

Supplementary Listing Record

NRIS Reference Number: SG100003245

Date Listed: 12/7/2018

Property Name: Plymouth Historic District

County: Huron

State: OH

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation


Signature of the Keeper

12/07/2018
Date of Action

Amended Items in Nomination:

In Section 5 of the National Register Nomination form public - Federal should be checked under Ownership of Property. The United States Postal Service owns a property in the district. The State Historic Preservation Office sent a letter to and received a response from the Federal Preservation Officer concerning the property. So all notifications were covered. The form was not checked in error.

The OHIO SHPO was notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

SG 3245

United States Department of the Interior
National Park Service

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: Plymouth Historic District

Other names/site number: _____

Name of related multiple property listing: N/A

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

2. Location

Street & number: Roughly Bounded by Dix, Trux, Mills, and New/Railroad Streets

City or town: Plymouth State: OH County: Huron & Richland

Not For Publication: n/a Vicinity: n/a

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 x C ___ D

<u>Barbara Owens</u> DSHPO Inventory & Registration <u>October 23, 2018</u>	
Signature of certifying official/Title:	Date
<u>State Historic Preservation Office, Ohio History Connection</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

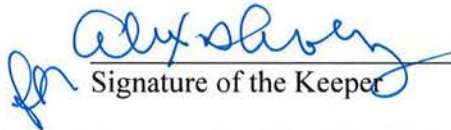
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4. National Park Service Certification

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

12/07/2018
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

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7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19th CENTURY: Greek Revival

LATE VICTORIAN: Italianate

LATE VICTORIAN: Gothic

LATE 19th & 20th CENTURY REVIVALS: Colonial Revival

LATE 19th & 20th CENTURY REVIVALS: Late Gothic Revival

MODERN MOVEMENT: International Style

Materials: (enter categories from instructions.)

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

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Plymouth Historic District contains commercial, institutional, and residential buildings situated around a central public square. The district is located in a rural area and was platted at the intersection of important early 19th century wagon routes. Architectural styles found within the village include Greek Revival, Italianate, High Victorian Gothic, Late Gothic Revival, Colonial Revival, and the International Style. Additionally, there are a few buildings that are vernacular expressions of post-World War II architecture, exhibiting some elements of Modernism without being definitive examples of the style. The Plymouth Historic District maintains historic integrity exemplifying early settlement and commercial trends, as well as representing a collection of popular architectural styles. The nominated district includes fifty-four contributing and seven noncontributing buildings, plus one noncontributing site.

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Narrative Description

Setting

Plymouth is a small village of roughly 1,800 people, located in northern Ohio. It is within a predominantly rural setting, containing agricultural land and scattered light industrial facilities. Plymouth sits on the Huron-Richland county line and is nearly evenly divided between the two counties. It is 20 miles north of Mansfield, the Richland county seat, and 19 miles south of Norwalk, the Huron county seat. Within the village, the primary east-west street aligns with the dividing county line. This street is known as E. Main on the east side of the square and W. Broadway west of the Public Square (historically it was W. Main, but it was changed to Broadway c.1920). Outside of the village limits, the road is designated Baseline Road, which was the southern boundary line for the Connecticut Western Reserve, including the Firelands district. Since 1662, Connecticut had held claim to a large swath of land that would ultimately become northeastern Ohio. The southern boundary line of the Connecticut Western Reserve was based on the 41st parallel, as surveyed at the time. See Attachment A - Maps

Three north-south state routes lead into the village: 61, 98, and 603. State Route 61 continues through Plymouth and is the east-west dividing line of village streets. Within the village, S.R. 61 is called Plymouth Street on the south and Sandusky Street on the north. Both State Route 98 and 603 terminate in Plymouth, on the south side of Baseline Road. State Route 98 merges into S.R. 61 a little south of the downtown, while S.R. 603, also called Trux Street, angles into the Public Square from the southeast. A railroad track is on the west side of the historic village. A depot and a cluster of c.1900 industrial buildings are situated along the tracks, a few blocks southwest of the Public Square.

District Overview

The original 1825 Plymouth plat had 46 lots. The lots were arranged around the existing roads of Plymouth, Sandusky, Main, and Trux streets. These early 19th century roads had the same configuration as they do today (See Attachment A – Maps). A large public square was situated at the crossroads of the four streets, with Plymouth Street (S.R. 61) extending south, Trux Street (S.R. 603) extending southeast, Sandusky Street (S.R. 61) proceeding northwest, and Main Street extending east/west. The nominated Plymouth Historic District contains most of the historic plat, with the exception of seven lots on Sandusky Street.

The commercial core of Plymouth faces the Public Square and is largely contained within four blocks, two on each side of both Sandusky and Plymouth streets. The commercial buildings are mostly brick and two or three stories in height. Residential buildings surround the commercial blocks, and institutional buildings are scattered near the historic district's edges.

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The Public Square is oddly shaped, due to road angles in the village, particularly Trux and Sandusky streets. Where the Public Square is present, East Main/West Broadway Street is roughly twice as wide as the rest of the road. This extra width is used for ample street parking. Additionally, the square has a large triangular section, at the northeast end. Additional parking spaces are contained within the triangular area of the square. (Photos 1-3)

The angled roads created an irregular street grid in the village, resulting in many buildings and lots also being angled or wedge-shaped. On the north side of the Public Square, the buildings in the block on the west side of Sandusky Street are slightly askew and on a northwest-southeast axis. The buildings in the block on the east side of Sandusky Street, on the north side of the Public Square, are angled to a larger degree on the northwest-southeast axis. The buildings on the south side of the Public Square conform to a north-south grid, except for the buildings where Trux Street angles into the village from the southeast.

New Street was originally known as Light Avenue in the 1900s. This street was the western boundary of the original town plat (in Huron County) and is the western boundary of the nominated historic district. New Street parallels the railroad tracks, just to its west outside the district boundary. The railroad tracks are below grade at W. Broadway, and a bridge traverses the tracks. On the south side of W. Broadway, New Street is named Railroad Street.

Decorative metal lampposts are placed throughout the Public Square. (Photos 6, 25) They were added to the village in the 1990s. Stone slab sidewalks (both along the street and in front yards), as well as porch steps remain intact in some locations. Remnants of this distinctive landscape feature can be found particularly in the residential areas. Within the historic district, stone sidewalk remnants can be seen in a few locations, such as in front of the Plymouth Methodist Church, 39 Sandusky, in front of 51 Plymouth, and in front of 48 Plymouth Street (Photo 32). A single stone sidewalk slab is also in front of 48 Plymouth Street, and the Methodist Parsonage, 41 Sandusky, retains its stone sidewalk from the street up to the porch. Stone porch steps can be seen at 45 Plymouth (Photo 28) and 54 Plymouth (Photo 33).

The Plymouth Historic District contains 61 buildings: 54 contributing and 7 noncontributing. The 1990 Veteran's Park is a noncontributing site. A block-by-block description is below, starting with the north side of the district and traveling from east to west. Unless otherwise noted within the text, buildings are counted as contributing. Note: construction dates for some of the oldest buildings in the district were determined by evaluation against an unpublished 1920s memoir, compiled by a former Plymouth resident, 1847-1853.¹ See separate Resource List Spreadsheet for a complete list of each building and contributing status.

¹ Boalt, Charlotte Wooster. *Memories of Plymouth: 1847-1853*, unpublished paper, 1920s.

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Block-By-Block Description: North Section (Huron County)

EAST MAIN STREET: from East District Boundary Line to Portner Street

Only one building is located between the historic district's eastern boundary and Portner Street. (Photos 4, 15) Located at 25 E. Main St., it is a two-story, rectangular brick building, with stone detailing. A date plaque indicates that it was constructed in 1915 by Reuben Deisler. It served as a movie venue until at least the mid-1900s.

EAST MAIN STREET: from Portner Street to Sandusky Street

This block contains six buildings, with the following addresses: 1, 3, 5-7, 9-11, 13-15, and 19. (Photo 2) The block is characterized by all brick buildings, set at an angle to the street grid and facing the triangular portion of the Public Square. A fire destroyed many of the extant buildings in April 1886, and, as a result, the buildings at 5-11 E. Main were all built within the following year. Two of the buildings are three stories, while the rest are two stories. 1-11 E. Main have matching architectural details and likely had the same architect or builder. They all feature the same segmentally arched upper-story windows, with brick hoodmolds and stone sills. They also have a similar brick cornice treatment, with an arcaded corbel table resting on a projecting brick belt course. The configuration of the arcaded corbel and belt course varies slightly, with 1, 3, and 5 having the same pattern; 7 being different; and 9-11 having a third variation. Storefronts are at the ground level of each building and most are intact. Several of the buildings have either a fixed or retractable awning. Second story porches, with simple metal railings, are at 7 and 15 E. Main.

The recessed, angled storefront at 1 E. Main appears to have been remodeled c.1950, as it has a door and glazed ceramic block popular at that time period. (Photos 2, 5) The storefront at 3 E. Main was remodeled in the late 1900s and largely infilled with brick. (Photos 2, 5) Both of the buildings at 1 and 3 E. Main are shown in a historic photograph, taken before the 1886 fire. The remainder of the storefronts in this grouping are intact with cast iron columns, wood bulkheads, large display windows, and wood cornice above the 1st floor. The building at 5 E. Main was originally a separate building, but it now has an interior connection with neighboring 7 E. Main. (Photos 2, 5) The three-story building at 7 E. Main has a stone date plaque, with '1886,' and all of these buildings are indicated on the 1887 Sanborn Map. For two decades, from the 1890s to at least 1911, 7 E. Main was known as Lee's Building.

The buildings at 9-11, 13, 15, and 19 E. Main St. complete the eastern end of this block. The c.1886 two-story building at 9-11 E. Main St. has intact wood storefronts at the ground level and a central doorway for the stairwell to the 2nd floor. The 2nd floor windows have been replaced, and the openings on 9 have been partially infilled. The window openings have stone sills and brick hood molds. The storefront at 9 housed a bakery for decades, while 11 contained a variety

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of businesses. An I.O.O.F. lodge was on the 2nd floor of the building from 1899 until c.1920. (Photos 2, 4-5) The three-story building at 13 E. Main St. currently houses the Plymouth Hardware store. (Photos 2, 4) It was constructed c.1910, as an addition to an extant c.1900 two-story frame implements building at the rear of the parcel. (Photo 15) It has a parapet wall and is distinguished by the four stone finials at each parapet corner. The two-story building at 15 E. Main St. was constructed at the same time as 13 E. Main. (Photos 2, 4) Initially it was a separate building, but it was connected on the interior to 13 E. Main, potentially when the hardware store relocated there in the mid-1990s. Both buildings feature rough cut stone belt courses and window sills; an ornate cornice with corbelled coursework below a belt course and at the roofline, as well as decorative brick panels, separated by piers. The intact storefronts of both buildings have a wood bulkhead, cast iron support columns, and large display windows. The building at 19 E. Main St. was constructed c.1950. (Photos 2, 4, 19) It is a concrete block building, with a smooth, brown brick façade. Beige bricks provide decorative contrast between the 1st and 2nd stories and at the angled corner. A historic image indicates that the door and window openings are the original size and in the same location.

WEST BROADWAY STREET: from Sandusky Street to Wall Street

Two two-story brick buildings, 10 and 16 W. Broadway, and a small park are located within this block. Originally known as Plymouth Hall, the large Italianate building at 8-10 W. Broadway was completed in early 1874 and is an anchor building in the historic district. (Photos 3, 6) The building's name changed to Hamilton Hall between 1893 and 1899. It features arched 4-over-4 windows, with brick hoodmolds and stone keystones, at the 2nd story. A decorative band of recessed cross-shaped panels is above the 2nd story. The four original storefronts were remodeled first in 1941, by the Peoples National Bank, with a Carrera glass facing installed on the ground floor. The southeast corner of the building was reconfigured in 1961 to have a recessed corner entrance, with exposed aggregate finish panels and a support column faced with ceramic tiles. The sign also appears to date from the 1961 remodel. The sheet metal facing is a late 20th century alteration, and it is unknown what materials are underneath. A small storefront, designated as 15 Sandusky Street, is at the northern corner of the building. A separate office was always in this location, and it appears to have been remodeled in 1941 too, retaining materials from that era. The ornate building at 16 W. Broadway was constructed in 1872 in the Italianate style. (Photos 3, 6) It features segmentally arched windows, decorative hoodmolds, heavy projecting cornices, a round rose window, a decorative finial on the roof, and intact storefront. A walkway separates the two buildings, and a metal fire escape stair with 2nd floor access for both buildings, is within the walkway. Veteran's Park, 26 W. Broadway, completes the block. It was established in 1990 and is a noncontributing site. The park contains paved walkways, concrete planters, a monument dedicated to veterans, and a partial historic fountain. The 19th century cast iron fountain was relocated to the park in 1990, after decades of being dismantled and the sections housed in different locations. It was removed, from its original location on Public

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Square, date unknown. Two-thirds of the fountain was restored, but the upper portion is new materials.

WEST BROADWAY STREET: from Wall Street to New Street

Four frame houses and a school building are situated within this block. The frame house at 28 W. Broadway is Greek Revival, constructed c.1850, exhibiting elements of the style including corner boards, heavy cornice returns on the gable ends, a plain entablature across the façade, and wood window surrounds with pedimented lintels. (Photo 7) The off-center, slightly recessed front door is emphasized by Ionic columns and a decorative entablature with dentils and egg and dart carving. Narrow sidelights flank the door, and the entrance is set within a larger surround of embedded Tuscan pilasters and ornate pediment. The c.1925 enclosed porch and roof dormer are later additions. The frame, gable-front house at 32 W. Broadway was constructed c.1915 and is being considered noncontributing. (Photo 8) It has been altered a great deal, including the removal or covering of all historic materials and its original form is no longer recognizable. Boalt mentions that a “small old house touching the street line”² was on this lot, and although this later house is noncontributing, it does maintain the historic relationship to the street. The frame house at 34 W. Broadway was constructed c.1885. (Photo 8) Boalt does describe a “two story house” as being in this location, but it is not certain if this is the same house. Of marginal historic integrity, it does maintain wood window surrounds and wood windows. The frame duplex at 38-40 W. Broadway was constructed c.1910 on the same parcel as 34 W. Broadway. (Photos 8, 18) Situated at the rear of the parcel, the duplex has a deep setback from the street. The 1911 Sanborn Map indicates that the building was a single dwelling, but it is shown as a duplex on the 1924 Sanborn.

The former Plymouth Elementary School, currently the village offices, is at 48 W. Broadway. (Photo 9) Constructed in 1948, with an addition in 1953, the school building is Colonial Revival in style. The school and the addition were designed by architect, Charles J. Marr. The façade features a central, arched entrance with a fanlight transom, stone date plate, keystone, and quoins, and curved bay windows in the end bays. A porte cochere is on the west elevation. The school is constructed of glazed yellow brick, which is continued on the interior walls. The building has a deep setback from W. Broadway Street, and a semi-circular sidewalk curves from the street up to the front door. A large, paved parking lot is behind the school, to the north, and a noncontributing 1976 concrete block shed is on the parcel. The village’s original plat dedicated lots 24, 25, and 26 for education. Additional lots to the north were eventually added, and the 1887 Sanborn map shows the school property as having roughly the same configuration as it does today. A large Union Public School was constructed on the site in 1876. That building was demolished for the 1948 school building.

² Boalt, *Memories of Plymouth: 1847-1853*, p. 2.

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Behind the school building, to the east, is a single concrete block building. (Photo 18) Although it is setback and accessed from Wall Street, the Huron County Auditor gives it the address of 0 W. Broadway. It was constructed in 2000 for telephone equipment and is a noncontributing building.

SANDUSKY STREET: from E. Main/W. Broadway to Spring Street

Four buildings, with the addresses of 18-20, 24, 26 and 30, are located on the east side of Sandusky Street, within this block. (Photo 5) The address of 18-20 Sandusky is a single building, although it is currently designated as separate lower/upper floor parcels. (Photos 5, 10) The two-story brick building was constructed in 1886, along with the buildings at 1-11 E. Main. 18-20 Sandusky Street has the same architectural details as those buildings, including the segmentally arched upper-story windows, with brick hoodmolds and stone sills, and the same arcaded corbel cornice treatment as 1 E. Main. The storefront at 18 Sandusky is a small triangular space - its shape dictated by the angle of Sandusky Street meeting the Public Square. A plain door on the south end of the façade provides direct access to an interior stairwell. A lodge hall was on the 2nd floor of the building from 1887 through the early 1900s. The door is set within a large opening that has been infilled with wood panels. North of the stairwell entrance is the barber shop storefront entrance and window. Both the door and window have been replaced and are within a surround of the same wood paneling as the stairwell door. An original cast iron column separates the storefront door and window, and the wood storefront cornice with carved brackets is visible. The storefront at 20 Sandusky has been altered with late 20th century materials, although it retains an early 20th century door and flanking cast iron columns.

The one-story concrete block building at 24 Sandusky Street was constructed c.1950, and its mid-20th century brick storefront, with an off-center recessed entrance, is largely intact. (Photos 5, 10) The two gable-front frame buildings at 26 Sandusky Street and 30 Sandusky Street were remodeled in the 1970s, which gave them a unified façade. (Photos 5, 10) The two-story buildings have vinyl siding, replacement windows, and brick at the 1st floor. Both buildings are indicated as early as the 1887 Sanborn map, and their form and historic materials are more evident on the side and rear elevations (Photos 10-11). 26 Sandusky had a two-story frame addition added to the rear c.1930 and a few 3-over-1 wood windows from that era are intact, as is the wood clapboard siding on the rear elevation. 30 Sandusky is narrower in width than 26 Sandusky, which is still visibly obvious. The rear 2nd story addition with open porch below was added to the building c.1900. The building housed a doctor's office from 1887 until the 1910s.

SANDUSKY STREET: from E. Main/W. Broadway to Dix Street

On the west side of Sandusky Street, within this block, there are four buildings. The currently vacant, paired buildings at 25 Sandusky Street were previously occupied by the police

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department. (Photos 12-13) They were constructed in 1967, replacing a late 1900s sheriff's office/residence and jail on the site. The façade of the larger building, facing Sandusky Street, has been altered with stucco and corrugated metal in the gable. However, the remainder of the concrete block buildings maintains their 1960s materials, such as stacked bond brick facing, porcelain enameled spandrels under vertical windows, and an integrated aluminum walkway between the buildings. A driveway is in front of the building, creating a deep setback from the street, and a large expanse of paved parking is to the south and west of the old Police Station. A cluster of commercial buildings were once between the Police Station and the rear of Plymouth Hall.

