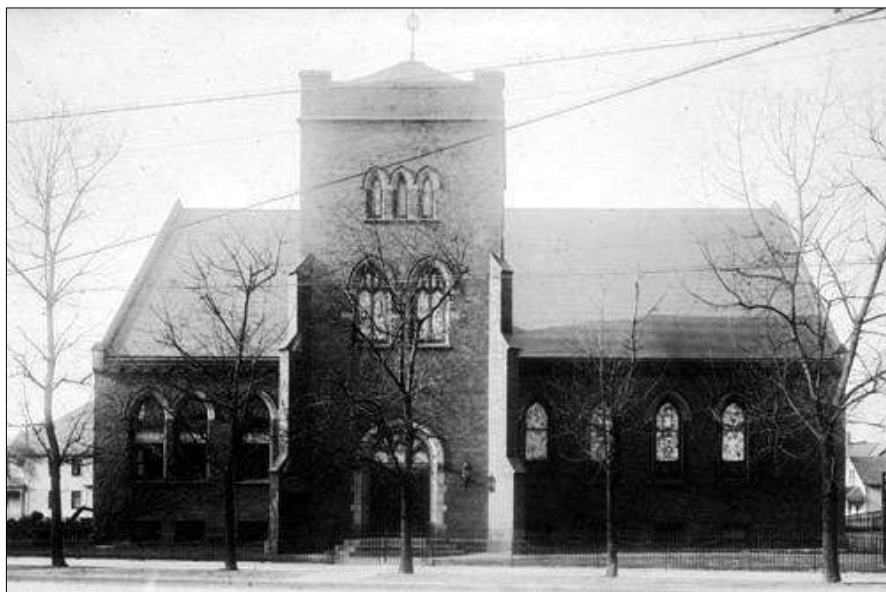


Figure 10.b. South Presbyterian Church, Photo 1904

Source: The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University. Available at www.clevelandmemory.org.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 11



Figure 11. Wagner Awning Building, Starkweather Business District, Photo 1954.

Source: The Cleveland Memory Project. Michael Schwartz Library, Cleveland State University. Available at www.clevelandmemory.org.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 12



Figure 12. View of Scranton Road, north end, facing northeast including Cleveland Fire Engine Company #8 and Home Family Laundry & Gas Station, Photo 1933

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 13

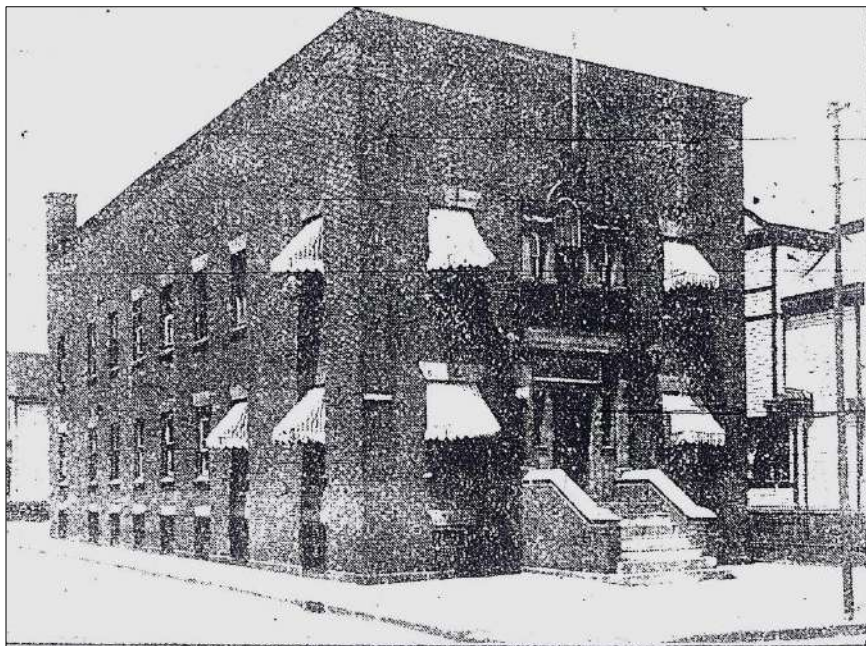


Figure 13.a. Cleveland Telephone Company, Telephone Exchange, undated.

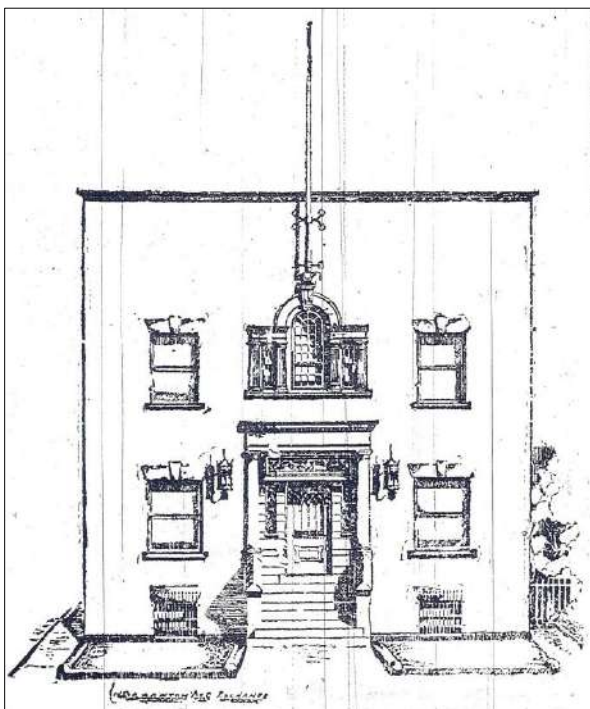


Figure 13.b. Cleveland Telephone Company Telephone Exchange .
Source, *Plain Dealer*, 1 October 1899

Source: Cleveland Landmark Records and Nomination Files, Scranton Road (research compiled by Craig Bobby). City of Cleveland Landmarks Commission.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 14



Figure 14.a. South Branch Carnegie Library, Photo ca. 1920.

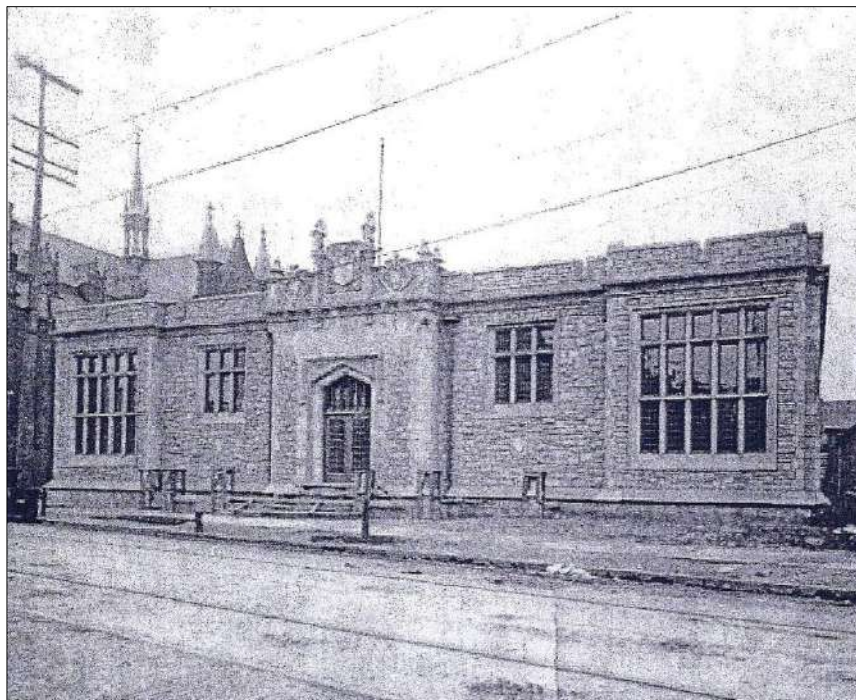


Figure 14.b. South Branch Carnegie Library, Photo ca. 1911, under construction.

