

**HISTORIC AMERICAN BUILDINGS SURVEY
DOCUMENTATION OF
602 EAST TOWN STREET CARRIAGE HOUSE
(OH HABS No. _____)**

**COLUMBUS,
FRANKLIN COUNTY, OHIO**

April 2019

602 East Town Street Carriage House
Columbus
Franklin County
Ohio

OH HABS No. _____

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDING SURVEY
National Park Service

Ohio State Historic Preservation Office
800 East 17th Avenue
Columbus, Ohio 43211

April 29, 2019

HISTORIC AMERICAN BUILDINGS SURVEY

CONTEXT REPORT FOR

602 East Town Street Carriage House

OH HABS No. _____

Location: 602 East Town Street (rear), Columbus, Franklin County, Ohio. The building is located on the north side of the street between Washington Avenue and Parsons Avenue.

USGS Southeast Columbus, Ohio, Quadrangle
17.330546.4425362

Present Owner: Joe Collins Street LLC, P.O. Box 80, New Albany, Ohio, 43054.

Present Use: The building is vacant and scheduled for demolition.

Significance: Completed in 1888, the 602 East Town Street Carriage House was originally constructed as an outbuilding to the main house at 604 East Town Street. The building first appears on the 1901 Sanborn map. The building is a Stick style wood frame carriage house with four carriage bays on the first floor and living quarters on the second floor. The building retains original finishes such as slate roofing, wood siding, and a decorative wood board and batten pattern in the gable ends. Most of the original double-hung and casement windows remain, but some have been removed and/or boarded up. The four carriage bay doors on the south elevation appear original, with original sliding door hardware, but only one modern door remains on the north elevation with the remaining openings covered in metal siding. The building has a severe lean to the west and is in poor condition. It is significant as both a rare example of the Stick style in Columbus and for its association with businessman James Kilbourne, who built the house and lived in it until his death in 1919.

PART I. HISTORICAL INFORMATION

A. Physical History

1. **Date(s) of construction:** The carriage house was built at the same time as the house at 604 East Town Street for James Kilbourne, a successful businessman and grandson of the founder of Worthington.

The building was completed in 1888, when James Kilbourne is shown residing at this address in city directories after living for several years down the street at 550 East Town Street.

2. **Architect:** Not known.

3. **Original and subsequent owners, occupants, uses:** The building was constructed as a carriage house located to the rear of a single-family home completed in 1888 for James Kilbourne. James Kilbourne lived in the house and presumably used the carriage house until his death in 1919. His widow, Anna, continued to live on the property until 1923, selling it after the untimely deaths of her two children and the bankruptcy of her husband's company.

The second owner was Lillian Cochrane, who lived on the property with her husband Rollie, a dentist. She transferred the property to her two sons, Rollie Kyle and George Cochrane in 1936, when she vacated the premises. Between 1932 (when her husband Rollie passed away) and 1936, the main house was demolished and a new 13-unit apartment building was constructed in its place. The carriage house was retained possibly as storage with another rental apartment on the second floor.

The Cochrane brothers owned the property until 1977, when George Cochrane passed away. Rollie Kyle Cochrane sold the property to James and Nena Henley. The Henleys held on to the property until 2016, when they sold it to Northwood Properties, Inc. for \$400,000. The current owner, Joe Collins Street, LLC, has owned the property since 2017.

4. **Builder, contractor, suppliers:** Unknown.
5. **Original plans and construction:** No original construction drawings are known to exist of the building; however, based on early Sanborn Fire Insurance maps and physical inspection of the building, the current structure is largely unchanged from its original footprint and massing.
6. **Alterations and additions:** There have been no additions to the building. Alterations include boarding up dormer windows and covering three of the four carriage bays on the north elevation with metal siding on the exterior and wooden siding on the interior. The remaining bay on the north side has a modern garage door. The door to the stair has also been boarded up. Some of the first-floor windows on the east elevation are boarded up with the sashes removed. The second floor was inaccessible but it is assumed that some alterations were made to modernize the plumbing and HVAC systems in the twentieth century.