The brick Plymouth United Methodist Church, 39 Sandusky St., is beside the old City Hall/Police Station, to the north. (Photos 12, 14) It also has a deep setback, with a grass lawn and mature vegetation. At a cost of \$8,000, the church was constructed in 1866³ and had a substantial remodel thirty years later. The 1897 stone date plaque on the façade corresponds to the remodel date, and examination of the Sanborn maps illustrates that the church was modified to its present form then. The remodel included an addition on the north elevation and relocation of the entrance/bell tower, from the center of the façade to the corner. The centered, arched stained glass window, along with the rose window above, date to the 1897 remodel, taking the place of the original entrance and 75' spire. The Plymouth United Methodist Church combines elements of the Romanesque Revival and Late Gothic Revival styles. The building features brick corbelling, stained glass windows, stone trim, and a corner bell tower. The Methodist insignia, with cross and draped red fabric, is within the roof shingles, and the design can be seen from several points in the village. A one-story concrete block addition with brick facing and Gothic windows was built onto the rear elevation in 1950. A two-story, frame house was built on the church property, 41 Sandusky St., in 1905 to serve as the parsonage. (Photos 12, 14) It has elements of the Colonial Revival style, including Doric porch columns, upper story bay window, and pedimented gables. A frame garage was constructed behind the house in 1997, and it is being considered noncontributing.

PORTNER STREET: from E. Main Street to Spring Street

Only one building is in this block. Constructed in 1960, the Fire Department Station is at 20 Portner. (Photo 15) It has four large truck bays and a pedestrian door in the southernmost bay. The building has a deep eave. A concrete block building, it is utilitarian in character. The blocks around the door are set on end, in a stacked bond, giving the building its lone Modernist characteristic detail.

³ "Presbyterian church organized in 1819 at Van Hauten home," *The Plymouth Advertiser*, August 5, 1965, p.3A.

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SPRING STREET: from Portner Street to Sandusky Street

One building is within this block of the nominated district – a one-story, frame house located at 9 Spring Street. (Photo 16) The house appears to be the same rectangular dwelling seen on the 1887 Sanborn map. Between 1904 and 1911, the house was converted to a sausage factory and additions were added on the south and west elevations. It remained a sausage factory until at least 1938, returning to a single dwelling sometime after that. The house presently has vinyl siding and replacement windows.

DIX STREET: from Sandusky Street to New Street

A frame, two-story house is located within this block, at 45 Dix Street. (Photo 17) An article in the *Plymouth Advertiser* indicates that this house was once located on the Square and that the newspaper was first published in it.⁴ As the newspaper began publication in 1853, the house would date to c.1850. It is unknown when it was relocated, but a building in this location is seen on the 1873 county atlas. The house also appears here on the 1887 Sanborn. A front porch was added c.1910; otherwise the building's configuration has not changed. The house presently has vinyl siding and replacement windows.

Block-By-Block Description: South Section (Richland County)

TRUX STREET: from Paddock Street to E. Main Street

Two brick buildings are located in this block, including addresses at 26, and 28 E. Main Street. They have a similar brick cornice treatment – an arcaded corbel table resting on a projecting brick belt course – as the buildings on the north side of the Public Square. The two-story brick building at 28 E. Main is the easternmost building in the district. (Photos 19-20) It has arched windows on the 2nd floor with a brick hoodmold and the ground floor has been infilled with brick. The building was used for meat storage from the 1880s until c.1920, when it was converted to residential use.

The adjacent building at 26 E. Main was a hotel, constructed c.1870, in the Italianate style. (Photos 19-20) Originally called the National Hotel, it is on the 1887 Sanborn map. This site has historically been associated with early travel and was the location of the Wolfenberger Tavern in the early 1800s (to date, it is unknown if any portion of that building was incorporated into the National Hotel). The present building is irregular in shape, conforming to the angled road. It is two stories where it faces Trux Street and three stories where it faces E. Main Street. Later known as the Sourwine Hotel, it operated as a hotel into the early 1930s, and was

⁴ “First issue published in this house, 1853,” *The Plymouth Advertiser*, October 23, 1958.

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converted to flats in 1936. The façade has 4-over-4 wood windows, stone sills, and heavy stone lintels over the ground floor openings. The portion facing Trux has two arched doorways and three large window openings, two of which have been partially infilled with brick, on the ground floor. The portion of the façade facing E. Main contains two storefronts. The eastern one is partially intact with a recessed entrance that has a huge storefront window, a wood door with a large glass pane, and a transom window. The western one has been infilled, although the cast iron columns are still intact.

E. MAIN STREET: from Trux Street to Plymouth Street

Four brick buildings, most of which are two stories, are located in this block on the south side of the Public Square. They include addresses at 4, 6-8, 10, and 14 E. Main Street. They have a similar brick cornice treatment – an arcaded corbel table resting on a projecting brick belt course – as the buildings on the north side of the Public Square. The large three-story building at 14 E. Main was constructed in 1871. (Photo 19) It contained commercial businesses on the lower floors and the Masonic Hall on the 3rd floor. The ground level contains two storefronts separated by a central door, accessing an interior stairwell. The eastern storefront was altered c.1960 with permastone facing on the 1st and 2nd floors. The western storefront is intact and recently renovated. It has a wood bulkhead, plate glass windows, diamond pattern transom windows, cast iron columns, and a recessed door.

The two-story building at 10 E. Main has two storefronts and a centered door for access to the interior stairs. (Photo 21) The storefront on the east is partially intact with cast iron columns, while the storefront to the west has been altered and infilled with brick facing. The 2nd story has arched windows with a brick hoodmold and 1-over-1 wood windows. The two-story building at 6-8 E. Main also has two storefronts and a centered door for access to the interior stairs. (Photos 21-22) The storefronts are largely intact with wood cornice, cast iron columns, large display windows, wood bulkheads, transom windows, and recessed doors. The 2nd story has arched windows with a brick hoodmold and 1-over-1 wood windows at 6 E. Main. The building at 4 E. Main has a single storefront, and an embedded pilaster, with Corinthian column, separates it from the abutting building. (Photos 21-22) The wood cornice is intact, but the storefront was altered in the late 20th century. The 2nd story has arched window openings with a brick hoodmold. Being at the corner, 4 E. Main has a storefront window on the west, side elevation, and the cornice continues around onto this storefront bay. The decorative, corbelled brick cornice also continues along this elevation. The buildings at 4, 6-8, 10-12 E. Main were constructed at roughly the same time as the adjacent Masonic Hall. They are seen in the background in an 1874 photograph (See Attachment B).

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WEST BROADWAY STREET: from Plymouth Street to Wall Street

This block along W. Broadway contains four buildings, three of which are frame. The two-story buildings are located at the addresses of 5-7, 9-11, 13-15, and 19 W. Broadway. The c.1850 Greek Revival frame building at 5-7 W. Broadway has wide corner boards and cornice, clapboard siding, 1-over-1 wood windows, and a wood window surround. (Photos 1, 23, 25) It has two storefronts and a centered door for access to the interior stairs. The eastern storefront was updated c.1950, while the western storefront retains its 19th century configuration. The lone brick building on the block is at 9-11 W. Broadway. (Photos 1, 24-25) It has two storefronts and a centered door for access to the interior stairs. The storefronts were largely remodeled in the late 20th century, but are in keeping with a c.1900 configuration. The 2nd floor has segmentally arched window openings, with brick hoodmolds. The building has a similar corbelled brick cornice as other buildings in the village and likely was also constructed c.1887. The c.1850 Greek Revival building at 13-15 W. Broadway has a recessed 2nd story porch in antis. (Photos 24-25) The Sanborn maps indicate that the 2nd floor projected over the 1st floor, forming a recessed porch at the ground level. The building was initially a house, but was utilized for offices by 1899. Circa 1910, the open 1st floor porch was infilled, two storefronts created, and a large addition was added to the rear elevation, which served as a dwelling. In the 1920s, the rear addition became offices, and then was converted to flats by 1938. The final building in the block, at 19 W. Broadway, is a house with a two-story, c.1910 rock face concrete block storefront addition on the façade. (Photo 25) The concrete block addition has concrete details, including a decorative cornice. The storefront, as well as the c.1900 porch addition, has been partially infilled and altered with newer materials. On the west elevation, heavy hoodmolds, with dentils and keystones, are present, and the large-cut stone foundation is visible. A sign on the front of the building denotes it as the 1860 D.B. King House, and the Richland County Auditor also assigns 1860 to the building. It remained an individual dwelling, even with the storefront added, until the 1930s. In 1938, the Sanborn map shows the building as having been converted to flats, and the post office is in the commercial section. An early 20th century frame barn is to the rear of the house, facing Wall Street. It was converted to a two car garage c.1920, and a one-story garage bay later was constructed between the barn and the house's rear elevation.

WEST BROADWAY STREET: from Wall Street to Railroad Street

Two brick buildings are in this block: the Mansfield/Richland County Public Library-Plymouth Branch and the Evangelical Lutheran Church. The 1986 library, 29 W. Broadway, is noncontributing. (Photo 26) It is situated on a large parcel, with a deep setback from the road. The Evangelical Lutheran Church at 51 W. Broadway was constructed in 1886. The High Victorian Gothic church has stained glass and rose windows, a steeple, a bell tower, and wood and stone decorative details. (Photo 26) A brick, one-story Sunday School addition was added to the southeast rear corner of the church c.1910. In 1930, a one-story, brick dining hall and kitchen were added to the southwest rear corner of the church.

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PLYMOUTH STREET: from W. Broadway Street to Mills Avenue

The southern boundary for the historic district occurs at Mills Avenue and contains parcels that were included in the original plat. There are sixteen buildings within this section, including commercial and residential buildings. On the east side of Plymouth Street, the two-story, brick house at 25 Plymouth is Italianate in style. (Photo 27) It was the home of Robert McDonough, and the Richland County Auditor assigns the building an 1850 construction date. This date appears to be accurate given the architectural style, and its presence is mentioned in the Charlotte Boalt memoir.⁵ It retains wood 2-over-2 windows, brick hoodmolds, a deep eave with ornate bracketed cornice, and frieze windows. A decorative, single-bay wood porch is on the façade, and a one-story frame, recessed porch is on the rear of the building. This rear frame section has embedded corner pilasters, giving it a Greek Revival appearance, and it may be a remnant of an older structure pre-dating the brick house. The Post Office is at 27 Plymouth (Photo 27). Finished in 1959, the one-story brick building is a modest example of the International Style and features the characteristic flat roof, cubist form, off-center entrance, and a bank of storefront windows. The façade's original storefront windows have been altered, but the building's form and style are still evident. The stone door and window surround and entrance storefront system are intact. The First Presbyterian Church, at 29 Plymouth Street, located at this site in 1885. (Photos 27, 36) It is a frame building that has been vinyl sided. It has a bell tower behind the projecting entrance door and a stained glass window on the façade. The church suffered a fire in 1973, resulting in some alterations. Of marginal historic integrity, it does maintain its overall form, a portion of the bell tower, and stained glass windows. Additionally, it conveys the historic streetscape within the original town plat. The frame house at 45 Plymouth is quite intact, but is obscured from the street by dense foliage. (Photo 28) Constructed in 1880, the house is Italianate and retains the deep eave, cornice, and bay window features of the style. The house also has a stone foundation, wood clapboard siding, window surrounds, and 12-over-1 wood windows. It has a single bay wood porch, with Doric column, and old stone block steps. A brick and frame enclosed porch was added on the north elevation c.1920. The frame house at 51 Plymouth was constructed in 1880. (Photo 29) It is an aluminum-sided I-House with one-story extensions off of the rear elevation. The house has 6-over-6 wood windows, a stone foundation, and a standing seam metal roof. The house is situated right at the sidewalk line, with no setback, unlike the neighboring houses. From the 1880s to the 1910s, an exterior stair was located on the north elevation. The 1899 Sanborn map indicates that a hand laundry was located in the building, and on the 1904 and 1911 Sanborn maps, an office is denoted instead of the laundry. By the 1924 Sanborn, the building was purely residential and the exterior stair removed. A c.1930 board and batten frame shed is behind the house. A large side yard is on the south side 51 Plymouth, where another house once stood, but was destroyed by fire.

⁵ Gordon, Stephen C. *How to Complete the Ohio Historic Inventory* (Columbus, Ohio: Ohio Historical Society, Inc., 1992), p.85. Constructed in 1850, the McDonough is an early date for the Italianate style in Ohio, and most examples in the state date to later in the 1860s and 1870s. However, Gordon defines the time period for the Italianate in Ohio as being c.1850-1880.

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On the west side of the street, there are five houses at the addresses of 18, 36, 42, 48, and 54 Plymouth Street. Each of the houses has an associated, detached garage. Additionally, a two-story, frame commercial building is at 26 Plymouth. The 2½ story, frame building at 18 Plymouth is a Greek Revival house, constructed c.1850. (Photo 30) The gable front house has a low-pitch side gable wing. This two-story section may be original, and dates to at least the 1880s. It is shown on the 1887 Sanborn as an insurance office. It is designated as a storefront on the 1924 and 1938 Sanborn maps. Although some of the materials have been altered, the house maintains the characteristic cornice returns, as well as its form of a combination residence/storefront. A three-car frame garage was added to the property c.1920. Additionally, a detached four-car frame garage was added to the rear of the property in 1930, facing Wall Street. The frame commercial building at 26 Plymouth has elements of the Greek Revival, such as wide fascia and corner boards. (Photos 30-31) The Richland County Auditor assigns the building an 1848 construction date. This date appears to be accurate given the architectural style, and its presence is mentioned in the Charlotte Boalt memoir. Although the porch was removed from the façade c.2014, the storefront appears little changed from its 19th century appearance, and the whole building retains its clapboard siding. A two-story brick addition, with segmentally arched openings, was added to the rear of the building c.1886. A one-story wing is on the south elevation of the brick section, and it once contained the engine room. A one-story, shed roof, frame garage addition was added to the west elevation of the brick section c.1930. The property was originally the J. Beelman Furniture Factory until the 1890s. In the early 1900s, the Becker & Brown Machine Shop was in the brick portion of the building. The building continued to serve as a furniture warehouse in the 1930s. The house at 36 Plymouth was the residence of J. Beelman, according to notations on the 1887, 1893, and 1899 Sanborn maps. (Photo 31) Constructed c.1885, its original form is unrecognizable, and with all historic materials covered or removed, it is being considered noncontributing. A c.1920 frame, three-car garage remains on the property. (Photo 36) It has a concrete block foundation, standing seam metal roof, wood overhead doors, and asphalt siding. It retains sufficient integrity, illustrating an early-mid 20th century garage, to be considered contributing.

The frame house at 42 Plymouth is a Gabled Ell. (Photo 37) Constructed in 1900, it has a glazed block foundation, a standing seam metal roof, a wood porch with Doric columns, and a few intact one-over-one windows. Constructed in 1925, a frame three-car garage with wood shake siding, fixed wood two-light windows, and replacement overhead doors is at the rear of the property. The frame house at 48 Plymouth was constructed between 1904 and 1911. (Photo 32) It has a rock face concrete block foundation and a wraparound porch with Doric columns. Although the house has been altered with replacement windows and vinyl siding, it retains enough materials and form to convey its era of construction. The stone slab sidewalk remains intact in front of the house, and a frame garage is intact at the rear of the lot. (Photo 35) The garage dates to 1935 and it retains wood clapboard siding, original wood doors, and fixed multi-light windows. The frame house at 54 Plymouth exhibits elements of the Italianate style,

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including a wide cornice with carved brackets, wood window surrounds with simple hoods, and some two-over-two windows. (Photos 32, 34) The 1880 house has a stone foundation and aluminum siding. Located on a corner lot, the house has a door on the east and south elevations. A wraparound porch was added to the house between 1904 and 1911, but it has since been removed. Stone slab steps, up to the stoop on Plymouth Street, remain in place. (Photo 33) A frame garage was added behind the house, accessed from Mills Ave., in 2000, and it is considered noncontributing.

MILLS AVENUE: from Plymouth Street to Wall Street

One frame, two-story house at 20 Mills Avenue is the only building within this block oriented toward Mills Avenue. (Photo 35) The parcel was initially part of town lot 10, associated with 54 Plymouth St., but the lot was split by the 1880s, likely when the two houses were constructed. 20 Mills was built c.1885. Of marginal historic integrity, it does maintain its original form, deep eaves, and the stone foundation is visible. Additionally, it is situated close to the sidewalk line and Wall Street, conveying the historic streetscape within the original town plat.

Historic Integrity

The Plymouth Historic District maintains historic integrity, meeting the seven elements that define integrity. The historic district remains in its original location and the setting is intact. Plymouth historically was a rural, crossroads settlement serving the surrounding agricultural community. It is still located within a predominantly rural, agricultural area. Additionally, the setting of the district, arranged around extant roads is still intact. The original 1825 village plat clearly shows the road alignments that are still present today. A large square was developed at the road crossings, and the village lots were situated in relationship to the square and the roads. This settlement pattern is quite evident in the village. The 1825 Public Square is intact, and scaled to accommodate enormous freight wagons with teams of horses, its size has never been reduced. See Section 8, Criterion A discussion for more detail on the intact setting.

The Plymouth Historic District retains the design, materials, and workmanship of the various eras of construction found within the district. The Period of Significance is 1848 to 1967, and several architectural styles that were popular during that century plus are found. They include the Greek Revival, Italianate, Gothic Revivals, Colonial Revival, and Modernist. The design of each of these styles is evident when exploring the village. Because it was an early 19th century settlement centered on a major thoroughfare, it gained early prosperity. As a result, the village has a heavy concentration of the older architectural styles associated with the mid-1800s, particularly the Greek Revival and Italianate. Characteristic defining features of all styles represented are intact, both illustrating the community's architectural heritage and its corresponding eras of development. For example, fires in the 1860s and again in 1886 destroyed many of the older wood buildings around the square, and an ordinance was passed only permitting brick buildings in the commercial center. The preponderance of brick Italianate

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commercial buildings, with nearly identical details, illustrates this piece of Plymouth's history. Common materials and design features associated with architectural styles and eras of construction are seen throughout the district. For example, the pointed, arched stained-glass windows of the High Victorian Gothic Lutheran Church and the stacked bond brick and porcelain enameled spandrels of the Modernist City Hall are intact. Workmanship of the respective eras is also evident. This is particularly true for the multiple wood-frame buildings of c.1850, which has contributed to their retention on the streetscape.

