Columbus Register of Historic Properties Registration Form

THE CITY OF COLUMBUS
ANDREW J. GINTHER, MAYOR
DEPARTMENT OF DEVELOPMENT

Planning Division, Historic Preservation Office

This form is for use in nominating individual properties and districts. Complete each item by marking "x" in the appropriate box or entering the information requested. If an item does not apply to the property being documented enter "N/A" for "not applicable." Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Ford Motor Company Branch Assembly Plant

Other name _____

2. Location

Address 427 Cleveland Avenue Zip Code 43215-1756

3. Historic Preservation Officer Certification

As the designated authority under the Columbus City Code Chapter 3116 and 3117, I hereby certify that this nomination meets the documentation standards for registering properties in the Columbus Register of Historic Properties and meets the procedural requirements set forth in Columbus City Code Chapter 3117. In my opinion, the property or properties ◉ meet(s)

○ does not meet the Columbus Register criteria. I recommend that this property or properties be considered significant

○ locally ○ nationally ○ statewide.

Historic Preservation Officer _____ Date 4/19/2021

In our opinion, the property or properties ◉ meet(s) ○ does not meet the Columbus Register criteria.

Historic Resources Commission Chair _____ Date 4/19/2021

4. Columbus City Council Certification

I hereby certify that this property or properties is/are:

○ entered in the Columbus Register.

○ determined not eligible for the Columbus Register.

○ removed from the Columbus Register

○ other, (explain) _____

_____

_____

_____

Signature of the City Clerk _____ Date _____

I hereby certify that the Franklin County Recorder has been notified that this property or properties has/have been entered into the Columbus Register.

Historic Preservation Officer _____ Date _____

5. Classification

Ownership of Property
(Check all boxes that apply)

- (•) private
- ( ) public – local
- ( ) public – State
- ( ) public – Federal

Category of Property
(Check only one box)

- (•) building(s)
- ( ) district
- ( ) site
- ( ) structure
- ( ) object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	*Non-contributing*	
1 (contributing)		buildings
		sites
		structures
		objects
1		*Total*

Number of contributing resources previously listed in the Columbus Register

0

6. Function or Use

Historic Functions

Industry/Manufacturing Facility

Current Functions

Vacant

7. Description

Architectural Classification

Commercial Style

Materials

Concrete	foundation
Brick	walls
Concrete	walls
Ballasted membrane	roof
Terra Cotta	other

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

See Continuation Sheets

8. Statement of Significance

Applicable Columbus Register Criteria

- ○ A. The design or style of the property's exterior and/or interior is of significance to the historical, architectural or cultural development of the city, state or nation.
- ○ B. The property is closely and publicly identified with a person who has significantly contributed to the historical, architectural or cultural development of the city, state, or nation.
- ○ C. The property is identified as a significant work of an architect, artisan, engineer, landscape architect or builder whose individual work has influenced the historical, architectural, or cultural development of the city, state, or nation.
- ○ D. The property demonstrates significant craftsmanship in architectural design, detail, or use of materials.
- ◉ E. The property is closely and publicly identified with an event, or series of events, which has influenced the historical, architectural, or cultural development of the city, state, or nation.

Period or Periods of Significance

1914-1938

Significant Date or Dates

1914

c.1918

1938

Significant Person or Persons

(Complete if Criterions 2 is marked)

Architect/Builder

Architect: John Graham, Sr. (1873-1955)

Builder: National Fireproof Co. of Pittsburgh

Criteria Considerations

(select box if applicable.)

Property is:

- ○ less than 40 years of age or achieved
- ○ significance within past 40 years.

Narrative Statement of Significance

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

See Continuation Sheets

9. Major Bibliographical References

Bibliography

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

See Continuation Sheets

Primary location of additional data

- ○ Columbus Historic Preservation Office
- ○ State Historic Preservation Office
- ○ University
- ◉ Other

Name of repository City of Columbus Metropolitan Library

Name of property Ford Motor Company Branch Assembly Plant

10. Geographical Data

Acreage of Property 3.656 acres

Verbal Boundary Description
(Describe the boundaries of the property, or properties or district on a continuation sheet.)

See Continuation Sheets

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

See Continuation Sheets

11. Form Prepared By:

Name/Title Peter Ketter

Organization Sandvick Architects

Street Address 1265 W. 6th Street Telephone 216-302-3594

E-mail address pketter@sandvickarchitects.com Date 01/22/2021

City Cleveland State OH Zip Code 44113

12. Additional Documentation

Submit the following items with the completed form:
Continuation Sheets
Map (A to scale sketch map for individually listed property, or properties or historic district.)
Photographs (Representative digital and 4" x 6", black and white or color prints of the property, or properties, or historic district.)
Additional items (check with the Columbus Historic Preservation Officer for any additional items.)

13. Property Owner

(Use Continuation Sheets to list additional property owners.)

Name/Title Half Baked Holdings LLC; c/o Kolby Turnock

Street Address 250 Civic Center Drive, Suite 500 Telephone 614-354-0091

City Columbus State OH Zip Code 43215

E-mail address kturnock@castoinfo.com Date 01/22/2021

CONTINUATION PAGES

Building Name: Ford Motor Company Branch Assembly Plant

Narrative Description

(Describe the historic and current condition of the property)

Ford Motor Company Branch Assembly Plant ("Columbus Ford Plant") is a four-story L-shaped building at 427 Cleveland Avenue, just north of downtown Columbus, Ohio. Constructed in 1914, the building originally had only four bays fronting Cleveland Avenue, with a c.1918 addition to the north extending the east façade to its current nine bays. Both the east and south façades are treated in the same manner, with ornamental brick work and terra cotta details at the columns, spandrels, beltcourse, and cornice, reflecting design elements commonly employed by architect John Graham, Sr. (1873-1955) on the more than two dozen branch assembly plants he designed for Ford between 1912 and 1915. The interior is also characteristic of Ford's pre-World War I branch assembly plants, consisting primarily of utilitarian open volumes with the reinforced concrete structure exposed, but also including a decorative marble stair reflective of the building's public showroom and office functions on floors 1 and 2. Despite some non-historic alterations, most notably the removal of historic windows and infill of window openings, the building retains the essential features that identify it as associated with Ford Motor Company, and specifically the early 20th-century expansion of their branch assembly network for which the building is significant. It also retains the majority of its historic materials and industrial character on both the exterior and interior. The building remains clearly recognizable as a pre-World War I Ford Branch Assembly Plant, demonstrating that it retains its overall historic integrity.

The site of the Columbus Ford Plant fronts the west side of Cleveland Avenue, approximately one-half mile north of Broad Street, the effective center of downtown Columbus. Originally a corner site, with Buckingham Street running along the building's south elevation, the property is now bordered on the south and west by the elevated I-670 beltway constructed in 1975, with vacant land between it and the Columbus Ford Plant creating its current wedge-shaped site (Figure 1). An internal drive approximately 50 feet wide separates the Columbus Ford Plant from another industrial building to the north, the latter constructed as a bakery in 1926 and later connected to the Columbus Ford Plant by an overhead walkway c.1979 (the bakery has no historical relationship to Columbus Ford Plant and is excluded from the nomination). Only a narrow sidewalk separates the building's east façade from Cleveland Avenue, with the large open campus of Fort Hayes (NR #70000491) directly across the street to the east.