B. Historical Context

1. Franklin County

During early historical times, members of the Delaware, Mingo, and Wyandot tribes inhabited the area that encompasses present-day Franklin County, and settlements were especially prominent along the Scioto River in what is now downtown Columbus. Lucas Sullivant of Kentucky established the first Euro-American settlement in the area in 1797. Sullivant had surveyed a portion of the Virginia Military District west of the Scioto River and laid out the town of Franklinton on the west bank of the Scioto River, across from present-day downtown Columbus. James Scott, who owned the first store in Franklinton, joined Sullivant in 1798.¹ Other Euro-American settlements soon sprang up in the area that would become Franklin County. In 1799, members of the Nelson, Hamilton, Agler, and Reed families established settlements at North Liberty along Darby Creek and other farmsteads along Alum Creek.²

Franklin County was established on April 30, 1803, making it one of the first counties organized in the new state of Ohio.³ Franklin County was carved out of the larger Ross County and initially stretched from present-day Pickaway County on the south to Lake Erie on the north, and from the present-day location of Greene County on the west to near the present-day Franklin–Licking County Line on the east.⁴ The county consisted of land from four different land surveys: the Virginia Military District, U.S. Military Lands, Congress Lands, and the Refugee Tract. Franklin County did not reach its current boundaries until 1857. Before this time, portions of the original county territory were used to form Delaware County (1808), Pickaway County (1810), Madison County (1810), and Union County (1820), and in 1850 Madison Township gained land from Fairfield County. The final adjustment to the county was made in 1857, when 9.5 sections from the southwest corner of Licking County were incorporated into Franklin County.

1. W. T. Martin, *History of Franklin County: A Collection of Reminiscences of the Early Settlement of the County with Biographical Sketches and a Complete History of the County of the Present Time* (Columbus, OH: Follett, Foster, and Company, 1858), 1, 6.

2. *Ibid.*, 1-3.

3. Franklin County Historical Society, *Columbus and Franklin County: Past and Present* (Columbus, OH: Franklin County Historical Society, 1972), 35.

4. Martin, *History of Franklin County*, 8-9.

2. City of Columbus

Early History: 1810–1865

Columbus was the first planned state capital in the United States. In 1810, the state legislature of Ohio decided that the state capital should be more permanent and more centrally located. A five-member commission was established to examine eligible sites and make a selection. Initially, Franklinton was discussed as one possible location, but the area was disqualified because of its position on the floodplain of the Scioto River. The commission considered another location near present-day Dublin. In February 1812, a company composed of several central Ohio residents proposed to the legislature that the state capital be located on the higher, eastern bank of the Scioto River, immediately across the river from Franklinton. This proposition also outlined certain responsibilities that the company would assume, such as laying out the town and erecting the state buildings, for which they would be later compensated if all deadlines were met and the buildings were of sufficient quality. The legislature passed an act accepting this proposal and bonding the company.⁵

Columbus was platted, and lots were sold publicly in June 1812. At the same time that a dense forest was being cleared to make way for Columbus, Franklinton and other towns in Franklin County were flourishing because of the War of 1812, since the area had become a general rendezvous location for the Northwestern Army. After the War of 1812, immigrants continued to move into Columbus, and business grew to keep up with the demands of the new population. In 1813, the first sawmill was built on the Scioto River, and in 1814, the *Western Intelligencer* newspaper was moved from Worthington and became the *Western Intelligencer and Columbus Gazette*, later to become the *Columbus Gazette*. In 1816, the first bridge over the Scioto River was constructed (a toll bridge owned by Lucas Sullivant) and the first bank in Columbus was established. At the end of 1816, the state legislature moved into the new state buildings, and Columbus was officially established as the state capital. In 1824, the county seat was moved from Franklinton to Columbus.⁶

The status of Columbus as the state capital, along with its central geographic location in the state, helped fuel the city's growth, although expansion was slow until the 1830s. In 1833, the National Road was built through Columbus, and a feeder canal linked Columbus to the Ohio and Erie Canal system. A large transient working population and the existence of large transportation

5. J. H. Studer, *Columbus, Ohio: Its History, Resources, and Progress* (Columbus, OH: J. H. Studer, 1873), 13-16.

6. Martin, *History of Franklin County*, 39-41. Studer, *Columbus, Ohio*, 17-18.

companies in the city, such as the Ohio Stage Company, aided the growth and development of Columbus during the 1830s. In 1844, the Columbus and Xenia Railroad was the first rail line built through Columbus, signaling the beginning of a wave of rail development in the county that would continue for more than forty years. The Cleveland, Columbus, and Cincinnati line was built in the early 1850s, as were the Ohio Central line (east to Zanesville), the Columbus, Piqua, and Indiana line (west to the Ohio-Indiana border), the Hocking Valley line, and many others.⁷ The first wood-frame railroad station for passengers was erected in 1850 near what is now the intersection of the Short North, the North Market, Italian Village, and Interstate 670. This station became known as the Union Depot. This station and the rail yards next to it spurred the growth of the working-class neighborhoods to the east and the more upscale residential areas to the north and west.