Source: Cleveland Landmark Records and Nomination Files, Scranton Road (research compiled by Craig Bobby). City of Cleveland Landmarks Commission.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 15

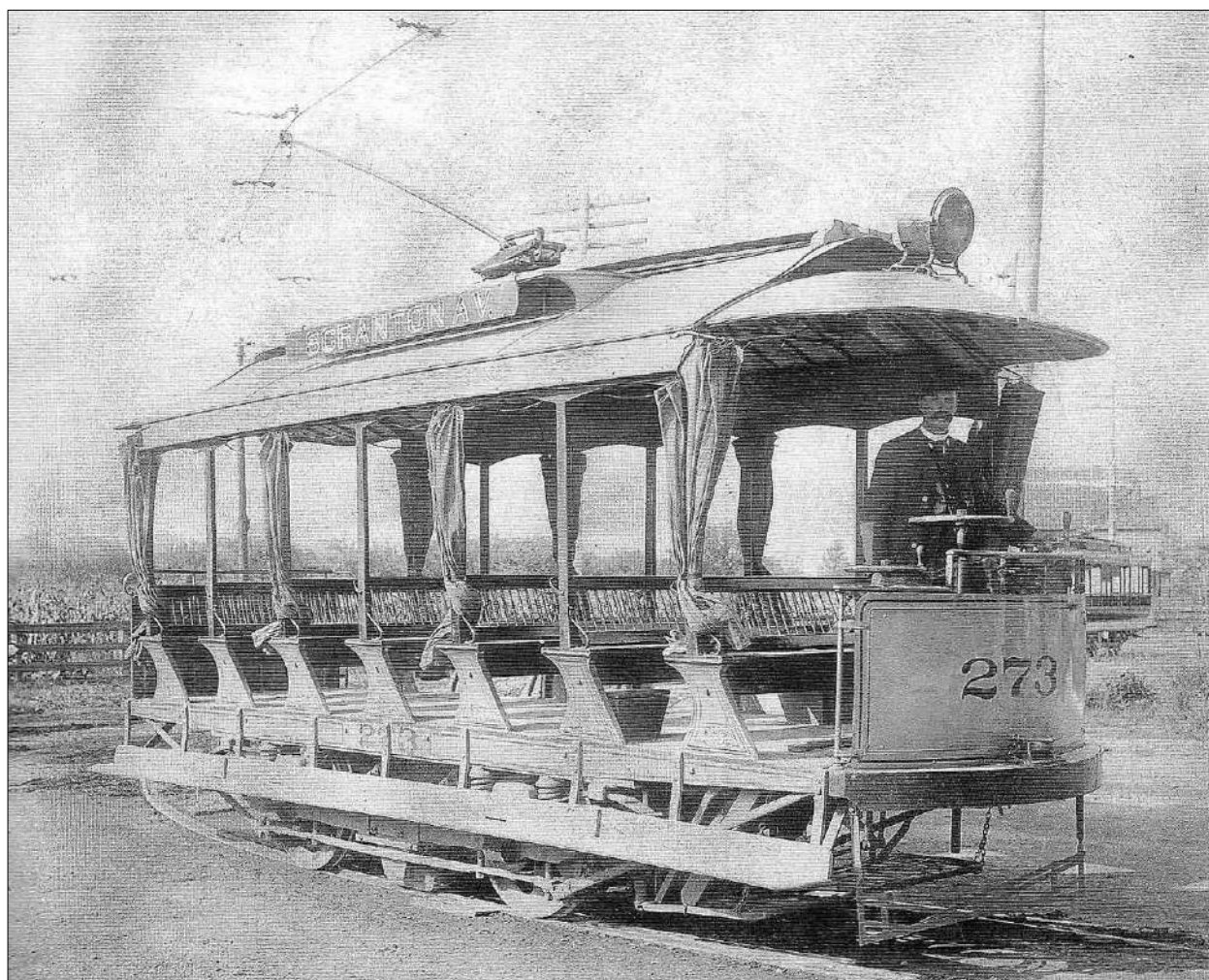


Figure 15. Scranton Ave. Electric Streetcar, Brooklyn and South Side Railway, 1890.

Source: Toman, James A. and Hays, Blaine S. *Horse Trails to Regional Rails. The Story of Public Transit in Greater Cleveland*. Kent: The Kent State University Press, 1996.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 16

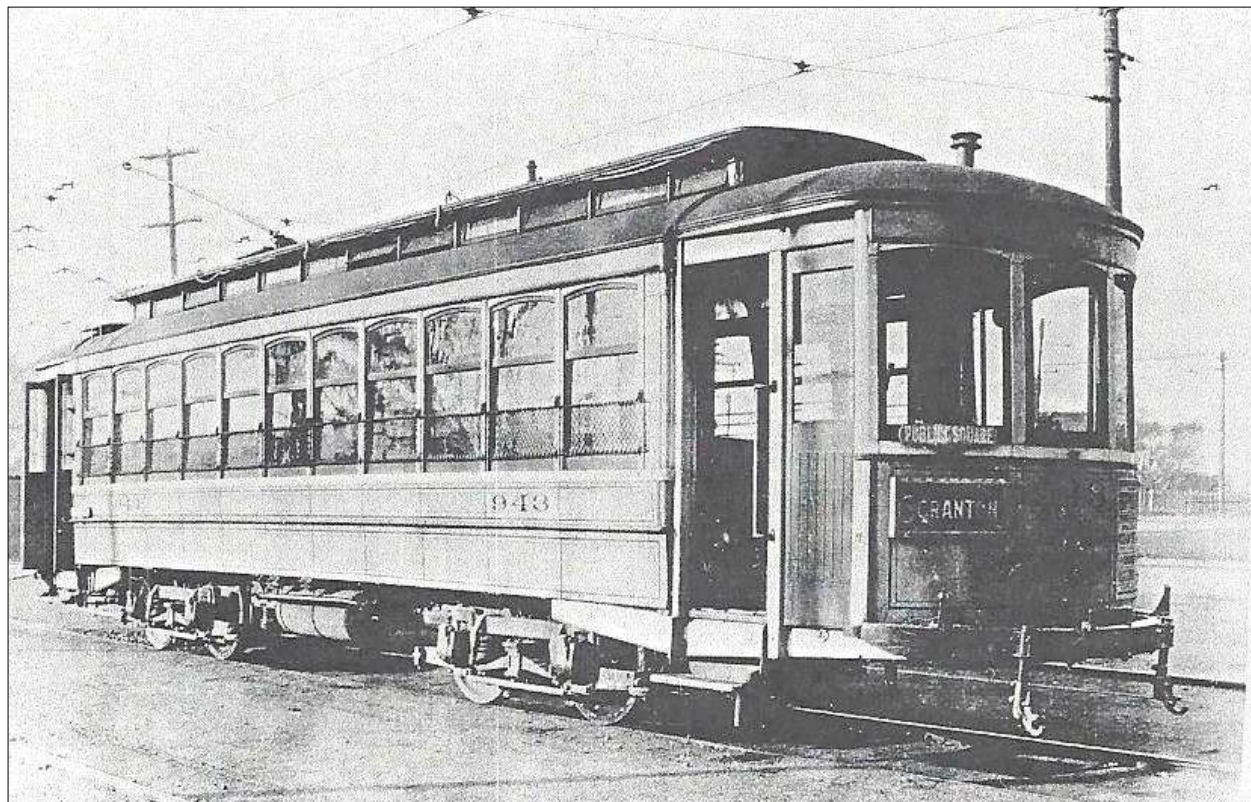


Figure 16. Scranton Ave. Electric Streetcar to Public Square, undated.