When originally constructed in 1914, the Columbus Ford Plant had a long and narrow rectangular footprint, with only four bays fronting on Cleveland Avenue but all of its existing eight bays on the south elevation (Figure 3). An addition constructed c.1918 extended the Cleveland Avenue frontage with an additional five bays to the north, completing the existing L-shaped footprint, which is how the building appeared on the 1920 Baist's Real Estate Atlas (Figure 4). At that time, rail sidings extended to the building from the main rail lines running north-south along the west side of the site, with a long narrow rectangular receiving platform extending from the rear of the Columbus Ford Plant (Figure 4).

Owing to its original corner site, the building's east and south façades are both treated in the same manner, with ornamental brick work and terra cotta details at the columns, spandrels, beltcourse and cornice (Photos 1-3). Each façade also included a historic entry at the first floor, both in the second bay from the southeast corner, which remain clearly evident due to their distinct configuration and additional terra cotta detailing. The building's internal elevations on the north and west sides are utilitarian in character, with the reinforced concrete frame expressed and common brick spandrels installed flush with the columns and beams (Photos 4-5). The rear rail platform was removed at an unknown date, with a non-historic, one-story concrete block truck dock addition added c.1979 in the same general location and configuration (Photo 6).

Designed by architect John Graham, Sr. (1873-1955), the Columbus Ford Plant exhibits many characteristics and features Graham employed repeatedly on the more than two dozen branch assembly plants he designed for Ford between 1912 and 1915. All were, like the Columbus Ford Plant, multi-story reinforced concrete factory buildings, with decorative red brick and white terra cotta facing on the main façades (Figure 6). Many of the specific terra cotta details used on the Columbus Ford Plant were also common to Graham's pre-World War I designs for Ford, including: ornamental terra cotta trim surrounding first-floor openings; stepped geometric pier capitals and bases above and below a second-floor terra cotta belt course; terra cotta sills and lintel covers; square terra cotta inlays at the corners of each spandrel; denticulated terra cotta cornice; and – on its east façade – a sign board stepping above the main parapet with terra cotta scrolls on each end (Photo 3).

All elevations of the Columbus Ford Plant include large openings on each floor, originally filled with multi-paned steel industrial windows (Figure 3). Large steel windows remained in the building throughout the historic period, though the configuration and operation of the windows was changed at an unknown date, and exterior storm windows were later added at the south end of the second floor during the State of Ohio's occupancy (Figure 5). All steel windows were subsequently removed c.1979 and the openings partially or fully infilled. However, all historic window openings remain clearly expressed, particularly on the primary east and south façades, where the ornamental terra cotta detailing and differences in brick plane highlight the original openings (Photos 1-3). The primary façades also include a band of glass block across the full width at the top of each opening, and the masonry infill has a dark coating that distinguishes it from the historic structural grid, which makes it more visually consistent with the voids that existed historically.

The interior of the Columbus Ford Plant is characteristic of early 20th-century industrial buildings in general, and Ford's pre-World War I branch assembly plants in particular, consisting of wide open spaces with painted historic concrete columns, floors and ceilings exposed and expressed throughout (Photos 7-8). All round cast-in-place concrete columns include flared capitals with a decorative profile, though the shape and appearance of the capitals differs slightly from the original 1914 section (Photo 7) to the later c.1918 addition (Photo 8). The building originally included offices and a showroom, which contemporary accounts indicated were at the "front of the building" on the first floor, presumably near the east and south entrances. A decorative historic stair with marble treads and ornamental metal railings remains just inside the south entry (Photo 11), connecting only the basement, first and second floors, but no other evidence remains of the showroom or offices historic location or finishes, with the concrete

structure now exposed throughout the first floor and no visual evidence of its historic delineation (Photo 7). The remainder of the building has likely always been open, unfinished industrial space, which is how it remains except at the east end of the second floor, where non-historic frame walls, drywall finishes and acoustical tile ceilings have been introduced. The decorative stair's extension to the second floor suggests that it may have included some public functions historically, but newspaper accounts originally identified the second floor as housing "huge stockrooms" for parts storage, and the unfinished concrete columns and ceilings remain visible above the non-historic dropped ceilings. Three utilitarian historic stairs – all cast-in-place concrete construction with painted metal handrails (Photo 10) - remain in the building, at the southwest and northeast corners and in the center of the c.1918 addition (Figure 2). Three historic elevator cores also remain in the building, including two large freight cars and one smaller passenger elevator, all with modern replacement equipment and cabs housed in historic shafts (Figure 2, Photo 9).

Historic Integrity Assessment

The Columbus Ford Plant retains much of its historic appearance and industrial character, lending it an overall high degree of integrity. The building has never been moved and retains integrity of **location**. Its setting has changed somewhat with the introduction of I-670 and elimination of the public street along its south elevation, but the primary frontage along Cleveland Avenue – where the main entrance and building signage were placed – remains largely unchanged from the historic period. The surrounding neighborhood retains much of its historically industrial character, and Fort Hayes remains as a large open campus across the street to the east, further contributing to the Columbus Ford Plant's integrity of **setting and feeling**. Though the infill of historic window openings has impacted the building's appearance, the historic window openings remain clearly apparent on the primary façades, and the overall design and character of the exterior remains largely intact. With its ornamental brickwork and decorative terra cotta details, the building still clearly expresses architect John Graham's vision and exhibits its execution by the original builders, thereby retaining integrity of **design, materials** and **workmanship**. The interior is also largely intact and retains its historic circulation - including a decorative public stair as well as its typical utilitarian stairs and elevators - as well as its overall open plan, exposed concrete structure, and industrial character, further contributing to the building's integrity of **design, materials** and **workmanship**. As described above, several significant, fully intact details of the Columbus Ford Plant's design, including: multi-story organization; reinforced concrete frame; brick and terra cotta facing; and several specific terra cotta details employed on the façades, are representative of Ford's pre-World War I branch assembly plants, lending the Columbus Ford Plant integrity of **association** with Ford Motor Company and the expansion of its branch assembly network from 1912-1915.

The Columbus Ford Plant would be instantly recognizable to anyone who worked in or visited the building during its period of historic significance, as well as anyone familiar with Ford Branch Assembly Plants from the pre-World War I era, confirming that it retains the ability to convey its historic significance and therefore its historic integrity.

Narrative Statement of Significance

(Explain the significance of the property)

The Ford Motor Company Branch Assembly Plant made significant contributions to the expansion of automobile ownership in Columbus, throughout central Ohio and beyond, serving as the assembly, distribution and service hub for a large region during the early 20th century, when Ford was leading the way in making automobiles accessible to the broader public. With Ford's introduction of the practical and affordable Model T in 1908, the company faced exponentially growing demand for the revolutionary new automobile from all corners of the country. Ford's rapid development of branch assembly plants from 1912-1915 – the pre-World War I expansion that included the Columbus Ford Plant along with 27 others throughout the United States – played a significant role in its ability to produce, deliver, and maintain the volume of cars being sought, and contributed to further increases in capacity and demand by improving efficiencies and reducing costs. At its peak in the mid-1920s, the Columbus Ford Plant employed 800 people and assembled as many as 300 cars a day, responsible for every Ford vehicle delivered to a network of 255 dealers, a territory covering half of Ohio's counties plus the majority of West Virginia and even the western reaches of Virginia. Like all of Ford's branch assembly plants, the Columbus Ford Plant was also its region's hub for parts and service, contributing to the company's focus on providing affordable and accessible maintenance and repairs, another critical factor in the widespread adoption of automotive transportation. Ohio was home to the nation's largest number of Ford owners by 1922, and the only state with three branch assembly plants (in Columbus, Cleveland and Cincinnati), so it was an important territory for the company during the period, and the many rural communities served by the Columbus Ford Plant were also an explicit focus of, and significant contributor to, the company's rapid market expansion. The period of significance begins with the building's original construction in 1914 and ends in 1938, when Ford Motor Company vacated the building.

