NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

683

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Goodyear Tire and Rubber Company Headquarters

other names/site number Plant No. 1

2. Location

street & number 1144 East Market Street | n/a not for publication

city or town Akron | n/a vicinity

state Ohio code OH county Summit code 153 zip code 44305

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 __x__ statewide __local

Barbara Powell Department Head, Inventory & Registration July 11, 2013
Signature of certifying official/Title Date

Ohio Historic Preservation Office, Ohio Historical Society
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

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:)

Patrick Andrus 8/27/2013
Signature of the Keeper Date of Action

Goodyear Tire and Rubber Company Headquarters
Name of Property

Summit, OH
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1		buildings
1		sites
1		structures
		objects
3		**Total**

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

INDUSTRY/Manufacturing Facility
COMMERCE/TRADE/Business

Current Functions
(Enter categories from instructions.)

COMMERCE/TRADE/Business

7. Description

Architectural Classification
(Enter categories from instructions.)

Early 20TH CENTURY Commercial Style
Late Modern

Materials
(Enter categories from instructions.)

foundation: Clay Block, Concrete Bock
Concrete Block, Fire Block, Clay Block,
walls: Brick, Sandstone, Metal Panels
roof: Asphalt, Stone & Terra Cotta Coping
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

See Continuation Sheets.

Narrative Description

See Continuation Sheets.

Goodyear Tire and Rubber Company Headquarters
Name of Property

Summit, OH
County and State

8. Statement of Significance

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

- [X] 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.)

Property is:

- [ ] 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.
- [X] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

COMMERCE
INDUSTRY
INVENTION
TRANSPORTATION

Period of Significance
1909-1973

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Goodyear Engineering Department
HWH Architects Engineers Planners Inc. (Cleveland)

Period of Significance (justification)
Period of Significance coincides with the oldest constructed building (1909) on the site and the last major renovation of the site, which occurred in 1972-73.

Criteria Considerations (explanation, if necessary) Criterion G for the property continued to achieve significance into a period less than fifty years with the renovation of Plant No.1 into the Goodyear's corporate world Headquarters for both domestic and international business in 1973.

Goodyear Tire and Rubber Company Headquarters
Name of Property

Summit, OH
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.) *See Continuation Sheets.*

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

See Continuation Sheets.

Developmental history/additional historic context information (if appropriate)

See Continuation Sheets.

9. Major Bibliographical References

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

See Continuation Sheets.

Previous documentation on file (NPS):

_X_ 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: **Akron University – Goodyear Archives**

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 18.415 acres
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	17	459073	4546353
2	17	459667	4545750
3	17	459521	4545583
4	17	458929	4546219

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

The nominated property is situated in the city of Akron, County of Summit and State of Ohio: and known as being parcel lot numbers 67-63141. The entire parcel is included in the nomination.

Boundary Justification (Explain why the boundaries were selected.)
The nominated boundary includes the property historically associated with the Goodyear Tire and Rubber Company Headquarters of 1973. There are multiple historic Goodyear properties in Akron including but not limited to: (Plant No. 2) Technical Center for Research and Development located on Innovation Way, Plant No. 3, ChemiGum Plant and Plastics Laboratory located on East Archwood Avenue, Research Laboratory 142 Goodyear Boulevard, Proving Grounds located

on South Seiberling Street. Also located in the city of Akron associated with Goodyear are Wingfoot Lake, Plant C, Goodyear Heights, and Goodyear Park. The Goodyear Airdock (NR# 73002259) and Goodyear Hall (NR# 13xxxxx) are listed on the National Register of Historic Places. Stan Hywet Hall (NR# 75002058) is a National Historic Landmark. Although the majority of Goodyear properties are located in east Akron, they have never been one continuous parcel. The properties were separated by other commercial and private ownership including Mohawk Rubber Company, Linde Air Products Company, Knight M. A. Pottery, Perry B. F. Contractors Yard, Great Western Cereal Company, Standard Toy Marble Company and others.

11. Form Prepared By

name/title Diana Wellman
organization Preservation Principles Consulting date 4/19/13
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city or town Cleveland Heights state OH zip code 44121
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets** : 9. Bibliography, Photographs, Photo-documentation Key, Historic Photographs

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

See Continuation Sheets.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name IRG RC Market HQ, LLC
street & number 360 E. Highland Road telephone 513-792-5000
city or town Macedonia state OH zip code 44056

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

Goodyear Tire and Rubber Company Headquarters
Name of Property

Summit, OH
County and State

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

NARRATIVE DESCRIPTION

Summary Paragraph

The Goodyear Tire and Rubber Company Headquarters is located at 1144 East Market Street on permanent parcel number 67-63141 in Akron, Ohio. The nomination includes the Goodyear Headquarters complex, which was designed by Goodyear's Engineering Department as Plant No. 1 and consists of one (1) building, which is an accumulation of thirty (30) additions, nineteen (19) bridges, tunnels or stair towers that cover approximately 1.5 million square feet of building space and was constructed between 1909 and 1973. Plant No. 1 was converted in 1972-1973 to serve as Goodyear World Headquarters by HWH Architects of Cleveland. The building was the first of three major plants built by Goodyear in East Akron to manufacture rubber goods. The Plant was referred to as Plant No. 1; the other two Plants, No. 2 (1916 – 1934) and No. 3 (1918-1929) were separate plants serving additional rubber production manufacturing for Goodyear. The Goodyear Headquarters building (Plant No. 1) is located in east Akron along the Little Cuyahoga River and the parcel covers 18.415 acres. The parcel is flanked by East Market Street to the east, Kelley Avenue to the south, Little Cuyahoga River and River Street to the west, the Baltimore and Ohio Railway to the northwest which converges at East Market at Fulton Street. In addition to the Goodyear Headquarters complex the nomination includes one contributing structure the River Regulator System and one contributing site the 18 acre Goodyear Headquarters site.

Included in the nomination as part of the Headquarters building is the clock tower (addition 25A) built in 1916 as an addition to the general office building #23 and is the only remaining element from the general office building. The clock tower is no longer physically connected to the headquarters due to the demolition of the connector additions #23 and #8 in 1984. The general office building was the second office building constructed for Goodyear in 1913. The building held the president's and other administrative offices until 1972. Oak panels from the Oak Room, which was in the executive dining room, were relocated to Mahogany Row in 1972 during the rehabilitation of Plant No. 1 into the Headquarters. Although the clock tower is physically unconnected due to the demolition in 1984, the clock is considered an addition to the Headquarters building and is not a separate resource.

An electric substation (addition #22) was built in 1915 and continues to supply power for the Headquarters. It is located west of the clock tower. Portions of addition #22, including smoke stacks were demolished in 1984. The electric substation was originally connected to the Headquarters building and remains an addition, even though the building is not physically attached directly to the Headquarters building today. It is not a separate resource.

Two railroad tracks define edges of the nominated property, the Akron and Barberton Belt Railroad (ABB) and the (CVT) Cleveland Terminal Valley Railroad. Both Railways serve as delineation for the parcel boundary along a portion of the property. The ABB was a freight system serving Akron industries including Goodyear; it has been abandoned at the stretch along Goodyear. The CTV was a passenger system with a station located at Case and East Market Street; (since demolished) located across from the plant. The system is now operated

by Cuyahoga Valley Scenic Railroad. Although both railways were used by Goodyear historically, the railroad tracks are not included within the boundaries of the nomination. (photographs 12, 18, 25)

The nomination does not include the other facilities associated with Goodyear located in east Akron. These other Goodyear-related properties are either individually listed in the National Register or are not located in close proximity to the nominated Goodyear Headquarters complex to be included in the nomination boundary. See Goodyear East Akron USGS map. These additional properties include but are not limited to:

B: Goodyear Hall, 1201 East Market Street (NR# 13xxxxx) is located directly across from the Headquarters building at 1214 East Market Street.

C: Goodyear Research Laboratory built in 1942 is located approximately a quarter of a mile east of Goodyear Hall and Headquarters at 147 Goodyear Boulevard.

D: Goodyear Plant No. 2 located approximately a half of a mile south of Interstate 76 on Martha Avenue (Innovation Way) and constructed from 1916 to 1931 and converted in 1978 into the Technical Center for Goodyear Research and Development.

E: Plant No. 3 is located further south at the intersection of S. Seiberling Street and East Archwood Avenue approximately one and a half of a mile south of the Headquarters building and includes the ChemiGum (synthetic rubber plant) and plastics laboratory. Dates of construction for Plant No. 3 are 1918 until 1929.

F: The Proving Grounds are located across from Plant No.3 and were built in 1984.

G: Goodyear Airdock, at Akron Fulton Airport. (NR# 73002259) approximately 3.7 miles from Goodyear Headquarters.

Stan Hywet Hall, Frank A. Seiberling House (NR# 75002058) National Historic Landmark is located at 714 North Portage Path. (not on map)

Narrative Description

In 1898 Frank Seiberling purchased an old strawboard factory on the banks of the little Cuyahoga River in Akron, Ohio. The site contained several defunct factory buildings which required repair and converting the buildings to support manufacturing of rubber goods. In 1900, the first building constructed for the Goodyear Tire and Rubber Company was located at the top of the hill, off of Market Street and housed the General Office, now demolished. The site continued to expand after 1900 with the greatest expansion of physical growth for the site occurring between 1909 and 1920. During this time period the old strawboard buildings were demolished to make way for brick and steel manufacturing buildings of five to seven stories in what was known as Plant No. 1, currently Goodyear Headquarters. The success of the company required the need for further expansion and accumulation of additional property. Goodyear was able to acquire additional property in East Akron south of Plant No. 1 to form Plant No. 2 in 1916 and eventually Plant No. 3 in 1918. Ancillary buildings were constructed as well, including the Airdock, which is located approximately 2 miles south at what is now Akron Fulton Airport and the Research Laboratory Building located at 142 Goodyear Boulevard. Goodyear growth and success led to property acquisitions all over the world.

By 1923 Plant No. 1 (Goodyear Headquarters Building) manufacturing buildings covered the entire parcel 67-63141. In 1962 Goodyear modernized Plant No. 2 to meet the manufacturing processing needs of the day, allocating Plant No. 1 obsolete. In 1958, Goodyear began transforming the interior spaces of the manufacturing facility into administrative headquarters. In 1972-73 Cleveland architects HWH were hired to complete the transformation. In 1973 Goodyear celebrated their 75th anniversary with tours of their new headquarters home in Plant No. 1 which displayed a unified modern façade along East Market Street. Nearly half of the manufacturing facilities were demolished in 1984; the Headquarters did not require the power plant, warehouses and ancillary spaces occupied by the manufacturing plant. This area is now predominately grass covered with a few gravel areas. The remaining 1.5 million square feet of space was ample for the various administrative departments of one the nation's top 30 Fortune Five Hundred Company and largest tire and rubber manufacturer in the industry.