Source: Photography Collection. *Streetcars*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps Page 17

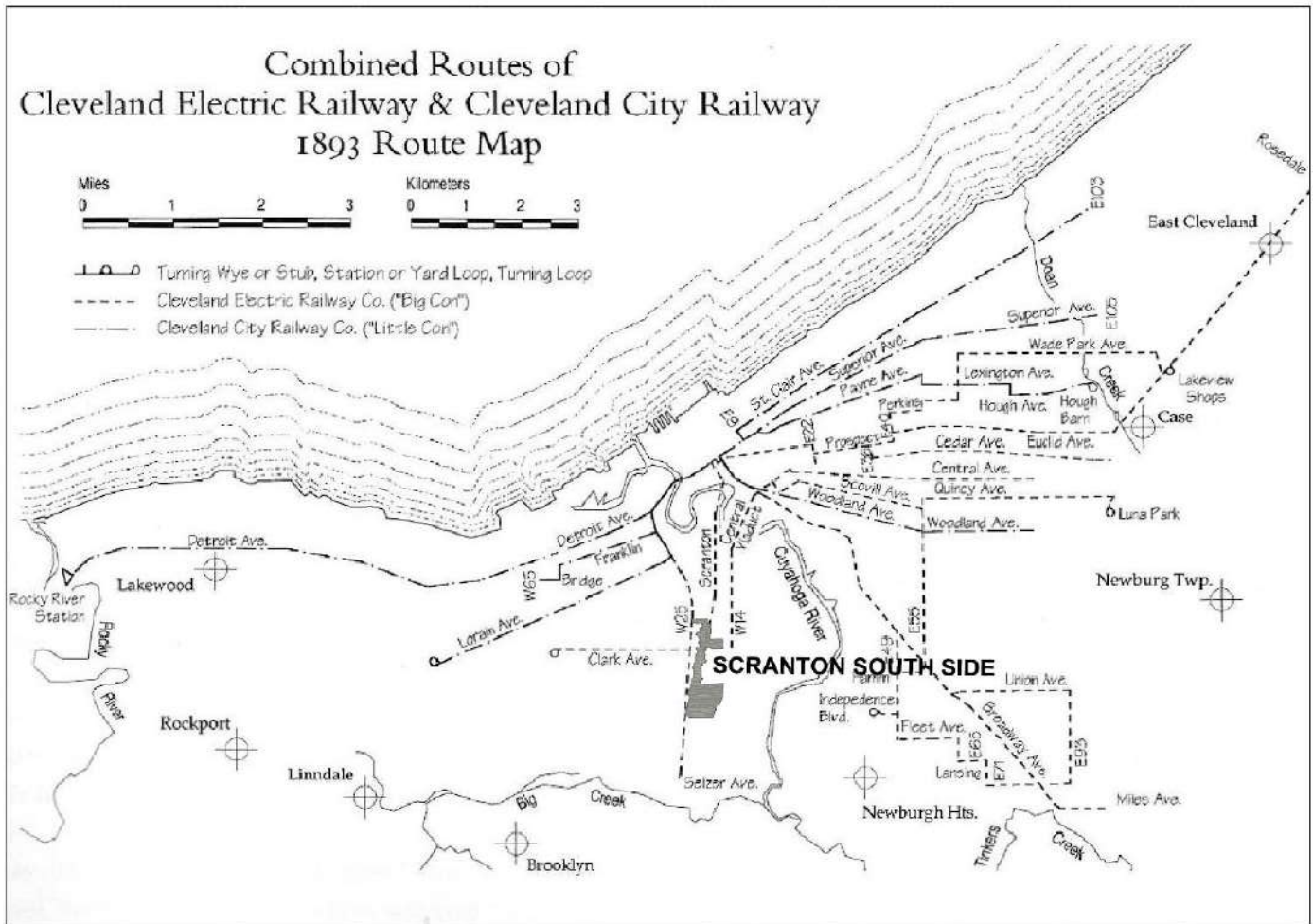


Figure 17. Combined Routes of Cleveland Electric Railway & Cleveland City Railway, 1893, Showing West 25th, Scranton and West 14th Streetcar lines with Scranton South Side Historic District indicated in bold.

Source: Toman, James A. and Hays, Blaine S. *Horse Trails to Regional Rails. The Story of Public Transit in Greater Cleveland.* Kent: The Kent State University Press, 1996.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 18

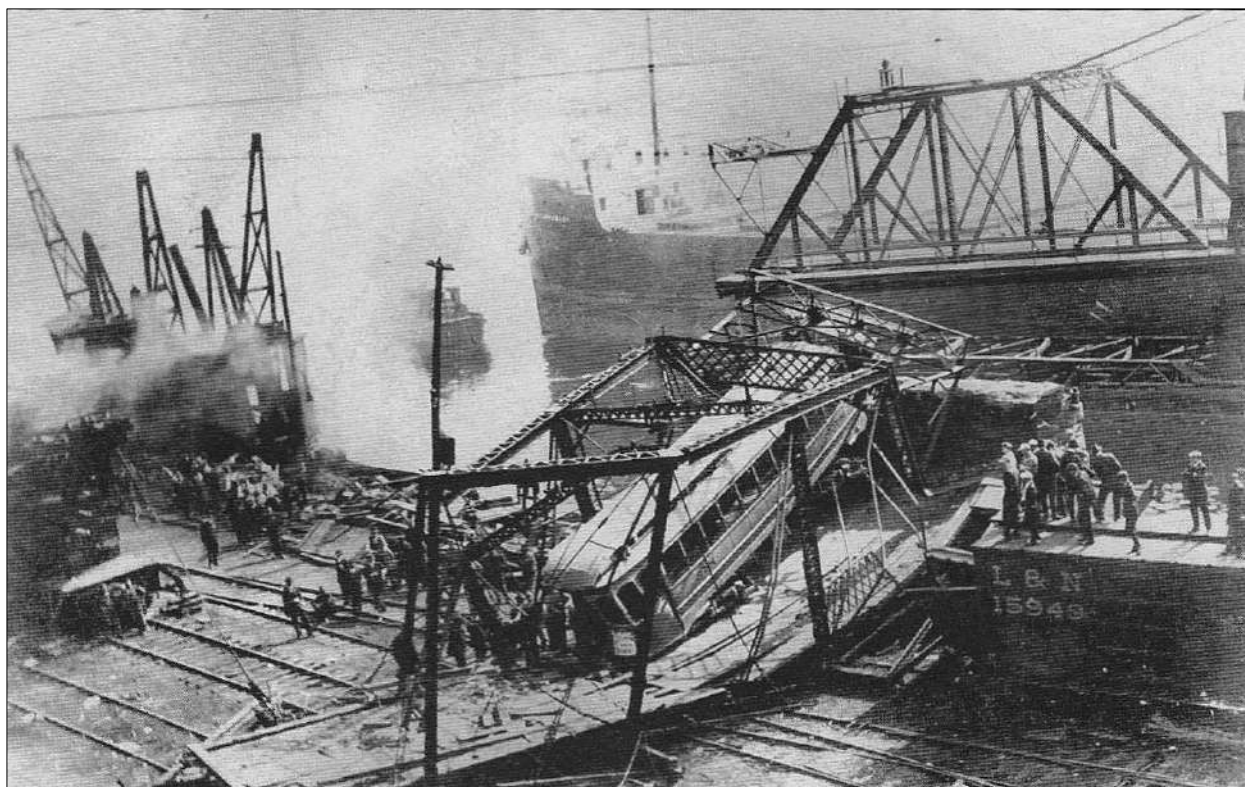


Figure 18. Scranton Road Line, West 3rd Street Bridge Collision, October 1916.