All of the combined elements noted above give a sense of time and place for the Plymouth Historic District. The district conveys the feeling of a 19th century commercial center and association with its early 19th century transportation-related history.

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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

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Areas of Significance

(Enter categories from instructions.)

SETTLEMENT

COMMERCE

ARCHITECTURE

Period of Significance

1825-1967

Significant Dates

1825

1848

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Charles J. Marr

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Plymouth Historic District is an intact representative of a village crossroads settlement in north central Ohio, established following the War of 1812. Settled along roads improved by the army during the war, the village maintains its early settlement patterns. It meets Criterion A for early settlement and commerce. The Plymouth Historic District reflects a rural 19th century commercial center and still contains four wood-frame commercial buildings from c.1850. It also meets Criterion C for architecture, and contains buildings representing styles popular from the 1860s to the 1960s. The Period of Significance is 1825, when the village was platted around existing roads (some of which were military roads chopped out of the landscape during the War of 1812) to 1967, which is the last era of major new construction in the historic downtown. The village had a modest post-World War II boom and reached its peak population in 1970. The final buildings constructed in the historic core represent the end period of Plymouth's 20th century growth. The oldest documented building in the district was constructed in 1848.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Plymouth – Background History

Early Settlement and the Stagecoach Era: 1815-1846

The village of Plymouth was settled by Abraham Trucks⁶ in 1815. According to most histories, Trucks was a soldier in the War of 1812, and had previously been through the area, while serving with Brigadier General Reasin Beall. Genealogical research from the 1950s indicates that Trucks was not a soldier, but instead a sutler, “one who accompanied substantial bodies of troops as vendor of comestibles and other items not furnished in the ration.”⁷

As the War of 1812 commenced, Gen. Beall led a regiment of 2,000 militiamen to defend the fort at Lower Sandusky and to provide a defensive line between the settlers in Richland County and the nearby Indian tribes. Marching from eastern Ohio, progress for Beall's trek was slow as there was a lack of roads. The troops camped often to clear trees for new roads or to widen existing trails, making it passable for supply wagons. One such camp that the regiment made was near a spring on the west branch of the Huron River, in what would become present day Plymouth.

⁶ As early as the 1850s, the spelling of his name often shows up in historic accounts as Abram Trux. Research by the Plymouth Area Historical Society has confirmed the spelling as Abraham Trucks on land deeds and his will. It is also spelled that way on the 1820 federal census.

⁷ “Written, documented record of Plymouth ‘poor thing,’” *The Plymouth Advertiser*, August 5, 1965.

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Troop movements created new roads in the region, some of which followed extant Indian trails. Guided by Capt. John, a Seneca chief, General Beall's army followed the old Wyandot trail. This trail extended from the mouth of the Sandusky River to Fort Pitt (Pittsburgh), passing across the northeast corner of Plymouth Township (Richland County), and through the present village of Plymouth.⁸ As Gen. Beall's army slowly proceeded along this trail in 1812, they widened it, from roughly Wooster to Plymouth, where it cut north into Huron County. In the 19th century, this improved trail would be referred to as Beall's Trail or the great military road. Today, this old military road is State Route 603 through Richland County, and is also known as Trux Street within Plymouth.⁹

Although there were sparse pioneer settlements in the overall region, dating to the early 1800s, the War of 1812 slowed migration into the area. Plymouth's founding and subsequent growth was heavily influenced by transportation routes established during the war. After the War of 1812, as new pioneers began to arrive, numerous blazed trails crisscrossed the area, connecting settlement clusters to individual homesteads in the forest. For example, settlers traveled the military road to Plymouth, settled along it or then blazed pathways to their farmstead in the surrounding woods. "Thus it was, before Paris [Plymouth] was laid out, there were settlements in every direction, and 'blazed trails' leading from the village to these different settlements. It is a remarkable fact, that no less than fourteen or fifteen 'blazed trails' lead through the woods to as many different settlements, all these trails centering in Paris [Plymouth]."¹⁰ In this way, Plymouth, by virtue of the military road, became a village settlement, growing organically as settlers arrived. "Generally, towns are planted, as it were, nourished and made to grow; but Plymouth, or Paris, as it was first called, sprang up, grew and developed, like a mushroom in the wilderness."¹¹

Abraham Trucks, the founder of Plymouth, was one such pioneer. He made his way back to the idyllic campsite, following the military road. He started a homestead in 1815, at present day Plymouth, relocated his family from Pennsylvania, and was soon joined by other pioneers. The settlement grew over the next decade, with sixteen log houses on the site.

In 1825, ten years after settling there, Abraham Trucks, along with Dr. Lemuel Powers and John Barney, officially platted a village, with 46 in-lots (See Attachment A). Lemuel Powers was also Plymouth's first doctor and first area whiskey distiller. All of the lots were sold by 1827, and additions were quickly made to the original plat. Initially having the name of Paris, the village was incorporated in 1834. However, that name was already in use elsewhere in Ohio, and the title of Plymouth was shortly adopted in 1838. The southern portion of the village is in

⁸ Graham, A. A. *History of Richland County, Ohio: Its Past and Present* (Mansfield, Ohio: A. A. Graham & Co., Publishers, 1880), p.555.

⁹ McKee, Timothy Brian. *William Henry Harrison made history in Richland County: 1812*, March 11, 2017.

¹⁰ Graham, *History of Richland County, Ohio: Its Past and Present*, p.559.

¹¹ Graham, *History of Richland County, Ohio: Its Past and Present*, p.558.

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Plymouth Township, earlier established in 1818, in Richland County. Plus, there was already a nearby post office, designated as Plymouth.

It should be noted that the northern portion of the village is in New Haven Township, Huron County. Pioneers arriving to Plymouth tended to be of English, Scottish, or Irish heritage, arriving from New York and Pennsylvania. Other new arrivals included “Connecticut Yankees, with land warrants in their pockets, which called for a certain amount of land on the Connecticut Reservation. These people followed the old military road to Paris, and then went north ‘blazing’ their way to their farms.”¹² Huron County is located within the Firelands section of the Connecticut Western Reserve, and the county line, extending east-west through Plymouth, was the southern boundary of the Western Reserve. Since the time of King Charles II, the State of Connecticut had held claim to a vast swath of western lands. Although much of it was ceded to the federal government for the 1787 Northwest Ordinance, Connecticut continued to hold onto acreage that would ultimately become northeast Ohio. The 500,000 acres at the western end of the Western Reserve were designated as the Firelands. This area was set aside for Connecticut residents that had suffered fire losses from British troops during the Revolutionary War. It was not until after the War of 1812 that the majority of eligible Connecticut citizens took advantage of their free land grants in the Firelands region.

Plymouth was well situated to take advantage of the new military roads, especially the north-south routes. Massive freight wagons passed through Plymouth, heading north loaded with agricultural products from southern areas.

One of the most important and most used of the early roads was the one north and south from Mount Vernon to the lake. From Mansfield this road bore directly north to Brubaker Creek, in Franklin Township, thence northeast [northwest] through what is now Shiloh, to Plymouth and New Haven, in Huron County, thence to the mouth of Huron River. At Plymouth it intersected Beall’s trail, which is followed from that place to the lake...This road was the great outlet for grain and produce in the rich and older settled counties of Knox and Licking and others.¹³

Products were hauled to Milan or Lake Erie, for shipping. By c.1830 and through the freight wagon era, Milan was a grain capital. The 1891 *Atlas of Huron County* described Milan’s prominence and the associated transportation routes leading to it.

Before railroads were built, when Milan was the Chicago of the world in the wheat trade, there being a ship-canal for lake vessels from Huron to Milan, during the period from 1832 to 1845, and when grain was hauled over one hundred miles from the south, long

¹² Graham, *History of Richland County, Ohio: Its Past and Present*, p.558-59.

¹³ Graham, *History of Richland County, Ohio: Its Past and Present*, p.239.

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strings of two, four and six horse teams were often seen on all our north and south roads, while the 'tavern' keeper at each crossroad did a flourishing business.¹⁴

Plymouth, located about 24 miles due south of Milan, was more than a crossroads by this point. Being situated along Beall's military road and the great stage route, it was a center for road-related enterprises, and three taverns were operating in Plymouth within a couple years of its formation. Plymouth's first mayor, Daniel Colckglazier, was also the proprietor of the well-known Wolfenberger Tavern. Additionally, the village had a supply of blacksmiths, wheelwrights, and carriage makers.

Plymouth's steady growth in its early years resulted in the construction of a school, churches, and the establishment of a variety of commercial businesses. The Presbyterians and Methodists both had had congregations near the village since the 1810s. The Methodists were the largest denomination, and they utilized and oversaw the 1825 subscription school building. The Presbyterians and Lutherans both built their own church buildings in the 1830s. The village became an exempted school district in 1847, under the regulations established by the Akron Law. The first bank opened in 1839. It was a private bank, as were subsequent banks, until the First National Bank of Plymouth was established in 1873. The *Plymouth Advertiser*, a long-running newspaper, was started in 1853.

On the cusp of entering its next era of development, the 1841 *Ohio Gazetteer and Travelers Guide* described Plymouth as being "on the great stage road from Mount Vernon and Mansfield, to Portland, or Sandusky City," and that it was "surrounded by fertile country under a high state of cultivation."¹⁵ Ordinances in the 1840s and 1850s dictated village improvements. For example, in 1843, lot owners were required to construct wood sidewalks, and in 1851, the village council made an assessment for constructing stone gutters.¹⁶ The *Plymouth Advertiser* reported that on June 10, 1854 over 200 wagons were in the village that day, and one week that month had brought \$10,500 in business.¹⁷ The village closed its early development years with a population of about 500.

Railroad and Industrial Era: 1846-1930

Plymouth would be an early railroad community, further enhancing its commercial base. The Mansfield and New Haven Railroad was chartered on March 12, 1836, one of the oldest railroads in Ohio.¹⁸ The railroad connected the two towns, and "work began on both ends of the line about the same time, working toward the high ground near Plymouth."¹⁹ A line between New Haven

¹⁴ Mesnard, H.W. and Wm N. Perrin. *Atlas of Huron County Ohio* (Cleveland: L.B. Mesnard, Son & Co., 1891), p.7.

¹⁵ Jenkins, Warren. *The Ohio Gazetteer and Travelers Guide* (Columbus, OH: I.N. Whiting, 1841), p.351.

¹⁶ Fleming, May. *History of Plymouth Ohio: 1815 to 1930* (Plymouth, Ohio: Plymouth Advertiser, 1965), p.13.

¹⁷ Plymouth Area Historical Society, *History of Plymouth, Ohio, Area* (Dallas, Texas: Taylor Pub. Co., 1989), p.15.

¹⁸ Graham, *History of Richland County, Ohio: Its Past and Present*, p.302.

¹⁹ Graham, *History of Richland County, Ohio: Its Past and Present*, p.302.

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and Monroeville, both in Huron County, connected the Mansfield Railroad to the Sandusky & Monroeville Railroad, chartered in 1835. All sections of the lines were completed in the fall of 1845, except the tracks between Mansfield and Plymouth. This section took longer due to complications at the “deep cut,” just outside Plymouth, and the full Mansfield to Sandusky route was not completed until late spring 1846.

The first train arrived in Plymouth in September 1845, bringing salt and merchandise. Delivered to the merchants John Culp and W.W. Drennan, Plymouth was the first location in Richland County to receive merchandise via railroad. The train back to Sandusky then carried wheat and produce. Capitalizing on the railroad trade, a warehouse was quickly built in Plymouth. Completed in the fall of 1846, it facilitated the connection of the surrounding farmlands to far off ports. In the 1880 *History of Richland County*, W.W. Drennan recalled that the 1846 transport of wheat from the Plymouth warehouse “was the first crop of wheat shipped in bulk, not in bags or barrels, from the county.”²⁰ The warehouse was capable of holding “300,000 bushels of wheat, and Plymouth immediately became a great wheat market,”²¹ with people traveling long distances to access it.

The early railroad lines eventually merged, and a new track was constructed in the early 1850s, connecting Mansfield and Newark, to the south. The railroad then became the Sandusky, Mansfield & Newark Railroad. In 1869, this line was consolidated into the larger Baltimore & Ohio Railroad, becoming the Lake Erie Division. A second railroad, traveling east-west, was completed on the southern edge of Plymouth in 1886. Initially known as the Pittsburgh, Akron, & Western Railroad, this line also had a depot in the village. In the late 1800s, telegraph lines were constructed along railroad tracks, and Plymouth was one of nine telegraph offices within Richland County, outside of Mansfield.

While Plymouth enjoyed commercial prosperity due to its location on strategic roadways and the railroad, it also had a local industrial base, which buoyed the community. A brickyard was established c.1850, at the present intersection of Sandusky and Dix streets, and many of the village’s mid-19th century buildings were constructed from bricks made there. The brickyard is not indicated on the 1873 *Atlas of Huron County* and likely was closed or moved, as village development had expanded northward by then. A stone quarry operated for several years in the late 19th century, just outside Plymouth near the river. It too supplied materials for local buildings.

In the 1870s, an industrial area developed on the west side of the village and railroad tracks. A factory building was constructed in 1869 near the B&O depot. It initially housed a handle factory and later became the Plymouth Machine Works, makers of small engines, saw mills, and

²⁰ Graham, *History of Richland County, Ohio: Its Past and Present*, p.304.

²¹ Graham, *History of Richland County, Ohio: Its Past and Present*, p.561.

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road scrapers. The Northern Ohio Bracket Works occupied part of a foundry building in the vicinity. Established c.1871, it was operated by Beelman and Brothers, and had a national distribution for its products, such as brackets and mirror frames. From the 1880s to c.1920, J. W. Webb had a carriage works shop on Trux Street, just at the southeastern edge of the downtown. S. Parker had a carriage shop on Plymouth Street on the south end of the village in the 19th century, until about 1890.

Population from the 1840s through the 1860s had hovered in the 400s, but by 1870, it was 703.²² The 1873 *Richland County Atlas* described Plymouth as being “surrounded by a rich productive agricultural region. It has a weekly newspaper, fine public and private buildings and does a large trade.” By 1880, Plymouth had a little over 1,000 inhabitants. The *History of Richland County*, published that year, noted that the village had five secret societies, two hotels, five dry-goods stores, four millineries, two hardware stores, two stove and tin shops, three drug stores, two shoe stores, two furniture stores, and an assortment of mechanics and tradesmen.²³ By the early 1890s, there were also specialty merchants, such as jewelers. A large fire on April 26, 1886 destroyed the northeast side of the Public Square. Consequently, an ordinance was passed banning any new frame construction on the square. Another fire had occurred earlier, in 1866, and there seems to have already been a shift to masonry construction on the square, as evidenced by 16 W. Broadway (1872) and Plymouth Hall (1874).

In addition to the secret societies, there were other entertainment options in the village during the late 1800s and into the 1900s. One of Plymouth’s largest buildings was completed in early 1874, on the northwest corner of the Public Square. Known as Plymouth Hall, the 600-seat performance venue was constructed by a stock company. In keeping with the area’s rich farmlands, the Plymouth Agricultural Society was established in 1855. The organization hosted a fair every year on leased grounds. In 1870, the Society formed a joint stock company and purchased 13 acres on the west side of the village, north of W. Broadway and west of the railroad tracks. Several buildings and a half-mile track, for horse racing and other demonstrations, were constructed. Big, elaborate fairs were held until 1895, when the land was sold and later developed into residential lots. In 1915, the 225-seat Deisler Theater was constructed by Reuben Deisler. The national theater publication, *Motography*, featured a blurb on Deisler in its August 1916 issue, due to the fact that he was a blind man operating a theater.

The early 1900s brought more investment, as well as civic improvements to the village. The community was thriving to the extent that a new three-story, brick hotel was built in 1906. Located on Sandusky Street, just north of the Public Square, the Smith Hotel was the last hotel constructed in the village (no longer extant). A second bank was established in November 1903, the Peoples National Bank. Early 20th century civic improvements to the village included the

²² Fleming, *History of Plymouth Ohio: 1815 to 1930*, p.14.

²³ Graham, *History of Richland County, Ohio: Its Past and Present*, p.562.

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paving of the roads, beginning with the Public Square in 1911. The village established its own water and power utilities during this era – the city light plant was in operation by the early 1910s. An interurban line was completed from Sandusky to Mansfield in 1904, with a stop in Plymouth. It operated until 1924. And, a separate high school was constructed in 1929, thus removing the older students from the 1875 union school.

Plymouth's most storied and important industrial firm was the Fate-Root-Heath Company. Formed in 1919, it was the merger of two older, individual companies. The Root Brothers Company, makers of cobbler's outfits, relocated to Plymouth from Medina in 1895. In 1904, the company became the Root-Heath Manufacturing Company, when a son-in-law joined the firm. At this time, the company introduced new products, including corn shellers and a machine that sharpened lawnmowers.

John D. Fate, Sr. moved to Plymouth in 1882 and started the Fate and Gunsaulus Co. The company manufactured brick and tile-making machinery. Fate bought out his partner in 1892, renaming it the J.D. Fate Company. His sons joined the firm in 1898. In 1909, the company expanded its production line to trucks, buses, and other vehicles. (See Attachment B) The vehicle line was in partnership with Toledo investors, and that part of the business was incorporated as the Plymouth Truck Company. Trucks were built to order for the specific customer. Produced through 1915, between 150 and 200 trucks were manufactured.²⁴

The company also produced a single automobile in 1910. Emblazoned with 'Plymouth' across the grill, it was the world's first Plymouth car. The seven-passenger touring auto was driven to New York City, but suffered a breakdown in Atlantic City. It was hauled back to Plymouth, and the company decided to opt out of car production. In 1928, the Chrysler Corporation purchased the Plymouth name, and that same year introduced the first Chrysler Plymouth car.