The growth of Columbus also owed much to the location of public services and institutions within its boundaries. The city was home to the state government and institutions such as the state penitentiary, facilities for the care of the physically and mentally handicapped (the Institution for the Deaf and Dumb, Central Ohio Psychiatric Asylum, and so forth), and The Ohio State University (OSU). City and county institutions such as the county courthouse, the children's home, the county infirmary, and city hall were also located in Columbus. The establishment in Columbus of federal institutions such as the U.S. Arsenal, the Civil War barracks at Fort Hayes, and the U.S. Post Office and Courthouse also contributed to the city's increase in population, geographic expansion, and economic growth throughout the 1800s. In 1815, the city's population was only 700, but this number grew to 18,000 by 1850.⁸

Late Nineteenth-Century and Twentieth-Century Growth: 1865–1945

During the late 1800s and into the 1900s, the character of the city shifted. Residential areas began to move away from the core of downtown, which increasingly became a commercial and governmental center. Business flourished in areas such as the Brewery District and the North Market. In the late nineteenth century, the city developed a number of economic bases that would keep the city growing well into the twentieth century. For example, The Ohio State University (OSU) was founded on High Street, north of the city in 1870. In its early years, OSU was known as a mechanical and agricultural college, but in the late nineteenth and early twentieth century, leaders like Joseph Sullivant and William Oxley Thompson transformed it into one of

7. O. C. Hooper, *History of the City of Columbus Ohio: From the Founding of Franklinton in 1797, through the World War Period, to the Year of 1920* (Columbus, OH: Memorial Publishing, 1920), 225-229.

8. Studer, *Columbus, Ohio*, 18. Hooper, *History of the City of Columbus Ohio*, 229-230.

America's major public universities. OSU continues to be a major economic engine for the city of Columbus and an important part of the city's cultural and recreational life.

Industry was established in Columbus in the late nineteenth and early twentieth centuries. While Columbus never developed anything as massive as the automobile and steel industries of northeastern Ohio, by 1910 the city had nonetheless attracted some important factories. One of the major characteristics of the city was the diversification of its economic interests, in contrast to cities like Detroit, Cleveland, and Pittsburgh, which were dominated by a small number of industries or even a single industry. Columbus featured a number of industries at the turn of the century, such as brewing beer and manufacturing carriages.

As these industries flourished, workers settled in the city, and the population grew. At first, the city's growth clustered closely around downtown and job-providing factories, which were usually located along freight railroad lines. Later, commuter transportation had a major effect on the physical development of the city, especially residential areas. In 1863, mule-driven streetcars were established on High Street in the downtown area. Although slow, the mule-drawn streetcars were an important first step in allowing more people to move farther from the center of the city. This trend kicked into full gear at the end of the nineteenth century, when the Columbus Electric Railway Company began building its network of faster, more efficient electric streetcars. A successful electric streetcar line was first established in the city in 1891, and various lines on major streets were developed by various companies during the 1890s.⁹

By 1900, these lines ran in all major directions out of the city. The ease of transportation from downtown and factory workplaces to outer areas of the city spawned suburban residential development in a diverse array of quarters within the city. Major early streetcar suburbs of the city flourished along Broad and Main Streets, Livingston Avenue, and Oak Street to the east and west. To the north and south, residential and commercial development flourished along streetcar lines built on High Street, on Parsons Avenue to the south, and on Fourth Street to the north. The car lines also provided transportation to state and federal institutions like the State Hospital for the Insane and the Institute for the Feeble Minded on the city's west side, the U.S. Army Barracks at Fort Hayes in the north central portion of the city, and The Ohio State University and the Ohio Fairgrounds on the north side. Recreational facilities that could be reached via electric street railway

9. Hooper, *History of the City of Columbus Ohio*, 230-235.

included the Driving Park racetrack, the Franklin Park Conservatory, and the recreational amusement facilities at Olentangy Park, located at 18th Avenue and Fourth Street, and Minerva Park, located about nine miles outside the city.