Goodyear Headquarters Building – Contributing resource – 1 building
1909: # 15 (photographs 27, 39)
1910: # 16 (photograph 20)
1912: # 6, 7 (photographs 13, 15,16)
1913: # 7A (photograph 15)
1915: # 18, 22 (photographs 16, 22, 23)
1916: # 16A, 12, 25A (photographs 19, 20, 21, 22, 27, 40)
1917: # 21, 29 (photographs 4, 6-10, 13, 14, 21, 28) Mahogany Row (photographs 32-38)
1920: # 6A, 29A, 18A, 16B (photographs 9, 20, 28)
1921: # 21A (photographs 4, 5)
1925: # 9 (photograph 16)
1973: # 6C, 6D, 6E, 6F, 6G, 6J, 21B, 79B, 29 B, 29 C, 29D, 29E

Headquarters : 1909-1973

The Headquarters buildings are composed of a steel frame structure with brick bearing walls. The walls are caped with either stone or terra cotta coping. The roofs are flat with EPDM membrane or Mod-Bit built up roofing systems. Additions 29A, 29, 21, 21A and 6A have had monitor roofs but the glazing has been removed. Window bays vary in window types from double hung multi-divided wood or metal windows to steel industrial windows. A good portion of bays towards the west of the facility have been bricked or CMU in-filled. The East Market Street façade was altered as part of the 1973 celebration of the Headquarters for the Goodyear Tire and Rubber Company and the entire façade was modernized and unified with metal panels. The main lobby entry is a grey granite one-story projection. The remaining manufacturing buildings are skeleton construction of brick-encased steel pilasters that project a brick's width with fenestration and brick spandrels. Window bays are in-filled with a variety of material including brick, CMU, non-historic window configurations and fiberglass material. Addition 21 is the exception; the brick is blond or painted a blond color on the west elevation facing the courtyard and on Addition 6A on the east elevation where it faces the courtyard.

The interior of the additions are for the most part finished office spaces. Many areas are large wide open spaces with portable cubicles. The steel columns have been encased in plaster or drywall, ceilings are dropped acoustic tile systems and carpeting or CVT flooring. The most significant interior spaces within the office area include Mahogany row, located on the fifth floor of Addition 21 and 21A. The entire floor is defined by oak paneling, which has a wide corridor with seating areas for visitors to the executive suites. Executive suits are interior offices with individual reception areas. The president's office and board room are defined with carved oak paneling, which was relocated from addition 23 and Gothic Revival style plaster and wood ceilings. The remaining spaces in 21, 21A, 29, 29A, 6 and 6A are finished office spaces with plaster finishes on exterior walls and columns and dropped acoustic tile ceilings. Some columns in 21, 21A and 6 are encased with wood trim. The main lobby is a large open glass box with terrazzo flooring. A glass wall connector between 21 and 29 replaced a brick bridge connector. The area is defined by Goodyear Speedramps which vertically connect the third through sixth floors. The Speedramps were designed by Goodyear and the Stephens-Adamson Manufacturing Company. They were first employed in the Hudson and Manhattan Railroad Station in Jersey City to connect the Erie Railroad to the Hudson & Manhattan Tubes in 1954. The interior space of the headquarters retains the general feel of the 1973 rehabilitation, while furnishings and carpeting has continued to be updated to reflect current times. Spaces that were not converted to office use remain warehouse-like spaces with the masonry walls painted and the steel columns exposed.

The Headquarters, representing half of the manufacturing facilities from 1923, consists of the following additions. In plan the Headquarters is four fingers with additions 21 and 6 converging at an angle. Additions 21, 21A, 29 and 29A are parallel with East Market Street. The other three fingers are parallel with River Street. Between addition 29 and 6 is an area referred to as the "courtyard." Additions 6, 6A and 6J are separated from additions 7, 7A and 15 by the

"upper alley." Additions 12 and 16, 16A are separated from Additions 7, 7A and 15 by the "lower alley."

The electric substation and clock tower are on the north side of the main buildings. The ABB RR trestle runs along the south boundary. The CVT Railroad tracks run parallel with River Street along the west boundary. The river runs along the southern border of the parcel until it meets the corner of Addition 18, then the river flows through an underground vault before emerging at the northwest corner of the parcel. Addition 12 is connected to Addition 31 (1915), which is the Tauax Addition, where the company manufactures the rubber raw material, by an elevated aluminum sided bridge that was constructed in 1983. The bridge provides a path for the electric cables to travel from the substation through Addition 12 to Addition 31. Historically, the connection to the manufacturing facility between Addition 31 and the rest of the facility was through Additions 11 (1913) and 5(1912) and Addition 12 was adjacent to Addition 13 (1909). Addition 13, 11 and 5 were demolished in 1984. The bridge between 12 and 31 was constructed outside the period of significance.

Additions 15 (1909), 7 (1912), and 7A (1913)

Addition 15 was constructed in 1909. Addition 15 was directly adjacent to Addition 13 which was constructed the same year. Addition 13 was demolished and only the two stairways shared by the additions remain of addition 13. Addition 15 connects to addition 7 which was added in 1912 and 7A in 1915. Additions 15, 7, and 7A are seven stories in height. Only the southwest and northwest elevations are visible beyond the alley, the remaining elevations are tucked into the alley and addition 9 (which is an infill corridor that exists at the third and fourth floors) obscures most of the south elevation of the three additions. 15 is a four and five-story addition, 7 is five stories in height while 7A is seven stories tall.

Addition 16 (1910), 18 (1915), 16A (1916), 12 (1916) 18A (1920), 16B (1920), 9 (1925)

Addition 16 was constructed in 1910. Addition 16 was directly adjacent to Addition 17 which was constructed three years later in 1913. Addition 17 was a four-story addition which has been demolished and only the two stairways shared by the additions remain of addition 17. Addition 16 connects to addition 18 which was added in 1915 and 16A in 1916. Additions 15 and 12, are four stories in height, while addition 18 is a one-story power station. The entire west and south elevations are visible and demonstrate alterations to the window bay openings. The remaining elevations are tucked into the alley and addition 9 (which is an infill corridor that exists at the third and fourth floors) obscures most of the south elevation of the three additions. 15 is a four and five-story addition, 7 is five stories in height while 7A is seven stories tall. Addition 18A is an infill that was added when 16B was constructed to connect 18 and 16B, all which are one-story.

Addition 6 (1912), 6A (1920), 6C, 6D, 6E, 6F, 6G and 6J (1973)
Addition 6 which is a six-story addition was constructed in 1912. Addition 6 connects to 7 and 7A to the west and 29 and 21 to the east while 6A connects to 15 to the west and to 6E to the east. 6A was constructed in 1920. 6C, 6D, 6E, 6F, 6G and 6J were all added in 1973.

Addition 21 (1917), 21A (1921)
The original General Office addition was located along East Market in attempts to keep the carbon black from the administrative department. A second office addition was constructed in 1917, noted as addition 21 on Goodyear plans. In 1921 21A extended the office addition to the former General Office building # 23, now demolished. The additions are five-stories in height at East Market Street; Addition 21A has two levels below ground, while Addition 21 only descends by one floor. Historically they were connected to Addition 29 by a brick bridge. The bridge was removed during the 1973 alterations and replaced with an aluminum frame and glass in-fill connector, which connects at all levels above grade.

Addition 29(1917), 29A (1920)
Addition 29 was built in 1917 and served as the warehouse and shipping department. The East Market Street elevation had numerous shipping platforms. The four-stories in height building has two stories below ground. The shipping platforms were removed as part of the 1973 recladding of the façade.

Bridges and Tunnel
There are nineteen bridges among the additions and most are brick construction with varying window types. A few are steel frame with aluminum cladding. A tunnel runs under East Market Street connecting the Headquarters to Goodyear Hall. A tunnel was conceived to provide convenient access for employees to the hall, gymnasium and bank. It functioned as an underground sidewalk, creating a safe route for employees to avoid East Market Street which served as a truck route. Although the building was connected by an underground tunnel to Plant No. 1 (what is now Goodyear Headquarters) at time of construction; Goodyear Hall was not designed as an addition to Plant No. 1. The buildings have distinctly different functions, are located on different parcels divided by a major avenue, and were designed by different entities. Plant No. 1 was designed as a manufacturing facility by the Goodyear Engineering Department. The tunnel was not imperative for the manufacturing process and served only as a means of access for employees; it was not used for transportation of goods or products. The Goodyear Hall, Ohio Savings and Trust Company building was designed by a prominent architectural firm, Walker and Weeks, and stood to serve the employees rather than the manufacturing process.

Building #25A – Clock Tower/"Old Guard Tower": 1916
The clock tower was built in 1916 to honor members of the "Goodyear Old Guard" which included the following members: F.A. Seiberling, Ed Hippenstead, George Swartz, F. G. Hills, A. B. Cunnington, Clara E. Bingham, A. J. Huguelet, Mary Higgins, Fred Colley, George Spaulding, Carl Klingenhagen, B. F. Weaver, E. Dwight Viers, P. W. Litchfield. The tower was designed by the Goodyear Engineering Department and renovated when the General Office Building was demolished in 1984. A time capsule designed by Goodyear Engineers containing items from the first 100 years of the Goodyear Tire and Rubber Company was placed on the first floor in 1998 and is not to be opened any earlier than 2098.

The building is square in plan measuring 21 feet on all sides. The tower is approximately ten stories in height. The tower is red brick with four clock faces on each elevation. A narrow balcony provides access to the bells. Limestone accents and brackets support the copper gutter and roof.

There are ten flights of stairs that rise to the clock mechanism, which is original. The mechanism employs gears, weights, and pulleys which are operated by an automated system that was installed in 1949 and upgraded over the years. The level above the mechanism supports the bell organ, which allows for manual operation of the bells. The bell supports are a two level system with eight smaller bells on the lower level and four larger bells above. The bells are stamped with "Meneely Bell Co. Troy N.Y. 1920." The Meneely Bell Foundry was a bell foundry established in 1826. Their bells are found all over the world.

Building #22 – Electric Substation: 1915

The building was designed by the Goodyear Engineering Department and constructed in 1915. The red brick rectangular building is approximately 144' x 38' with five bays on the east and west elevations and 2 bays on the north and south elevations. The building is three stories in height. The brick encased steel piers provide architectural language distinguishing the bays. The roof is flat. The interior is non-descript with exposed masonry walls and is consumed by the electrical mechanical systems. A stair well is located along the north wall.

Little Cuyahoga River: River Regulator System – Contributing resource – 1 structure
(photographs 24, 25)
A flood gate control water regulator system is located at the north end of the Little Cuyahoga River. It consists of gates and weirs with two concrete troughs. The gates control the water level where the river flows under the Goodyear site, in order to maintain water levels. This structure is located within the boundaries of the Headquarters. A brick gate shed is associated with the water regulator station. The station is a contributing structure to the Headquarters building.

