



OHIO HISTORIC INVENTORY

RPR Number:

1. No. LOR-02049-21
4. Present Name(s) Cleveland Air Route Traffic Control Center
2. County Lorain
5. Historic or Other Name(s) Cleveland Air Route Traffic Control Center
6. Specific Address or Location 326 East Lorain
19a. Design Sources
20. Contractor or Builder
35. Plan Shape Unknown (can not determine from ex
21. Building Type or Plan Other Building Type
22. Original Use, if apparent Air Related
17b. Unknown
23. Present Use Air Related
24. Ownership Public
25. Owner's Name & Address, if known United States of America Federal Aviation Bldg JFK Airport Jaimaica, NY, 11430
26. Property Acreage unknown
27. Other Surveys
28. No. of Stories Two story
29. Basement? Unknown
30. Foundation Material Poured concrete
31. Wall Construction Metal/steel frame
32. Roof Type Flat
Roof Material Unknown
33. No. of Bays Side Bays
34. Exterior Wall Material(s) Brick Metal
35. Plan Shape Unknown (can not determine from ex
36. Changes associated with 17/17b Dates: 17. Original/Most significant construct
17b. Unknown
37. Window Type(s) Other
38. Building Dimensions 40' x 64'
39. Endangered? NO
By What?
40. Chimney Placement Three or more chimneys
41. Distance from & Frontage on Road 200'
51. Condition of Property: Good/Fair
52. Historic Outbuildings & Dependencies Structure Type Other Building Type Other Building Type Date Associated Activity
53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)

LOR-0204 9-21

Lorain 2. County

Cleveland Air Route Traffic Control Center 4. Present or Historic Name(s)

326 East Lorain 6. Specific Address or Location

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)
This complex of buildings, the Department of Transportation Federal Aviation Administration Air Route Traffic Control Center, includes at least one building that is an example of modern architectural movements. The building is difficult to see due to secure access to the building. The original building is one story at the southwest corner, and two stories at the northwest wing. A large addition, which seems to be three stories tall, is at the west. The southwest corner and the northeast wing have a repetitious bay arrangement with metal vertical beams that separate the windows between them. Above and below the beams, a material coated in a turquoise-colored finish faces both the south and east elevations. At the northwest corner, between the southwest corner and northeast wing, there is a tall, brick pillar or tower. Several other buildings are part of this complex, including a large guard shack and a small, house-like structure, as well as three large industrial towers. Security makes it difficult to examine architectural details of the building and take photographs. The provided photos were reproduced from the Oberlin News-Tribune (February 9, 1961) and from continued...

43. History and Significance (Continue on Reverse if necessary)
The first example of what are now called Air Route Traffic Control Centers was formed in Newark Airport on December 1, 1935. Additional 'Airway Traffic Control Centers' were soon constructed in Chicago (April 1936) and Cleveland (June 1936). These centers were later taken over by the federal government. The Cleveland Center first operated from small quarters in the terminal building at Cleveland Municipal Airport, now Cleveland Hopkins International Airport. As it grew, facilities were moved to a hangar on the airport and from there to space at the Cleveland Ordinance Plant of Cadillac Motor Car Division. On February 7, 1961 the Civil Aeronautics Association (later the Federal Aviation Administration) commissioned the Cleveland Air Route Traffic Control Center's new building in continued...

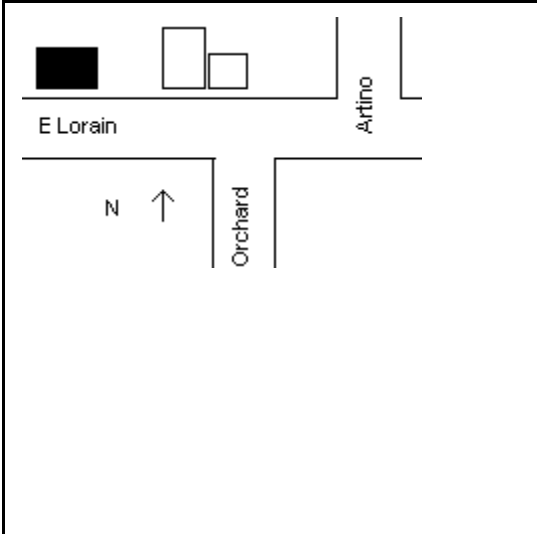
44. Description of Environment and Outbuildings (See #52)
This complex is located on one of Oberlin's busier streets, and is neighbored by residences as well as other light industrial buildings. The local IGA grocery store is across the street.