As it grew in the twentieth century, Columbus was well diversified, in contrast to Cleveland's heavy dependence on steel and other heavy industry; Columbus was a regional center of banking and commerce, it had well-established state institutions as the seat of government for Ohio, and it had its share of manufacturing. This economic diversification allowed the city to better survive economic depressions like that of 1893, compared to many other cities. Columbus was also a major center of railroad lines in Ohio, and many tons of goods and raw materials passed through the city. The availability of timber and coal from nearby southeast Ohio helped the city attract industries that manufactured products like glassware, buggies, and shoes. Between 1880 and 1910, the population of Columbus increased by over 300 percent.¹⁰

Although the early twentieth century saw continued growth of the city, it also saw some setbacks. A streetcar worker strike in 1910 caused transportation gridlock and resulted in violence. The 1913 flood also devastated many low-lying areas of the city. World War I and the 1920s were an era of slower growth for Columbus, in contrast to the rapid growth of other industrial cities. The city slowly annexed outlying communities in the 1920s, such as Clintonville, a residential suburb annexed in 1928. The growth of Columbus as an insurance and banking center in the 1920s was stronger than the city's industrial development, with the 1927 Art Deco American Insurance Union Tower (now the LeVeque Tower) serving as the most prominent symbol of the city's status as a major insurance and banking center.¹¹

Again due to its economic diversification, Columbus survived the Great Depression of the 1930s in better condition than many cities of comparable size. However, the city's generally anti-union stance appears to have discouraged some industries from locating in the city, which may have slowed recovery. The advent of World War II brought growth at the city's Defense Construction Supply Center, which had been founded during World War I, and also established the Curtiss-Wright aircraft plant, with 12,000 union jobs.¹² The city's infrastructure deteriorated during World War II due to

10. Betty Garrett and Edward Lentz, *Columbus: America's Crossroads* (Tulsa: Heritage Printing, 1980), 101.

11. *Ibid.*, 121.

12. *Ibid.*, 135.

wartime needs, and the postwar years were spent updating it after years of neglect.¹³

Postwar Era to Present: 1945–2006

Like most American cities, Columbus experienced additional development of its outlying suburbs in the 1950s, 1960s, and 1970s due to the new mobility offered by the personal automobile. This trend was promoted by increased automobile ownership, the construction boom of the postwar era, and the establishment of the interstate highway system in the 1950s and 1960s. In the early twentieth century, Columbus had possessed most of Franklin County's population, but by 1950, the population of the city was 375,901, while suburban population swelled the overall population of Franklin County to 503,410.¹⁴ The postwar era saw mass suburban residential growth, with communities like Whitehall developing on what was formerly farmland. New suburban residential neighborhoods included the construction of sometimes hundreds of single-family houses at a time, and new suburban communities were created. Previously vacant lots were infilled in some existing neighborhoods, especially the northern and eastern portions of Clintonville-Beechwood on the city's north side.¹⁵ The postwar era was also a time when Appalachian residents immigrated to Columbus as a result of the decline of the coal industry.

The development of the suburbs spurred the first automobile-oriented suburban shopping centers in Columbus. As these shopping centers grew in popularity, the old downtown shopping core began to decline. Like most American cities, Columbus in the 1950s through the 1970s developed strip malls, enclosed shopping malls, and vast ranch house suburbs on the city's periphery. While the city's downtown continued to be a strong shopping, hotel, and entertainment hub into the 1950s—with the Lazarus Department Store, other retail outlets, movie houses, and numerous hotels—the slow process of downtown decline was underway by the 1960s.

By the 1970s, the expansion of state government and institutions and the growth in the number of students at The Ohio State University began to climb rapidly. Maynard "Jack" Sensenbrenner, mayor of the city from 1954–1959 and 1965–1972, aggressively pursued a policy of annexing outlying areas and encouraging new development in them. As a result, the city's area climbed from 41.8 square miles to 146 square miles by the end of the 1970s. The economy of the city continued to be diversified, with some new industrial

13. Ibid., 140–141.

14. Ibid., 142.

15. Ibid., 144.

growth, as well as strong development in education, government, business, and research.¹⁶ The Franklin County communities of Dublin, Hilliard, Westerville, Gahanna, and other suburbs also experienced rapid residential and commercial development in the 1970s and 1980s.

3. The East Town Street District

Downtown Columbus was centered on the intersection of Broad Street and High Street, with the state capitol sitting at the southeast corner. Early businesses developed north and south along High Street. Successful businessmen erected grand houses east of the capital building within easy commuting distance of downtown. This area today is loosely known as the Old Towne East historic district, and is considered one of the first suburban areas of Columbus due to the installation of the city's first horse drawn streetcars starting in 1863.¹⁷ The first line extended about 1.5 miles from Columbus Union Depot on North High Street south past the state capitol building to Mound and South High Street.¹⁸

This section of the city initially consisted of family farms along the National Road (Broad Street), which originated in Washington, D.C. It was annexed to the city in 1870 and by 1886, large sections of the area had been subdivided into residential lots, supported by the growing streetcar lines. These new homes were built for a variety of affluent and influential citizens, such as politicians, businessmen, industrialists, architects, and land speculators.