Source: Spangler, James R. and Toman, James A. *Cleveland and Its Streetcars*, Chicago: Arcadia, 2005.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 19



Figure 19.a. Scranton Auto Service Station, 2342 Scranton at Willey, House at 2338 Scranton, Photo 1937



Figure 19.b. Renamed: Sohio Service Station, (formerly Scranton Auto Service Station), 2342 Scranton at Willey, Photo 1962

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 20



Figure 20.a. Home Family Laundry & Gas Station, 2613-17 Scranton Rd., Photo 1933



Figure 20.b. Home Family Laundry & Gas Station, 2613-17 Scranton Rd., Photo 1935



Figure 20.c. Renamed: Cities Service Products Auto Service Station, Photo 1937 (formerly Home Family Laundry & Gas Station) 2613-17 Scranton Rd.

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 21

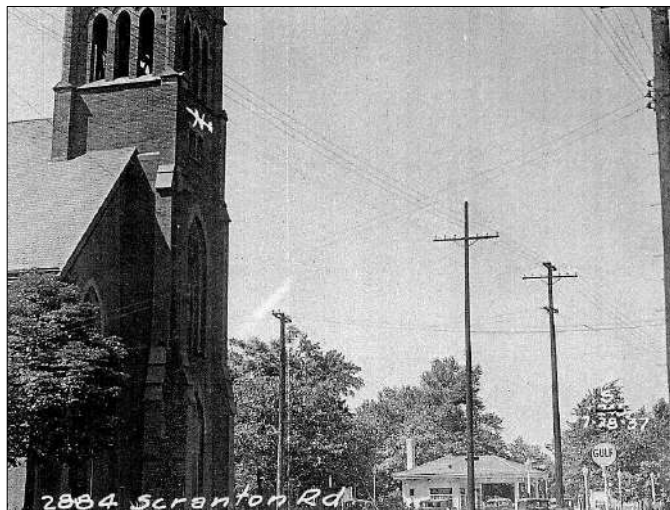
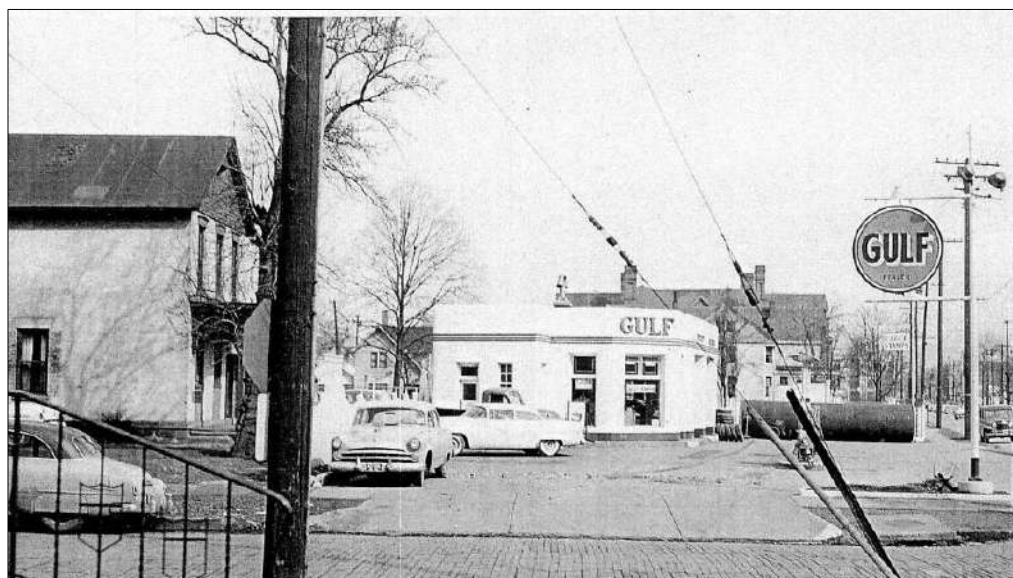


Figure 21.a Brooks Oil Co. Service Station, 2884 Scranton, Photo 1937 (demolished)



**Figure 21.b. F. Dall Gulf Service Station, 2884 Scranton, Photo 1957
Standard box type station used by Gulf in the 1930's.¹**

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

¹ Henderson and Scott, 100; Preservation Brief 46. *The Preservation and Reuse of Historic Gas Stations*. National Park Service.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

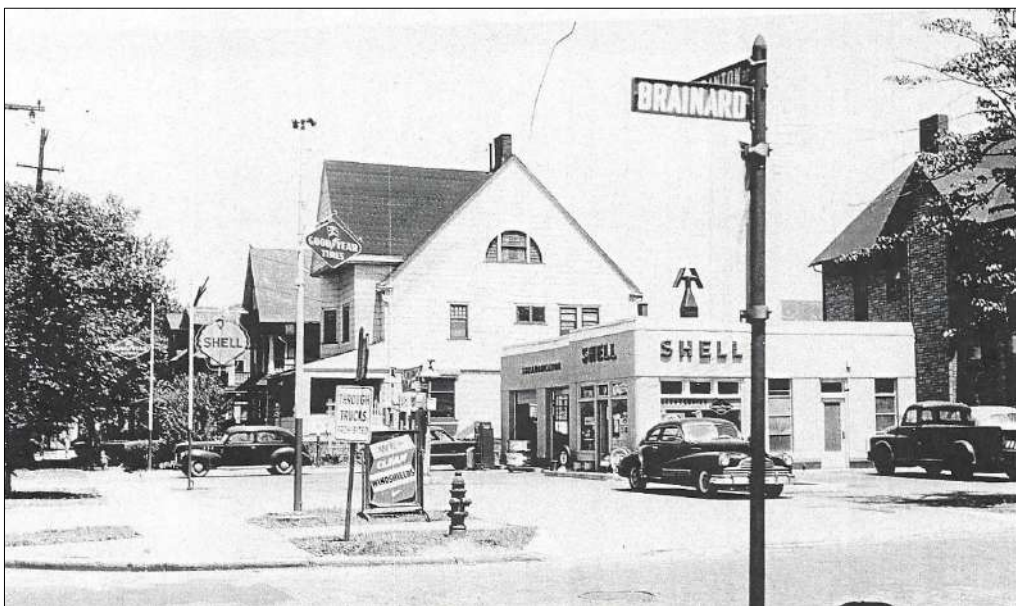
National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 22



Figure 22.a. Shell Service Station, 3237 Scranton, Photo 1937 (demolished)



**Figure 22.b. Shell Service Station, 3237 Scranton, Photo 1953
Standard box type station used by Shell in the 1950's.²**

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

² Henderson, Wayne and Benjamin, Scott. *Gas Stations*. Osceola WI: Motorbooks International Publishers, 1994, 132, 135; Preservation Brief 46. *The Preservation and Reuse of Historic Gas Stations*. National Park Service.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 23