Ford Motor Company and the Automotive Industry in the Early 20th Century

The early part of the 20th Century was a transformative period for the automotive industry. Various forms of early "motor carriages" were under development across the United States and in Europe by the end of the 19th Century, but they only began to enter the public consciousness in the final years of that decade. Even the forward-looking 1893 World's Columbian Exposition in Chicago is only believed to have included a single Sturgis Electric car on display, with no discussion of any motor carriages in the detailed reports on exhibits produced by *Scientific American* at the time.[1] Competitive races held in France in 1894 and 1895, followed by another in Chicago in late 1895, captured significant attention and introduced the broader public to these new vehicles, which included steam, electric, and gasoline-driven versions.[2] The vehicles were still regarded by most Americans as an experimental novelty, however, with many remaining barriers to practical use and significant improvements needed in their safety, reliability, durability, and ease and comfort of operation.[3]

By 1900, no fewer than 57 American plants were making some form of motor car, producing approximately 4,000 vehicles that year, more than three-fourths of which had steam or electric

[1] Allan Nevins, *Ford: The Times, The Man, The Company*, vol. 1 (New York: Charles Scribner's Sons, 1954), 138.
[2] Nevins, *Ford*, 1:139-140.
[3] Nevins, *Ford*, 1:141.

engines.[4] Henry Ford was among the American automotive innovators focused instead on gasoline-powered vehicles, and by the turn of the 20th Century he had produced his 1896 quadricycle and a second, more developed prototype automobile unveiled in the summer of 1899.[5] In August 1899, Ford resigned from his engineering position with the Edison Illuminating Company and committed himself full-time to development of a commercially-viable automobile, beginning as the superintendent for, and a small stockholder in, the Detroit Automobile Company.[6] Ford oversaw production of approximately 20 cars for the company between 1899 and 1901 – beginning with a delivery wagon completed in January 1900 – but the vehicles remained difficult and expensive to build, falling well short of the commercially viable model Ford was seeking to develop.[7]

Many of the difficulties Ford faced with Detroit Automobile Company were common to the industry at the time. The separate assembly of motor, frame or chassis, and body, then the piecing together of those components to complete the vehicle, required a substantial amount of hand work and adjustment that made the process inefficient.[8] Ford was determined to improve on these manufacturing inefficiencies to simplify production and drive costs down, and had developed significant improvements to his automobile design by the time he and his business partners founded Ford Motor Company in Detroit in June 1903. Producing a relatively light, simple and moderately priced automobile, Ford Motor Company was immediately successful, selling 658 cars in its first nine and a half months of existence, with a net profit of nearly $100,000.[9]

Nevertheless, Ford Motor Company's early automobiles were still plagued by quality-control problems in their initial production – which continued to rely on numerous third-party vendors to manufacture various components – and dealers faced equal or greater challenges in maintaining and servicing the new machines for their owners.[10] From early on, Henry Ford consistently emphasized the importance of service to the success of his enterprise, bringing dealers to Detroit to listen to their problems and incorporate their recommendations, and beginning in June 1904 Ford Motor Company employed mechanics to visit dealers around the country to train them on proper service and help repair damaged vehicles.[11] As will be discussed in more detail below, the importance of service was also a significant factor in the development of Ford's branch system of production and distribution.

With Ford and others producing increasingly accessible and affordable automobiles, demand exploded in the first decade of the 20th Century, and manufacturers generally struggled to keep up. At the end of 1904, less than 18 months after its founding, Ford Motor Company transferred operations to a new plant that was ten times the size of its original location.[12] Henry Ford continued his drive toward the simplification of design and standardization of parts, and in late

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[4] Nevins, *Ford*, 1:193-194.
[5] Nevins, *Ford*, 1:158-172.
[6] Nevins, *Ford*, 1:176-177.
[7] Nevins, *Ford*, 1:184-185.
[8] Nevins, *Ford*, 1:185.
[9] Nevins, *Ford*, 1:247.
[10] Nevins, *Ford*, 1:247-249.
[11] Nevins, *Ford*, 1:249.
[12] Nevins, *Ford*, 1:265.

1905, he established the Ford Manufacturing Company (later absorbed into Ford Motor Company in early 1907) to produce mass quantities of engines, gears and other parts for the new Model N, establishing control over key components that had previously been outsourced.[13] Ford Motor Company's annual sales increased from 1,599 cars in 1905-1906 to 8,423 in 1906-1907, a massive 427-percent jump reflecting both substantial increases in production capacity and a growing market for its least expensive line of cars to date.[14]

Though a significant step forward in automotive design and production in its own right, the success of Ford's Model N would soon be eclipsed by its improved successor the Model T, which was destined to become the most famous car in American automotive history. Simple, practical and affordable, the Model T was first introduced in October 1908 and sold in volumes that dominated the automotive market for the next two decades. Ford Motor Company grew from producing 9% of all American automobiles in 1908 to 20% in 1911, 40% by 1913, and 48% by 1914, when the company accounted for 96% of all cars sold for under $600.[15] After relocating to its new Highland Park plant in 1910, which was reportedly 10 times larger than the previous plant, Ford Motor Company continued its rapid increase in annual production and sales volumes, which grew from 18,664 cars in 1909-1910, to 34,528 in 1910-1911, 78,440 in 1911-1912, 168,304 in 1912-1913 and 248,307 in 1913-1914.[16]

Ford's next major advancement in automotive manufacturing was the company's adoption of the continuously moving assembly line, a concept that developed in stages from 1912 to 1915, beginning first with the production of specific components and then expanded through final assembly of the finished automobiles.[17] With the moving assembly line in full operation, Ford Motor Company achieved yet another dramatic increase in annual production, selling 730,041 automobiles in 1916-1917, with the company producing an average of 2,000 cars a day – more than its total annual output from just 11 years earlier.[18] By 1915, Ford's production was greater than the output of all other automobile manufacturers combined.[19] Ford sales and production stalled after the United States entered World War I in 1917, with the company diverting its resources to wartime production for government contracts. Ford Motor Company quickly roared back to life as soon as the war ended, however, producing more than 1.3 million Model T's from August 1919 to December 1920, and another 933,720 cars in 1920-1921.[20]

Ford Motor Company's consistent increases in production and sales continued through much of the 1920s. It had taken just over seven years, from October 1908 to December 1915, for Ford Motor Company to produce the first million Model Ts, but 4 million more were produced over the subsequent six years, from December 1915 to May 1921 – despite the interruption caused by World War I.[21] The company sold more than 1.4 million vehicles in 1922 alone and regularly

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[13] Nevins, *Ford*, 1:279.
[14] Nevins, *Ford*, 1:279.
[15] Nevins, *Ford*, 1:488-489.
[16] Nevins, *Ford*, 1:644.
[17] Nevins, *Ford*, 1:466-475.
[18] Nevins, *Ford*, 1: 475.
[19] Ford Motor Company, *Ford Factory Facts* (Detroit: Ford Motor Company, 1915), 33.
[20] Nevins, *Ford*, 1: 644.
[21] "Ford Number 6,000,000," *Columbus (OH) Dispatch*, May 28, 1922, 27.

eclipsed its own daily, monthly, and annual production records through the first half of the 1920s, reaching over 8,000 cars a day in 1925.[22] Sales reached a high of over 2.2 million in 1923, with approximately 2.1 million vehicles sold each year in 1924 and 1925, before demand for the Model T slowed to 1.75 million cars in 1926.[23] After producing more than 15 million Model T's over 19 years, Ford ceased production of the car in May 1927.