Goodyear Tire and Rubber Headquarters– Contributing Resource – Site
The Goodyear Headquarters site includes a brick retaining wall that runs along the west side of East Market Street (photos 1, 26). A brick pier, with an inset stone plaque carved with the Goodyear "wingfoot" logo, is located at the sidewalk of East Market Street just south of Fulton Street and terminates the brick faced retaining wall that runs from the pier to the north guard station of the Headquarters building. Brick and granite curbs define landscape areas along East Market Street (photo 3). A vehicular drive is located at the south end of the building at the south guard house and provides vehicular access to the parking garage and lot located in addition 29 and 29A. A retaining wall composed of hollow structural terra cotta account for the grade change from the courtyard to the upper alley. A metal stair provides pedestrian access between the two areas. The upper and lower alleys are paved with asphalt. The remaining property is un-manicured grass. Gravel parking areas are located on the west portion of the property near the substation and the water regulator (photo 24). A concrete sidewalk runs along the west elevation stair exits. Manufacturing elements such as power troughs, fencing, and railroad spurs mingle into the landscape (photos 12, 23, 27).

Integrity
The majority of the 1909-1934 manufacturing buildings retain their factory appearance on the exterior, which consists of brick walls and fenestration. The lower manufacturing additions, including #12, #16, #16A are unfinished open spaces on the interior with exposed structural elements, hardwood flooring, and exposed decking. The shipping building (Addition #29 and 29A) was converted on the interior to house administrative offices and exterior walls and columns were furred out with finished plaster, carpeting and dropped ceilings. Office spaces are open areas with portable cubicle surrounds. The first floor level remained factory-like in appearance and served as executive interior parking. The exterior north, south and east elevation of 21A, 21, 29, and 29A were clad with aluminum panels to create a cohesive corporate appearance to house the worldwide headquarters. The most significant administrative space is referred to as Mahogany Row and is located on the 5th floor of #21 and 21A which held the executive offices. Oak paneling from the former dining room of the General Office building #23 were relocated to decorate the president's office and board room. Over time, as the company expanded administratively from 1973 to present times, additions 6, 6A, 15 , 7 and 7A were rehabilitated from open exposed manufacturing floors into carpeted and dropped ceiling portable cubicle offices. The large open expansive space of the manufacturing floors easily adapted to growing administrative departments. The building retains historic integrity by exhibiting the transformation from the 1909-1934 manufacturing buildings into the Goodyear Tire and Rubber Company Headquarters of 1973, exhibits both the manufacturing past of the company and its worldwide corporate success.

STATEMENT OF SIGNIFICANCE

The Goodyear Tire and Rubber Company Headquarters is being nominated under Criterion A: in the area of Commerce, Industry, Invention and Transportation. Goodyear was founded in 1898 and by 1916 had grown to be the world's largest tire manufacturer. Goodyear, with the industry nickname the "Gorilla" has continued to be the predominant leader in the rubber and tire industry since 1916.[1] The innovation mindset of the multinational corporation provided substantial growth in manufacturing far outreaching the rubber industry by making advancements in chemical and synthetic products, specifically polymers; that are incorporated not only in transportation, military uses and aerospace developments, but in general household products.

The Goodyear Tire and Rubber Company Headquarters is being nominated under Criterion G: as a property that continued to achieve significance into a period less than fifty years for the transformation of Plant No. 1 in 1973 into their corporate world headquarters and administrative offices; demonstrating their commitment to Akron. The loss of tire manufacturing in Akron began in 1929, in part due to corporate expansion, and steadily decreased with passenger tire production in Akron ending in 1978 and truck tire production ending in 1983. The renovation of the Headquarters was an attempt to prove to Akron and the world that Akron, through Goodyear, would remain a leader in the rubber industry.

The late nineteenth and early twentieth century emergence and growth of the rubber industry as a major Ohio industry was positively impacted by first the bicycling craze taking place in Ohio and nationwide in the 1890s and then by the growing popularity and affordability of automobiles beginning in the early 1900s.[2] From the early 1900s through the early 1970s, the tire industry was dominated by four Akron companies: Goodyear, Firestone, B.F. Goodrich, and General Tire. In the1970s and the1980s, the U.S. tire industry faced major challenges that altered the tire manufacturing industry landscape. The first was the emergence of the radial tire to replace the older "bias" and "bias-belted" tire construction. The cost to retrofit factories for radial production along with the hesitation to make the conversion opened the market to foreign competition. Imported passenger tires represented 8% of total U.S. sales in 1972 and increased to 12% in 1982 and 22% in 1990.[3] The final challenge was due in part to the rise of the price of oil in the 1970s which decreased consumer demand.

These challenges impacted the industry which was demonstrated through the sluggish tire sales in the 1980s, the decline of tire prices in the U.S. market, and that tire-producing capacity outstripped demand along with labor unrest. The number of Akron area jobs in the tire industry dropped from 37,100 in 1964 to 32,700 in 1974 and to 15,400 in 1984. By 1997, Ohio ranked

[1] Steve Love and David Giffels, Wheels of Fortune, The Story of Rubber in Akron (Akron, OH: University of Akron Press,1999) 146. Goodyear "Gorilla" Patented Oil Resistant ChemiGum Synthetic Rubber was an engineer product produced by Goodyear.
[2] H. Roger Grant, Ohio on the Move, Transportation in the Buckeye State (Athens, OH: Ohio University Press, 2000) 11.
[3] Michael J. French The U.S. Tire Industry, A History (Boston: Twayne Publishers, 1991)102.

twelfth in the country in tire production.[4] These factors depilated the economic conditions and as a result mergers occurred; Goodrich and Uniroyal merged in 1986 and were sold to Michelin in 1990, in 1987 General Tire was sold to Continental and in 1988 Firestone was sold to Bridgestone, a Japanese company. By 1991, Goodyear was the only major U.S. tire manufacturer that had not been acquired.

Goodyear was able to weather these economic circumstances due to their success through diversified products; from 1960 to 1969 Goodyear's net income more than doubled from $71 million to $155 million. In 1958, Goodyear had achieved total sales of $1.5 billion, with only 60% attributed to tires and tubes.[5] By 1960, Goodyear's holdings included 30 domestic and 27 foreign plants and the company produced rubber, plastic, polymer, and nylon products. In 1964 Goodyear hit the $2 billion mark in net sales. This success in record sales and product demand led to the largest period of capital expansion in the company's history. By 1969, the company flag flew in 53 American cities and 40 overseas locations, as well as at manufacturing affiliations in 13 countries.[6] Also in the 1960s, Goodyear acquired companies related to the tire industry including; Geneva Metal Wheel Company in Geneva, Ohio; the Motor Wheel corporation of Lansing, Michigan which operated seven plants; the Lee National Corporation plant in Pennsylvania, along with additional factories in Tyler, Tx, Logan, Oh, Danville, Va, Jackson, Oh, Madisonville, Ky, and Marysville, Oh. Goodyear Tire and Rubber Company has remained the number one tire maker in North America and Latin America, employing 73,000 people around the world with 53 plants in 22 countries. The Goodyear Tire and Rubber Company Headquarters has been home to the company's World headquarters, their North America Tire headquarters, and the Goodyear Dunlop Tire North America headquarters since 1973.[7]

The 4,000 acre site in Akron was enclosed with 11 miles of fence and the buildings total floor area amounted to 220 acres, with each of three main buildings stretching more than a half mile. This nomination only includes the Headquarters building, historically referred to as Plant No. 1. The entire Akron site which runs along East Market Street, Innovation Way (Martha Avenue) and Seiberling Street for approximately two miles also includes separate buildings including Plant No. 2 which was converted into a Technical Center for Research and Development in 1978; Plant No. 3 that includes the Chemigum Plant and Plastics Laboratory and the 1942 Research Laboratory. Also located in the city of Akron associated with Goodyear are Wingfoot Lake, Plant C, Goodyear Heights and Goodyear Park. The Goodyear Airdock (NR# 73002259) and Goodyear Hall (NR# 13xxxxx) are listed in the National Register of Historic Places. Stan Hywet Hall, home of Goodyear founder Charles Seiberling, (NR# 75002058) is a National Historic Landmark.

In 1962 Plant #1 was abandoned for manufacturing purposes, transferring manufacturing to the modernized Plant #2. Plant #1 was transformed into the Goodyear Headquarters and opened on Goodyear's 75th Anniversary in 1973 with much fanfare. The period of significance begins in

[4] French, p.185.
[5] Shetter, 606.
[6] Fred Kovac, Tire Technology (Goodyear Tire & Rubber Company, 1978) 155
[7] <http://www.goodyear.com/corporate/about/facilities.html>

1909, which dates to the oldest standing building on the site and the oldest Goodyear manufacturing building. In 1916, the Goodyear Company had become the largest tire manufacturer in the world[8] and kicked off the slogan "More People Ride on Goodyear Tires than on Any Other Kind." The period of significance ends in 1973 when the company celebrated their 75th anniversary by renovating the interior of Plant No. 1 to house the world headquarters and creating a uniform façade for the 400 yards that fronts East Market Street. HWH Architects Engineers Planners Inc. of Cleveland facilitated the renovations. The company celebrated their 100th anniversary in 1998 and remains today a leader in the rubber industry. As one of the world's leading tire companies and the number one tire-maker in North and Latin America and the 2nd largest tire-maker in Europe, the Goodyear Tire and Rubber Company Headquarters building the company's longstanding significance.

Historic Context

The company was founded in 1898 by brothers Frank and Charles Seiberling. They purchased the site of a strawboard plant from the F. Gray Company of Piqua, Ohio through H. C. Nellis for $13,500, which included 12 acres, two buildings and a mill located in east Akron on the Little Cuyahoga River and the B & O Railroad.[9] The brothers chose to convert the mill to a tire plant, Charles Seiberling, in an interview stated "The rubber business started here in Akron; there is rubber labor here. I can marshal some experience. More than all that, it is a business that affords opportunity for invention."[10] The brothers had experience with rubber from employment with their father's Akron India Rubber Company.[11] With 900 shares of stock sold, the Goodyear Tire and Rubber Company incorporated on August 29th, 1898. The name derived from Charles Goodyear, the inventor who discovered vulcanization which made rubber a viable commodity.