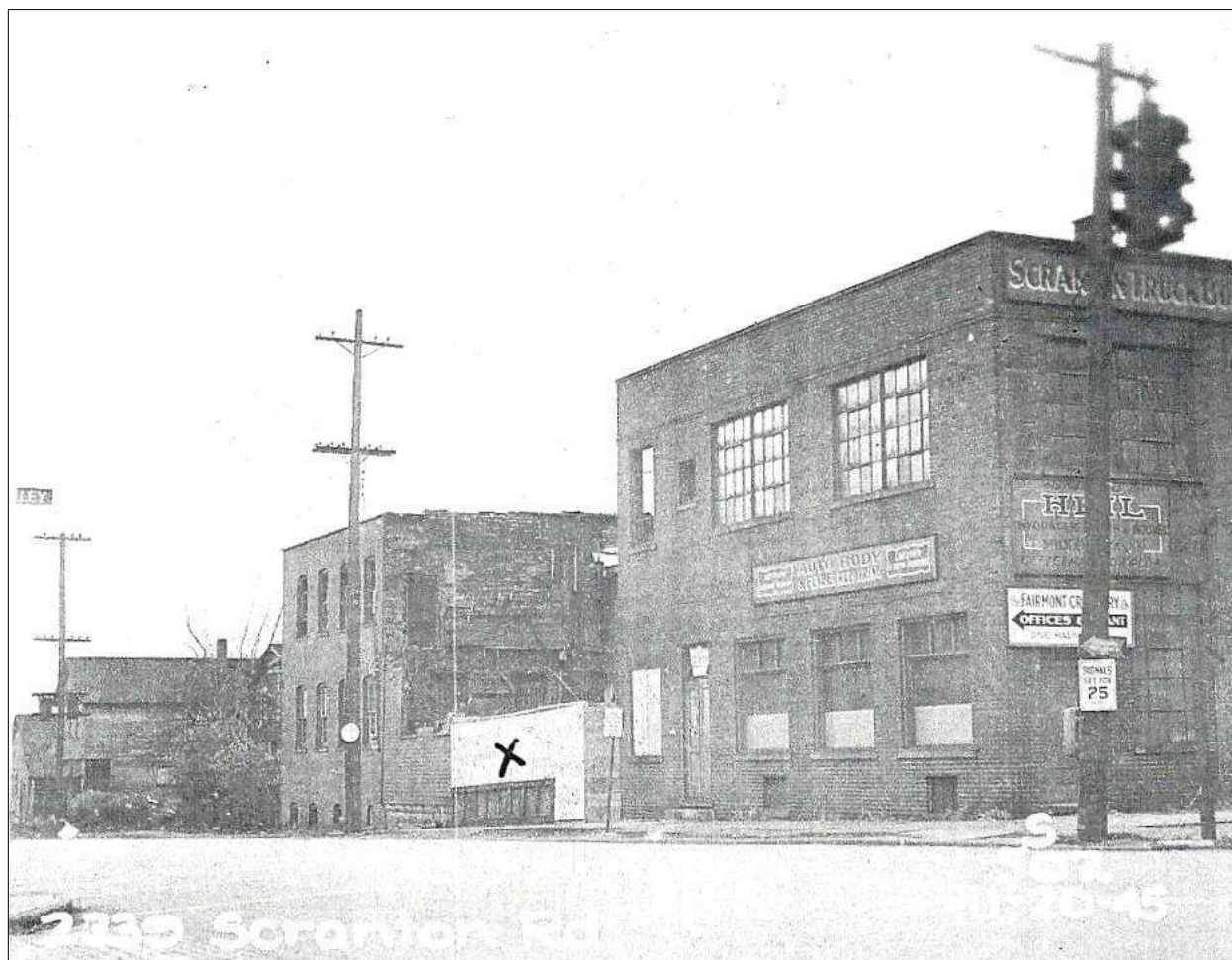


Figure 23. Scranton Carriage Works / Scranton Truck Body & Equipment Co., Photo 1945 after fire.

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 24

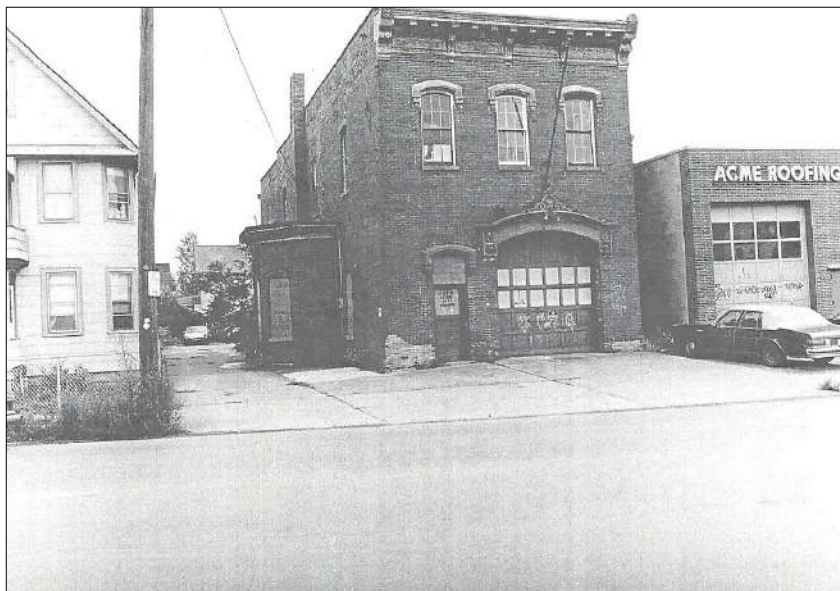


Figure 24.a. Cleveland Fire Engine Company #8, 2599 Scranton, Photo 1988

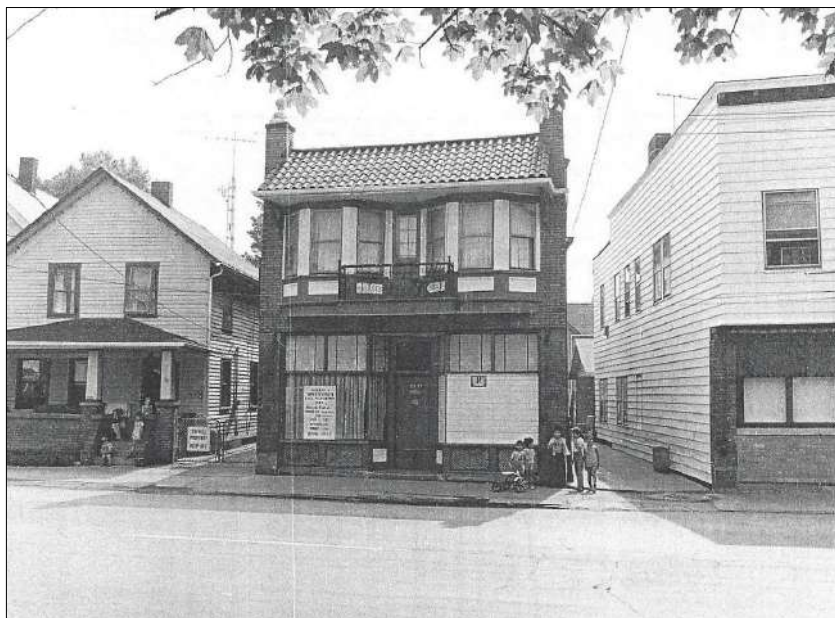


Figure 24.b. Edith & Frederich Muehlhauser Store, 2535 Scranton, Photo 1988

Source: Photography Collection. *Scranton Ave. (Road)*. Cleveland Public Library.