One of these men was James Kilbourne, the founder of the Kilbourne and Jacobs Manufacturing Company. James Kilbourne was named after his grandfather, the well-known Connecticut native who founded the community of Worthington, lobbied to have the state capitol located in Columbus, and went on to serve in the Ohio House of Representatives and the U.S. Congress. His only child, a son named Lincoln Kilbourne, was born in 1810 and worked for his uncle Lincoln Goodale, a successful store merchant whose family later donated the land for Goodale Park. Lincoln married Jane Evans in 1837 and James was born in 1842, one of five children.¹⁹

16. Ibid., 149.

17 "History of Old Towne East," Old Town East Neighborhood Association, <http://oldtowneeast.org/area-history/>, (April 13, 2019).

18 "Columbus Horse Powered Streetcar System - 1863-1892," Columbus Railroads, <http://www.columbusrailroads.com/new/?menu=03Streetcars> (April 13, 2019).

19 Craig Lovelace, "Shaping Columbus: James Kilbourne, Kilbourne & Jacobs Manufacturing Co. owner," Columbus Business First, <https://www.bizjournals.com/columbus/print-edition/2012/06/01/shaping-columbus-jameskilbourne.html> (March 25, 2019).

When Lincoln Goodale retired, James' father ran the store and was able to send his son to Kenyon College where he earned undergraduate and graduate degrees before the age of 21. Upon leaving Kenyon in 1862, James volunteered and enlisted as a private in Company A of the Ohio 84th Infantry Regiment. He distinguished himself in multiple Civil War campaigns in the west, rising to the rank of captain. He was made a brevet colonel in recognition of his valor, but without conferring the authority, precedence, or pay of real rank. However, James was addressed as Colonel Kilbourne for the remainder of his life. After the war, he entered Harvard Law School and graduated in 1868, but he never practiced law, apparently due to health issues from his war experience²⁰. James returned to Columbus and worked in his father's hardware and railroad supplies store.

James married Anna Bancroft Wright after his return to Columbus and they lived at 550 East Town Street, a handsome two-story brick Italianate house just east of the Ohio School for the Deaf (now the site of Topiary Park). They had two children: son Lincoln born in 1874 and daughter Alice born in 1877. In 1884, his father Lincoln moved across the street to 561 East Town Street, where he would live and continue to run the store until his death in 1891 at the age of 81.

James continued to work with his father until 1886, when he left Kilbourne, Jones & Co., which now sold hardware, paints, oils, belting, and builders hardware, to establish the Kilbourne & Jacobs Manufacturing Co., which manufactured construction equipment such as road scrapers, wheelbarrows, steel sinks, and trucks. The company was capitalized with \$100,000, most likely a loan or gift from his father, but James was able to increase that to \$300,000 by 1888²¹.

In 1888, James relocated his family further east to a new two-and-one-half story house on a spacious double lot at 604 East Town Street. The footprint of the new house was not much larger than his first house, but it did have a wrap-around porch facing the expansive yard. At the rear of the house stood a two-story wood frame carriage house with space for four buggies/cars on the first floor with servant living quarters on the second floor. By this time, the company was so successful it had three locations: offices, main shop, and a wheelbarrow works.²² Son Lincoln was brought into the business by 1890 and in 1896, the company's capitalization had reached \$500,000 with profits of \$150,000. The company sold and shipped its products in North and South America, Europe and Asia, and its production was prolific. By 1900, it was

²⁰ Ibid.

²¹ Ibid.

²² 1888 Wiggins City Directory for Columbus, Ohio, on ancestry.com (March 25, 2019).

making 40,000 drag and wheel scrapers, 50,000 wrought steel sinks and 100,000 wheelbarrows, with sales topping \$1 million.²³

Electrification of Columbus' streetcar lines began in 1888 and was completed in 1892, when the Oak Street line was finally converted.²⁴ The lot and house sizes along East Town Street, like those on East Broad Street, were significantly larger than those on other streets in this area. Property was typically inherited by family, but depending on their financial situation, family members may or may not have been able to maintain the cost of ownership into the twentieth century.