The Bigelow Clay Company, of New London, requested a special truck to be used on rails. Fabricated in 1912, the J.D. Fate Company then spent the next two years experimenting with other small locomotives, and in 1914, introduced the first of a series of gasoline locomotive models. The following year the company discontinued truck manufacture, in order to focus exclusively on the small locomotive niche. Known as critters, the small locomotives could be tailored for the desired size and power need of the customer. They were popular on construction sites, in underground mines, in industrial settings, and eventually even NASA had a specialized locomotive.

In 1919, the company merged with the Root-Heath Manufacturing Company, becoming the Fate-Root-Heath Company. Upon the merger, the company built several new buildings on its site, as the locomotive venture had proven to be massively successful, with sales around the world. For

²⁴ <https://www.allpar.com/cars/plymouth/locomotives.html>

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example, “in October, 1920, locomotive number 1,000 was delivered to the Central Sugar Company in Salamanca, Cuba. This was an unheard-of production figure in the locomotive field.”²⁵

Great Depression and post-World War II Era: 1930-1968

In 1931, Plymouth’s population was 1,339, and the high school had a graduating class of 23, “the largest in the history of the school.”²⁶ Due to its varied commercial enterprises and the efforts of local industrialists, the village appears to have weathered the Great Depression without too much instability. The 1931 *History of North Central Ohio*, reporting on the post office, noted that “the prosperity of the community is seen in the steadily increasing receipts of the office.”²⁷

From 1932 to 1956, the Fate-Root-Heath Company also manufactured a farm tractor that was nationally popular. The tractor was introduced because locomotive sales were sluggish during the Depression, and its popularity kept the company solvent. Initially it was stamped with the name ‘Plymouth’ just like the locomotives, but the Chrysler Corporation objected, trying to claim prior rights to the name.

Chrysler Corporation had been using the trade name for their automobile since 1928. Apparently Chrysler had no complaint with the Plymouth name on locomotives, but seeing little tractors buzzing down the road at 25 mph with "Plymouth" on them was too much. In 1934 Fate-Root-Heath and Chrysler tangled over the use of the name. That single Plymouth car built back in 1910, before Chrysler Corporation even existed saved the day for Fate-Root-Heath. Chrysler’s high powered lawyers were sent packing back to Detroit with their tails between their legs and Chrysler was forced to buy the right to use the Plymouth name from Fate-Root-Heath, reportedly paying one dollar for it.²⁸

The tractors were then renamed the Silver King. World War II and the subsequent years brought a resurgence in sales for the locomotives, and the company’s management decided to discontinue the Silver King’s production, refocusing energy on its primary product. Other changes came in the 1950s. The Fate family sold its interest in the business, and the railroad division became known as the Plymouth Locomotive Works. The firm had other ownership changes, but it continued to be a leader in its market and important contributor to the railroad industry in the mid-20th century.

At one time, the Plymouth firm employed well over 100 workers. The company never really got all of the credit that it deserved for helping many small railroads survive. Most

²⁵ <https://www.allpar.com/cars/plymouth/locomotives.html>

²⁶ Fleming, *History of Plymouth Ohio: 1815 to 1930*, p.5.

²⁷ Duff, William A. *History of North Central Ohio, Volume One*, (Topeka-Indianapolis: Historical Publishing Company, 1931), p.514.

²⁸ <http://www.silverkingtractors.com/Articles/History1.htm>

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Plymouth units were smaller, ideal for short line railroads, switching jobs and mines. Plymouth saved some small railroads from going under as the small, often gasoline fueled engines were cheaper to operate than steam locomotives when many small railroads lost freight and passenger traffic to road traffic with improved highways in the 1930s and later.²⁹

By the end of the 20th century, the need for a small locomotive was reduced, due to new technology, and they were mostly utilized in underground mines and construction sites. “Here the machine of choice often hails from Plymouth, Ohio, home of the last major critter manufacturer, Plymouth Locomotive Works...Like Harley-Davidson motorcycles and Rickenbacker guitars, Plymouth locomotives are an American export that is highly regarded around the world.”³⁰ The Plymouth Locomotive Works was ultimately bought out by Ohio Locomotive Crane, of Bucyrus, in 1997. The Plymouth plant operated until 1999, when it was permanently closed, thus ending an important chapter in the community’s history.

The post-World War II years and through the 1960s saw continued growth for Plymouth. It reached a peak population of 1,993 in the 1970 census: up from 1,822 in 1960 and 1,510 in 1950. A couple new buildings were constructed on the Public Square c.1950, replacing extant buildings, and some storefronts were ‘modernized.’ New civic buildings were constructed during the mid-20th century, beginning with the new Plymouth Elementary School. Built in 1948, it replaced the union school on W. Broadway and quickly needed an addition, which was completed in 1953. New buildings were completed for the fire department (1960), the post office (1959), and the police department (1967). Collectively, they represent the last era of new construction concentrated in the core historic downtown. Current population is about 1,800.

On an interesting side note, Plymouth has a famous son and a famous daughter: David Locke and Eleanor Searle. David Locke co-founded the *Plymouth Advertiser* in the early 1850s. He left Plymouth in 1855 to pursue other journalism opportunities. During the Civil War, he was a satirist, writing under the penname Petroleum Vesuvius Nasby and counting Abraham Lincoln among his fans. Eleanor Searle was born in Plymouth, in her father’s house on W. Broadway (no longer extant). A talented singer, she went on to a successful career in New York City and other cities, as a concert and oratorio soloist. In 1941, she married Cornelius Vanderbilt Whitney in the Lutheran Church, at 51 W. Broadway. They divorced in 1958, and she later married Leonard Franklin McCollum, a Texas oil magnate. She continued to be involved with her hometown, donating to her family’s church and supporting the Plymouth Historical Society, local school system, and the Greenlawn Cemetery, established 1874, at the southern edge of the village.

²⁹ “Plymouth railroad locomotives honored on calendar,” *Norwalk Reflector*, November 13, 2016.

³⁰ Schneider, Paul D. *Critters in the enginehouse*, May 1, 2006.

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Historic Significance – Criteria A and C

The Plymouth Historic District meets Criterion A for early settlement and commerce, and it also meets Criterion C for architecture. The nominated district contains most of the parcels associated with the original 1825 town plat. It encompasses the commercial center and a few immediately surrounding residential properties. The district also contains large institutional buildings, including a school and three churches. Three governmental buildings are also present in the district, including the fire station, a former city hall, and a post office. Three eras of development have been identified for Plymouth's overall development: early settlement/stagecoach, railroad/industry, and the Depression/post-WWII. Cumulatively, the buildings within the Plymouth Historic District provide a portrait of a 19th century crossroads village, a rural commercial center, and a 20th century industrial town. The following representative examples showcase Plymouth's significant history.

Criterion A

Early Settlement and the Stagecoach Era: 1815-1846

Ohio historian, George Knepper observed that “the War of 1812 had important consequences for Ohio.” Although the 1795 Treaty of Greenville had demarcated a line that relegated the Indian inhabitants to northwest Ohio, there was still occasional conflict, particularly in areas like Richland County that abutted the treaty line. As a result, white settlement into the border regions was slow compared to other areas of the state. Many tribes sided with the British during the War of 1812, and after the war, the last remaining native tribes in northwest Ohio were forced out, thus safely opening the area for pioneers. The war also created the transportation network that facilitated new settlement.

Military roads opened northern portions of the state to immigrants who would soon flock to Ohio in record numbers...though still far from adequate, these military roads advanced the speed with which settlers occupied north central and northwestern Ohio. As in previous campaigns, soldiers took note of promising locations which they occupied as home sites once the war was over.³¹

Plymouth is an intact example of this phenomenon. Town founder, Abraham Trucks returned to the Plymouth site in 1815, after reportedly having camped there with General Beall during the war. Former soldiers, speculators, and Connecticut pioneers were also shortly following the military roads into the mainly unsettled region. “If this adventuresome pioneer staked his claim to a piece of land on the edge of the Western Reserve to find solitude in the wilderness, he did not have it for long. Soon other frontiersmen and their families were hewing logs for houses which they erected nearby, probably lured to the site by hopes for mutual security and

³¹ Knepper, George W. *Ohio and Its People* (Kent, Ohio and London, England: The Kent State University Press, 1997), p.111.

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companionship.”³² In the 1870s, William Drennan prepared a history of the town and noted that many of its settlers were War of 1812 veterans.

A crossroads settlement for a decade before being officially organized, Plymouth was platted around the extant military roads. Regionally, other villages sprang up along Beall’s Trail and the subsequent early freight routes. In northern Richland County, from the southeast headed to Plymouth, Beall’s Trail (S.R. 603) passed through Weller, Butler, Blooming Grove, Cass, and Plymouth townships (See Attachment A – Maps). Situated 15 miles southeast of Plymouth, in Weller Township, Olivesburg was platted in 1816. The settlement did not have a public square and was predominantly laid out in a typical grid pattern, albeit slightly askew from the north-south axis to align with the northwest/southeast angle of Beall’s Trail. Within five years, Olivesburg had the typical pioneer village businesses – tavern, blacksmith, mills, and tannery – and “about the usual per cent of loafers.”³³ Presently, it remains a crossroads settlement, but smaller than it was in the 1870s.

The first road through Blooming Grove Township was Beall’s Trail. Shenandoah was laid out on the former military road in 1844. Platted much later than other settlements on the road, Shenandoah was a simple crossroads grouping at the intersection of Beall’s Trail (called Plymouth Street in the settlement) and a north-south road between Mansfield and Norwalk. Lots facing the trail were at an angle, while the lots facing the north-south road conformed to a typical grid pattern. The 1880 county history denotes seventeen houses in Shenandoah, and it doesn’t appear to have changed much from that number. Moving further north in the township, Rome was platted on Beall’s Trail in 1832. It was a linear pike town configuration, with 48 lots split in half on either side of the road. It had early prosperity and seemed poised for growth, but by 1880, it was described in the county history as having a sleepy look, and the author wondered what the 200-300 inhabitants did for a living.³⁴ A smattering of buildings remain today in linear formation within the old plat.

In Cass Township, Richland (more commonly known as Planktown) was a fast growing crossroads settlement at the juncture of Beall’s Trail and one of the northbound freight roads. Platted in 1837, it was predominately a linear layout along the old military road, with some lots facing the north-south road. It quickly declined when the Cleveland, Columbus, Cincinnati & Indianapolis Railroad was completed through the township in 1850. Most of the inhabitants, and even some buildings, moved away, relocating in the new community of Shiloh, which formed around the crossing of the railroad and Beall’s Trail. Because of the railroad, Shiloh became the prominent village of the township.

³² Hurt, R. Douglas. *The Ohio Frontier: Crucible of the Old Northwest, 1720-1830* (Bloomington: Indiana University Press, 1996), p.206.

³³ Graham, *History of Richland County, Ohio: Its Past and Present*, p.623.

³⁴ Graham, *History of Richland County, Ohio: Its Past and Present*, p.400.

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Trucksville, later called Ganges, is an example of an early settlement on the great grain route north from Mt. Vernon. It was platted in 1815 by William Trucks and Daniel Ayres near the Black Fork River. Additionally, around 1815, pioneers cut a road from Beall's Trail, roughly near Olivesburg, proceeding westerly to just north of Shelby and passing through Trucksville. Sited to take advantage of these early transportation routes, Trucksville, unlike the above mentioned linear pike towns, was organized around a central public square. The town was laid out in a grid and additional public grounds were on the east and west edges of the plat. Trucksville had great prosperity in its early decades, even vying for the position of county seat. However, like Planktown, it was usurped in the railroad era, when the Sandusky, Mansfield & Newark line was completed through the area in the early 1850s. The primary roads into Ganges are still intact, but the public square and most of the platted side streets and alleys are gone.

The Huron County portion of Plymouth is in New Haven Township, and New Haven was the only other village in the township. Located three miles due north of Plymouth, it too was platted on the grain route from Mt. Vernon to the Lake Erie shipping points. New Haven was laid out in 1815 around a public square. The square was rotated to form a diamond shape in the center of the village and the surrounding lots were angled to meet the diamond. Beyond these central lots, the village was oriented on a typical grid pattern. North of Plymouth the railroad shifted to the west, and New Haven was bypassed in the 1850s. Today, New Haven is an unincorporated village, and many of the historic buildings are gone. The loss of buildings minimizes the historic streetscape, and the original diamond-shaped public square is not visually evident.

In the context of these other nearby road-related settlements, Plymouth is significant in illustrating 19th century road networks, village squares, and post-War of 1812 settlement patterns in north central Ohio. The 1825 town plat itself remains intact and reflects Plymouth's early settlement along the military and stagecoach roads. The Public Square and all of the principle streets seen on the original plat are still extant today, including the street names. Even the route of Beall's military road, which itself followed an existing Wyandot trail, is still evident as Trux Street/S.R. 603. The angled roads have not been straightened to conform to a standard grid, and conforming to them created several irregular lots within the village plat. Diagonal blocks in the commercial center continue to reflect Plymouth's historic streetscape.

Railroad and Industrial Era: 1846-1930

The 1880 *History of Richland County* recognized the importance of the 1846 Mansfield & New Haven Railroad in the region. "The completion of this road gave the city and towns along its route an extra advantage over all other towns and cities in this part of Ohio."³⁵ This was especially true in Plymouth, and the 1891 *Atlas of Huron County* described Plymouth as a "thriving railroad town."

³⁵ Graham, *History of Richland County, Ohio: Its Past and Present*, p.304.

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The bulk of the buildings in the Plymouth Historic District date to this era of development. There are numerous commercial buildings, residential properties, and churches – all reflecting the flourishing village. Although a few of Plymouth’s railroad and large industrial buildings are still standing, they are outside of the nominated district. There is not sufficient historic integrity to expand the boundaries for their inclusion, and they should be separately evaluated for National Register eligibility.

There is one industrial property within the district. John Beelman had a furniture factory from 1848 until c.1900 at 26 Plymouth Street. It is the oldest documented building within the district. It continued to have a light industrial use into the early 20th century, and mid-century it was a furniture store. Beelman was also an undertaker, as were subsequent owners of the building. As late as the 1938 Sanborn map, a portion of the building is noted as a casket warehouse.

Key commercial buildings in the historic district from its era of peak development include:

- National Hotel, 26 Trux, c.1870: Associated with Plymouth’s transportation history, the National Hotel was the village’s longest-lasting inn and one of three at one time. It was located at the strategic junction where Trux Street (Beall’s Trail) intersects with the Public Square. This spot had long been the site of a tavern, such as the Wolfenberger Tavern which was there in the mid-1800s. The Italianate hotel changed hands several times and was known as the Sourwine Hotel, in the early 1900s. It operated as a hotel into the early 1930s, and was converted to flats in 1936.
- Masonic Hall, 14 E. Main, 1871: In December 1850, the Mansfield lodge of Free and Accepted Masons authorized a new lodge for Plymouth, which was officially chartered the following year as the Richland Lodge 201 F & A.M. The lodge members initially met in the Odd Fellows building, until it was destroyed by fire in 1860. They eventually moved into 14 E. Main, completed in 1871. A *Plymouth Advertiser* article³⁶ reports that the Masons purchased the 2nd floor of the building, but Sanborn maps from 1887 through 1938 indicate that the Masonic Hall was on the 3rd floor. By the 1880s, Plymouth had five fraternal organizations, and this large three-story combination commercial/lodge building well represents this portion of the community’s history. In the 1960s, the lodge had 179 members.
- 7 E. Main, 1886: This three-story building may have been one of the first completed after the devastating fire in April 1886 decimated most of this block of the Public Square. This Italianate style building contained a hardware store on the 1st floor and a dwelling on the 2nd. For two decades, from c.1890 to at least 1911, 7 E. Main was known as Lee’s

³⁶ “Masonic lodge organized in 1850, fathered six others,” *The Plymouth Advertiser*, August 5, 1965, p.5B.

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Building. Being the tallest building, for nearly thirty years, the Lee Building served as a focal point in this block of the square.

- Deisler Theater, 25 E. Main, 1915: The Deisler Theater was Plymouth's first and only movie theater. It illustrates the village's entertainment options during the early 20th century.

Several of Plymouth's merchants and physicians resided in fine houses adjacent to the Public Square. They include:

- W.W. Drennan House, 18 Plymouth, c.1850: Drennan was an attorney, as well as a prominent merchant, partnered with John Culp. See Greek Revival discussion below for more information about his house.
- Robert McDonough House, 25 Plymouth, 1850: McDonough was a merchant on the south side of the square, in a two-story building with a gable end facing the road (no longer extant). Boalt mentions that his commercial building may have been "the first constructions [sic] in the town. Catered to the pioneers."³⁷ See Italianate discussion below for more information about his house.
- Dr. Roeliff Bevier House, 28 W. Broadway, c.1850: One of Plymouth's mid-19th century physicians lived in one of the more high style examples of Greek Revival in the village (see discussion below). Boalt describes the house's setting as "the house of Dr. Roeliff Bevier stood back on the street. Land stood higher than the street."³⁸ His office was directly across the street.
- David B. King House, 19 W. Broadway, c.1860: King lived in Plymouth for over 40 years, and he was one of the village's prominent merchants. Along with Amos Plank, he was also a proprietor of Plymouth Hall when it was completed in 1874. In 1908, the *Mansfield News* reported that he had purchased a three-story apartment building in Chicago. At some point between 1908 and 1919, he moved to Springfield, Ohio. As the two-story, concrete block post office addition was added to his house by 1911, it seems likely that he had sold the house at that time.

Great Depression and post-World War II Era: 1930-1968

Within the Plymouth Historic District, there are six contributing buildings dating to this era. None of them are residential. Most of the buildings constructed during this time period are governmental, reflecting the village's population growth.

³⁷ Boalt, *Memories of Plymouth: 1847-1853*, p.4.

³⁸ Boalt, *Memories of Plymouth: 1847-1853*, p.2.

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- Plymouth Elementary School, 48 W. Broadway, 1948: The school site had held a school building since the early 1800s. This building replaced an 1870s two-story brick school. The new elementary school was designed by Charles J. Marr, the only architect that has been identified within the nominated district. The school grew quickly and an addition was added only five years later.
- U.S. Post Office, 27 Plymouth, 1959: The post office had been located in the King House addition since c.1910. It is possible that it had become overcrowded, as Plymouth increased in population during the post-WWII years. Additionally, the Plymouth Post Office was upgraded to first class status by the 1950s.³⁹ The building is of the International style, which was popular in the mid-20th century.
- Fire Department, 20 Portner, 1960: Plymouth had a formal fire department by 1886. When this building was completed, the department relocated from an older frame building. The new station also housed civil defense equipment.