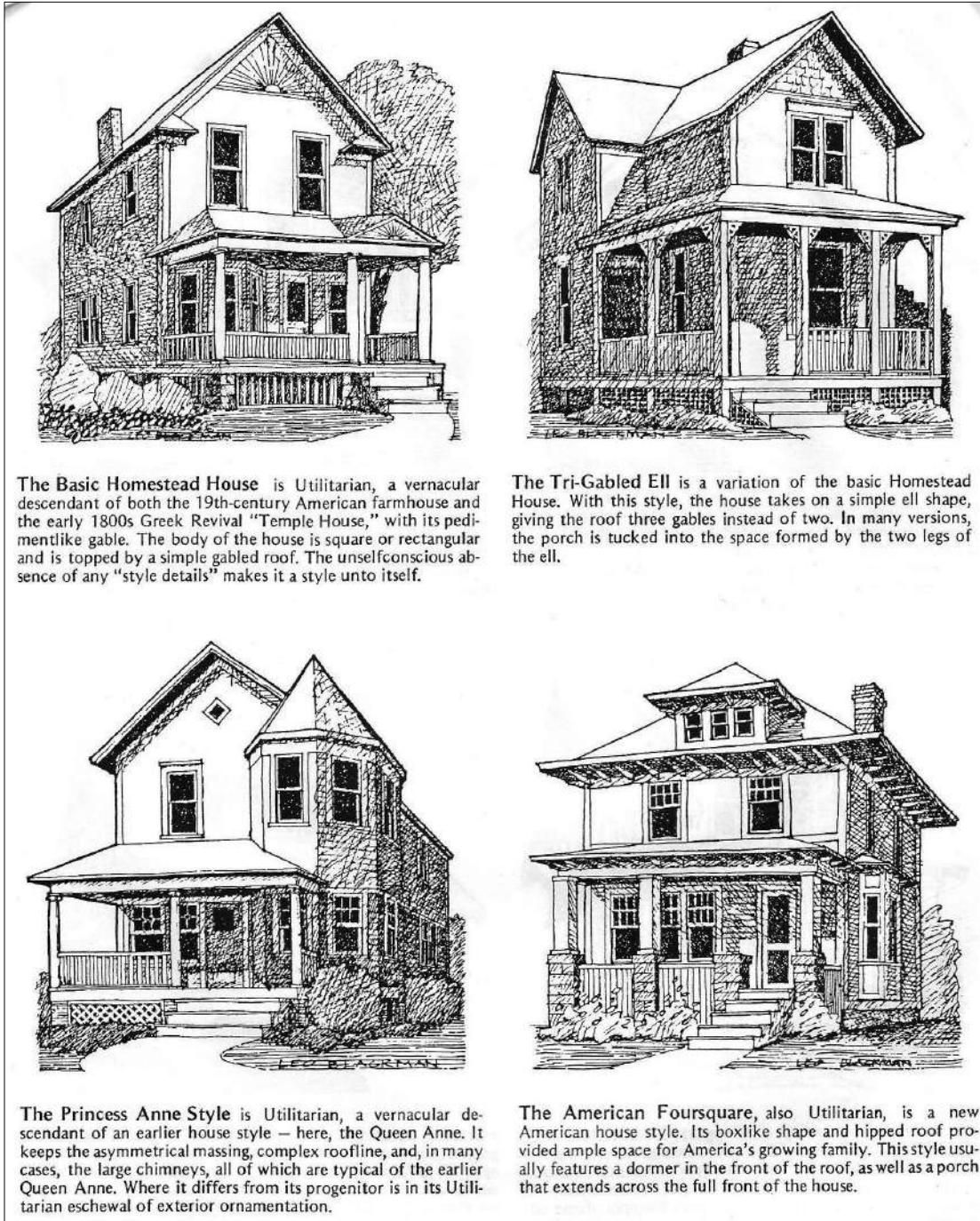
United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 25



The **Basic Homestead House** is Utilitarian, a vernacular descendant of both the 19th-century American farmhouse and the early 1800s Greek Revival "Temple House," with its pedimentlike gable. The body of the house is square or rectangular and is topped by a simple gabled roof. The unselfconscious absence of any "style details" makes it a style unto itself.

The **Tri-Gabled Ell** is a variation of the basic Homestead House. With this style, the house takes on a simple ell shape, giving the roof three gables instead of two. In many versions, the porch is tucked into the space formed by the two legs of the ell.

The **Princess Anne Style** is Utilitarian, a vernacular descendant of an earlier house style — here, the Queen Anne. It keeps the asymmetrical massing, complex roofline, and, in many cases, the large chimneys, all of which are typical of the earlier Queen Anne. Where it differs from its progenitor is in its Utilitarian eschewal of exterior ornamentation.

The **American Foursquare**, also Utilitarian, is a new American house style. Its boxlike shape and hipped roof provided ample space for America's growing family. This style usually features a dormer in the front of the roof, as well as a porch that extends across the full front of the house.

Figure 25. Post-Victorian American House Styles

Source: *Field Guide to Post-Victorian House Styles*. The Old-House Journal. 1983.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps Page 26

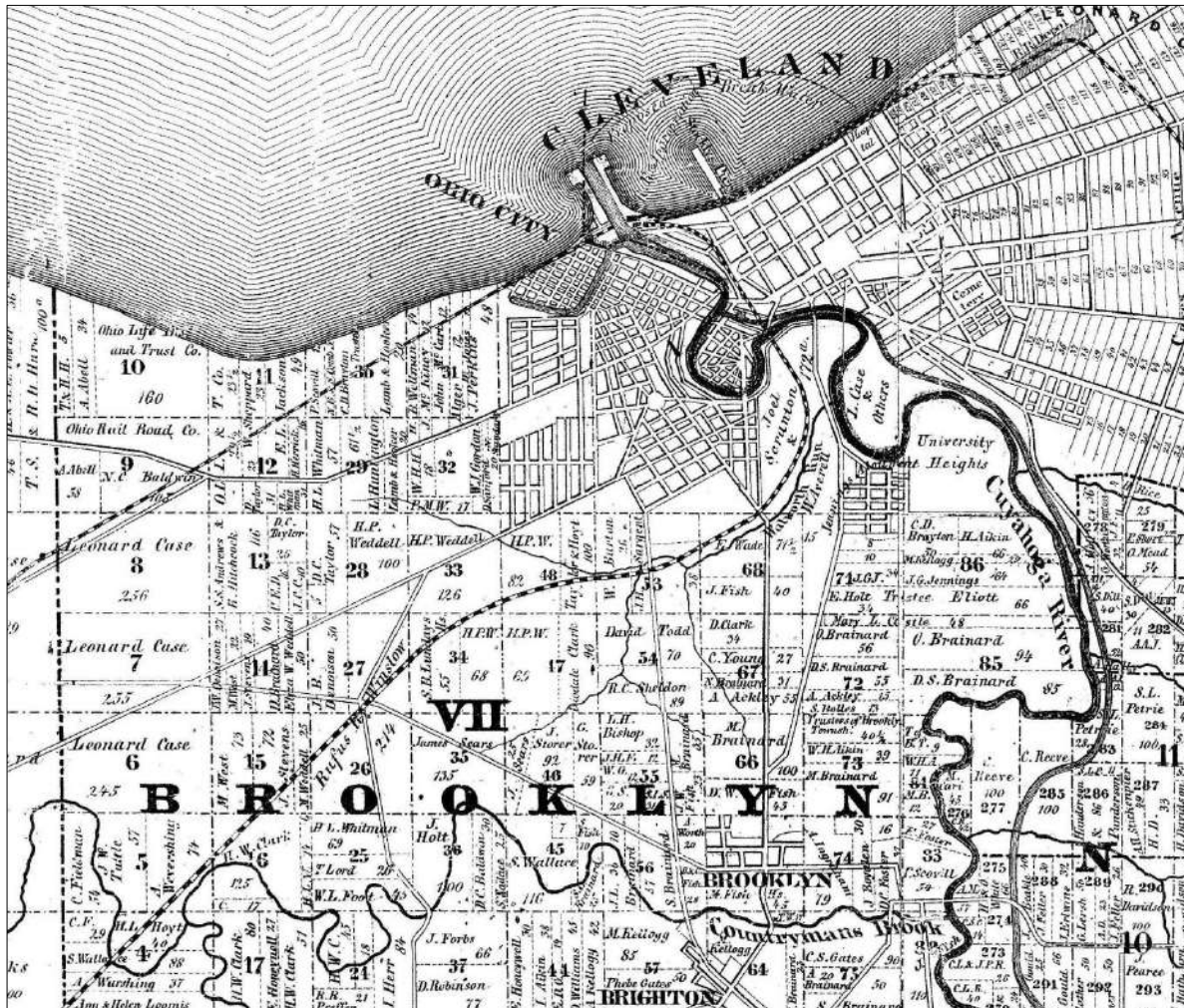


Figure 26. Blackmore 1852 Map of Cuyahoga County
Cleveland, Ohio City, (Joel) Scranton Flats and University Heights are indicated, along the Cuyahoga River

Source: Map Collection. Cuyahoga County. Cleveland Public Library.