Akron was established in 1825. In 1833 the Ohio and Erie Canal was plotted through Akron with 21 locks located along a two mile stretch linking the Cuyahoga and the Ohio River. The canal provided a means to transport raw materials and finished goods and in part helped Akron grow as a commercial center. A second canal, the Pennsylvania and Ohio, was constructed in 1836. Dr. Benjamin Franklin Goodrich was the first industrialist to manufacturer rubber in Akron. He partnered with Colonel George T. Perkins under the name Goodrich, Tew and Company producing hose and rubber belts in 1870. Other leaders in the Akron rubber industry included Firestone (established 1900) and General Tire (established 1915). Between 1910 and 1920, Akron's population grew by 200%, from 69,067 to 208,435.[12] By 1920, 300 companies were making tires nationwide; more than twenty were in Akron.[13] By 1925 half of the world's tire and rubber goods were manufactured in Akron including rubberized silken hulls for dirigibles, conveyor and transmission belts, balloons and hot water bottles, and surgical supplies. By 1930, 40% of the nation's tires were produced in Akron. From 1930 forward tire and rubber production

[8] < http://www.goodyear.com/corporate/about/glance.html>
[9] Jeffery L. Rodengen, The Legend of Goodyear; The First 100 Years (Fort Lauderdale, Fl: Write Stuff Syndicate, Inc., 1997) 23.
[10] Woburn Daily Times, Woburn, MA, September 17, 1969, p. 24D.
[11] Ibid, 25.
[12] A Centennial History of Akron 1825-1925 (Akron : The Summit County Historical Society, 1925) 314.
[13] Steve Love and David Giffels, Wheels of Fortune : the Story of Rubber in Akron (Akron: University of Akron Press, 1999) 26.

occurred elsewhere as Akron companies expanded and the industry grew well beyond the city limits.

Tire Production

Tire production consisted of wrapping a layer of airtight rubber liner around a drum of a tire building machine. Layers of cord fabric plies are wrapped around the drum. Wire beads are placed around the rubber-coated fabric, which is turned up to hold the bead in place. Sidewall rubber is wrapped around the drum over the rubber-coated fabric. The tire is placed on a forming machine which stretches it into a doughnut shape. Steel reinforced belts are wrapped around the doughnut. A layer of tread rubber finishes the assembly. The tire is placed in a mold, which is heated to vulcanize the rubber. Compressed air presses the tire into its shape. After vulcanization, the tire is cured and then removed from the mold.

August 29,1898 to May 13,1921

Goodyear Tire and Rubber Company was incorporated on August 29, 1898 with D. E. Hill sworn in as president (he had $30,000 worth of stocks), his son George R. Hill as vice president, Frank A. Seiberling as general manager, Charles W. Seiberling as secretary and M.B. Manton as treasurer. Production of bicycle and carriage tires began on November 21, 1898 with thirteen (13) employees and a recorded payroll of $217.86; prevailing wage was 13 to 25 cents an hour for a ten (10) hour day. After the first month of business, sales amounted to $8,246.00. The first years of business for Goodyear were disrupted with patent pursuits over the clincher tire and developing product quality and company reputation. However by 1900, the company featured six manufacturing departments: bicycle tires, bicycle sundries, the press room (horseshoe pads), solid and cushion tires, pneumatic tires and drum tires.[14] Their first recorded innovation occurred in 1900 when the company created the two-ply tire, using thin strips of muslin to separate the plies of rubber, until vulcanization.[15] In 1903 the company developed two innovations that were favorable to the growth of the auto industry. The first was the Goodyear Detachable Automobile Tire and Universal rim. The second was the Tire Building Machine which revolutionized the manufacturing process.[16]

The company built a two story office building in 1900 and continued to expand the building through 1914. A second general office building was constructed in 1912, noted as Building #8 on Goodyear Engineers drawings. It was expanded in 1913, (building #23), in 1916 when the clock tower was added, and again in 1917 (building #4). The clock tower, formerly known as the *Old Guard Tower*, remains. Interior oak paneling was relocated to the headquarters buildings (#21A) from building #23 in 1972. The paneling was installed in the President's office. By the end of 1901 Goodyear had sales and administrative branches located in New York City at 1557 Broadway; Chicago at 477 Wabash; Boston at 16 Beverly Street; and St. Louis at 17 South 9th Street.

[14] The Story of the Tire (pamphlet published by The Goodyear Tire and Rubber Company, 3 December 1917).
[15] Maurice O'Reilly, The Goodyear Story (Elmsford, NY: The Benjamin Company, 1983) 14.
[16] Jeffery L. Rodengen, The Legend of Goodyear: The First 100 Years (Fort Lauderdale, Fl: Write Stuff Syndicate, Inc., 1997) 31.

Recognizing after several years of business that success would be found through innovation, Goodyear embarked on their first patent. The tire was named the Straight Side, which added a braided piano wire to the tire's bead, which held the tire to the rim with a complicated set of locks. The tire could afford more air, providing more cushion and a more comfortable ride.[17] In 1901, Frank Seiberling, inspired by a statue of Winged Mercury (the Roman god of transportation), adopted the winged foot as the new trademark for Goodyear. The Straight Side Tire was the first tire to employ the new winged foot trademark. On July 15th, 1900 Paul W. Litchfield became factory superintendent, a graduate of Massachusetts Institute of Technology, and was Goodyear's first technically trained engineer. One of his first contributions was to improve the Quick Detachable Tire designed by Goodyear Superintendent Nip Scott. In 1903, Litchfield had written specifications to improve the Quick Detachable Tire by introducing an open weave rivet fabric between the tread and tire carcass, which was held by a metal locking device requiring a new kind of rim. The rim could fit either a clincher tire or the new lock-on straight side. The Universal Rim, another Goodyear innovation, was born.[18] The Universal Rim transformed the auto industry. The ease of changing the tire was an appealing aspect for automobile manufacturers, which allowed consumers to choose between the detachable tire and the clincher. The innovation gained Goodyear credibility from the auto manufacturers and demonstrated that the company was moving towards quality production and reliability.

In 1903, Henry Ford had begun his own car company. In 1905, Goodyear advertised in *The Saturday Evening Post* touting their new "*Quick Detachable, 10% Oversize, No Rim Cut, Straight Side Tire.*" In 1905, the American automobile industry was growing, with 183 car manufacturers. The cars offered much to be desired, and the road conditions were poor. With the advent of the vehicle registration requirements and later with the Federal Aid Road Act of 1916, $75 million was appropriated for the construction of rural post roads with the goal to connect every city and town with inhabitants of 5,000 or more so that 90% of the nation's population lived within 10 miles of a Federal Aid road.[19] Automobiles were a "rich man's toy" but in 1908 Henry Ford in his determination to produce a "car for the multitude" released his Model T "Tin Lizzie."[20] Goodyear had secured the tire contract with Ford and in 1908, 1,200 of Ford's Model T automobiles rolled off the line with Goodyear tires. Goodyear tire production increased from 12,628 in 1905 to 23,712 in 1908. An addition was added to the plant. By 1909, auto registration hit 123,990. Sales for Goodyear in 1909 soared to $9.5 million, up from 2.2 million in 1907.

In 1905, the company had a plant containing 200,000 square feet of floor space, a workforce of 300 and sales and administrative branches in several major cities.[21] From 1909 to 1913, Goodyear underwent a major construction and renovation project, investing more than $1.5 million in 1912 alone.[22] The Akron factory grew from 15 acres to 45, and the size of the machine

[17] Hugh Allen, The House of Goodyear (Akron, OH: The Superior Printing and Lithography Company, 1936) 14.
[18] Historical Highlights, The Goodyear Tire & Rubber Company. Goodyear Archives.
[19] Ralph Epstein, The Automobile Industry: Its Economic and Commercial Development (New York, N.Y.: The Arno Press, 1978) 20.
[20] John Bell Rae, The American Automobile Industry (Boston, MA: G.K. Hall & Company, 1984) 1.
[21] Historical Highlights, The Goodyear Tire & Rubber Company. Goodyear Archives.
[22] Ibid.

shop was doubled. Two stories were added to the offices on Market Street, and the first two of the three tall smokestacks were erected.[23] The plant would have been physically bigger except that another innovation by Goodyear, the State-Seiberling Tire-Building Machine, improved workers' conditions, sped up the manufacturing process, and provided uniform quality.[24] Building #15 (1909) is the oldest building remaining from prior to the expansion. The factory grew from the river and along the railroad tracks and expanded eastward up the hill. Building #7 was added in 1912 at the south end of #15. Building #6, also added in 1912, runs parallel along #15 and #7. Together the additions built during this period added 298,311 sq ft of manufacturing space. These additions make up the nominated headquarters building. Also during the 1912 expansion buildings #5, #11 and #1 were constructed along the railroad tracks north of #14 adding 445,313 sq ft of manufacturing floor. These buildings were demolished in 1984. In 1913 building #23 was added to the general office building. Building #17 was constructed south of #13 and west of #16. Both were demolished in 1984. In 1913 the first conveyor belt was constructed to move the product throughout the facility.

Another company innovation milestone occurred in 1909; Goodyear engineers produced a pneumatic tire for airplanes.[25] The Goodyear Wing Aeroplane Cord Tires participated in the first transcontinental flight, completed by Calbraith Rogers in 1911. In 1910 the company's first subsidiary and foreign plant was acquired in Bowmanville, Canada.[26] By 1911 the factory operated 24 hours a day. The expansion into aeronautics positioned Goodyear for military contracts beginning with World War I and continues today. In 1911, the engineers developed a fabric for lighter-than-air aircraft and began planning its first dirigible. The "*Akron*" was a dirigible, a pressured non-rigid airship sometimes referred to as a blimp.[27] The U.S. Navy ordered nine of what were to be known as "B" class airships for training and antisubmarine patrol from Goodyear. B.F. Goodrich received the contract for the other seven. Goodyear assembled the airships at their Wingfoot Lake facility. They also started construction on a balloon building in 1911 to produce military balloons. Later the building was converted to house the gymnasium of Goodyear Hall. In 1929 Goodyear built the Goodyear Airdock (NR# 73002259) and continues to fly Goodyear blimps across the globe.

With the company growing at what appeared to be an unmanageable size, the company began the employee newspaper, the *Wingfoot Clan* "to promote in a large organization that close understanding, goodwill, and justice between employees and the Management which exist in small factories." Also in 1912 the company established one of the first industrial hospitals at the plant.

By 1916 Goodyear had sales and administrative branches in South Africa, Australia, and Argentina. In addition, the company began expanding their raw material purchasing power by owning and operating two cotton mills, one in Connecticut and one in Arizona (the Southwest

[23] W.D. Shilts, The First Ten Years unpublished manuscript, 62-63.
[24] Ibid, 64.
[25] GO Goodyear Tire Dealer Magazine "75th Anniversary" (Akron: Goodyear Tire and Rubber Company, Aug.-September 1973) 4.
[26] Ibid, 8.
[27] The term "blimp" is from the term "Type B-limp" a kind of non-rigid dirigible.

Cotton Company), along with a rubber plantation in Sumatra and the Wheeling Township Coal Mining Company in West Virginia. In 1917 sales topped $100 million for the first time. In 1918 Goodyear payroll had more than 20,000 names.