Criterion C

The Plymouth Historic District retains its mid-19th to early 20th century appearance, with the core downtown continuing to reflect its peak development in the 1870s-1880s. Architectural styles commonly found during the Period of Significance, particularly from the 1850s-1967, are found in the district. The following representative buildings illustrate Plymouth's long history and architectural heritage.

Greek Revival

There are five Greek Revival buildings within the district. They also represent the oldest remaining buildings. The style was popular c.1835-1860, and the most common characteristics of the style are corner boards, cornice returns or heavy entablatures, and Doric or Ionic columns. In Ohio, this style is most heavily concentrated in the Western Reserve region, typically of frame construction, and it is fitting that Plymouth would have had many Greek Revival buildings.

- J. Beelman Furniture Factory, 26 Plymouth St.: The oldest portion of the building dates to 1848. The frame storefront has elements of the Greek Revival style, with the corner boards and wide entablature. (Photo 30)
- W.W. Drennen House, 18 Plymouth: Although this c.1850 house has been altered with 20th century siding and windows, the form is intact, as are the defining cornice returns. The two-story section on the north elevation appears to be original. It was described by

³⁹ Plymouth Area Historical Society, *History of Plymouth, Ohio, Area*, p.36.

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Boalt as “more modern one – two high stores and hall on one side – painted a dingy red.”⁴⁰

- 5-7 W. Broadway: This c.1850 commercial building has wide corner boards, wide entablature, and roughly symmetrical façade. The storefront on the right/west is very similar in design to Beelman’s storefront (26 Plymouth), which was constructed in 1848.
- Dr. Benschoter House, 13-15 W. Broadway: The dominant intact feature of this c.1850 house is the recessed 2nd story porch in antis. The corner pilasters and centered Doric columns, with a wood cornice, define the porch opening. The upper-story in antis feature gives the house a distinctive quality. Greek Revival buildings with a symmetrical gable end axis and cornice returns present a temple front façade. “A variation on the standard temple front is one where the columns are in antis. ‘One temple front style is called the *distyle in antis*, because it has a portico of two round columns between two square piers like pilasters. Because the piers terminate a wall, they are called *antae* and because the two columns (*distyle*) are placed between them, they are said to be *in antis*.”⁴¹
- Dr. Roeliff Bevier House, 28 W. Broadway: This c.1850 house is a New England One and a Half house type. Unlike the above buildings, it has a lateral orientation to the street. It features cornice returns on the side gable, heavy corner boards with capitals, a plain entablature across the façade, and large, wood window surrounds with pedimented lintels. The front door is emphasized by Ionic columns and a decorative entablature with dentils and egg and dart carving. Narrow sidelights flank the door, and the entrance is set within a larger surround of embedded Tuscan pilasters and carved pediment.

Italianate

The Italianate style was quite popular in Ohio from c.1850 to 1880. It was fashionable for all manner of buildings, including residential, commercial, and industrial. Key features include emphasis on height, low-pitch roofs, frieze windows, segmental or round arched window openings with hoodmolds, deep eaves, and bracketed cornices. Because Plymouth’s commercial district had experienced numerous fires in the 1860s and in 1886, much of the older streetscape was destroyed. Most of the present buildings were constructed in the 1870s and late 1880s, during the height of the Italianate style’s popularity, and there are 18 Italianate buildings in the district.

- Robert McDonough House, 25 Plymouth, 1850: This brick house is a particularly nice and intact illustration of the style with all of the key features, plus chamfered wood porch

⁴⁰ Boalt, *Memories of Plymouth: 1847-1853*, p.10.

⁴¹ Kane, Kathy Mast and Nathalie Wright. *T.J. & Sarah Bull House National Register of Historic Places Nomination*, 2007, p.8-10.

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posts with scrolled brackets. The Richland County Auditor ascribes a date of 1850 to the house, making it an early Italianate example. Boalt described it as “one of the best built older houses. Some front yard and a large side yard.”⁴²

- 16 W. Broadway, 1872: This building is an ornate expression of the Italianate style. It features segmentally arched windows, decorative hoodmolds, heavy projecting cornices, a round rose window, a decorative finial on the roof, and intact storefront. The newly formed First National Bank of Plymouth moved into the building in 1873 and remained there until 1908. After that the telephone exchange was the long term primary occupant.
- 4 and 6-8 E. Main, c.1887: These buildings are typical Plymouth examples of commercial Italianate buildings. They have arched window openings with a brick hoodmold and keystone, wood storefront cornices, and corbelled (bracketed) cornices at the top of the building.
- 9-11 W. Broadway, c.1887. This building exhibits segmentally arched windows on the 2nd floor. It has brick hoodmolds, without the decorative keystone. The building has a similar corbelled brick cornice as other buildings in the village.

Gothic Revival

Throughout the 19th century, the Gothic Revival style went through three waves of popularity, each time with varying expressions of architectural detail. The first era of its popularity, c.1835-1870, is generally dubbed Gothic Revival. The second era, known as High Victorian Gothic, was popular roughly 1870-1885. The third era, the Late Gothic Revival, was popular c.1900-1930. Common elements of all three eras include pointed arches, narrow lancet windows, stained glass, steep gable roofs, and an overall sense of verticality.

The Plymouth Historic District has two large brick churches that represent the Gothic Revival: one is High Victorian Gothic and the other is of the Late Gothic Revival. Both churches had additions attached to the rear of the building in the mid-20th century, which also reflects Plymouth’s growth at that time and the corresponding need for the congregations to expand their facilities.

The High Victorian Gothic, popular roughly 1870-1885, was a more ornamented, eclectic expression of the earlier Gothic Revival. Predominantly of masonry construction, this era of the style featured polychromatic wall materials, towers, gables and dormers, and incised or carved decoration.

⁴² Boalt, *Memories of Plymouth: 1847-1853*, p.5.

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- Lutheran Church, 51 W. Broadway, 1886: This church reflects the aesthetic of the High Victorian Gothic. It has pointed, stained glass windows, as well as lancet windows, smooth brick walls with contrasting stone decorative details, buttresses, a steeple, a bell tower, and trefoil patterns found in the Gothic Revival. Both the steeple and bell tower have carved decorative detailing, as well as gablets. Additionally, there is ornamentation in the apex of each gable end.

The Late Gothic Revival, popular circa 1890s to 1930, is more restrained than the High Victorian Gothic and represented a return to a more authentically based interpretation of the style. Although it is seen for commercial buildings, it was most commonly applied to churches and educational buildings (often referred to as Collegiate Gothic). Key design features are pointed stained glass windows, stone mullions, smooth stone or brick walls with stone trim, finials, and buttresses.

- Methodist Church, 39 Sandusky, 1866 & 1897: Plymouth's Methodist congregation formed in the 1810s, and its first church was a frame building on Light (New) Street, built in 1825. Due to the proximity of the railroad tracks, constructed decades later, the church building was sold and a new one was built on Sandusky Street. The brick Plymouth Methodist Church was completed in 1866, and it is shown on the site on the 1873 *Huron County Atlas*. In 1897, a large addition was added to the north elevation and the façade was remodeled. The 1880 *Richland County History* denoted the Methodist congregation as Plymouth's largest during the 19th century, and the 1897 remodel modernized the church, keeping it up-to-date with the other village churches. This church combines elements of the Romanesque Revival and Late Gothic Revival styles. The Romanesque Revival style was popular c.1850-1880, particularly for churches and public buildings. The oldest portion of this building has key stylistic features, such as monochromatic masonry, round-arched windows, and brick corbelling. The Late Gothic Revival features include stained glass and rose windows, the smooth brick wall with stone trim, a corner bell tower, which also serves to emphasize the verticality of the Gothic Revival, and stone finial orbs on the tower. The use of the heavy round arches, comprised of contrasting stone, introduce a feature of the Richardsonian Romanesque, popular c.1885-1895.

Colonial Revival

The Colonial Revival style became popular c.1895 to the present. Common features include gabled roof dormers, Tuscan columns or fluted pilasters, elaborate porticoes or full-width porches, and porte cocheres. In addition to the Plymouth Elementary School, there are two residential properties of the style.

- Plymouth Elementary School, 48 W. Broadway, 1948: The school has typical Colonial Revival features, such as the central, arched entrance with a fanlight transom, stone

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quoins, curved bay windows in the end bays, and a porte cochere. Because it is a mid-20th century example, it also has a Modernist essence, including the cubist form and flat roof. Also, the use of the glazed brick on the exterior is a more common material seen during the mid-20th century era.

- The parsonage for the United Methodist Church was constructed 1905. It has elements of the Colonial Revival style, including Doric porch columns, upper story bay window, and pedimented gables.

Neo-Classical Revival

The Neo-Classical Revival was popular c.1895 to 1950. Simplified versions of the style were commonly seen on commercial buildings of the 1910s. Key features include symmetry, 1-over-1 windows, and continuous belt courses. There are two examples of the style in the district.

- The three-story brick building at 13 E. Main was constructed c.1910. The hardware store is an example of the style. It has rough cut stone belt courses and window sills, an ornate cornice with corbelled coursework below a belt course and at the parapet, as well as decorative brick panels separated by piers. The building is topped with stone finials.

International Style

The International Style was popular in Ohio from c.1932 to 1960. Modern in aesthetic, this style eschewed applied ornamentation and historic precedent. Designers of the style were concerned with the use of new materials and the expression of function. Key features include asymmetry, smooth skin-like wall treatments, flat roofs, cubist forms, and ribbon windows.

- The 1959 U.S. Post Office, 27 Plymouth St., is a modest example of the International style, and the only one in the historic district. The building contains elements of the style, except the grouping of ribbon storefront windows, which it did originally have. Although the storefront windows have been replaced (date unknown), the façade retains the stone surround for the windows and entrance. Overall, the building maintains enough elements of the style to be recognizable, and the original attached metal letters identifying the building are intact.

Modern Movements

In the United States, the Modernist era of architecture extends from c.1940 to 1975. The broad umbrella of Modernism includes several sub-categories of specific styles, such as New Formalism and Brutalism. Just as often, particularly in the post-WWII decades, the concept of modern architecture was expressed in a vernacular manner. The vernacular version relies on materials of the mid-20th century, which can include aluminum, Carrera glass, or lava rocks, to convey a break from architectural precedence. Additionally, design features not seen in earlier decades, such as window (curtain) walls, define the generic category of Modern Movement.

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Within the Plymouth Historic District, two buildings express post-WWII material usage, but do not meet the threshold of being designated a specific style. The concrete block Fire Station, 20 Portner St. is very utilitarian, but it flirts with post-WWII expression of materials, by emphasizing the entrance through blocks laid on end in stacked bond, creating a grid pattern. The one-story infill building at 24 Sandusky illustrates typical 1950s storefront materials, with blond brick, aluminum storefront windows, and window sills of header course bricks (Photo 10). Two buildings fall into the broad category of post-WWII Modern Movements, and both are modest vernacular examples.

- Clover Farm Store, 19 E. Main St., c.1950, Photo 4: While the one-story building at 24 Sandusky is a small infill building, the Clover Farm Store grocery represents a more substantial post-WWII commercial building on the Public Square. The building's façade is angled to correspond with the irregular lot shape. It is a vernacular expression of Modernism design, with a streamlined façade. It has a smooth, brown brick façade, and beige bricks provide decorative contrast between the 1st and 2nd stories, as well as at the angled corner. The off-center door and display window are in their original location. Although subtle, decorative relief is also provided on the façade with a header-framed panel containing a basket weave pattern.
- City Hall/Police Station, 25 Sandusky, 1967, Photo 13: The paired buildings that comprise this former governmental office have Modernist features and materials. Bricks in a stacked bond pattern were a common feature of the 1950s and 1960s. This element can be seen on both buildings. Porcelain enameled spandrels, especially brightly-colored ones, were another common feature, and they are seen here in orange. The narrow, vertically oriented windows are another typical feature of the era. Finally, aluminum flat-roof integrated walkways between buildings were frequently used in multiple building settings, such as schools and shopping centers. This tiny complex provides an example of the feature.

Summary

The properties within the Plymouth Historic District represent the village's eras of development and 19th and 20th century historic themes. The 1880 *Richland County History* summarized the community as, "Generally considered, Plymouth is a pretty, clean, healthy village. The intelligence of its citizens is of a high order, and the society excellent."⁴³ Plymouth, today, remains a pretty village tucked in the gently rolling farmlands of north central Ohio. It is a portrait of an early 19th century settlement that prospered with trade networks, the railroad, and a major industry.

⁴³ Graham, *History of Richland County, Ohio: Its Past and Present*, p.562.

Plymouth Historic District
Name of Property

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9. Major Bibliographical References

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Plymouth Area Historical Society

7 E. Main Street, Plymouth, Ohio 44865

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<http://www.railsandtrails.com/Maps/OhioArch1914/trails.htm>

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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: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 15.3 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 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

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 359722 | Northing: 4539480 |
| 2. Zone: 17 | Easting: 359711 | Northing: 4539179 |
| 3. Zone: 17 | Easting: 360016 | Northing: 4539161 |
| 4. Zone: 17 | Easting: 360010 | Northing: 4539483 |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at the intersection of Trux Street and Paddock Street, go south along the western curb line of Paddock to the southern property line of 51 Plymouth; turn west, continue along the northern curb line of Mills Avenue to the western property line of 20 Mills Avenue; turn north, continue along the eastern edge of Wall Street to a point corresponding with the southern

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property line of 29 W. Broadway; turn west, proceed west along the southern property lines of 29 W. Broadway and 51 W. Broadway to the western property line of 51 W. Broadway; turn north, go north along the eastern curb line of Railroad and New streets to Dix Street; turn east, go along the southern curb line of Dix Street to the eastern property line of 45 Dix; turn south, go along the western curb line of Wall Street to a point corresponding with the northern property line of 41 Sandusky; turn east, go along the northern property line of 41 Sandusky to Sandusky Street; turn south, proceed south along the western curb line of Sandusky Street to the intersection of Spring Street; turn east, go east along the southern curb line of Spring Street to the intersection of Portner Street; turn south, proceed south along the western curb line of Portner to a point corresponding with the northern property line of 20 Portner; turn east, continue east to the rear property line of 20 Portner; turn south, proceed along the eastern property line of 20 Portner to the southern property line; turn west, go west along the southern property line of 20 Portner to the eastern property line of 25 E. Main; turn south, go south to the northern curb line of E. Main Street; turn west; go west to the eastern curb line of Portner Street; turn south, go to the southern curb line of Trux Street; turn southeast, continue along the southern curb line of Trux Street to the point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The nominated boundaries for the Plymouth Historic District are based upon the 1825 village plat. The boundaries contain most of the original plat, with the exception of six lots (35-40) on Sandusky Street. These lots now contain Spring Street, so named after a spring that was on lot 40, a parking lot, a sizeable noncontributing medical building, and four houses, one of which appears to have been converted from a garage. The parking lot and associated medical building, at the northeast corner of Sandusky and Spring streets, create a considerable gap along the east side of Sandusky, and only one of the houses retains enough integrity to be considered contributing. Therefore, Spring St. is a logical boundary, rather than including the rest of the original village lots on Sandusky. Also, the boundary is being drawn around the 1980 bank building at the southwest corner of Sandusky and Dix streets, 49 Sandusky (original lot number 34).

Four contributing buildings immediately adjacent to the historic plat are also within the nominated boundary. They include 25 E. Main (Deisler Theatre), 20 Portner (Fire Station), 9 Spring, and 45 Dix. Three buildings illustrate specific commercial enterprises: the building where the *Plymouth Advertiser* was first published (45 Dix), a food processing facility (9 Spring), early 20th century entertainment in the village, while the Fire Station illustrates Plymouth's post-WWII municipal growth. Additionally, the boundary lines were drawn based upon the Period of Significance (1825-1967), incorporating the areas with the best level of historic integrity and strongest link to the identified Areas of Significance.

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11. Form Prepared By

name/title: Nathalie Wright
organization: Historic Preservation Consultant
street & number: 1535B Lafayette Dr.
city or town: Columbus state: OH zip code: 43220
e-mail nwright66@yahoo.com
telephone: 614-447-8832
date: October 5, 2018

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.)