In 1861, the federal government imposed the first-ever income tax with a 3% top bracket to fund the Civil War. By 1913, the top rate had risen to 7%.²⁵ After the United States entered World War I in 1914, the top rate more than doubled to 15% in 1916 with new taxes also levied on estates and "excessive" business profits. The top rate rose steadily, reaching to 67% in 1917 and 77% in 1918.²⁶

James Kilbourne supported unionization as a means to improve the plight of the working man and was a founder of what is today Nationwide Children's Hospital.²⁷ After his death in July 1919, the company survived only a few years and went bankrupt in 1923²⁸, probably due to a combination of high wages, high taxes, and the loss of its founders since his son Lincoln survived him by only a few weeks, passing away in August of 1919. James' daughter Alice had married Robert Hutchins Jeffrey in February of 1901, giving birth to son Robert Kilbourne Jeffrey later than year. Alice passed away a few years after her brother in 1922.

23 Craig Lovelace, "Shaping Columbus: James Kilbourne, Kilbourne & Jacobs Manufacturing Co. owner," Columbus Business First, <https://www.bizjournals.com/columbus/print-edition/2012/06/01/shaping-columbus-jameskilbourne.html> (March 25, 2019).

24 "Columbus Horse Powered Streetcar System - 1863-1892," Columbus Railroads, <http://www.columbusrailroads.com/new/?menu=03Streetcars> (April 13, 2019).

25 "History of taxation in the United States Wikipedia, Income Tax, Pre-16th Amendment," Wikipedia, https://en.wikipedia.org/wiki/History_of_taxation_in_the_United_States (April 13, 2019).

26 "History of Federal Income Tax Rates: 1913 – 2019," Bradford Tax Institute, https://bradfordtaxinstitute.com/Free_Resources/Federal-Income-Tax-Rates.aspx (April 13, 2019)

27 Lovelace.

28 Craig Lovelace, "Shaping Columbus: James Kilbourne, Kilbourne & Jacobs Manufacturing Co. owner," Columbus Business First, <https://www.bizjournals.com/columbus/print-edition/2012/06/01/shaping-columbus-jameskilbourne.html> (March 25, 2019).

The death of her husband and both her children within three years of each other, along with the closure of her husband's company, had a major financial and emotional impact on Anna Kilbourne. In 1923, Anna sold the property at 604 East Town Street and moved into the Seneca Hotel, where she lived out her final years before passing away in 1925.

The new owners of the property, Wilbur Barnhart (a construction contractor) and Leonard M. Seiller (a dry goods salesman) who later formed the Barnhart-Seiller Company, flipped the property to Lillian B. Cochrane two months after purchasing it.²⁹ She and her husband Rollie, a dentist, resided at 604 East Town Street until 1932, when she is listed in city directories as a widow.

The high income tax rates gradually decreased throughout the 1920s, but the resulting economic boom came to an abrupt halt with the stock market crash in 1929. Many previously affluent owners of large homes on East Town Street suddenly found themselves unable to maintain their mansions. Since the property was in her name alone, Lillian was likely independently wealthy and able to maintain ownership of the property and finance the construction of a new apartment building on the site to serve the growing number of people who could not afford single family homes during the Depression.

The main house at 604 East Town Street was demolished to make way for the construction of the Chateau De Ville Luxury Apartments, which opened in 1932 with 13 one- and two-bedroom units, according to their marketing website. However, according to city directories, Lillian did not move out until 1936, so she may have been living on the second floor of the carriage house after the main house was demolished. It is also possible that the apartment complex simply took four years to complete due to uncertain financial backing in the early years of the Depression. When Lillian vacated the property, she deeded it to her sons Rollie Kyle and George A. Cochrane³⁰ that same year.

Lillian died in 1962 and her sons assumed sole ownership. When George Cochrane died in 1977, his brother Rollie Kyle Cochrane sold the property to Lepalo, Inc., who transferred it to James and Nena Henley later that same year. Northwood Properties, Inc. acquired it in 2016 for \$400,000 and the following year, ownership was listed under the name Joe Collins Street LLC.

Several other 19th century homes were also demolished on East Town Street between 1921 and 1951 to make room for apartment buildings. The 1901 Sanborn maps indicate that almost all of the lots had a single-family house

29 Assessment List for 602-604 East Town Street, Franklin County Auditor, Real Estate Division

30 Ibid

with some sort of carriage house in the rear, with a single duplex on the south side of the street at Parsons. In 1921 there were three duplexes on the south side of East Town Street between Washington and Parsons. The north side (where the Kilbournes had their house) still showed single family homes. However, the house next door at 620 East Town (also on a double lot) was demolished between 1901 and 1921 with the carriage house remaining on the alley. By 1951, two lots on the northeast corner of East Town and Washington were occupied by Town Terrace Apartments (constructed 1950), the Townley Court Apartments occupied two blocks on the north side of Town and extended north to the south side of Franklin, the Chateau De Ville stood at 602-604 East Town, a new dentist office stood at 620, and two apartment buildings, the Belmont and Carolyne, occupied 630-638 East Town. The south side of East Town Street remained fairly unchanged.³¹

The carriage house continued to be rented as an apartment to tenants throughout the twentieth century until the wooden structure became too deteriorated for safety. It has been vacant for several years with the lower level used for storage by the property owner.