Yet another innovation by Goodyear would mark a development in transportation. On April 9, 1917, the Wingfoot Express, which introduced the idea of tandem rear wheels for hauling heavy loads on trucks and Goodyear's new truck tire, was launched. A five-ton Packard truck fitted with 38-by-7-inch front and 44-by-10-inch rear pneumatic truck tires rolled out of Akron bound for Boston. Goodyear's executives Seiberling and Litchfield reasoned that pneumatic truck tires could provide a more reliable way to distribute goods rather than railways.[28] The following year on September 1, 1918 Goodyear launched the first transcontinental trucking line from Boston via Akron to San Francisco to demonstrate and market the Goodyear truck tire.[29] The success of the pneumatic tire led Litchfield to embark on operating a bus line for transporting Goodyear employees from factory to home in the company-developed neighborhood of Goodyear Heights. The local street car company had denied putting in a car line, although a strip in the center of the neighborhood had been left ungraded for street car purposes. Litchfield's optimism in the success of the tire led to the first urban bus line outside New York City and attracted utility operators all over the country, eventually derailing the interurban car lines.[30]

In 1919, Goodyear maintained 124 sale branches in all major United States cities, distributing tires through 20,000 dealers. The company listed more than 25,000 stockholders.[31] In 1921, expansion projects that had been interrupted by World War I were completed, which were largely allocated to Plants #2 and #3.

However, with all the success and growth the depression that followed World War I found Goodyear in financial strains, overextended, and close to receivership. On May 11, 1921, in order to avoid receivership, the Plan and Agreement of Readjustment of Debt of Capitalization was adopted unanimously by the board that lacked any other option. Three management stock trustees – Clarence Dillon of Dillon and Read; Cleveland banker John Sherwin; and Owen D. Young, chairman of General Electric were authorized to appoint a new board of directors. Resignations were demanded of all present officers. On May 13th, 1921 Frank Seiberling lost the company he had founded. After six months brothers Frank and Charles founded the Seiberling Rubber Company in Barberton, Ohio, which grew to be the eighth-largest rubber producer in the country.[32] The Goodyear Tire and Rubber Company was under the new leadership of E. G. Wilmer.

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[28] Rodengen, 48.
[29] Shilts, 19.
[30] Hugh Allen, The House of Goodyear (Akron, OH: The Superior Printing and Lithography Company, 1936) 36.
[31] "Goodyear: A Family Newspaper," September, 1919.
[32] "The Seiberling: A Publication By and For the Employees of The Seiberling Rubber Company," company newsletter, August, 1955.

1921-1940

During the restructuring of management G. M. Stadelman remained as vice president of sales and Paul Litchfield kept his position as vice president of production. The postwar 1921 depression was short lived, tire production reached an all-time low of 5,152,503 in 1921 and increased by 50% the next year and continued to climb.[33] In 1926 Paul Litchfield was elected president. Under Litchfield's leadership the company prospered and was barely affected by the Great Depression. During the 1930s new products were created out of the Goodyear engineering department including moisture-proof packaging material, pneumatic tractor tires, Airfoam, and the first synthetic rubber.

Litchfield's biggest product and manufacturing contribution to the Goodyear name was the lighter-than-air airships. The company had three goals in this pursuit: to provide technology for the military, which had won them government contracts during World War I and later during World War II; further public interest and confidence in the Goodyear name; and arouse popular and government support for a transoceanic passenger airship fleet.[34] The company subsidiary was Goodyear-Zeppelin Corporation which built the Goodyear Airdock, (NRIS# 73002259). Goodrich had also won government contracts during World War I for airships but after the war Goodrich abandoned the realm of lighter-than airships to Goodyear and focused on airplanes instead.[35] Goodrich is better known for their contributions to airplane products such as airplane tires, brake parts, and deicers along with fuel hoses, shock absorbers, and engine mounts. In 1925 the Goodyear Zeppelin patents made it possible to construct rigid airships. Goodyear airship engineer, Dr. Karl Arnstein, designed the 50,000 cubic feet blimp, the Pilgrim, which was the first commercial non-rigid helium airship.[36] The Goodyear Aircraft Company (GAC), which was incorporated in 1939, was an important contributor to the Allied victory. A Goodyear innovation that proved to be a game changer for the Allies was the bullet seal fuel tank, which self-sealed and prevented fuel from leaking after being hit by enemy fire. Goodyear's contributions to World War II war efforts further demonstrated their innovation and leadership. Between 1942 and 1945 Goodyear Aircraft produced more than 3 million pounds of airframes and had more than $9 million in military contracts.

The 1930s were cautious times for Goodyear growth. In 1930, the company opened a plant in Gadsen, Alabama. In 1931, Goodyear opened its first plant in South America and the Buenos Aires plant was its fifth overseas expansion. In 1935 a tire factory in Java, Indonesia began production. In 1935, Goodyear acquired its first company when it purchased the Kelly-Springfield Company in Cumberland, Maryland. By the late 1930s Goodyear rubber factories had been established in addition to Bowmanville; in New Toronto, Canada; Bogor, Indonesia; Wolverhampton, England; and in Stockholm, Sweden.

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[33] 1928 Annual Report, (Goodyear Tire and Rubber Company) 17.
[34] Rodengen, 76.
[35] Mansel G. Blackforn and K. Austin Kerr, BF Goodrich, Tradition and Transformation, 1870-1995 (Columbus: Ohio State University Press, 1996) 133.
[36] A History of The Goodyear Tire and Rubber Company, Through the Years with Goodyear, 1898-1977 (Akron : Goodyear Tire and Rubber Company, 1977) 4.

In 1938 the company's 40th anniversary was marked with the production of the largest tire the company had ever made. The 10' diameter tire was built to fit the giant car dubbed the Snow Cruiser to be used by Admiral Richard Byrd's expedition to Antarctica. To honor the anniversary which coincided with Charles Goodyear's discovery of vulcanization, a statue of Charles Goodyear was unveiled at a park near Akron's Summit County Courthouse, Charles and Frank Seiberling acted as masters of ceremonies. In 1940 Paul Litchfield stepped down as president of Goodyear and Erwin J. Thomas became Goodyear's eighth president.

In 1940, Goodyear completed the country's first synthetic rubber manufacturing facility, the ChemiGum plant, which was built in Akron and had an annual production of 2,000 tons.[37] The search for alternative rubber sources began as early as the turn of the century. The primary source for natural rubber is *Hevea brasiliensis*, a tree native to the upper Amazon basin. As demand grew from 1890 to 1910 American investors formed several corporations that attempted to develop plantations of alternative species, which failed due to the Amazon plants inability to adapt to the climate conditions north of the equator. East India rubber companies were formed in the late 1870s by British and Dutch companies by establishing new plantations using the Hevea seeds from Brazil in India where the climate conditions were better suited for adaption. However, the monopoly excluded the United States where industry was heavily dependent on the raw material for production. As a result, Henry Ford, Thomas Edison, and Harvey Firestone responded by mobilizing a strategic effort to produce domestic rubber. The effort to produce an alternative rubber source transferred from a private to a public necessity when World War II scale and urgency demanded the rubber products. Synthetic substitutes for all sorts of plant material were imperative to Western dominance including cotton, sugar, timber, flax, hemp, indigo, madder wheat, and other plants and were equivalent as coal and iron to industrialization success. Investment in agricultural science served both industrialization and war preparedness.[38] Public outcry over American dependence on imported rubber peaked in 1925 and 1926. Herbert Hoover named three strategies that would help reduce the demand for imported rubber: conservation and reuse of existing rubber, the search for new sources of supply both home and abroad, and most importantly, the development of synthetic rubber through chemical research.[39] Goodyear had joined the efforts for the search for synthetic rubber in the 1920s. In 1929, Goodyear chemist Ray P. Dinsmore obtained a patent for ChemiGum, a primitive synthetic derived from a petroleum cracking process. The experiments were curtailed when natural rubber prices fell until 1935 when international relations grew unstable. The relationship Goodyear had formed with the Germans during the development of the blimps provided an opportunity for Dinsmore to visit the German lab where he witnessed Buna-S being produced. He returned to Akron and created what is believed to be America's first synthetic rubber.[40] In addition to Goodyear's ChemiGum, Thiokol was produced by a chemist in Kansas City, Duprenen, later Neoprene was produced by Du Pont; and B. F. Goodrich's Ameripol. In 1942, under government negotiations, 49 private companies became involved in

[37] Clyde Shetter, A History of Goodyear, 1898-1967 (unpublished manuscript) 408.
[38] Mark R. Finlay, Growing American Rubber (Piscataway, NJ: Rutgers University Press, 2009) 8.
[39] Ibid, 65.
[40] Rodegen, 111.

the synthetic project with the Big Four rubber companies; Goodyear, Firestone, Goodrich, and U. S. Rubber producing a synthetic copolymer of butadiene and styrene, with annual production of approximately 150,000 long tons.

1941 – 1945, The War Years

Wartime production quickly overtook the Goodyear factories around the globe. In a call to Goodyear employees Paul W. Litchfield advised employees about the role industry must play. "In this critical period, every man is called into the country's service, whether he is in uniform, in overalls, or wherever needed. Industry must forget its own interest; subordinate everything else to the national interest."[41] The biggest period of expansion to date for Goodyear (10 separate building projects amounting to 1,219,000 sq ft of additional space) was executed during World War II as a result of their involvement in manufacturing war goods. The Airdock was converted to manufacturing central for control surfaces, ailerons, flaps, and empennages for the Glenn L. Martin Company's B-26 Bombers. The area surrounding the Airdock became a manufacturing complex, adding two adjacent factories and smaller storage buildings. Goodyear Hall provided space for makeshift "balloon rooms."[42]

"Excepting the 1916 boom when Plant 2 and other buildings were erected in Akron, the year 1941 is witnessing the greatest building expansion in Goodyear history." ... The Akron expansion requires:
12,662 tons of steel
45,530 barrels of cement
296,000 cubic yards of sand and gravel
More than two million bricks

The buildings being erected include:
D.P.C. Aircraft plant, 504,000 sq ft
Brake and wheel assembly at Aircraft, 244,450 sq ft
Hydraulic press building at Airdock, 12,600 sq ft
Shops and offices in the Airdock, 86,600 sq ft
Chemical Plant addition, 1,200 sq ft
Chemigum plant, 14, 600 sq ft
D.P.C. Chemigum Plant, 55,000 sq ft

Other Goodyear war facilities included factories in Mexico City, and Lima, Peru. The Goodyear Engineering Corporation was incorporated to manage the Hoosier Ordnance Plant in Charlestown, Indiana, where explosive powder was bagged and stored for military shipping.