United States Department of the Interior
National Park Service

SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio

National Register of Historic Places
Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps

Page 27



Figure 27. Wallings Atlas of Ohio, City of Cleveland, Cuyahoga County, 1868

Source: Map Collection. Cuyahoga County. Cleveland Public Library. Brooklyn Township

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps Page 28

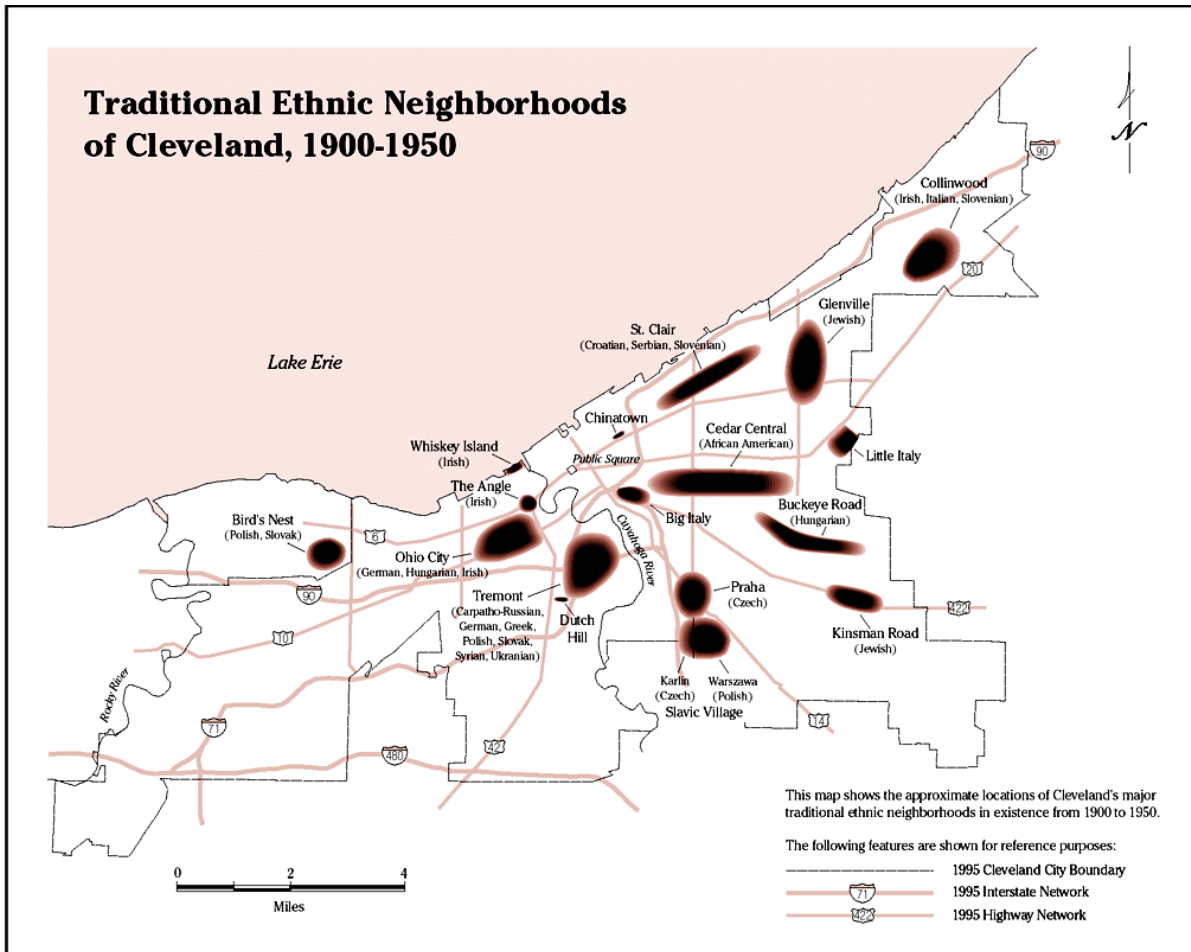


Figure 28. Traditional Ethnic Neighborhoods of Cleveland 1900-1950

Source: Van Tassel, David R. and Grabowski, John J. eds. *The Encyclopedia of Cleveland History*. Bloomington: Indiana University Press, 1996, 561.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps Page 29

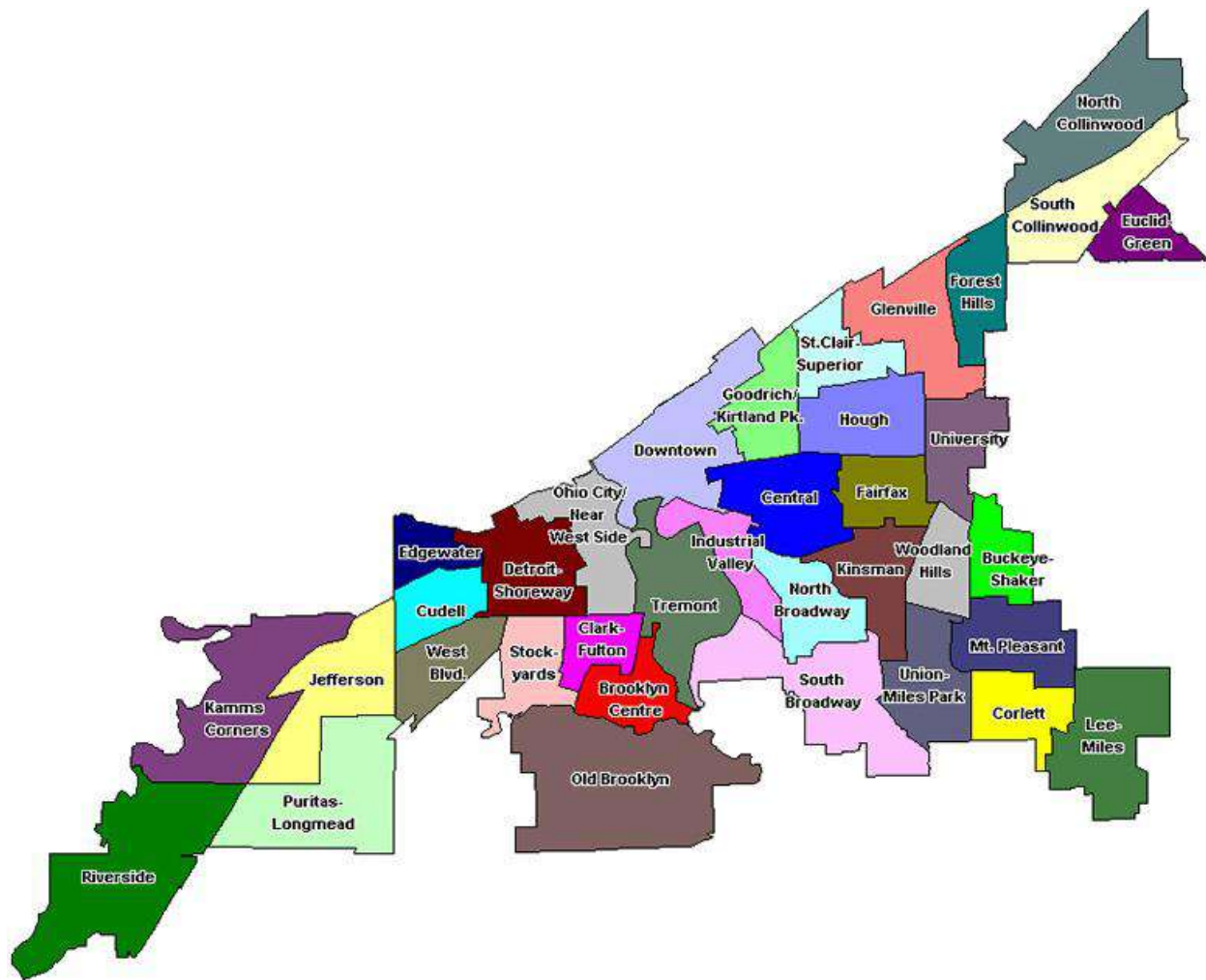


Figure 29. City of Cleveland Neighborhoods

Source: Social Geographies 3270/5270. Available at socialgeographies.blogspot.com.