Ford replaced the Model T with its new Model A, unveiled to the public in a full page ad published across the country in late November 1927.[24] The Model A was substantially different than the Model T, and production stopped for much of the summer of 1927 while Ford adjusted its factories to accommodate the new model. At the home plant in Detroit, Ford relocated final assembly from Highland Park to its newer facility at River Rouge, converting Highland Park for parts production.[25] Ford Motor Company sold 833,514 Model A's in 1928, which like the Model T was available in multiple body styles that shared the same chassis.[26] Sales more than doubled in 1929 to just under two million, but dropped to 1.5 million in 1930 before experiencing a steep decline as the Great Depression took hold, with 771,444 cars sold in 1931, and only 451,591 in 1932.[27] Ford began to rebound in 1933, with 515,488 cars produced that year, followed by 872,849 in 1934 and more than 1.3 million in 1935.[28] Ford's production then remained relatively steady until World War II, averaging just over 1.1 million cars per year from 1936 to 1941, but Ford would not reach its peak production volumes of 1923-1925 again until 1950.[29]

Ford Motor Company Distribution and Service in the Early 20th Century

With its ever-increasing ability to mass produce affordable automobiles during the early 20th century, Ford Motor Company contributed significantly to the transformation of the automobile from a novelty luxury item into a practical means of personal transportation for the masses, which was always a primary goal of Henry Ford himself and an explicit objective of the company. Like many early automotive pioneers in the United States, Henry Ford had grown up in rural America, which faced very real transportation problems in the latter part of the 19th century. Although the development of railroads across the United States had immeasurable benefits for transportation and expanded settlement, the effort did also divert resources away from wagon and carriage roads, which deteriorated to the point that road travel over even small distances was difficult, isolating rural families in the broad swaths of the country not served by a rail stop.[30]

With its simple, functional, and affordable Model T, Ford Motor Company played a significant role in improving transportation options for large parts of the United States in the early 20th Century. The Model T's enthusiastic acceptance by rural populations was reported to be one of

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[22] "Ford Sells More Than Million Cars In Year," *Columbus (OH) Dispatch*, January 7, 1923, 15.
[23] Nevins, *Ford*, 2:686.
[24] "The New Ford Car," *Columbus (OH) Dispatch*, November 28, 1927, 9.
[25] "No Date Given For Appearance of Latest Model," *Columbus (OH) Dispatch*, October 16, 1927, 61.
[26] Nevins, *Ford*, 2:686.
[27] Nevins, *Ford*, 2:686.
[28] Nevins, *Ford*, 3:Appendix I.
[29] Nevins, *Ford*, 3:Appendix I.
[30] Nevins, *Ford*, 1:16-21.

Henry Ford's proudest accomplishments, as he alluded to in 1927, reflecting on the car's legacy as it was being replaced:

> "The Ford car blazed the way for the motor industry and started the movement for good roads. It broke down barriers of time and distance and helped to place education within the reach of all. It gave people more leisure. It helped people everywhere to do more and better work in less time and enjoy doing it. It did a great deal, I am sure, to promote the growth and progress of this country."[31]

Given the drive to create the practical vehicle for "everyman," Ford Motor Company recognized from the beginning that its system of distribution and service would require as much thought and attention as its manufacturing methods. To be successful, Ford would not only have to deliver finished automobiles to all of its intended customers – spread far and wide throughout the country – it would also have to insure the reliability of those vehicles as functional tools, by keeping them on the road with readily available parts and service.

For the first four years of the company's existence, all shipping, sales and advertising work was overseen by Ford's trusted partner James Couzens, who steadily worked to recruit reliable dealers and establish the financial terms of their relationship.[32] Early on, the company wrestled with the dilemma of whether to rely on dealers to represent them, tolerating sales discounts of as much as 25%, or to establish corporate-owned regional branch stores or agencies, earning more from direct retail sales and service but also incurring costs for staff and operations.[33] In August 1905, Ford's board of directors proposed to establish branch stores and agencies – with New York City, Philadelphia, Boston, Buffalo, Chicago, Kansas City, and Cleveland among the first cities considered – but after meeting with a dealer in Buffalo, Couzens had second thoughts about Ford's ability to match the dealers' local sales and decided against bypassing them entirely.[34]

In 1907, Norval A. Hawkins was named sales manager for Ford Motor Company, and though marketing was his primary focus, Hawkins has also been credited with bringing order to the rapidly growing enterprise's systems for purchasing, stockpiling, distribution, bookkeeping, and sales.[35] These efforts included strengthening the company's distribution network through regional corporate branch houses – located at break points for railroad freight rates from Detroit – responsible for receiving and delivering vehicles to dealers and sub-dealers, who were assigned specific sales territories within the region, and maintaining strict oversight of each dealer's sales and service performance to insure all were maximizing their efforts and meeting company standards.[36] All dealer contracts were executed directly with the home office in Detroit, and discounts were rigidly uniform for all dealers.[37]

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[31] "The New Ford Car," *Columbus (OH) Dispatch*, November 28, 1927, 9.
[32] Nevins, *Ford*, 1:342.
[33] Nevins, *Ford*, 1:265.
[34] Nevins, *Ford*, 1:265.
[35] Nevins, *Ford*, 1:342-344.
[36] Nevins, *Ford*, 1:344-345.
[37] Nevins, *Ford*, 1:344.

In the first years of Ford Motor Company's existence, all vehicles were built at the home plant in Detroit and shipped by rail, fully assembled, to the branch houses for final distribution to dealers. This method required the use of special freight cars, with three to four vehicles packed together inside each one.[38] As production and sales volumes exploded after introduction of the Model T, however, the freight costs became a substantial burden and the company quickly recognized a need for more efficient shipping practices. In the summer of 1909, Ford's board of directors decided to establish their first branch assembly plant in Kansas City, Missouri, to which the home factory would ship completed parts for final assembly.[39] The strategy was an immediate and resounding success. Parts could be shipped in standard box cars, avoiding the more expensive freight cars; the overall speed and capacity of production increased; and the branch plants would naturally maintain stocks of spare parts for fast and efficient service of the growing numbers of Fords in operation.[40]

Ford quickly worked to expand its network of branch assembly plants. By the middle of 1912, the company was also assembling cars in Cambridge, Massachusetts, and Long Island City, New York, and had purchased sites in St. Louis, Los Angeles, San Francisco, Portland, and Seattle for the same purpose.[41] Ford also applied the same model to international distribution, with additional branch assembly plants in Ontario and Manchester, England.[42] Just three years later in 1915, Ford was operating 28 branch assembly plants – including the Columbus Plant – spread throughout the United States in nearly every major city, plus 50 branch offices and sales and service centers in St. Paul, Minnesota, and Washington, D.C.[43]