In June of 1943 the multi-million dollar Goodyear Research Laboratory located at 142 Goodyear Boulevard was dedicated, providing Goodyear scientists with some of the finest

[41] "Wingfoot Clan," January 29, 1941.
[42] "Wingfoot Clan," November 12, 1941.

equipment for rubber investigations.[43] For Goodyear war efforts, the coveted Army-Navy "E" Award, which was granted to only 5% of United States industries, was received at 15 Goodyear plants. Goodyear's first television advertisement was broadcasted on October 5, 1946 during the Army and Cornell football game on NBC.

Post-war Production and Innovation 1946-1973

In the three years following the war, Goodyear spent approximately $100 million in capital improvements, modernizing and expanding factories back to peace time production. The New Bedford facility at 65 Potomska Street had been converted to produce bicycle tires. Goodyear had discontinued bicycle tires in 1916, but during the war, the impact of gas rationing caused conservation-minded Americans to rediscover the fun and practicality of the two-wheeler.[44]

The next big innovation for Goodyear was plastics. The Goodyear Research Laboratory housed the research required during the war and in 1946 the company implemented a $4 million expansion to the building. $1 million went toward the Chemical Products Development Laboratory, which was an additional division within the laboratory. In 1946 responding to the increasing postwar consumerism Goodyear stepped up its domestic productions creating rubber flooring, vinyl garden hoses, Pliform shower curtains, Neolite shoes. Products could be made flame and stain resistant, moisture-proof, transparent, durable, and thermoplastic.

In 1948 Goodyear celebrated their 50th Anniversary. In 1951 Goodyear reached the $1 billion sales mark. Beginning in 1952 to 1956 Goodyear built the Goodyear Atomic Corporation in Pike County, Ohio. In 1955 the company undertook a $3 million construction campaign to provide labs at GAC-Akron and GAC-Arizona. By 1957, Goodyear was operating 30 factories in 23 foreign countries, with foreign sales accounting for nearly one-third of the company's total. By 1958, Goodyear had achieved total sales of $1.5 billion, with only 60% attributed to tires and tubes.[45]

In 1960, Goodyear's holdings included 30 domestic and 27 foreign plants. In 1962 Plant #2 was modernized at a cost of $12 million. In 1966 Russell DeYoung became chairman and chief executive officer of Goodyear. The company entered the international racing field. Expansion included Danville, Virginia, Melbourne, Australia and Morant Bay, Jamaica with shoe production in Maisonville, Kentucky and tire plants in Marysville, Ohio and Craigavon, Northern Ireland. In 1966 Goodyear fabricated artificial hearts designed by doctors from the Cleveland Clinic. In 1976, a Holstein bull calf, equipped with an air-driven artificial heart developed jointly by Goodyear Research and the Cleveland Clinic lived a record 145 ½ days.[46]

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[43] F. J. Van Antwerpen, "Goodyear Dedicates Research Laboratory" American Chemical Society: Chemical Engineering News, 10 July 1943 1943, 21(13), p 1056-1059.
[44] Allen, 635.
[45] Shetter, 606.
[46] A History of The Goodyear Tire and Rubber Company, Through the Years with Goodyear, 1898-1977, 11.

Goodyear moved into aerospace with radar for supersonic aircraft and the Ballute recovery system for space vehicles. In 1963, a new subsidiary was created under the name Goodyear Aerospace, replacing Goodyear Aircraft. By 1969 the company had reached its $3 billion sales year while the company flag flew in 53 United States cities and 40 overseas locations.[47] In 1970 Goodyear introduced the ply-steel or steel belted tire and the all-steel reinforced radial tire. Also in 1970 they developed the 16" high Experimental Lunar Tires which by 1971 these Goodyear tires had made it to the moon mounted on the Modular Equipment Transporter used by the Apollo 14 astronauts.[48] In 1972 Goodyear reached the $4 billion sales mark.

As the environment movement in the United States sought industry responsibility, Goodyear spent more than $19 million on meeting new government pollution standards between 1966 and 1972. Late in the 1960s and early 1970s Goodyear proclaimed a policy to achieve "as quickly as possible the position that Goodyear does not and will not pollute the air and water in the communities in which we operate." Goodyear's pro-environment projects included a million-dollar cleaning facility to clear oil and debris from the Little Cuyahoga River; $6.2 million electrostatic precipitators in the stacks of Plant No.1 and 2 to meet emission standards; and drill eight natural gas wells around Akron to supply the factories and nearby homes. Since 1947 Goodyear had pursued conservation efforts, including reclamation tires, in part to reduce the demand for imported rubber The Akron reclaiming facilities were the largest in the industry, processing 66 million pounds of rubber annually, approximately 3 million tires, and using the recycled rubber in products such as inner tubes, tires, shoes and soles.[49] In 1973 the "Keep America Beautiful, Inc." selected Goodyear's corporate-wide environmental program as the nations' finest.

In 1971, Goodyear installed passenger conveyor belts, known as Speedwalk/Speedramps at Cleveland's Hopkins International Airport. BF Goodrich had designed conveyor belts as well, and the industry gained a bulk of their profits from the division.[50] Goodyear installed incline passenger conveyor belts in the Headquarters building during the conversion of 1973. By the end of 1971, Goodyear had spent $16 million to bring the older plants up to the environmental control standards and had totally eliminated manufacturing at Plant No. 1. Plant No. 1 in Akron underwent renovations to become Goodyear's U.S. and World Headquarters. In 1973, Goodyear celebrated its 75th anniversary with festivities that included a restored 1916 Packard painted to look like the Wingfoot Express truck that followed the journey from Akron to Boston. A new blimp, the "Europa" was stationed over Italy. The new offices were toured by 21,500 people during the February open house.[51]

[47] 1960 Annual Report, 1969 Annual Report.
[48] Rodengen, 165.
[49] John Gerstenmaier, "Environmentalism – The Need For A Balanced Approach," Akron Business and Economic Review October 1979, 14.
[50] Blackford, 342.
[51] O'Reiley, 173.

1973-present

In 1974, Goodyear produced the Custom Polysteel Radial tire and became the first tire company to exceed $5 billion in sales.[52] In 1976, when radial tire sales accounted for 45% of the market, Goodyear constructed two all-radial plants in Union City, TN and Fayetteville, NC. In 1975, Goodyear won the contract to supply tires for the Alaskan pipeline.[53] In 1977, Goodyear constructed the Lawton, OK plant which represented the largest investment in the history of Goodyear. It included a 1.4 million sq. ft. plant which was located on 500 acres and incorporated state-of-the-art manufacturing equipment and utilized computers at a cost of $300 million. Between 1978 and 1981, domestic rubber companies closed 19 tire plants, including three by Goodyear.[54]

In 1983, Goodyear acquired Celeron Corporation, an oil and gas company based in Lafayette, LA. The company was now vested in four major industries; tires, general products, aerospace and technology and energy.[55] In 1983, Goodyear built the Technical Center for $125 million and a race track. The building and track are located further down on Market Street, between the Headquarters building and the Airdock. Between 1995 and 1996 Goodyear committed more than $600 million in capital expenditures. Today, Goodyear is a $20 billion company. A new building is under construction relocating the Headquarters out of the 1973 renovated Plant No. 1 1916 buildings, leaving Mahogany Row behind and heading down Market closer to the Technical Center.

Summary

Goodyear is one of the world's largest tire, rubber and polymer companies. Based on 2011 sales of $22.8 billion, the company ranks as the 126th largest business in the country for 2012 and has remained on the Fortune 500 ranks of U.S. Corporations since complied in 1955. Goodyear is a multinational corporation with Goodyear common stock, traded on the NASDAQ Global Select Market. Their World Headquarters, North American Tire headquarters, Innovation Center, racing tire manufacturing and development, chemicals, tire proving grounds, global purchasing, airship operations, research and development facilities are all located in Akron, Ohio. They have operations in North and South America, Europe, Asia, the Middle East, and Africa.

The Goodyear Tire and Rubber Company Headquarters is significant in the area of Commerce, Industry, Invention, and Transportation for their role in the tire and rubber industries. During 1955 and 1973, the company was in the top 30 U.S. Corporations within the Fortune 500 ranks. The Goodyear Tire and Rubber Company Headquarters continued to achieve significance into a period less than fifty years when they maintained their corporate world headquarters in Akron during a time in which all other dominate U.S. tire manufacturers were fleeting. Their decision to renovate Plant No. 1 in 1973 into their worldwide headquarters demonstrates a continuous

[52] Historical Highlights.
[53] Ibid.
[54] Ron Schinn, "Through the Wringer at Goodyear," The New York Times, 24 May 1981.
[55] Akron Beacon Journal, 30 November 1986, B5.

dedication to the company's home in Akron, and Akron's place in rubber history. The 75th anniversary demonstrated the company's industrial integrity and leadership which prevailed for three quarters of a century and continued to surpass the 100 year mark. The Goodyear Tire and Rubber Company was and remains an essential and influential member of the Akron community whose corporate identity and ideology is integral to the city of Akron. The Goodyear Tire and Rubber Company has remained an industry leader and has had influence and impact on the nation's automotive and aviation transportation development for more than hundred years.

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Loveday, Amos J.. "Goodyear Airdock" Summit County, OH NRIS# 73002259.

James H. Shiere. "Stan Hywet Hall and Gardens" Summit County, OH NRIS# 75002058.

Gardner, James B. "Goodyear Tire and Rubber Company Plant No. 2 Complex" Summit County, OH: draft nomination September 1978.

Gardner, James B. "Goodyear Heights" Summit County, OH: draft nomination, December 1979.

Gardner, James B. "Firestone Tire and Rubber Plant No. 1" Summit County, OH: draft nomination, September 1978.

National Historic Landmark. "Stan Hywet Hall and Gardens" Summit County, OH, December 1981.

Maps And Photographs

University of Akron, Goodyear Tire and Rubber Company photograph collection.

Sanborn Insurance Maps, various years.

http://drc.ohiolink.edu/handle/2374.OX/67885

http://hdl.handle.net/2374.OX/63015

PHOTOGRAPHS

Name of Property:	Goodyear Tire and Rubber Company Headquarters
City or Vicinity:	Akron
County:	Summit County
State:	OH
Name of Photographer:	Diana Wellman, Preservation Principles Consulting
Date of Photographs:	April 26, 2013
Location of Original Digital Files:	1325 Inglewood Drive, Cleveland Hts, Oh 44121
Number of Photographs:	40

1. (OH_Summit_GoodyearHQ_0001): East Market Street, camera direction SE.

2. (OH_Summit_GoodyearHQ_0002): clock tower -25A, camera direction NW.

3. (OH_Summit_GoodyearHQ_0003): East Market Street, camera direction NW.

4. (OH_Summit_GoodyearHQ_0004): East Market Street at 21A north elevation, camera direction SW.

5. (OH_Summit_GoodyearHQ_0005): East Market Street at Entrance east elevation, camera direction NW.