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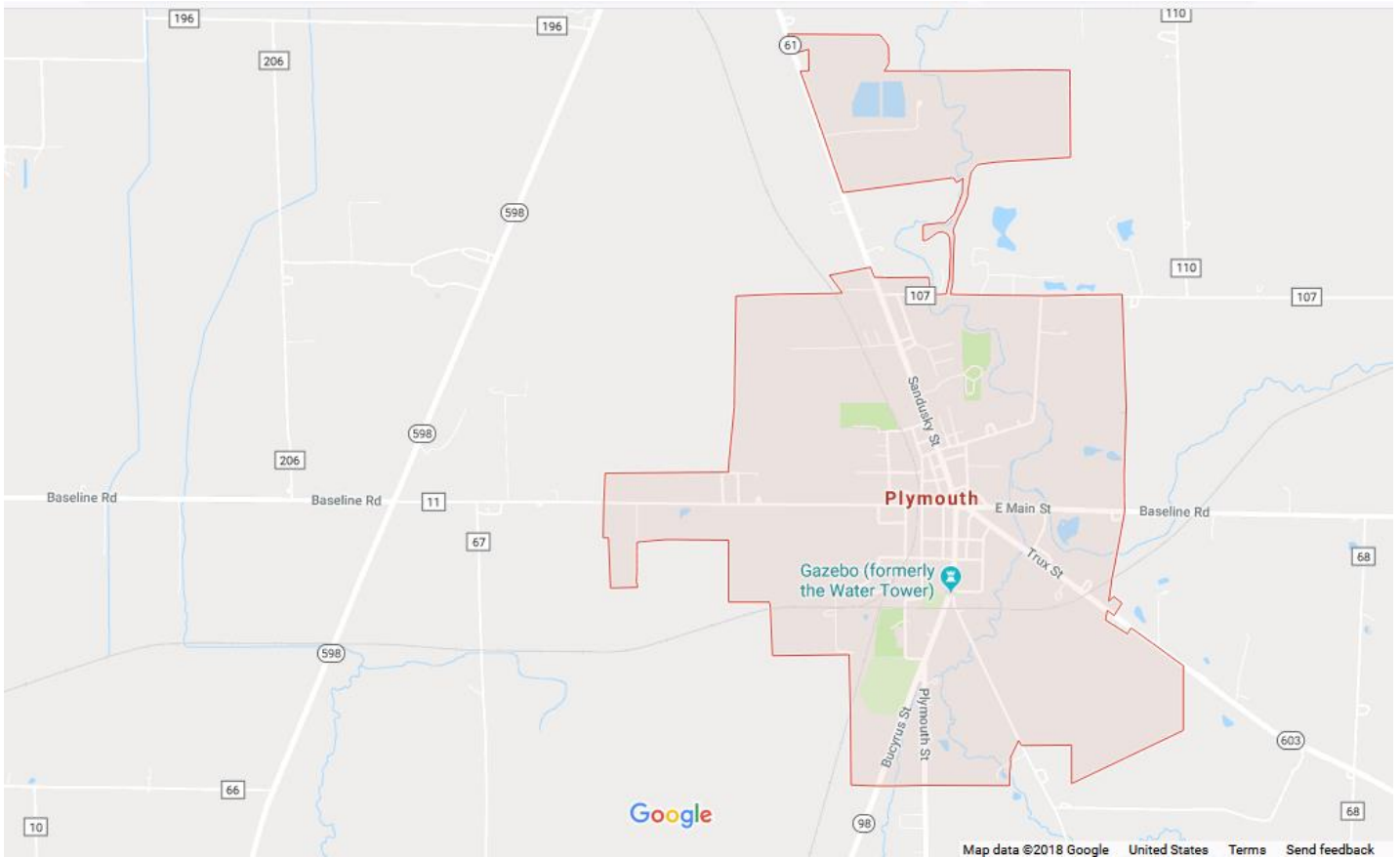
Photo Log

Photographer: Nathalie Wright

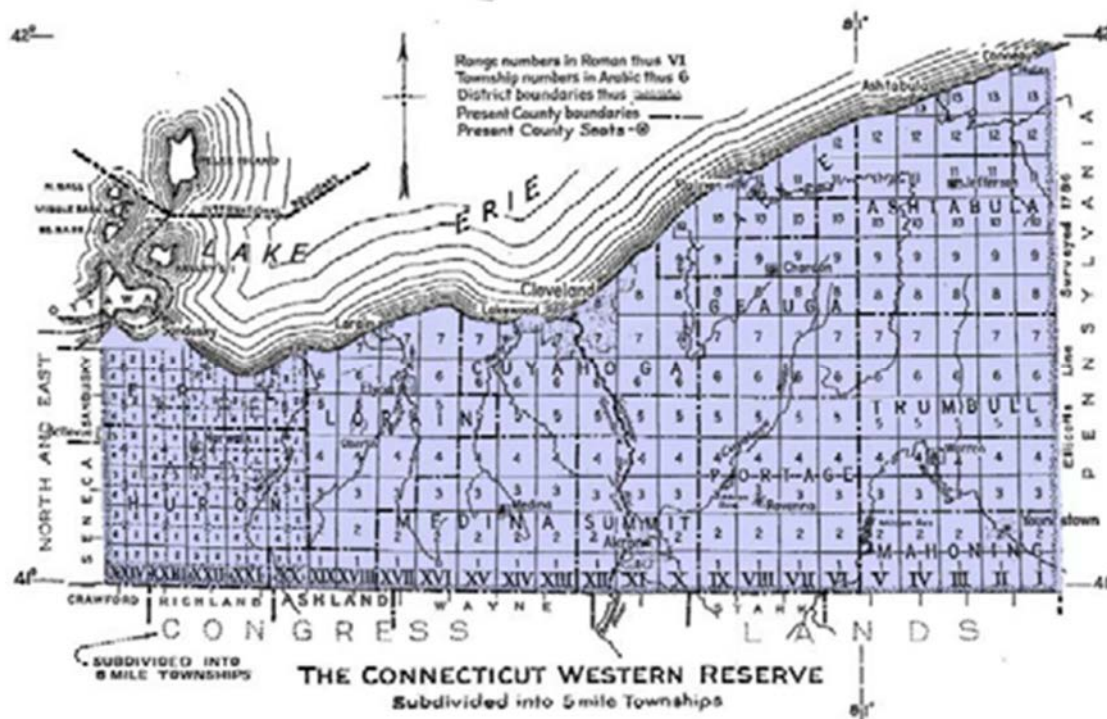
Date Photographed: March 16, 2018 and July 13, 2018

1. Streetscape view from the northeast section of the Public Square, looking west
2. Streetscape view of the northeast section of the Public Square, looking northeast
3. Streetscape view of the Public Square along W. Broadway, looking northeast
4. 19 E. Main, 25 E. Main, and Public Square along E. Main, looking north
5. 1, 3, 5, 7 E. Main on the Public Square, looking northeast
6. Plymouth Hall, 16 W. Broadway, and Veteran's Park, looking northwest
7. 28 W. Broadway, Dr. Roelieff Bevier House, looking northwest
8. 32, 34, and 38-40 W. Broadway, looking northeast
9. Plymouth Elementary School, looking northwest
10. 18, 20, 24, 26, and 30 Sandusky, looking southeast
11. 18, 20, 24, 26, and 30 Sandusky, rear elevations, looking southwest
12. Streetscape along Sandusky, City Hall and Methodist Church in the foreground, looking northwest
13. Former City Hall/Police Station, 25 Sandusky, looking west
14. Methodist Church, parsonage, and 1980 bank, looking northwest
15. Fire Station on the left and rear elevations of E. Main buildings, looking south
16. 9 Spring Street, looking northwest
17. 45 Dix Street, looking southeast
18. Phone building and rear elevation of 38-40 W. Broadway, looking southwest
19. Streetscape view down Trux Street from the Public Square, looking southeast
20. 26 Trux and 28 Trux (National Hotel), looking southwest
21. Streetscape view, southern side of Public Square, looking west
22. 6-8 and 4 E. Main, looking southwest
23. 5-7 E. Main, looking south
24. 9-11 and 13-15 E. Main, looking southeast
25. Streetscape view southern side of Public Square, 19 W. Broadway in the foreground, looking southeast
26. Lutheran Church, streetscape view along W. Broadway and Railroad streets, looking southeast
27. 25 Plymouth St., Post Office, and First Presbyterian Church, looking southeast
28. 45 Plymouth St., looking east
29. 51 Plymouth St., looking northeast
30. 18 Plymouth (right) and 26 Plymouth (Beelman's Factory), looking west
31. 36 Plymouth, Beelman's Factory, 18 Plymouth, and 5-7 E. Main, looking northwest
32. 48 Plymouth and 54 Plymouth, looking south
33. 54 Plymouth, stone stair detail, looking northwest
34. 54 Plymouth, looking northwest
35. 20 Mills and 48 Plymouth garage, looking northeast
36. 36 Plymouth and garage, with the First Presbyterian Church in the background, looking northeast
37. 42 Plymouth and garage, looking southeast

ATTACHMENT A – Maps



Plymouth, Ohio: Huron County (north of Baseline Rd.) and Richland County (south of Baseline Rd.). From Google Maps.



Map of Connecticut Western Reserve showing the southern boundary on the 41st Parallel, which divided Huron and Richland Counties. From Knepper, *The Official OHIO LANDS BOOK*, p.25.

ATTACHMENT A – Maps

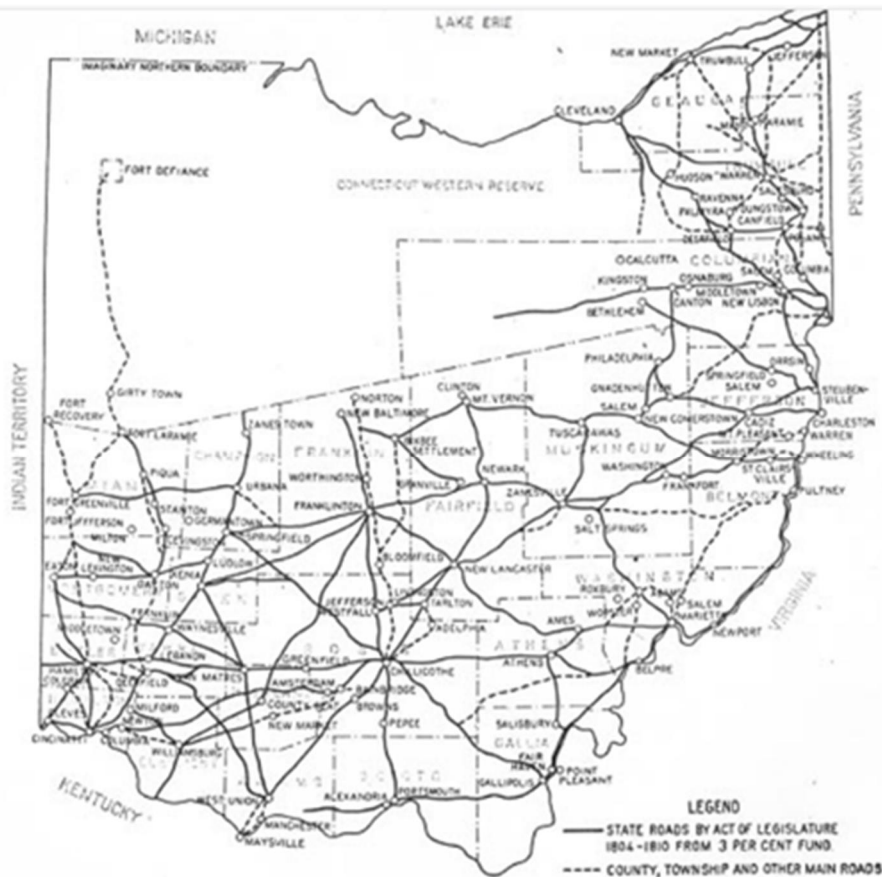
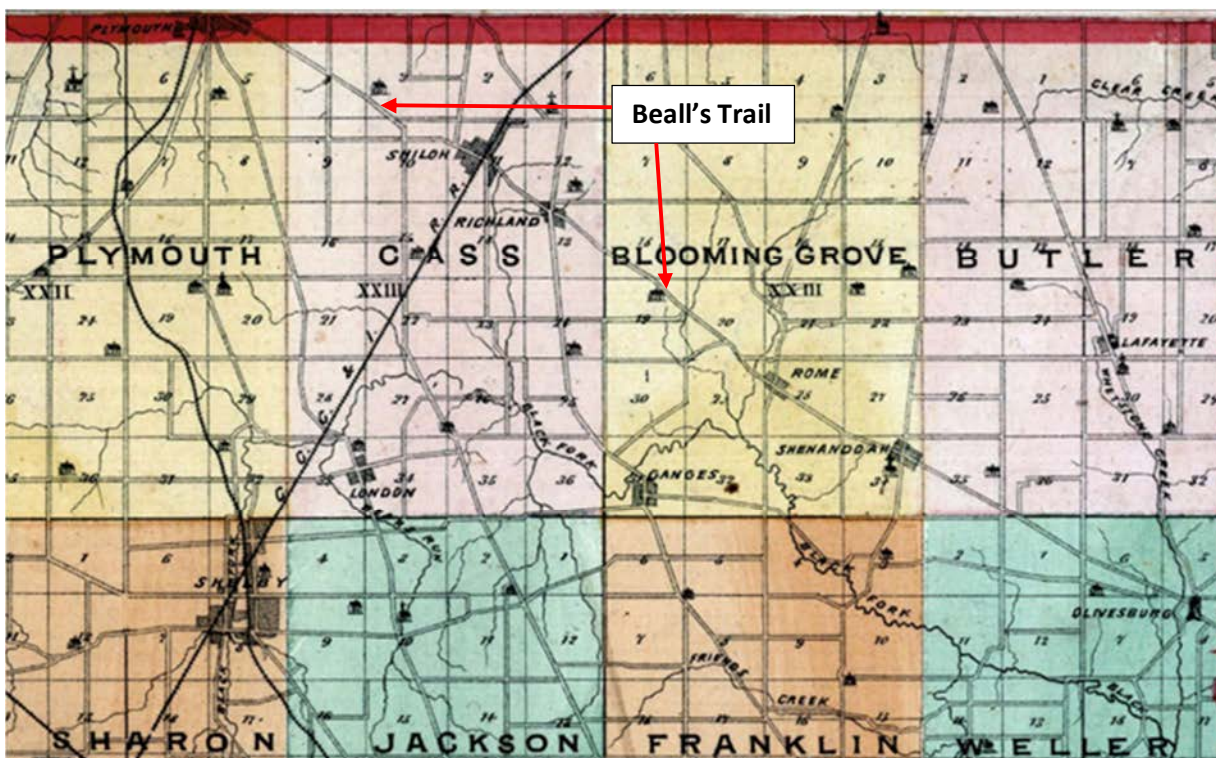


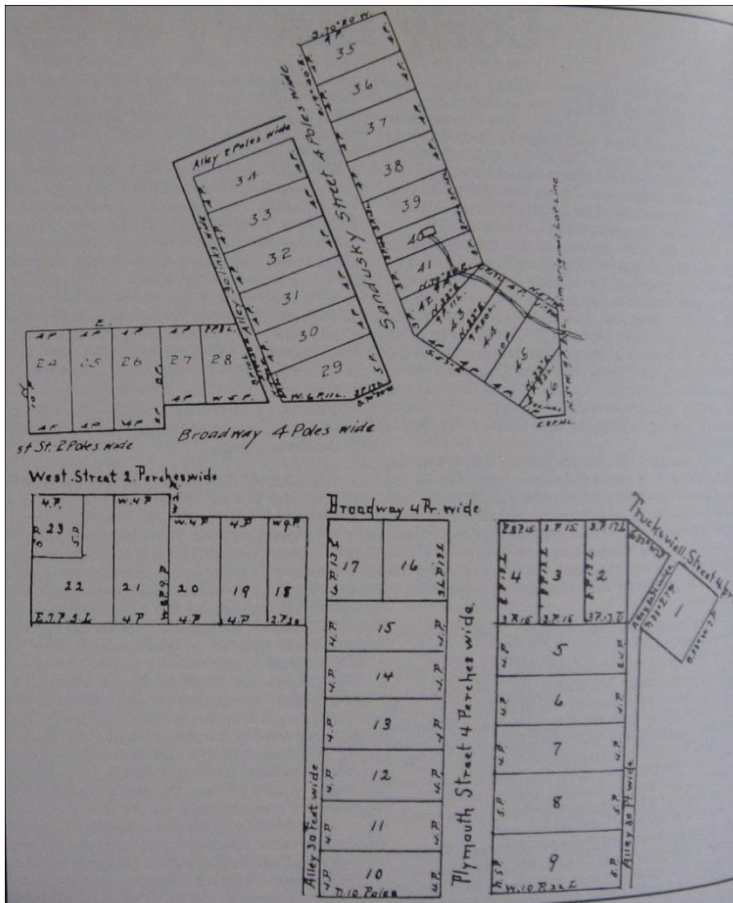
Fig 1—Road Map of Ohio, 1810

Ohio roads, 1810. From http://shasteen.com/genealogy/Shasteens_RossCoOH.htm



Beall's Trail through northern Richland County. From 1873 *Richland County Atlas*

ATTACHMENT A – Maps

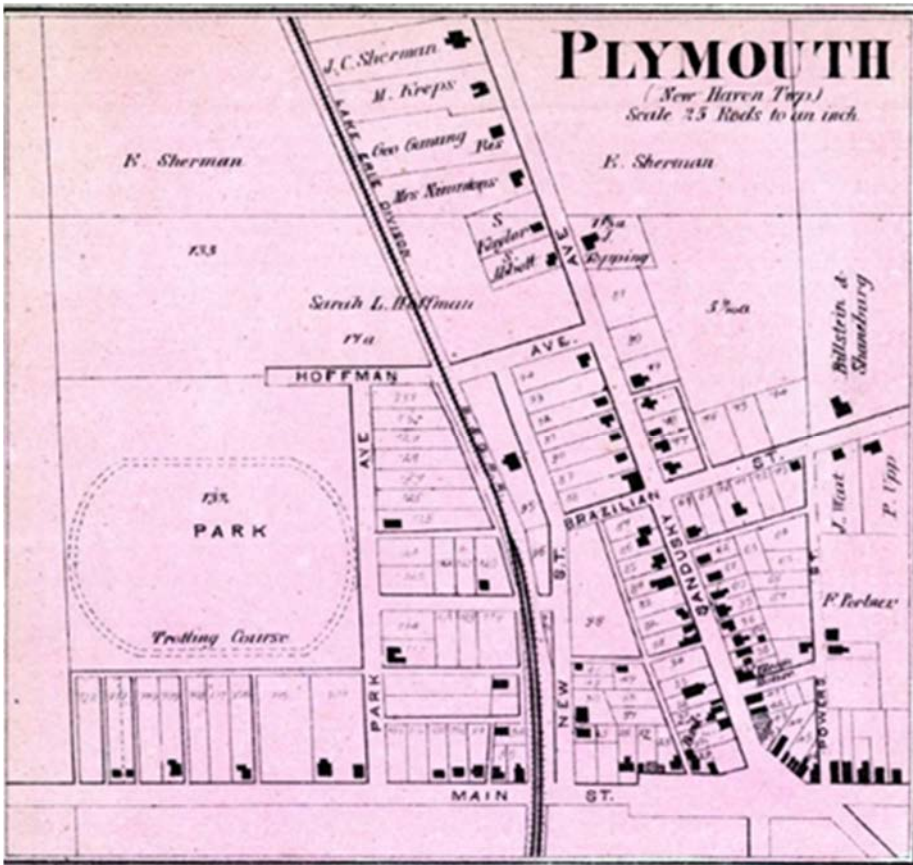


1825 Town Plat. From *History of Plymouth, Ohio, Area*, p.12.

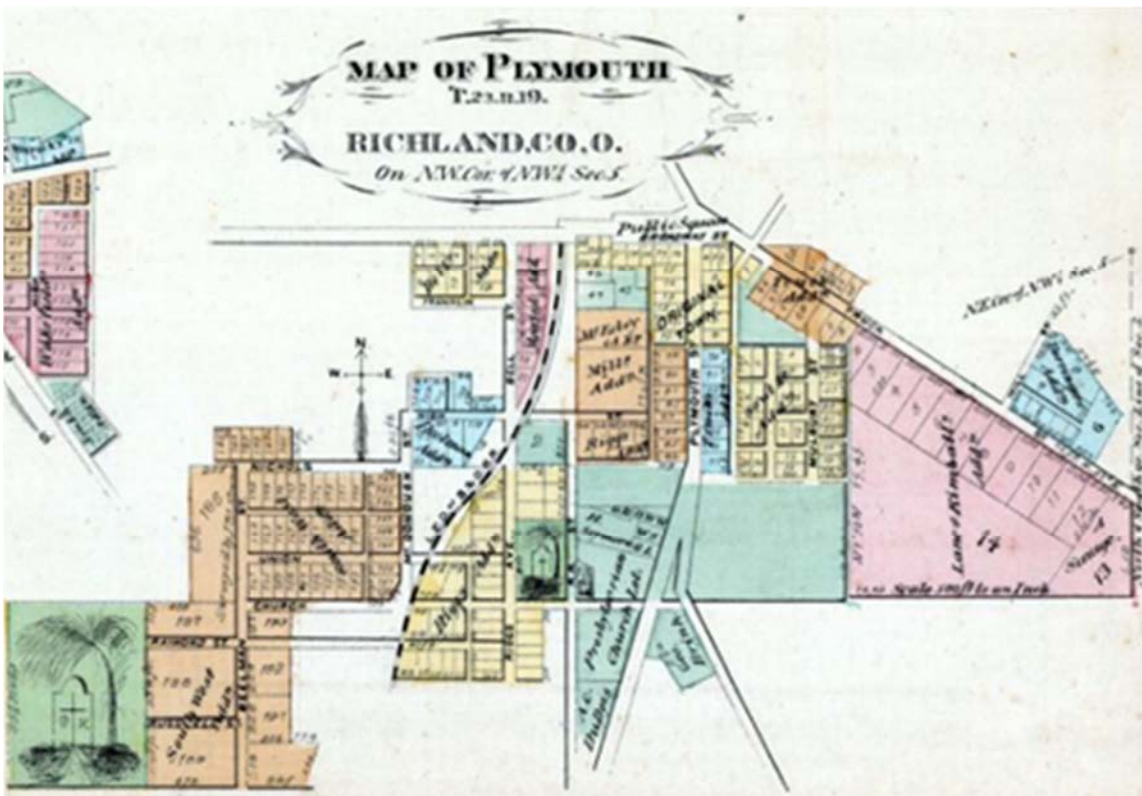


Plymouth, 1856. From *Map of Richland County, Ohio*.