Though Ford had already established a relationship with renowned industrial architect Albert Kahn, who designed the company's Highland Park plant opened in 1910 as well as the original Kansas City Branch Assembly Plant, the majority of Ford's pre-World War I branch assembly plants were designed by architect John Graham, Sr. (1873-1955). Graham was an English immigrant who had settled in Seattle by 1901, where he would have a long and distinguished career as a prominent regional architect, operating primarily as John Graham and Company, a firm established in 1910 and later continued by his son John Graham, Jr. (1908-1991).[44] Graham was reportedly only commissioned to design the Seattle Branch Assembly Plant at first – though he clearly was also responsible for the other designs for which Ford had secured sites by mid-1912, including Los Angeles, San Francisco, Portland, and St. Louis. Graham was subsequently given the title of Supervising Architect for Ford Motor Company and operated a Detroit office from about 1914 to 1918.[45] Graham was identified as architect for the Columbus Ford Plant in

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[38] Nevins, *Ford*, 1:345.
[39] Nevins, *Ford*, 1:407.
[40] Nevins, *Ford*, 1:407.
[41] Nevins, *Ford*, 1:407.
[42] Ford Motor Company, *Ford Factory Facts* (Detroit: Ford Motor Company, 1912), 63.
[43] Ford Motor Company, *Ford Factory Facts* (Detroit: Ford Motor Company, 1915), 33-34.
[44] "John Graham Sr. (Architect, Engineer)," Pacific Coast Architecture Database, University of Washington Libraries, accessed June 15, 2020, http://pcad.lib.washington.edu/person/817/.
[45] "Historical Note: John Graham, Sr.," Archives West, Orbis Cascade Alliance, accessed June 15, 2020, http://archiveswest.orbiscascade.org/ark:/80444/xv66635.

the December 1913 newspaper announcement of its construction permit issuance, listed simply as "Architect John Graham of Detroit."[46]

Graham's base design for Ford's branch assembly plants was consistent and replicated throughout the United States. All were multi-story reinforced concrete daylight factory buildings, with brick façades, large window openings, and distinctive terra cotta detailing that drew from consistent elements applied in various combinations at each location. Interiors featured open spaces with heavy reinforced concrete structures to support parts and equipment, and most branch plants also included a first-floor showroom to display finished automobiles. Illustrations of all branch assembly plants published by Ford in 1915 demonstrate that several were near exact copies of the form and detailing used for the Columbus Ford Plant – including Seattle as well as branches in Dallas, Houston, Memphis, Los Angeles, and San Francisco. Other examples show how the design was adapted to larger buildings – as in Chicago, Philadelphia, Minneapolis, and St. Louis – or augmented with additional terra cotta detailing – as in Indianapolis and Pittsburgh – but Graham's designs all share a consistent aesthetic and character (Figure 6). The clear architectural outliers among the branch plants operating in 1915, including the earliest plants in Kansas City (attributed to Kahn), Cambridge, and Long Island City, as well as those in Buffalo, Detroit, and Louisville, may well indicate designs by other architects.

With Ford's branch assembly network in full operation, the company touted the branches' importance to its record production numbers achieved in 1915, with the branch assembly plants then responsible for 40% of its daily output of finished automobiles.[47] The company explained the main benefits of the branch assembly network in a 1915 publication:

> "First, the system makes is possible to ship parts from the main factory to definite points for assembly, obtaining a more rapid and more economic distribution. Second, the location of the assembling plants aids in giving prompt, reliable and economical service to Ford owners, besides very greatly reducing the freight costs for delivery of cars, etc. The strategic location of the assembling plants makes for a handy distribution of parts and supplies, and there are no vexatious delays for the owner of a Ford car while a part is forwarded from the home factory."

Ford's development of its branch assembly plants was clearly a significant factor in the company's ability to increase production and reduce costs in the early 20th century, and to provide the level of service necessary to solidify and maintain the public image of the Model T as a reliable mode of transportation. Employing hundreds of workers each, the branch assembly plants were significant contributors to numerous local economies, with the added benefit of substantial good will earned for Ford in communities across the country.

Ford Motor Company's rapid development of its branch assembly plants from 1912-1915 coincided with its development of the moving assembly line at its home plant in Detroit, and

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[46] "The Ford Motor Car Co. of Detroit Mich," *Columbus (OH) Dispatch*, December 14, 1913, 62.

[47] Ford Motor Company, *Ford Factory Facts* (Detroit: Ford Motor Company, 1915), 33-34.

nearly as soon as the expansion program was complete, Ford began to recognize the branch plants' shortcomings for incorporating new production systems. The branch plants had quickly established themselves as essential to both production and distribution, but the typical multi-story arrangement precluded the horizontal configuration and larger contiguous floor areas needed for conveyors and moving lines. The branch plants were also intended to only assemble about one hundred cars a day each, which was appropriate when the model was developed around 1912, but by 1915 Ford had learned from its work at the home plant in Detroit that much higher production rates were possible with proper organization and equipment.[48]

Ford began planning for substantial improvements to its branch plants even before World War I, but major physical development would not begin until 1923-24, when the company constructed new branch assembly plants in Chicago and Minneapolis, and also improved existing plants in Cleveland, Atlanta, Denver, Los Angeles, and Portland, a total investment of $110 to $150 million that collectively increased Ford's annual production capacity by 600,000 cars.[49] Designed by Albert Kahn, the new branch assembly plants incorporated modern manufacturing methods and lessons learned at Ford's home plant in Detroit and the pre-World War I branch plants. Having determined that multi-story arrangements were ineffective, the new plants were typically low, long buildings, located and arranged with careful attention to shipping access, and each with the capacity to produce 600 to 750 cars a day.[50]

Ford continued to operate most of the remaining pre-World War I branch assembly plants – including the Columbus Ford Plant – through the 1920s, as they continued to serve an important role in Ford's production and distribution system despite their inefficiencies relative to the newer plants. However, with each new and improved branch assembly plant absorbing the capacity of multiple older plants, combined with reduced demand due to the Great Depression, Ford began to close a number of branch plants in the late 1920s and early 1930s. By the end of 1932, Ford had ceased assembly at 22 of the 28 branch plants existing in 1915, with nine plants – including the Columbus Ford Plant – stopping production in 1932 alone.[51] In 1933, only eight of Ford's branch assembly plants in the United States remained active.[52] By the end of 1936, Ford was operating 15 branch assembly plants in the United States but had also significantly expanded its global production footprint, with 28 additional assembly plants in international locations including Canada, Europe, Mexico, South America, Japan, Australia, India, New Zealand, and South Africa, along with the British colonies of Ceylon (now Sri Lanka) and Malaya (now Malaysia).[53] In the decades since, Ford has further consolidated its assembly operations into fewer plants spread across a much larger geographic area, and as of 2020 the company operates only eight assembly plants in the United States, plus another 26 international assembly plants in

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[48] Nevins, *Ford*, 2:255.
[49] Nevins, *Ford*, 2:256.
[50] Nevins, *Ford*, 2:256.
[51] Daniel Strohl, "The houses that T built (and that built the T): Tracking down the assembly plants of Ford's first distributed production effort," Hemmings Motor News, December 13, 2018, https://www.hemmings.com/stories/2018/12/13/the-houses-that-t-built-and-that-built-the-t-tracking-down-the-assembly-plants-of-fords-first-distributed-production-effort
[52] Nevins, *Ford*, 3:9.
[53] "Ford World Sales in 1936 Surpass 1,000,000 Figure," *Columbus (OH) Dispatch*, January 24, 1937, 42.

15 different countries around the globe.[54] The company would never again assemble cars in nearly every major American city, as it had during the height of Model T production in the 1910s and 1920s.