6. (OH_Summit_GoodyearHQ_0006): East Market Street at 29 east elevation, camera direction W.

7. (OH_Summit_GoodyearHQ_0007): East Market Street at 29 east elevation, camera direction NW.

8. (OH_Summit_GoodyearHQ_0008): East Market Street at 29 east elevation, camera direction SW.

9. (OH_Summit_GoodyearHQ_0009): East Market Street at 29A east elevation, camera direction NW.

10. (OH_Summit_GoodyearHQ_00010): East Market Street, south elevation, camera direction N.

11. (OH_Summit_GoodyearHQ_00011): south elevation, camera direction NE.

12. (OH_Summit_GoodyearHQ_00012): Akron Barberton RR, camera direction W.

13. (OH_Summit_GoodyearHQ_0013): West elevation 29A and East elevation 6, camera direction N.

14. (OH_Summit_GoodyearHQ_0014): Courtyard view 21, camera direction NE.

15. (OH_Summit_GoodyearHQ_0015): South elevation 6, camera direction NE.

16. (OH_Summit_Goodyearall_0016): South elevation 7A & 18, camera facing SW.

17. (OH_Summit_Goodyearall_0017): south elevation from Fuller Avenue, camera facing N.

18. (OH_Summit_GoodyearHQ_0018): west elevation from River Street, camera facing E.

19. (OH_Summit_GoodyearHQ_0019): west elevation from River Street, camera facing NE.

20. (OH_Summit_GoodyearHQ_0020): west elevation, camera facing SE.

21. (OH_Summit_GoodyearHQ_0021): north elevation, camera facing SE.

22. (OH_Summit_GoodyearHQ_0022): 22 substation and 25 clock tower, camera facing NE.

23. (OH_Summit_GoodyearHQ_0023): north elevation, camera facing S.

24. (OH_Summit_GoodyearHQ_0024): river regulator, camera facing W.

25. (OH_Summit_GoodyearHQ_0025): river regulator, camera facing N.

26. (OH_Summit_GoodyearHQ_0026): west elevation retaining wall, camera facing N.

27. (OH_Summit_GoodyearHQ_0027): north elevation, camera facing S.

28. (OH_Summit_GoodyearHQ_0028): north elevation, camera facing SE.

29. (OH_Summit_GoodyearHQ_0029): Main Lobby, camera facing E.

30. (OH_Summit_GoodyearHQ_0030): Main Conference Room, camera facing NE.

31. (OH_Summit_GoodyearHQ_0031): Typical office floor, 29, camera facing N.

32. (OH_Summit_GoodyearHQ_0032): Mahogany Row, President's Reception Area, camera facing NE.

33. (OH_Summit_GoodyearHQ_0033): Mahogany Row, Elevator lobby, camera facing NE.

34. (OH_Summit_GoodyearHQ_0034): Mahogany Row, President's Office, camera facing NE.

35. (OH_Summit_GoodyearHQ_0035): Mahogany Row, President's Office, camera facing SW.

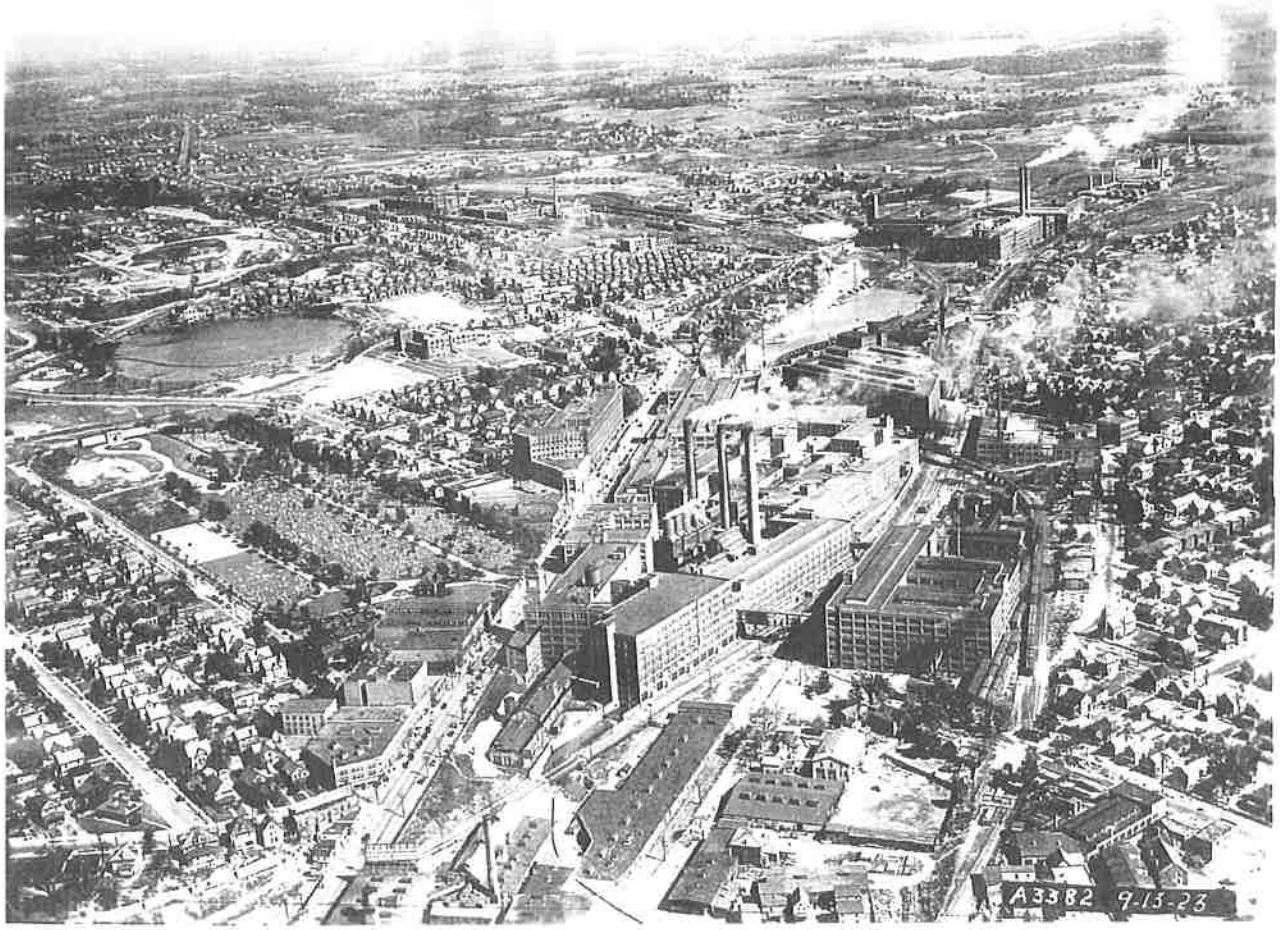
36. (OH_Summit_GoodyearHQ_0036): Mahogany Row, President's Conference Room, camera facing SE.

37. (OH_Summit_GoodyearHQ_0037): Mahogany Row, President's Conference Room doors, camera facing S.

38. (OH_Summit_GoodyearHQ_0038): Mahogany Row, corridor, camera facing N.

39. (OH_Summit_GoodyearHQ_0039): Addition15, 5th floor, camera facing S.

40. (OH_Summit_GoodyearHQ_0039): Addition 7, 1st floor, camera facing N.



Images Courtesy of the University of Akron, Goodyear photograph files
Goodyear Plant No. 1 Circa 1923, Bird's eye view looking south down East Market Street.

Images Courtesy of the University of Akron, Goodyear photograph files
Goodyear Plant No. 1 Circa 1925, At Goodyear Boulevard and East Market Street looking south.

Images Courtesy of the University of Akron, Goodyear photograph files
Goodyear Plant No. 1 Circa 1950, East Market Street looking north.

Images Courtesy of the University of Akron, Goodyear photograph files
Goodyear Plant No. 1 Circa 1950, East Market Street looking south west.

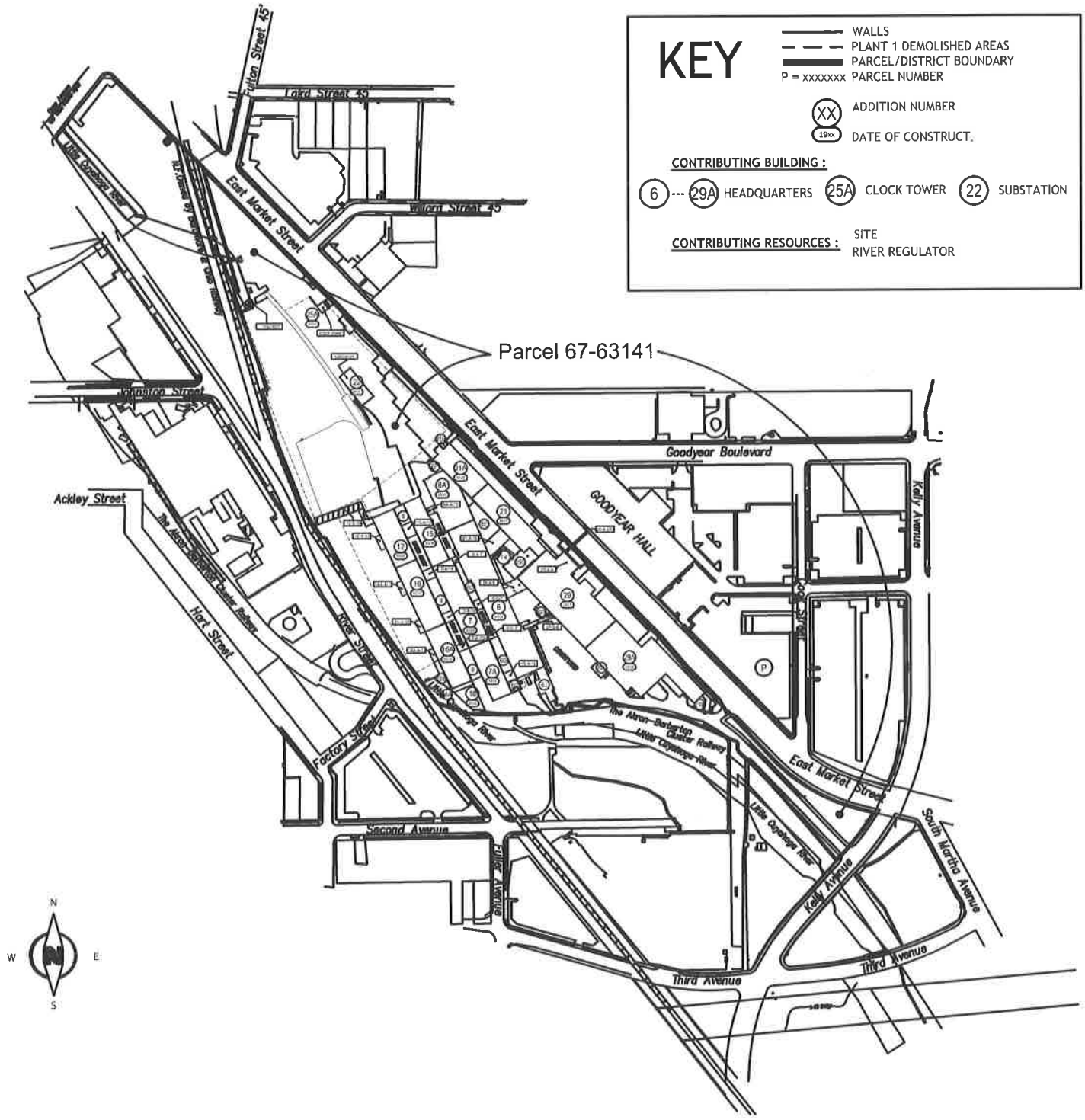
Images Courtesy of the University of Akron, Goodyear photograph files
Goodyear Plant No. 1 Circa 1973, East Market Street looking southwest.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Goodyear Tire and Rubber Company Headquarters
Summit County, Ohio

