## Cleveland Air Route Traffic Control Center

### 1. No. LOR-02049-21

### 2. County Lorain

### 3. Quadrangle Name Oberlin

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

### 5. Historic or Other Name(s) Cleveland Air Route Traffic Control Center

### 6. Specific Address or Location 326 East Lorain

### 6a. Lot, Section or VMD Number 900077101022

### 7. City or Village Oberlin

### 8. Historic Outbuildings & Dependencies

#### 8.1. Unknown (can not determine from existing records)

### 9. U.T.M. Reference

#### 9.1. 17 399086 4571946

#### 9.2. Zone Easting Northing

### 10. Classification: Building

### 11. On National Register? NO

### 12. Part of Established Hist. Dist? NO

### 13. Other Designation (NR or Local)

### 14. Present Name(s)

### 15. Historic or Other Name(s)

### 16. Thematic Associations:

#### Air

#### Civil Rights/Racial Equality (Post-Civil War)

#### Women's Suffrage/Women's Equality

### 17. Date(s) or Period 1959

#### 17a. Alteration Date(s)

### 18. Style Class and Design

#### Modern Movements

### 19. Architect or Engineer Thomas B. Bourne Assoc. & Jennings & Churella

### 20. Contractor or Builder

### 21. Building Type or Plan

#### Other Building Type

### 22. Original Use, if apparent

#### Air Related

### 23. Present Use

#### Air Related

### 24. Ownership Public

### 25. Owner's Name & Address, if known

#### United States of America

#### Federal Aviation Bldg JFK Airport

#### Jamaica, NY, 11430

### 26. Property Acreage

#### unknown

### 27. Other Surveys

### 28. No. of Stories

#### Two story

### 29. Basement? Unknown

### 30. Foundation Material

#### Poured concrete

### 31. Wall Construction

#### Metal/steel frame

### 32. Roof Type

#### Flat

### 33. No. of Bays

#### Side Bays

### 34. Exterior Wall Material(s)

#### Brick

#### Metal

### 35. Plan Shape

#### Unknown

### 36. Changes associated with 17/17b Dates:

#### Original/Most significant construct

#### Unknown

### 37. Window Type(s)

#### Other

### 38. Building Dimensions

#### 40' x 64'

### 39. Endangered? NO

#### By What?

### 40. Chimney Placement

#### Three or more chimneys

### 41. Distance from & Frontage on Road

#### 200'

### 42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

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

### 43. History and Significance (Continue on Reverse if necessary)

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

### 44. Description of Environment and Outbuildings (See #52)

This complex is located on one of Oberlin's busier streets, and is neighbored by residences as well as other light industrial buildings. The local IGA grocery store is across the street.

### 45. Sources of Information


### 46. Prepared By: Elizabeth Schultz

### 47. Organization: Oberlin Heritage Center

### 48. Date Recorded: 11/30/2008

### 49. PIR Reviewer:

### 50. PIR Review Date:
**1. No.**  LOR-02049-21  
**2. County**  Lorain  
**4. Present Name(s)**  Cleveland Air Route Traffic Control Center  
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### 8. Site Plan with North Arrow

![Site Plan Diagram]

### 54. Farmstead Plan:

- **Door Selection:** Unknown
- **Door Position:** Unknown
- **Orientation:** Unknown (cannot determine from existing info)
- **Symmetry:** Other

**Report Associated With Project:**

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