Ford Motor Company Columbus Branch Assembly Plant

Prior to 1912, Ford Motor Company was represented in Columbus, Ohio, by a third-party agency, the Ohio Auto Sales Co.[55] In December 1912, however, the *Columbus Dispatch* reported that Ford Motor Company had opened a new corporate-managed branch office in the city. With branch houses already existing in Cleveland and Cincinnati, Columbus would become the third Ohio city with a regional Ford office directing sales and service. The newspaper reported that approximately 7,500 Ford cars were sold in Ohio the previous year, a particularly large volume that justified its new status as the only state with three branch houses. Leasing space at 207 N. Fourth Street, the Columbus branch office was expecting to sell more than 2,500 cars in central Ohio over the subsequent year.[56]

Ford seems to have quickly surpassed even those expectations. In April 1913, the company sold 450 cars from its Columbus office in a single month, and the local manager P.F. Minnock was quoted saying that, "On account of the growth of business in this territory it has become an almost necessity to establish an assembling plant," confirming that Ford was looking for sites in the city.[57] By August 1913, Ford had acquired the property at the corner of Cleveland Avenue and Buckingham Street and formally announced the company's intention to construct a branch assembly plant on the site.[58] In a letter explaining the decision, Ford's national sales manager A. R. Hawkins offered that, "We believe that Columbus offers especial advantages to our particular business…following our recently established idea of purchasing property and erecting buildings thereon in cities that, in our opinion, have the ear-marks of success and large future growth."[59]

In December 1913, Ford Motor Company secured a building permit from the City of Columbus to construct the 4-story reinforced concrete Columbus Branch Assembly Plant at 427 Cleveland Avenue. The $200,000 building would be constructed by the National Fireproof Co. of Pittsburgh, from the design by architect John Graham.[60] An image of the construction progress published in April 1914 shows that the building's concrete frame was complete up to the third floor, with the top level then underway.[61] The Ford Motor Company Columbus Branch Assembly Plant ("Columbus Ford Plant") was completed and occupied at the end of June 1914, with the *Columbus Dispatch* proclaiming it, "the lightest and airiest manufacturing establishment

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[54] "Operations Worldwide," Ford Motor Company, accessed June 30, 2020, https://corporate.ford.com/company/operation-list.html

[55] "The Ford Motor Car Co. of Detroit Mich," *Columbus (OH) Dispatch*, December 14, 1913, 62.

[56] "In the Auto World," *Columbus (OH) Dispatch*, December 22, 1912, 35.

[57] "In the Auto World," *Columbus (OH) Dispatch*, April 27, 1913, 45.

[58] "Ford Company to Erect Assembling Plant in Columbus," *Columbus (OH) Dispatch*, August 1, 1913, 1.

[59] "Columbus Bears Earmarks of Large Future Growth," *Columbus (OH) Dispatch*, August 3, 1913, 1.

[60] "The Ford Motor Car Co. of Detroit Mich," *Columbus (OH) Dispatch*, December 14, 1913, 62.

[61] "Rapid Progress Being Made in Erecting Ford Motor Car Company's Assembling Plant," *Columbus (OH) Dispatch*, April 12, 1914, 23.

in Ohio," and offering a clear description of its original interior arrangement, which was consistent with the current open industrial character except at the front part of the first floor, where the original salesrooms and offices are no longer evident:

> "The offices of the Columbus branch are located on the first floor in the front part of the building, where also are the big display and salesrooms of the company. The remainder of the building is devoted to assembling Ford cars and providing service for the Ford owners. Parts of Ford cars are shipped to Columbus from the factory in Detroit by train-load shipments. These parts are received at the Columbus branch and placed in the huge stockrooms which are located on the second floor. The third and fourth floors of the building are to be used solely for assembling cars and the roof of the factory is arranged with devices for testing Ford motors."[62]

The first several months following completion of the Columbus Ford Plant were used to receive and stock parts and make other preparations for production, with actual assembly beginning in February 1915, at which point the plant employed 200 people and was responsible for assembling all Fords to be sold in 37 central Ohio counties.[63] By 1925, the territory covered exclusively by the Columbus Ford Plant had expanded to include 44 Ohio counties plus another 43 counties in West Virginia and even 7 counties in Virginia, distributing to a network of 255 dealers.[64] The Columbus Ford Plant's production capacity also increased dramatically during that period, from 40 cars per day in 1914 to 300 cars per day in 1926, by which time the Columbus Ford Plant employed 800 workers.[65]

Detailed figures for production and sales from each branch assembly plant are not readily available for direct comparison, but Ohio was clearly a significant market for Ford. As indicated above, the addition of the Columbus sales office in 1912 made Ohio the first state served by three Ford branch houses. By May 1922, Ohio had nearly 300,000 Ford cars and trucks in service, more than any other state in the nation and one of only eight states with more than 200,000 Fords in service.[66] Given that the Columbus Ford Plant covered fully half of Ohio's 88 counties, one can assume that it was a significant contributor to those statewide production and sales figures, in addition to assembling all Fords for nearly 80 percent of the counties in West Virginia plus the territory in Virginia. The expansive territory covered by the Columbus Ford Plant, combined with the region's high demand for Ford vehicles, may explain the need for the building's c.1918 addition, which represented a significant expansion just a few years after its original construction. Much of the territory covered by the Columbus Ford Plant was more rural in character, and rural buyers represented a critical and significant share of Ford's market. As reported in 1923, demand for Fords was "almost equally divided between commercial centers and rural communities," particularly as the popularity of Ford trucks grew among farmers, who

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[62] "New Plant Ready," *Columbus (OH) Dispatch*, July 5, 1914, 53.
[63] "Begin Assembling at Ford Branch Monday," *Columbus (OH) Dispatch*, February 21, 1915, 6.
[64] "Motor News," *Columbus (OH) Dispatch*, March 22, 1925, 58.
[65] "Ten Columbus Firms Handle Faithful Ford," *Columbus (OH) Dispatch*, January 17, 1926, 6.
[66] "Passes Six Million," *Columbus (OH) Dispatch*, May 28, 1922, 25.

were "availing themselves of the advantages and economy of motor truck transportation to a greater extent than ever before."[67]

Following the overall arc of Ford production and sales, the Columbus Ford Plant assembled ever growing numbers of automobiles from its opening in 1914 through the mid-1920s. As demand slowed in the second half of the 1920s, brief notations in various local newspaper accounts indicate that manufacturing activities at the Columbus Ford Plant were periodically halted and restarted to avoid outpacing the market. Ford's introduction of the Model A in late 1927 spurred another spike in demand, however, and in April 1929 the Columbus Ford Plant was employing 600 workers and on pace to assemble and deliver 40,000 vehicles that year.[68]

With the onset of the Great Depression and Ford sales declining dramatically after 1930, however, the company announced in November 1932 that it had ceased all assembly activities at the Columbus Ford Plant. At the time it was cited as a "temporary discontinuance," with assembly to resume "as soon as conditions justify," though it was acknowledged that "at this time a forecast of an approximate date for such resumption is impossible." [69] The branch offices, sales, parts, and service operations would continue and remained in the existing building at 427 Cleveland Avenue, but no more assembly would ever occur in the Columbus Ford Plant. Ford maintained the Columbus branch office through 1937, though by that time the territory covered by the branch had been reduced slightly to 42 Ohio counties, plus 21 counties in West Virginia and 1 in Virginia.[70] Sometime in 1938, however, Ford reorganized its branch structure and placed central Ohio under the oversight of the Cleveland branch, with only a local "zone" office in Columbus.[71]

In October 1938, the *Columbus Dispatch* revealed that Ford was likely to lease the Columbus Ford Plant building to the State of Ohio for its unemployment compensation commission headquarters.[72] The Ohio Bureau of Unemployment Compensation, which replaced the commission in February 1939, occupied the former Columbus Ford Plant until 1979, with the State of Ohio having purchased the property from Ford in 1943. In January 1979, the State of Ohio sold the building to The Kroger Company, a grocery chain that was already operating a large industrial bakery on the property immediately north of the Columbus Ford Plant. Kroger expanded its bakery operations into the former Ford plant and added an overhead bridge at the third floor connecting it to the existing bakery to the north. Kroger would continue to operate its bakery in the building until 2019, when operations ceased and the property was sold to its current owners – a private real estate group now planning a major rehabilitation and adaptive reuse of the existing building and surrounding property.