PART II. ARCHITECTURAL INFORMATION

- A. General Statement:** This carriage house, with an address of 602 East Town Street, was completed in 1888 to serve the main house at 604 East Town Street. Both buildings occupied the west side of a double lot. The house was demolished in the 1930s to make way for the construction of an apartment complex that spanned both lots, which stands today. The carriage house is built in the Stick style, a relatively rare style for the Midwest. The style began in the northeast in the 1860s and spread across the country to the west coast, peaking in the 1880s. The carriage house exhibits the style's typical features such as a steeply pitched roof, cross gables, and wooden wall cladding with patterns of vertical and horizontal boards in the gable ends. The small leaded glass windows also give the building a medieval appearance, another characteristic of the Stick style.³²

31 Sanborn Fire Insurance Maps, 1901, 1921-1922, and 1921-1951, <http://sanborn.ohioweblibrary.org/?t=INFOhio>, (March 25, 2019, and April 15, 2019).

32 Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1989), 255-256.

B. Description of Exterior

1. **Overall Dimensions:** The building is two stories high with a rectangular footprint approximately 44 long and 28 feet wide.
2. **Foundation:** No foundation is visible. The building may originally have had a dirt floor.
3. **Walls:** The walls are clad in a mix of horizontal wood siding with a board and batten pattern in the gable ends.
4. **Structural system, framing:** The walls are balloon framed.
5. **Porches, stoops, balconies, bulkheads:** The building has no porches, stoops, balconies, or bulkheads.
6. **Chimneys:** The building has one rectangular brick chimney with the long dimension spanning the ridge at the center of the main gable. The chimney corbels out for two courses before corbelling back in for next eight courses. The original chimney caps are missing.
7. **Openings**
 - a. **Doorways and doors:** The building has four carriage bays on the primary (south) elevation facing the back of the original house. These bays also featured four corresponding doors on the alley (north) elevation, but only the west bay retains the opening with a modern garage door. The other three bays facing the alley have been covered with metal siding on the exterior and wooden siding on the interior. The east bay features a carriage door divided in half with two panels and two windows in each half. This door is mounted in front of the exterior wall and operates by sliding in front of the adjacent carriage door. The adjacent carriage door is recessed and operates by sliding in front of the east carriage door on the inside. The original barn door hanging hardware and bar are present. The western two carriage doors are newer, with two horizontal panels and four windows at the top. They appear to slide past each other on interior hanging tracks. Three of the four bays are cross braced for security and to prevent the building from listing further to the west. At the center of the four carriage doors is a single door that has been covered with boards. Three wooden steps lead up to the door, which opens onto the stairs to the second floor living unit. On the second floor of the north elevation is a small cross gable with a four-panel door with the remains of a hoist beam above.

- b. **Windows:** A large three-part window remains on the second floor of the south elevation at the cross gable. This window consists of two narrow 6-over 1 or 6-over 6 double hung windows flanking a wider 12-over-1 or 12-over-12 double hung window. The original configuration is uncertain as the bottom sashes are missing. A 15-pane leaded glass casement window sits directly above the south elevation door to provide light to the stairwell. Two small gable dormers with 6-pane casement windows provide additional light to the second floor. On the second floor of the north elevation is a small cross gable over the west garage bay that features a boarded-up window. Next to this is shed dormer whose window opening is completely boarded up. The west gable elevation features two double hung windows on the second floor while the east gable elevation consists of a horizontal louver. The first floor of the east elevation has three boarded-up casement windows, one of which retains the 8-pane sash.

8. Roof

- a. **Shape, covering:** The primary roof is a gable spanning east-west parallel to the alley. A large cross gable overhangs the south elevation. There are two small cross gables on the north elevation, one with a loading door and the other with a boarded-up window. The gable roof has box gutters and is covered with slate, as are the dormers.
- b. **Cornice, eaves:** The building has deep overhangs supported by eave braces and exposed rather tails.