Additional Documentation – Location Map

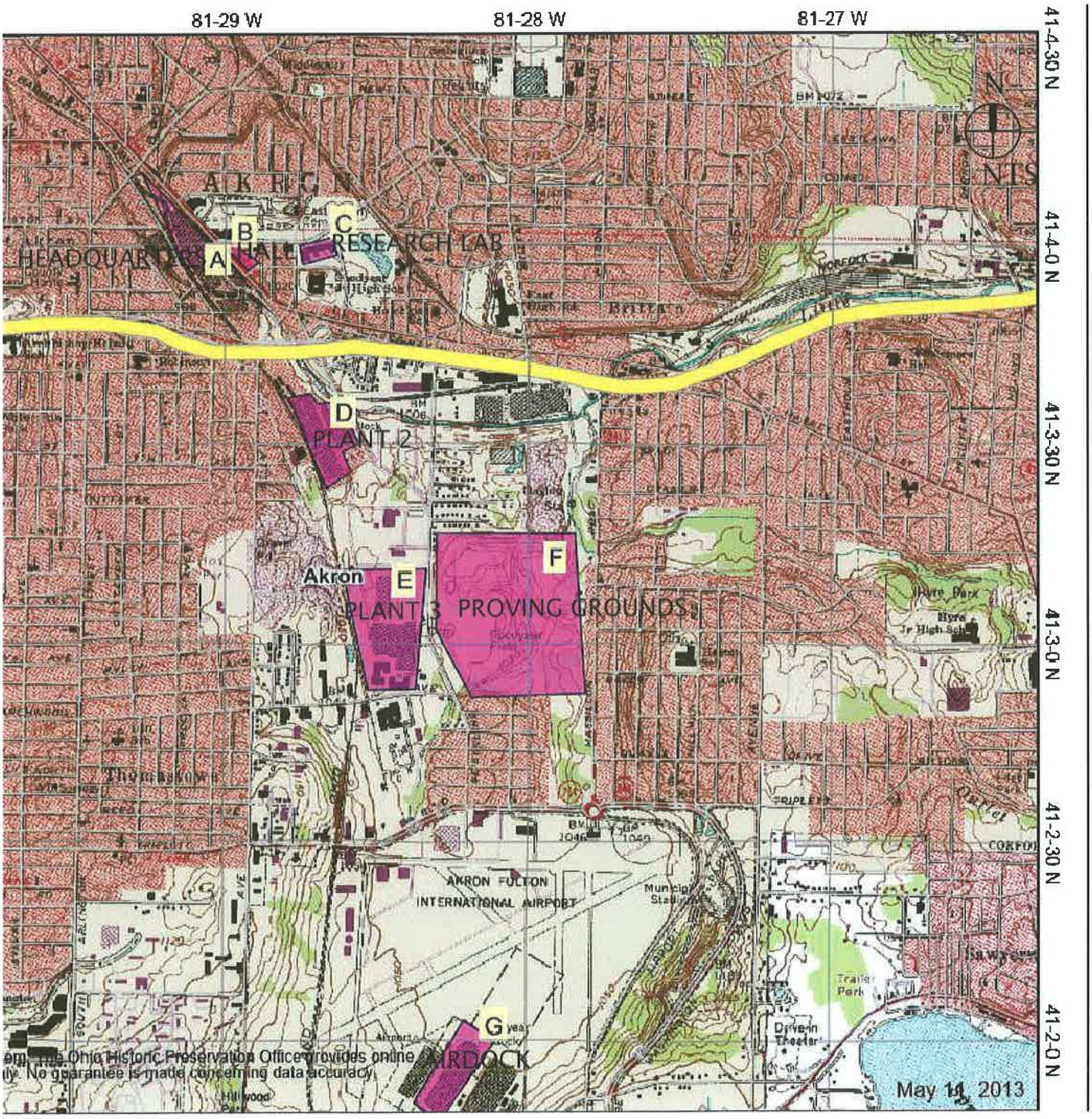


United States Department of the Interior
National Park Service

Goodyear Tire and Rubber Company Headquarters
Summit County, Ohio

National Register of Historic Places Continuation Sheet

Additional Documentation – GOODYEAR EAST AKRON SITES



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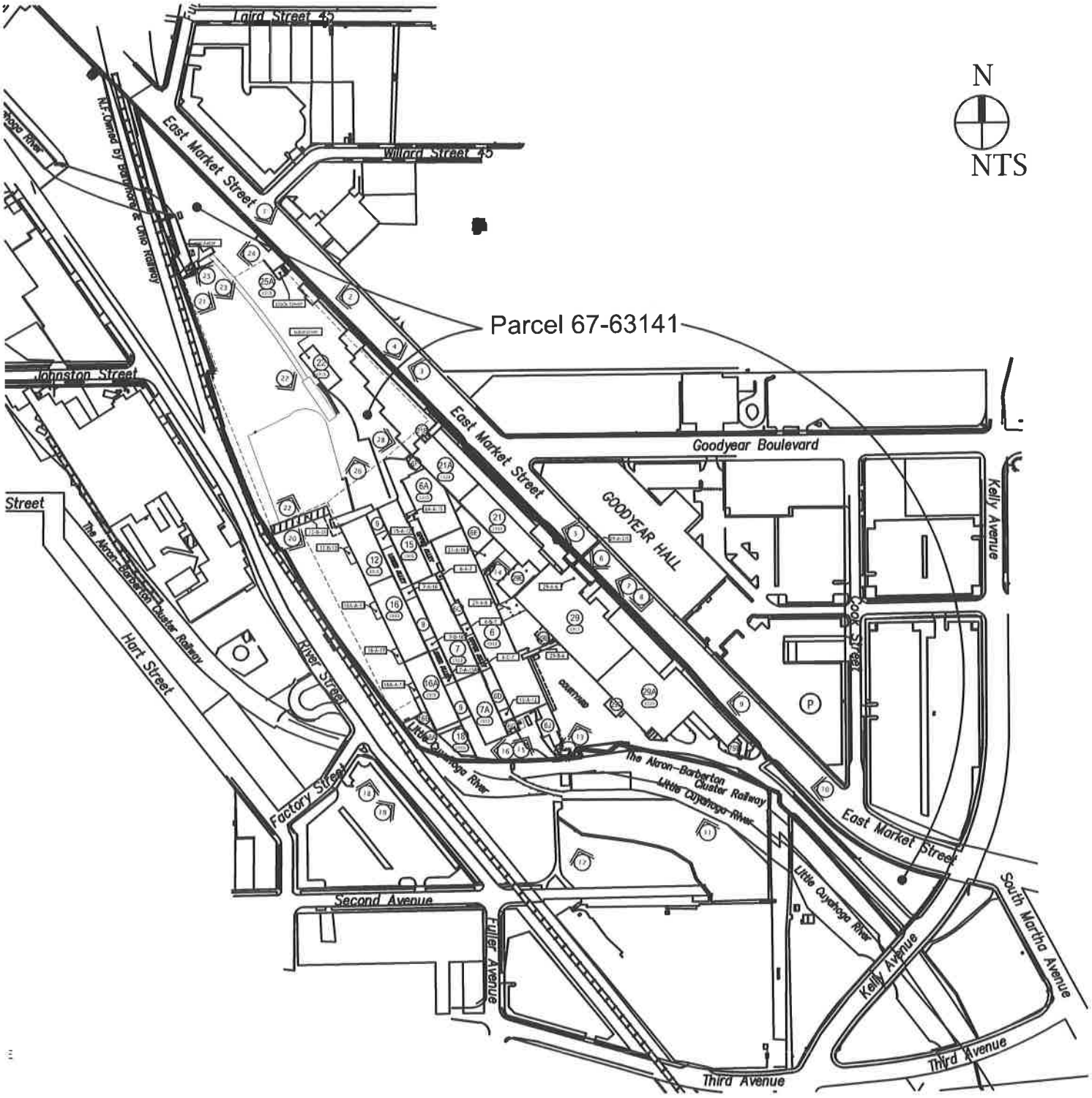
National Register of Historic Places Continuation Sheet

Additional Documentation – Photo-Key



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF GEOLOGICAL SURVEY

AKRON EAST QUADRANGLE
OHIO
7.5 MINUTE SERIES (TOPOGRAPHIC)

4766 III NE (PENNSYLVANIA) · 4766 III NW (HUDSON) · 4766 III NE (KENT)

GOODYEAR TIRE AND RUBBER COMPANY HEADQUARTERS, AKRON, SUMMIT COUNTY, OHIO

UTM COORDINATES
1. 17 459073 4546353
2. 17 459667 4545750
3. 17 459521 4545583
4. 17 458929 4546219

Produced by the United States Geological Survey

Topography compiled 1957. Planimetry derived from imagery taken 1982. Photoinspected using imagery dated 1994; no major culture or drainage changes observed. Survey control current as of 1967
Boundaries, other than corporate, revised 1997

North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Ohio coordinate system, north zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Entire area lies within Connecticut Western Reserve. Land lines established by private subdivison of Connecticut Western Reserve

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours

UTM GRID AND 1997 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OHIO
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route · U. S. Route · State Route

AKRON EAST, OHIO

1994

DMA 4766 III SW—SERIES V852

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1997

ISBN 0-607-87403-1
9 780607 874037

GOODYEAR

HAPPY HOLIDAYS

GOODYEAR

STOP
STOP

GOODYEAR

KELLY TIRES
GOODYEAR
PIRELLI
FULDA
GOODYEAR

PROTECT OUR GOOD NA
GOODYEAR

ELEVATOR #146
BLDG. 21 FL. 5

C
41