45. Sources of Information
O-High Alumni, Internet, http://www.oberlin-high.org, Accessed January 2008.; City Directories, Oberlin Heritage Center Resource Center.; Holsworth, Pat. Oberlin Pioneer Database; Sanborn Fire Insurance Maps; Gordon, Stephen C. 'How to Complete the Ohio Historic Inventory.' Columbus: Ohio Historical Society, 1992.; McAlester, Virginia and Lee. 'A Field Guide to American Houses.' New York: Alfred K. Knopf Inc., 2000; 'Alumni Register: Graduates and Former Students, Teaching and Administrative continued...

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8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:
Unknown

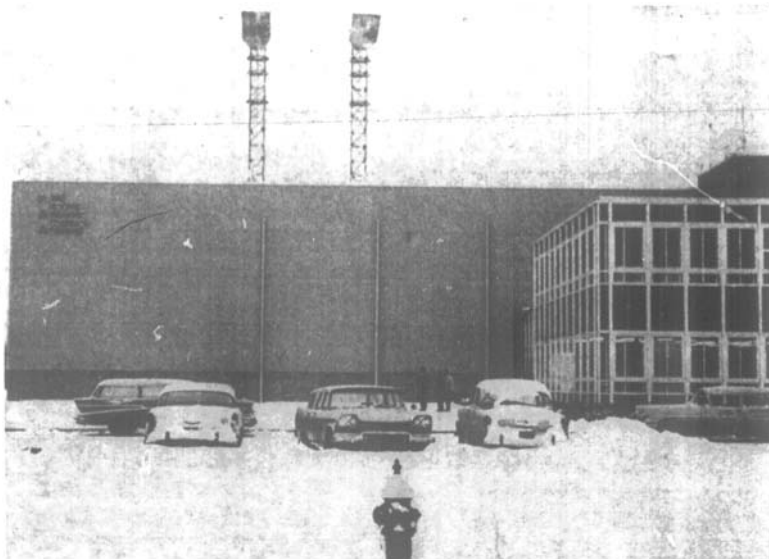
Door Position:
Unknown

Orientation:
Unknown (cannot determine from existing info)

Symmetry:
Other

Report Associated With Project:

NADB #:



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

records provided by the Cleveland Center (1960).

43. *History and Significance (Con't)*

Oberlin, Ohio. The building had been erected in 1959 at a cost of approximately five million dollars with Thomas B. Bourne Assoc., Inc., Engineers & Architects, Washington, D.C. and Jennings & Churella, Inc., Engineers & Contractors, New London, Ohio. Oberlin City Council Chairman Bill Long was closely involved in the planning process. Many technological improvements have been made to the facility over time and the Center currently controls air traffic between New York and Chicago. The Cleveland Center has been involved in several significant historical moments. Eleanor Williams began working for the FAA in 1963 as a cleaning woman and later became a secretary. From that humble beginning she launched a career that made her the first African-American woman certified air traffic controller. Then at Cleveland Center in 1994, she became the first African American woman to manage an Air Route Traffic Control Center. In 2001, Cleveland Air Route Traffic Control Center received an Air Traffic Facility of the Year Award, which recognizes the highest degree of efficiency and dedication of facility personnel in executing their daily responsibilities of expeditious air traffic movement, preservation of life and property and public service. On September 11, 2001 Cleveland Center controllers handled the hijacked flight, UAL 93. They safely and expediently cleared the airspace during this tragic time. In June 2002, the center dedicated a memorial on its grounds to recall those who died when the hijacked plane crashed. On the monument are the words: 'In honor of the men and women of Cleveland Center and those aboard Flight 93 for their heroic actions on September 11, 2001.'

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

45. *Sources (Con't)*

Staff, (1833-1960).' Oberlin: Oberlin College, 1961; Lorain County Court House, Auditor Property Record, Internet, <http://www.loraincounty.com/auditor/index.shtml>, Accessed 2008; 'Now It's Definite - Oberlin Will Get New CAA Center.' Oberlin News-Tribune, February 27, 1958; 'New FAA Building Over Half Complete (photo).' Oberlin News-Tribune, July 9, 1959; 'Welcome Mat Ready at FAA This Weekend.' Oberlin News-Tribune, February 9, 1961; 'FAA Switch to Oberlin Will Be Made in Wee Hours Next Tuesday Morning.' Oberlin News-Tribune, February 2, 1961; 'Flight 93 Controller Looks Back.' CBSNews.com, September 10, 2006. <http://www.cbsnews.com/stories/2006/09/10/september11/printable1992171.shtml>. Accessed 11/4/2008. Donna Martin, Supporting Manager, Training, of the FAA Air Traffic Organization, Cleveland ARTCC 10/2008.