ATTACHMENT A – Maps

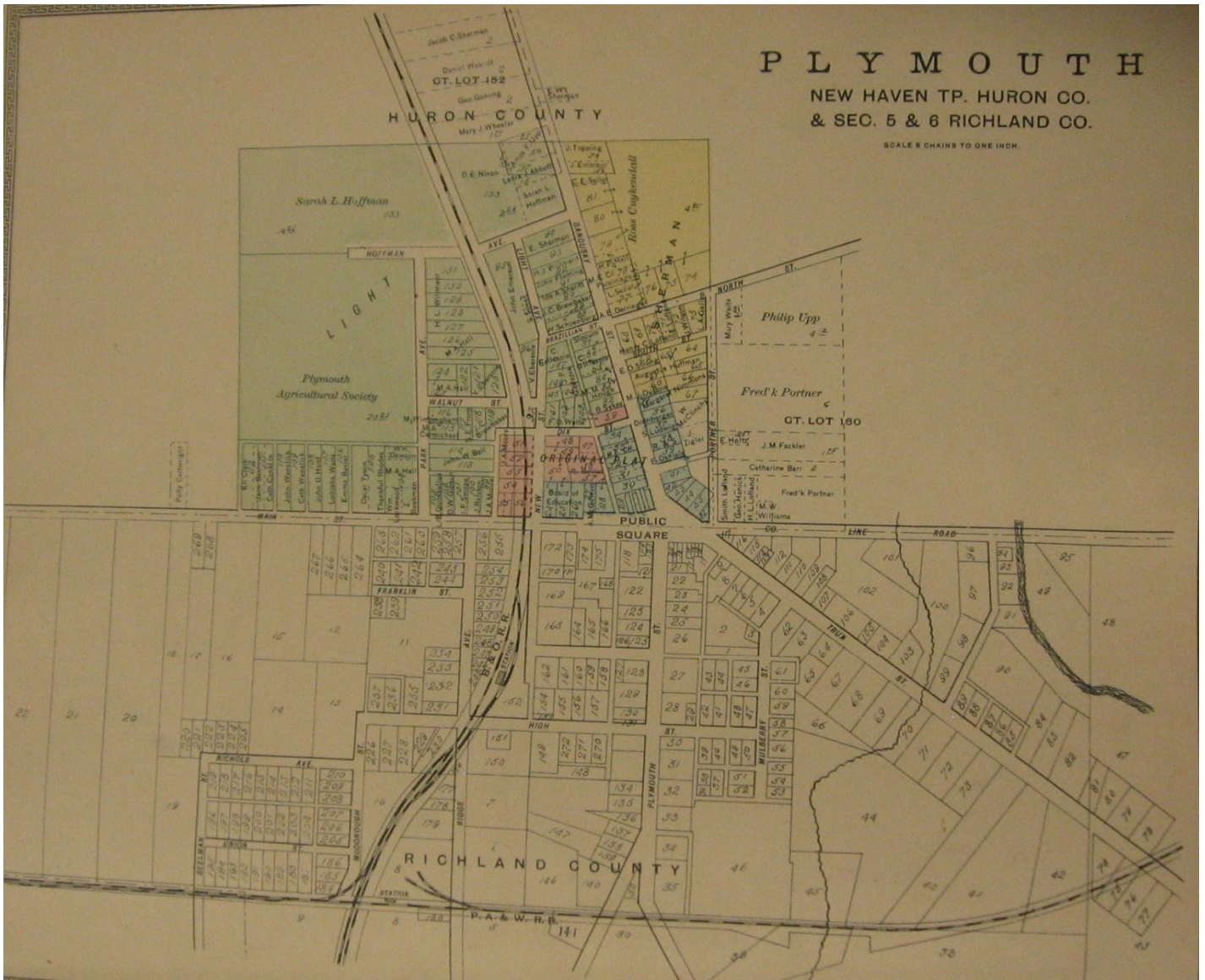


1873, northern portion of Plymouth. From *Atlas of Huron County*



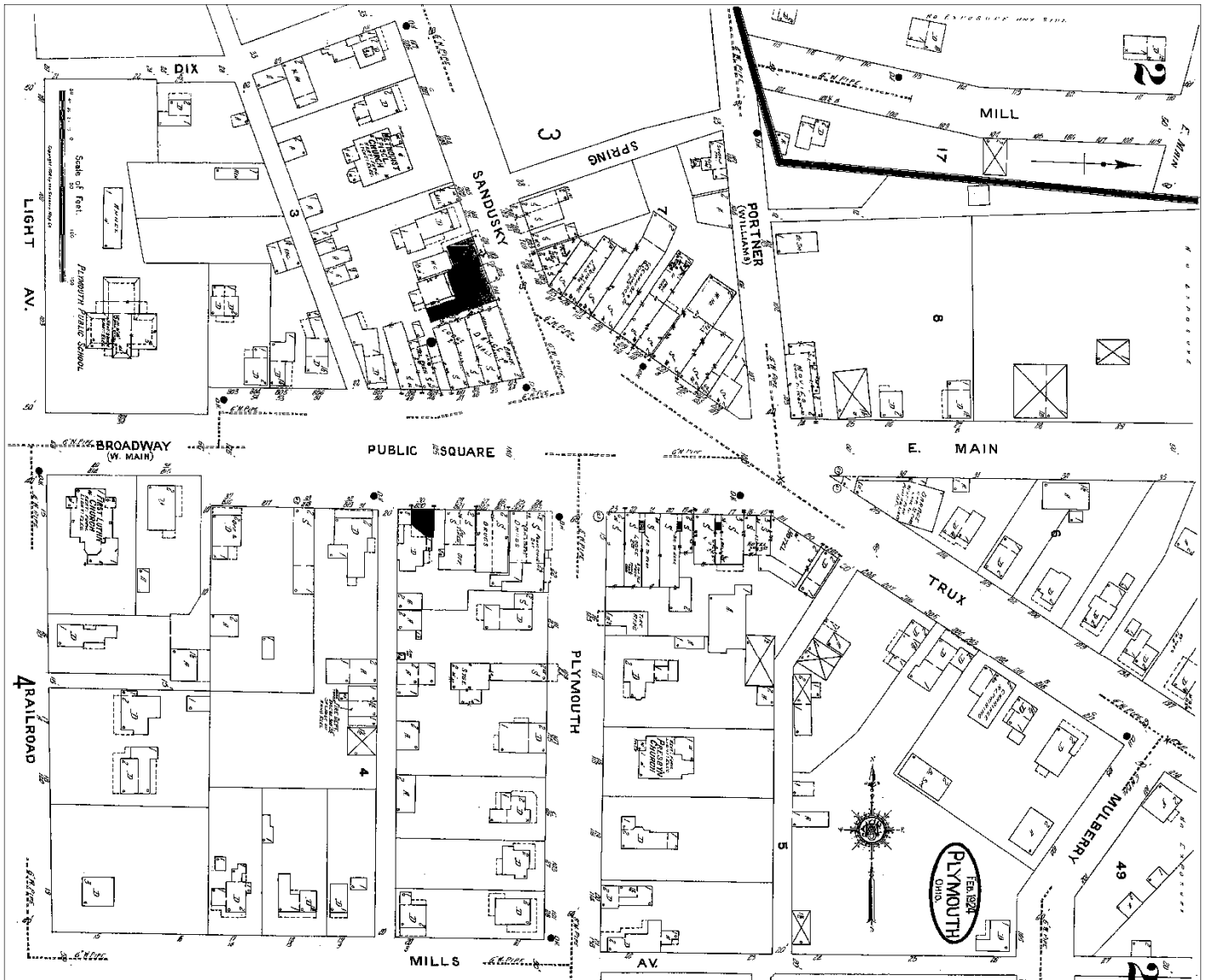
1873, southern portion of Plymouth. From *Atlas of Richland County*

ATTACHMENT A – Maps



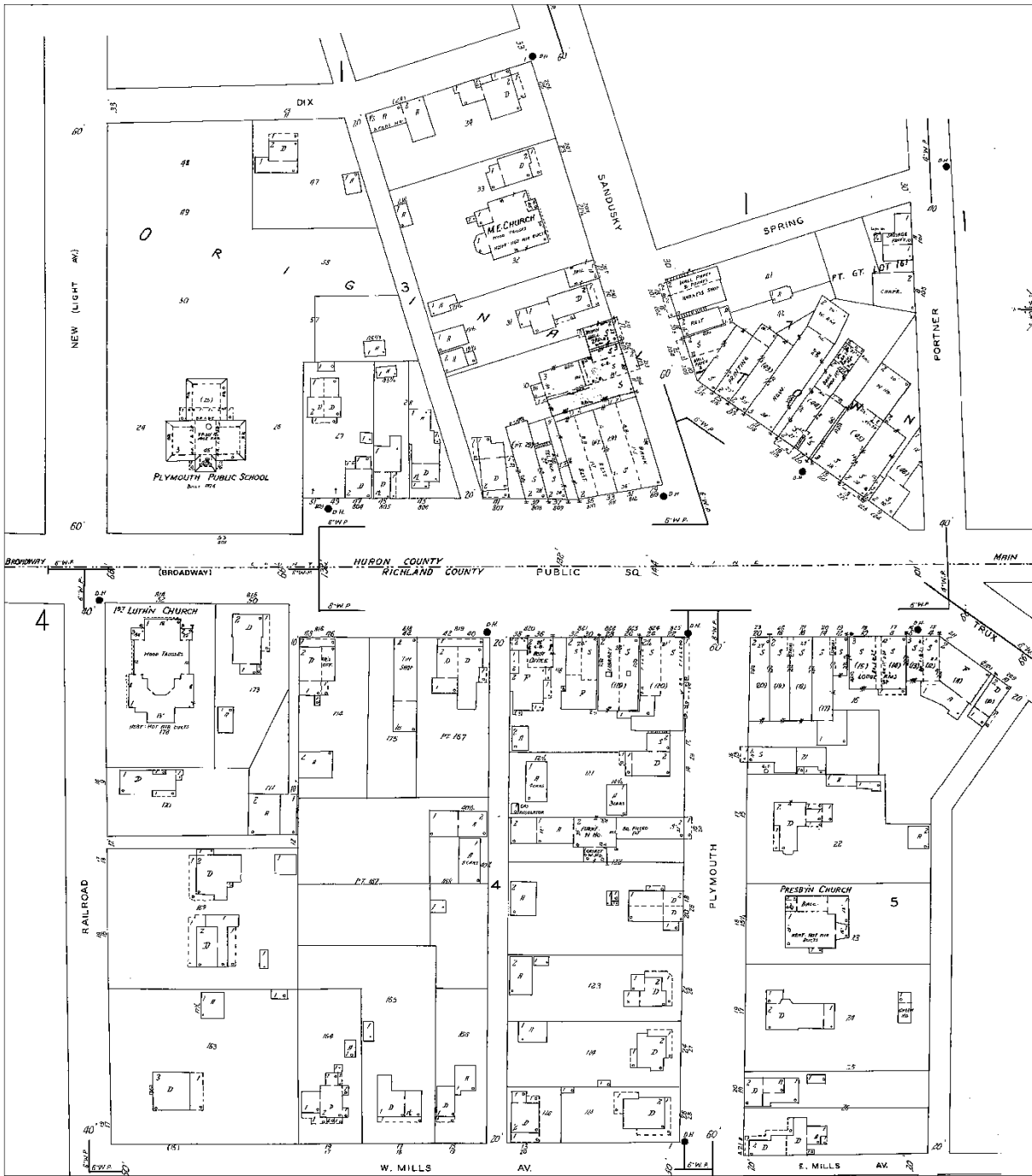
1891. From *Atlas of Huron County*

ATTACHMENT A – Maps



1924 Sanborn Map

ATTACHMENT A – Maps



1938 Sanborn Map

Attachment B – Historic Images



1880, Beall's Trail, Blooming Grove Twp. From *Richland County History*, p.396



Soldier's Reunion, October 20, 1874. From Plymouth Area Historical Society



c.1880, taken before the 1886 fire. From Plymouth Area Historical Society



Stone cutting, between 1899 and 1904. From Plymouth Area Historical Society

Attachment B – Historic Images



Public Square, south side, c.1900. From *History of Plymouth, Ohio, Area*, p.53



Public Square, c.1900. From <http://www.kosersmarket.com/photographs/>



Public Square, 1906, looking north toward Sandusky Street



Public Square, c.1906. Both 1906 images from Google Images

Attachment B – Historic Images



Public Square, looking east toward E. Main St., c.1910. From Google Images



13-15 E. Main, under construction, c.1910. From Plymouth Area Historical Society



August 1915, Centennial. From Plymouth Area Historical Society



Armistice Day, November 11, 1918. From *The Plymouth Advertiser*, August 5, 1965.

Attachment B – Historic Images



National Hotel, early 1900s. From *History of Plymouth, Ohio, Area*, p.47



Methodist Church and Parsonage, c.1906. From Plymouth Area Historical Society



Deisler Theatre, date unknown. From *History of Plymouth, Ohio, Area*, p.37



Clover Farm Store, date unknown. From *History of Plymouth, Ohio, Area*, p.39

Attachment B – Historic Images



45 Dix, 1958. From “First issue published in this house, 1853”

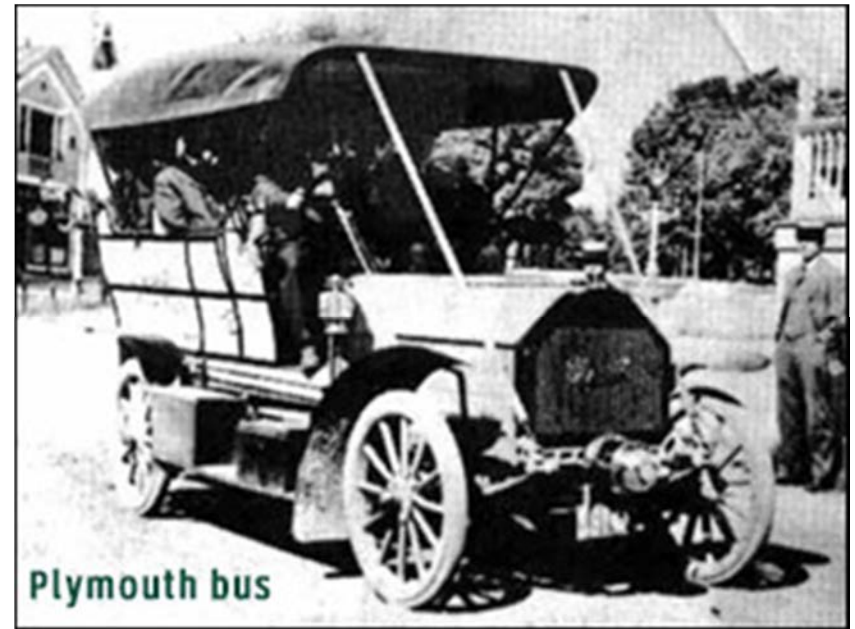


Beelman Furniture Factory, 1965. From Plymouth Area Historical Society

Attachment B – Historic Images



1910 Plymouth auto. From *History of Plymouth, Ohio, Area*



1910s bus. From <https://www.allpar.com/cars/plymouth/locomotives.html>



1912 locomotive. From <https://www.allpar.com/cars/plymouth/locomotives.html>

THE SILVER KING TRACTOR

Manufactured By

THE FATE-ROOT-HEATH COMPANY

PLYMOUTH, OHIO

See Your SILVER KING DEALER
for a demonstration of this
powerful, economical tractor.

1950 Advertisement. From *Richland County Farm and Business Directory*, p.28.

Attachment B – Historic Images

Ohio River Contract Company Breaks World's Concreting Record On Government Dam Work With a "Plymouth" Locomotive



The U. S. Government is building the longest movable dam in the world in the Ohio River, 18 miles below Evansville, Ind.—and the only one ever constructed on a shifting mud foundation. In its construction the contractors, The Ohio River Contract Co., is using two "Plymouth" Gasoline Locomotives, and these two Little Giants have not only broken the world's concreting records but have cut them in HALF.