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[67] "300,000 Fords May Demand," *Columbus (OH) Dispatch*, May 27, 1923, 80.
[68] "600 Persons Now Employed at Ford Plant," *Columbus (OH) Dispatch*, April 14, 1929, 76.
[69] "Local Ford Plant is Closed for Annual Winter Inventory," *Columbus (OH) Dispatch*, November 20, 1932, 18.
[70] "New Lincoln-Zephyr Models Previewed," *Columbus (OH) Dispatch*, October 20, 1937, 22.
[71] "Central Ohio Ford Dealers Meet," *Columbus (OH) Dispatch*, December 20, 1938, 24.
[72] "Ford Building May House Commission on Unemployment," *Columbus (OH) Dispatch*, December 20, 1938, 24.

Comparable Automotive Industry Buildings in Columbus

With the automotive industry experiencing exponential growth in the early 20th century, a large number of associated buildings were constructed in Columbus during the historic period. However, no extant or previously demolished buildings have been identified that are directly comparable to the Columbus Ford Plant – having been constructed by a manufacturer for regional assembly, service, parts, and distribution. The only other automobile manufacturing facility identified as operating in Columbus from 1914-1938 is the Monitor Motor Car Company, listed in the 1918 city directory with operations at 402-404 Mt. Vernon Avenue, but Monitor had ceased operations by 1922 and the building no longer exists.

Neither is there evidence that any other prominent national manufacturers ever established Ford's level of corporate presence in Columbus for regional distribution or service. More commonly, regional distribution and oversight responsibilities were delegated to select local third-party dealerships. Such was the case for Chevrolet, who designated Winders Motor Sales Company as its regional "distribution franchise," with Winders then responsible for delivering vehicles to other dealerships in the region as well as training their service staff. From 1916-1925, Winders executed these responsibilities from its relatively small dealership at 182 E. Long Street, which is listed on the National Register (SG100004542), before relocating to a larger – but still single-story building at 783 N. High Street, which is also still extant. Buick followed a similar model, with the Oscar Lear Motor Company dealership at 288 E. Long identified as the local Buick distributor in the 1918 city directory. The Oscar Lear building also remains, a 3-story building with a deep footprint, but still much smaller and less prominent than the Columbus Ford Plant, in addition to its lack of assembly functions and operation by a third-party franchisee.

Third-party franchise dealerships representing all manufacturers were very common during the historic period, with more than 60 dealers listed in the 1918 directory and ten Columbus dealerships selling Fords alone as of 1926. One of the Ford dealers, listed as The Howe-Miller Company in 1918 and Miller Van-Horn Company in 1926, remains at the southwest corner of East Main and South Third Streets, a 2-story building that retains some historic masonry and terra cotta detailing but has previously been altered (FRA0021018). The McClure-Nesbitt Company, one of the local Ford dealers in 1926, also remains at 1503-1505 East Main Street, another 2-story building that retains historic terra cotta and steel windows and is an interesting example of its own type, but not at all comparable in scale, character, or function to the Columbus Ford Plant. None of the other buildings identified as Ford dealerships in 1926 exist today.

Conclusion

During its operations from 1914 to 1938, the Columbus Ford Plant played a significant local and regional role in Ford Motor Company's production, distribution, and service network. Overseeing the assembly, delivery, maintenance and repair of the massive volumes of Ford vehicles sold throughout central Ohio, much of West Virginia and into Virginia, during a period when Ford was dominating the market for affordable cars and greatly expanding their use for daily transportation, the Columbus Ford Plant made significant contributions to the widespread adoption and development of automobile transportation in the region. The Ford Motor Company Columbus Branch Assembly Plant is therefore nominated to the Columbus Register of Historic Properties under Criterion E. The period of significance coincides with Ford's use of the

building, beginning with its original construction in 1914 and ending in 1938. Although assembly operations ceased in 1932, Ford's regional office functions service operations and parts warehousing – which were always a significant element of branch plant operations - continued until 1938.

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(Cite the books, articles, and other sources used in preparing this form)

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Verbal Boundary Description

(Describe the boundaries of the property, or properties or district)

The nominated property consists of one parcel (Franklin County Parcel #010-015761-00), bounded by Cleveland Avenue to the east, the I-670 right-of-way to the south and west, and an adjacent property to the north.

Boundary Justification

(Explain why the boundaries were selected)

The proposed boundary includes all property associated with the nominated building during the period of historic significance (1914-1938). The nominated building's later physical and functional connections to the adjacent property to the north did not occur until 1979, well after the end of the period of significance, so the adjacent property is fully excluded from this nomination.

Figure 1: Existing aerial image of site with property boundary and exterior photo key.
Base Aerial Image from Google Earth