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District**
Cuyahoga County, Ohio

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps Page 30

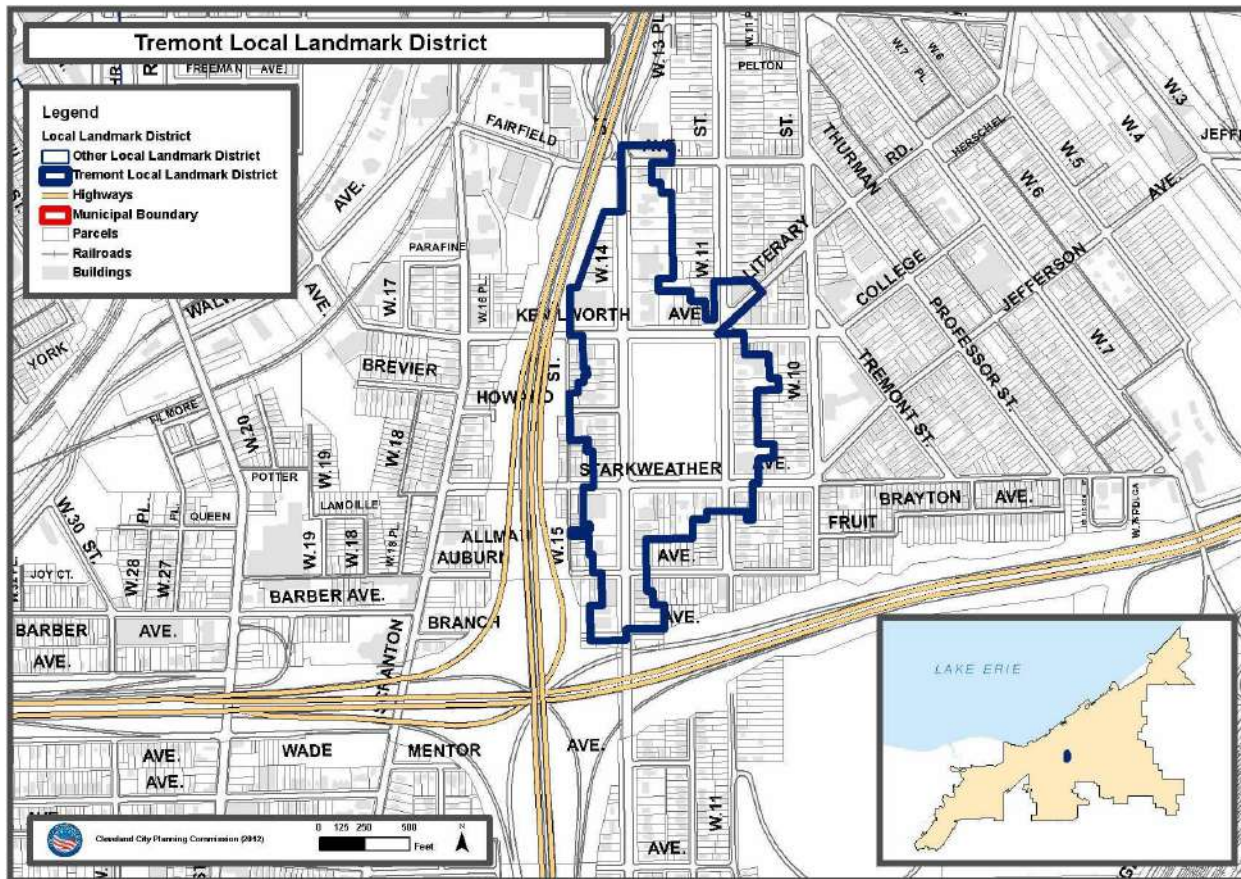


Figure 30. Tremont Local Landmark District

Source: City of Cleveland Planning Commission

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

National Register of Historic Places Continuation Sheet

Section Number: Additional Documentation – Historic Images & Maps Page 31

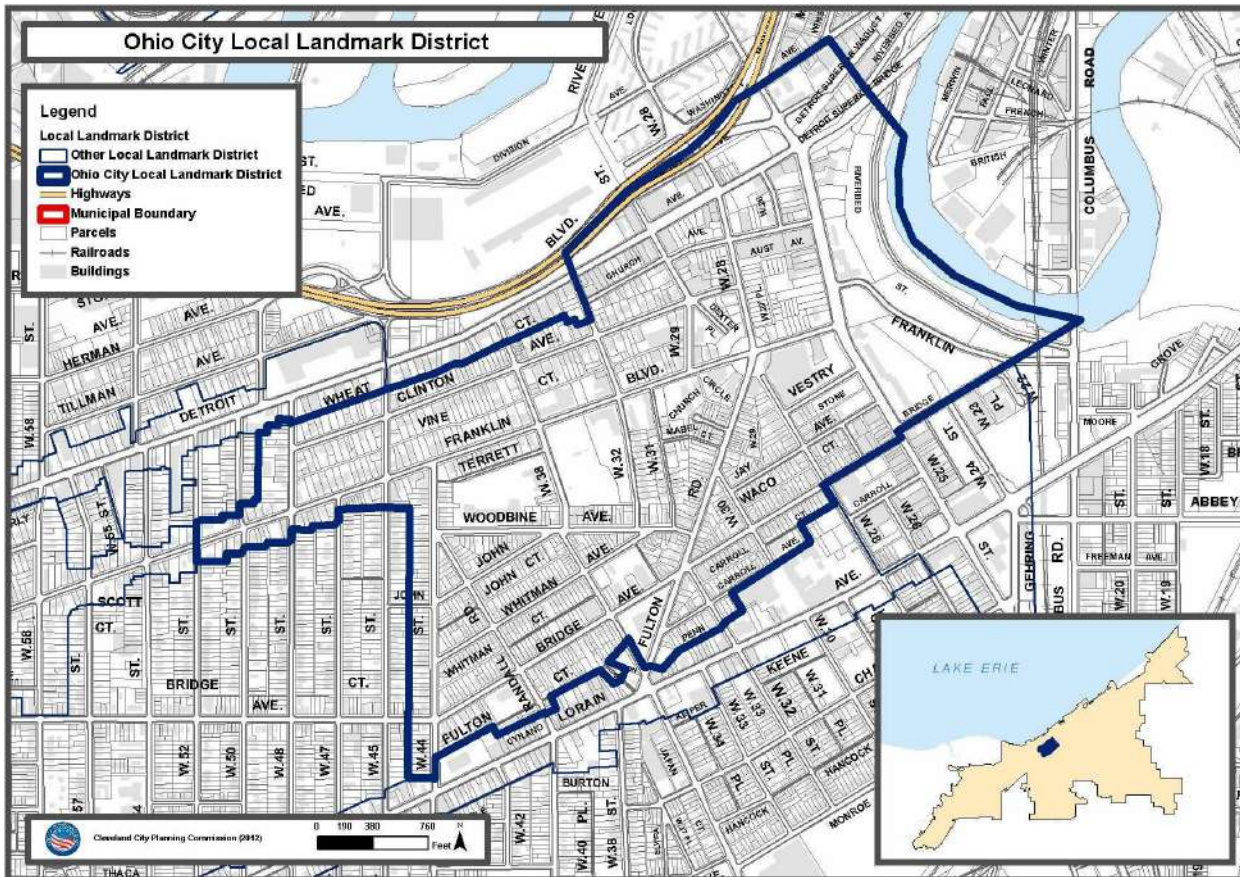


Figure 31. Ohio City Local Landmark District

Source: City of Cleveland Planning Commission

United States Department of the Interior
National Park Service

**SCRANTON SOUTH SIDE
Historic District
Cuyahoga County, Ohio**

**National Register of Historic Places
Continuation Sheet**

Section Number: Additional Documentation – Historic Images & Maps

Page 32



Figure 32. North Brooklyn Cemetery – German Lutheran

Source: Googles Map: www.google.com/maps