Read the Remarkable Figures in This Great Feat

The following figures are taken from a report made by Leslie P. Michel, Secretary of The Ohio River Contract Co., of Evansville, Ind., and give an idea of the manner in which these two "Plymouth" Gasoline Locomotives have worked on the work:

1. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 2. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 3. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 4. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 5. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 6. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 7. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 8. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 9. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 10. They have hauled 1,000,000 cu. yds. of concrete in 100 days.	1. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 2. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 3. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 4. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 5. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 6. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 7. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 8. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 9. They have hauled 1,000,000 cu. yds. of concrete in 100 days. 10. They have hauled 1,000,000 cu. yds. of concrete in 100 days.
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The "Plymouth"

Gasoline Locomotives

Made These Feats Possible, and Besides, Saved \$44 in Haulage Cost Every 8 Hours

The Ohio River Contract Co. not only gives the "Plymouth" ALL the credit for these records, but says that each "Plymouth" saved \$44 on each 8-hour shift in actual cost, comparing each locomotive with SIX WHEELS which they replaced.

Here's How "The Plymouths" Did It

There are three BIG reasons why the "Plymouths" could speed up this work as they did and at the same time reduce the cost by such an amount—**Plymouth FUEL-EFFICIENCY**, **Plymouth LOW-FUEL Consumption**, and **Plymouth LOW LABOR Cost**—

And here's why these Plymouth features are superior to all other locomotives—no matter what power:

1. **Plymouth** provides fuel economy, low fuel cost, and low labor cost.
2. **Plymouth** has a low fuel consumption, and a low labor cost.
3. **Plymouth** labor only one man per locomotive, and a low labor cost.



1 **Plymouth** provides fuel economy, low fuel cost, and low labor cost.

2 **Plymouth** has a low fuel consumption, and a low labor cost.

3 **Plymouth** labor only one man per locomotive, and a low labor cost.

THE J. D. FATE COMPANY

219 Riggs Ave., Plymouth, Ohio

Get the Complete Story

as told by
The Ohio River Contract Co.

We have a small folder that gives a complete record of the successful "Exhibits" of The Ohio River Contract Co.

Full cost per ton-mile, length of hauls and many other interesting features—a truly wonderful array of facts!

FREE—Send for it

It is interesting to every contractor and every engineer. Send for it today. It is yours for the asking.

Use the Coupon

Send me the folder you mentioned above.

Name _____

Address _____

City _____

State _____

Zip _____




1916 ad for Plymouth Locomotive. From *Rock Products and Building Materials*, p.19

Plymouth Historic District

Huron and Richland Counties, Ohio

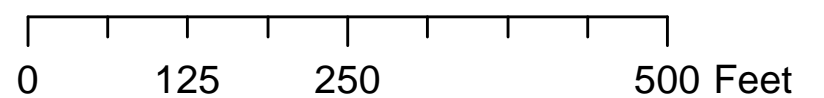


Legend

- Richland / Huron County Line
- Historic District Boundary
- Streets
- Railroad

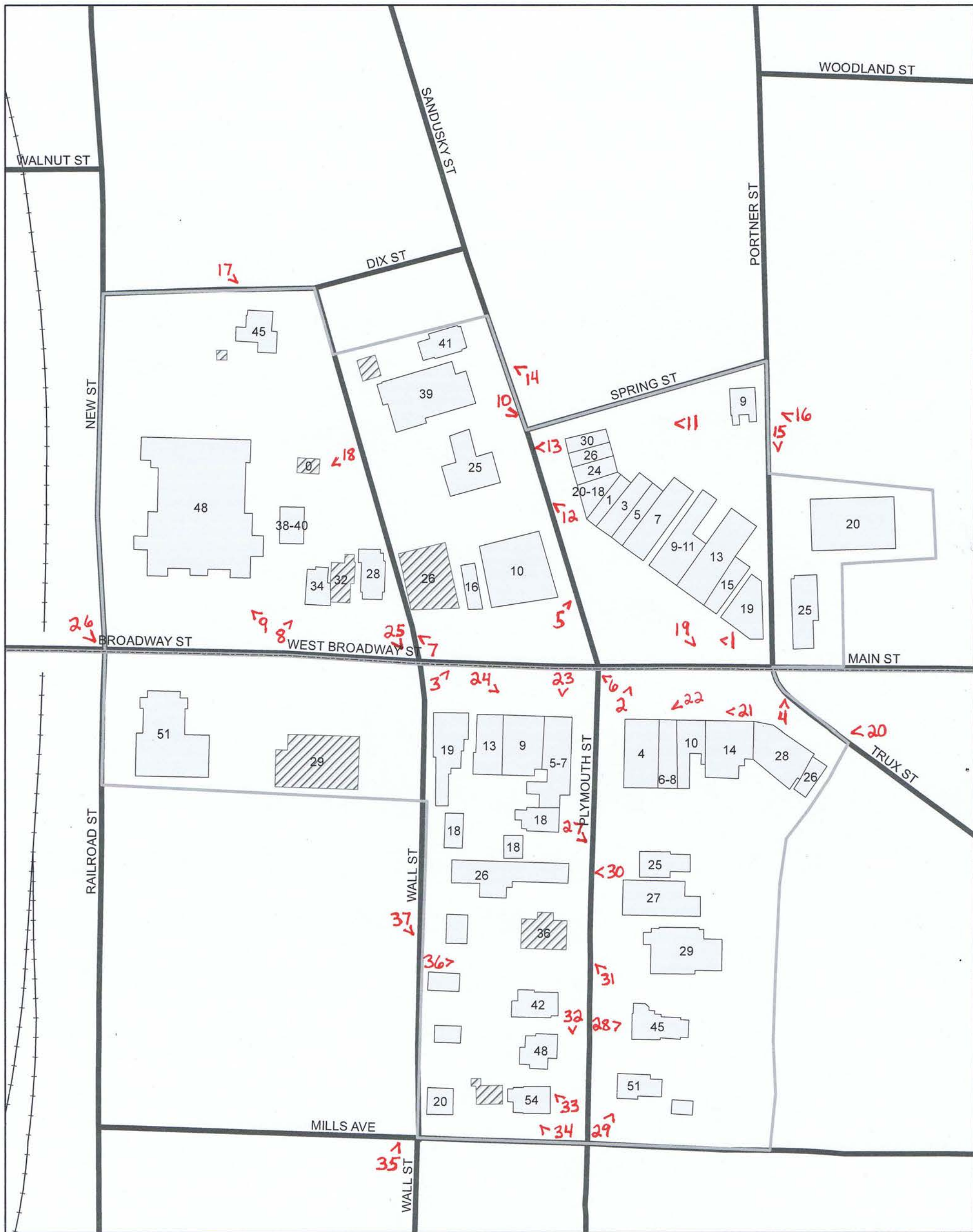
Structures / Features

- Noncontributing
- Contributing



Plymouth Historic District



Huron and Richland Counties, Ohio

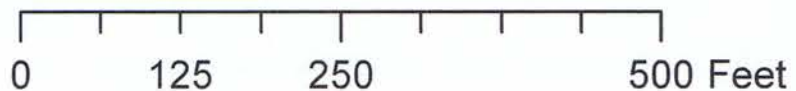


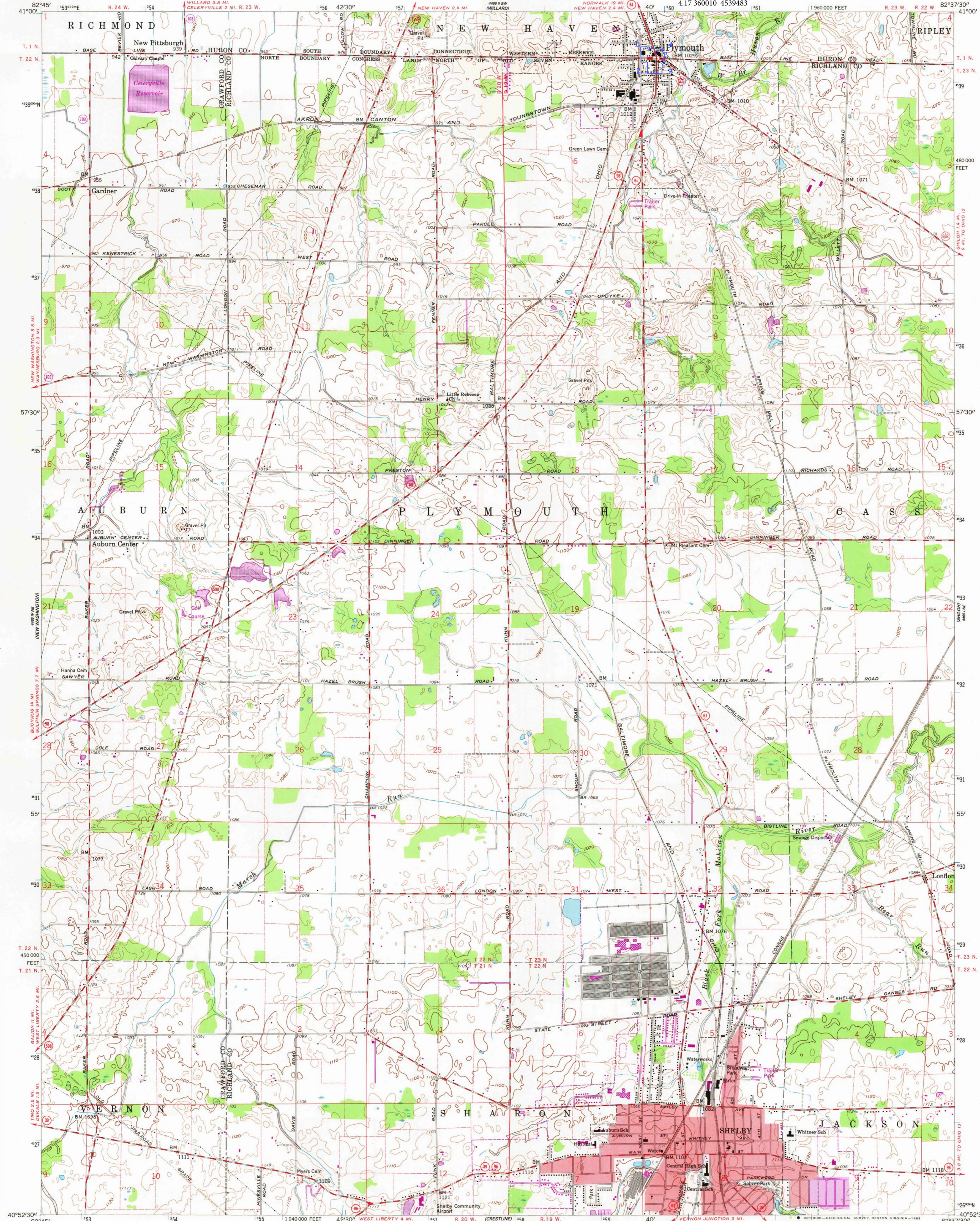
Legend

-  Richland / Huron County Line
-  Historic District Boundary
-  Streets
-  Railroad

Structures / Features

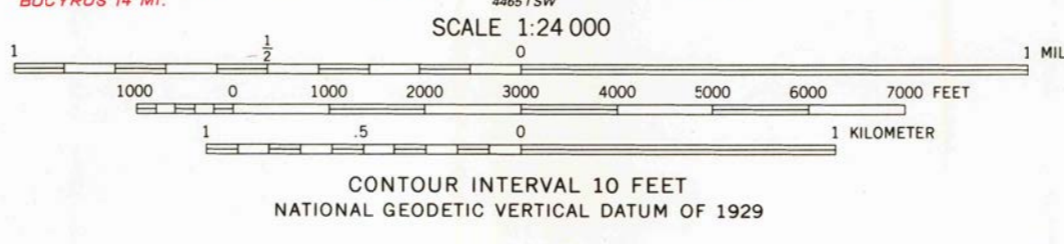
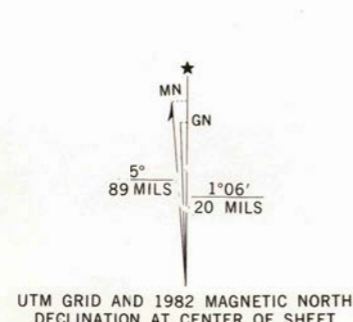
-  Noncontributing
-  Contributing





Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1959. Field checked 1960
Polyconic projection. 10,000-foot grid ticks based on Ohio coordinate system, north zone. 1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue. 1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 2 meters south and 10 meters west as shown by dashed corner ticks
Land lines south of Connecticut Western Reserve based on the Ohio River Base. Dotted land lines established by private subdivision of the Connecticut Western Reserve
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked
Red tint indicates area in which only landmark buildings are shown



ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
State Route	



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled in cooperation with State of Ohio agencies from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1982
Purple tint indicates extension of urban areas

SHELBY, OHIO
N4052.5-W8237.5/7.5
1960
PHOTOREVISED 1982
DMA 4465 1 NW-SERIES V852

RETURN TO:
USGS MAP HISTORICAL MAP ARCHIVES

SEP 23 1982





WORTH ST
W. BROADWAY ST

603

Nancy's SALON OF BEAUTY

PLYMOUTH

PLYMOUTH Best HARDWARE

V





Don't Wait.
Communicate.
20

27



1886



Jancy's













COMPUTER
CENTER



SNOW
PLOW
REPAIR

OPEN

Century















45









Bullseye
Hair and Tanning
Salon

68212



8

681

STITCHES
IN
TIME

MAIL

VINTAGE

DENTIST

♿
PARKING
ONLY

15 MIN
STREET CLOSURE
OR HOUSE PLACEMENT

WAY







D. B. KING HOUSE











26















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 11/7/2018 Date of Pending List: 11/16/2018 Date of 16th Day: 12/3/2018 Date of 45th Day: 12/24/2018 Date of Weekly List: 12/7/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 12/7/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Control Unit Discipline _____

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

NATIONAL REGISTER OF HISTORIC PLACES
NPS TRANSMITTAL CHECK LIST

OHIO HISTORIC PRESERVATION OFFICE
800 E. 17th Avenue
Columbus, OH 43211
(614)-298-2000



The following materials are submitted on NOV. 7, 2018
For nomination of the Plymouth Historic to the National Register of
Historic Places: District, Huron/Richland Counties, OH

- Original National Register of Historic Places nomination form
 Paper PDF
- Multiple Property Nomination Cover Document
 Paper PDF
- Multiple Property Nomination form
 Paper PDF
- Photographs
 Prints TIFFs
- CD with electronic images
- Original USGS map(s)
 Paper Digital
- Sketch map(s)/Photograph view map(s)/Floor plan(s)
 Paper PDF
- Piece(s) of correspondence
 Paper PDF
- Other _____

COMMENTS:

- Please provide a substantive review of this nomination
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____
Constitute a majority of property owners
- Other: _____



November 1, 2018

Julie Ernstein, Acting Chief, National Register of Historic Places
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms. Ernstein:

Enclosed please find 2 new National Register nominations for Ohio. All appropriate notification procedures have been followed for the nomination submissions.

NEW NOMINATION

Plymouth Historic District
Forest Lawn Memorial Park Cemetery

COUNTY

Huron/Richland Counties
Mahoning County

The enclosed disks contain the true and correct copy of the information to the National Register of Historic Places nominations for the Plymouth Historic District and Forest Lawn Memorial Park Cemetery.

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

A handwritten signature in blue ink that reads "Lox A. Logan, Jr." with a stylized flourish.

Lox A. Logan, Jr.
Executive Director and CEO
State Historic Preservation Officer
Ohio History Connection

Enclosures



September 5, 2018

Mr. Daniel B. Delahaye
Federal Preservation Officer
United States Postal Service
475 L'Enfant Plaza, SW
Washington, DC 20260-1862

RE: Plymouth Historic District, Huron and Richland Counties, Ohio

Dear Mr. Delahaye:

The Ohio State Historic Preservation Office is processing the nomination for the Plymouth Historic District, roughly bounded by Dix, Trux, Mills, and Railroad Streets, to the National Register of Historic Places. The nomination includes a federally owned facility, the United States Post Office at 27 Plymouth Street, Plymouth, Richland County, Ohio. The nomination will be reviewed by the Ohio Historic Site Preservation Advisory Board at their meeting on September 21, 2018.

As you are aware, federal regulations require that the State Historic Preservation Officer provide 30 day notification and comment period for federal agencies owning properties to be nominated to the National Register. I am enclosing a copy of the nomination for your consideration and comment. We invite your comments on the nomination. The nomination will be forwarded to the Keeper of the National Register within the next 30 days.

If our office can be of additional assistance, please contact Barbara Powers, Department Head, Inventory & Registration, Ohio Historic Preservation Office at (614) 298-2000 or bpowers@ohiohistory.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Ross Nelson", with a long horizontal flourish extending to the right.

Ross Nelson
Survey/National Register Manager
Ohio State Historic Preservation Office

Ross Nelson

To: Barb Powers
Subject: Plymouth Historic District Nomination

From: Delahaye, Daniel B - Washington, DC [<mailto:Daniel.B.Delahaye@usps.gov>]
Sent: Friday, September 21, 2018 1:52 PM
To: Barb Powers <bpowers@ohiohistory.org>
Subject: Plymouth Historic District Nomination

Good afternoon, Barbara.

I received your notice for the above-reference nomination, have reviewed it, and have limited comments.

- The USPS database indicates the building was occupied in December 1959 (nomination-1960 construction date).
- USPS leases this property. Contact information follows:
Sheritt LLC
Ned Heydinger
Debra Heydinger
6260 Waynesburg Tiro Rd.
Tiro, OH 44887-9722

Is this nomination available on your website? If so, please direct me to that location as I was unable to locate it. I would also like a copy of the approved nomination for our permanent record.

Hard copy correspondence sent to my PO Box is recommended:

PO Box 23317
Washington, DC 20026-3317

Mail coming to my desk goes through an irradiation process which damages the correspondence and takes longer to reach me.

V/r,

Daniel Delahaye
Federal Preservation Officer

USPS Facilities HQ
475 L'Enfant Plaza SW, Rm. 6670
Washington DC 20260-1862
(202) 268-2782
daniel.b.delahaye@usps.gov