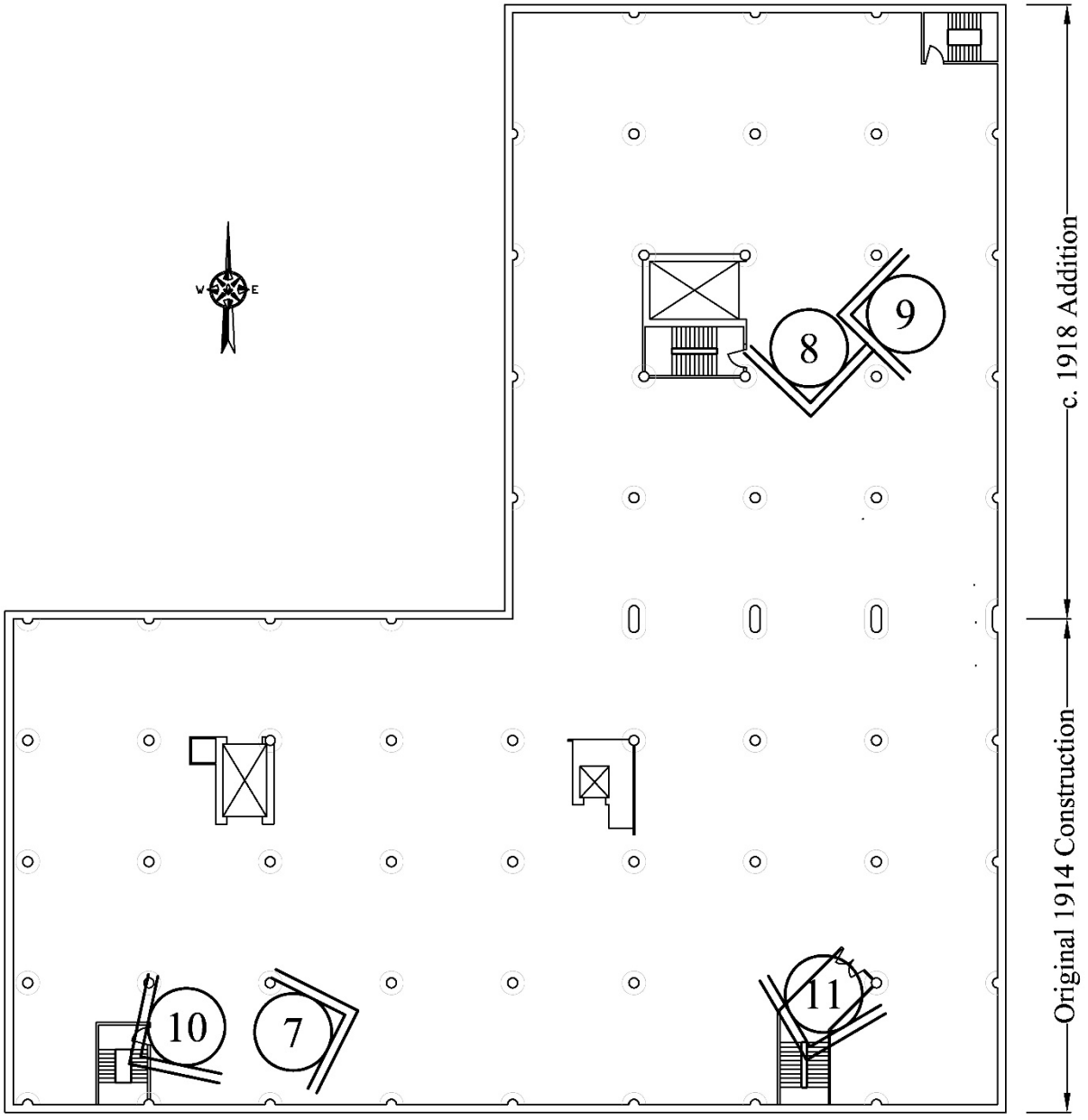

Figure 2: Typical existing floor plan with interior photo key.
Base Plan from The Kroger Company

Figure 3: Postcard image of original building, c.1915.
Columbus, Ohio 1898-1950 in Vintage Postcards

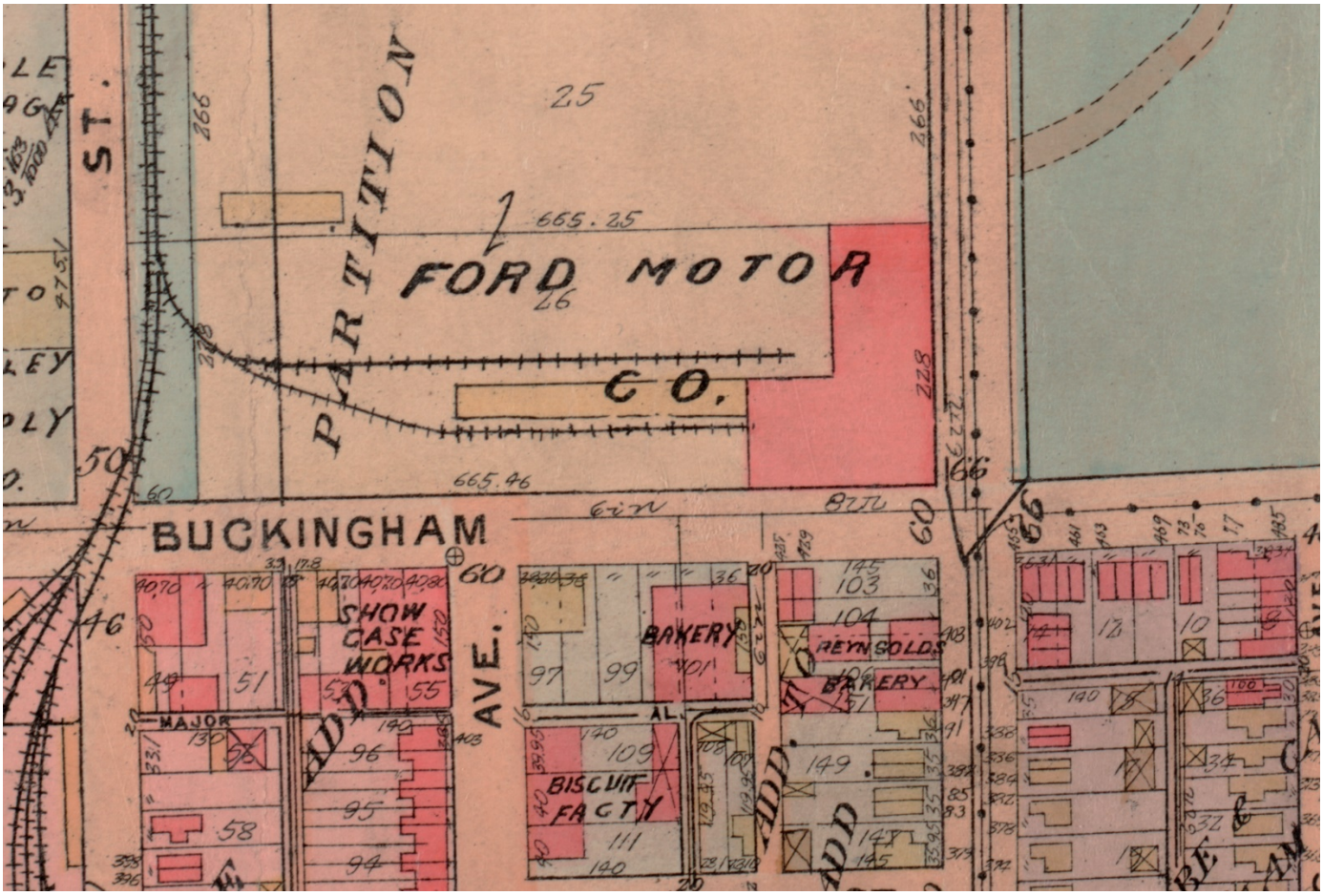

Figure 4: Detail of Baist's Real Estate Atlas depiction of Columbus Ford Plant, 1920.
Ohio Wesleyan University Digital Collections

Figure 5: Southeast oblique, during occupancy by State of Ohio, 1948.
Columbus Memory Collection, Columbus Metropolitan Library

Figure 6: Illustrations of Ford Branch Assembly Plants, 1915.
Ford Factory Facts, Ford Motor Company

Ford Motor Company
Branch Assembly Plant

Nomination to Columbus Register of Historic Places

Existing Conditions Photographs

December 2020

Photo 1 - Southeast oblique, camera facing northwest

Photo 2 - Northeast oblique, camera facing southwest

Photo 3 - East façade, south end, camera facing southwest

Photo 4 – West elevation, c.1918 addition, camera facing east

Photo 5 – Northwest oblique, original section, camera facing southeast

Photo 6 – North elevation, non-historic truck dock addition, camera facing south

Photo 7 – First floor, typical interior in original section, camera facing northeast

Photo 8 – Third floor, typical interior in c.1918 addition, camera facing south

Photo 9 – Third floor, typical stair/elevator core in c.1918 addition, camera facing west

Photo 10 – Typical utilitarian stairs, camera facing southwest

Photo 11 – Decorative southeast stair, camera facing southwest