C. General Description of Interior

- 1. **Floor Plan:** The first floor is separated into two spaces by the stair to the second floor, which forms a storage closet on the first floor. The second floor was inaccessible due to the instability of the floor structure.
- 2. **Stairway:** The building has one stair that provides access to the second floor from a door on the south elevation.
- 3. **Flooring:** On the first floor, the building has a concrete slab over what may have originally been a dirt floor. The second floor likely has wooden flooring but was inaccessible.
- 4. **Wall and Ceiling Finishes:**
 - a. **Walls:** The walls are generally horizontal wood siding, much of which appears to have been added at a later date to cover the carriage bay door openings on the north elevation.
 - b. **Ceilings:** Ceiling finishes are generally wood siding similar to the walls.

5. Doorways, Doors, and Windows:

- a. Doors:** The first floor features an original four-panel door to the closet under the stairwell. The second floor was not accessible.
- b. Windows:** There does not appear to be any interior windows. The three casement windows on the east wall have security bars mounted flush with the interior wall.

6. Decorative features and trim: The most decorative aspect of the building are on the exterior, such as the decorative pattern formed by horizontal siding under vertical battens at the gable ends and the shaped brackets supporting the cross gable overhang above the first floor carriage bays on the west side. Other decorative features include the exposed rafter tails and eave braces.

7. Hardware: The door to the first-floor closet under the stairwell retains a tarnished brass door knob and original hinges.

8. Mechanical Equipment

- a. Heating, air conditioning, ventilation:** None visible on the first floor, and the second floor was inaccessible. It is assumed that any such equipment is located near the east wall, by the louver.
- b. Lighting:** The first floor features modern ceiling fans and fluorescent tube lighting.
- c. Plumbing:** None visible on the first floor, and the second floor was inaccessible. It is assumed that there is at least one bathroom on the second floor near the vent stack visible on the roof at the center of the north side.

D. Site

- 1. General setting and orientation:** The building is located in the East Town Street Historic District of Columbus, on the north side of East Town Street between South Washington Avenue and Parsons Avenue.
- 2. Historic landscape design:** The building is located in its original position, situated along Hood Alley. It occupies the rear of the west side of a double lot.
- 3. Outbuildings:** The building is an outbuilding originally associated with a house at 604 East Town Street that was demolished in the 1930s for the construction of the apartment building that currently spans the double lot.

PART III. SOURCES OF INFORMATION

A. Bibliography

1. Primary and unpublished sources:

Franklin County Auditor, Real Estate Division. *Assessment List for 602-604 East Town Street*. <http://property.franklincountyauditor.com/web/search/>

City Directories of Columbus, Ohio, 1876-1936. Section titled "U.S. City Directories 1822-1995," <https://www.ancestry.com/search/collections/usdirectories/>

Sanborn Map Company. *Fire Insurance Maps of Columbus, Ohio* (1901, 1921-1922, and 1922-1951). Ohio Public Library Information Network at <http://sanborn.ohioweblibrary.org/?t=INFOhio>

2. Secondary and published sources:

Garrett, Betty, and Edward Lentz. *Columbus: America's Crossroads*. Tulsa: Heritage Printing, 1980.

Lovelace, Craig. "Shaping Columbus: James Kilbourne, Kilbourne & Jacobs Manufacturing Co. owner." *Columbus Business First*, 12 June 2012: Online at <https://www.bizjournals.com/columbus/print-edition/2012/06/01/shaping-columbus-jameskilbourne.html> (March 25, 2019).

Martin, W. T. *History of Franklin County: A Collection of Reminiscences of the Early Settlement of the County with Biographical Sketches and a Complete History of the County of the Present Time*. Columbus, Ohio: Follett, Foster, and Company, 1858.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1989.

3. Online sources:

Bradford Tax Institute, section titled "History of Federal Income Tax Rates: 1913 – 2019," https://bradfordtaxinstitute.com/Free_Resources/Federal-Income-Tax-Rates.aspx, accessed April 13, 2019.

Columbus Railroads, section titled "Columbus Horse Powered Streetcar System - 1863-1892," <http://www.columbusrailroads.com/new/?menu=03Streetcars>, accessed April 13, 2019.

Old Town East Neighborhood Association, section titled "History of Old Towne East," <http://oldtowneeast.org/area-history/>, accessed April 13, 2019.

Wikipedia, "History of taxation in the United States" section titled "Income Tax, Pre-16th Amendment," https://en.wikipedia.org/wiki/History_of_taxation_in_the_United_States, accessed April 13, 2019.

PART IV. METHODOLOGY OF RESEARCH

A. Research Strategy:

The research strategy for this project was directed toward three major goals for the building:

- Documenting the physical development and evolution of the building
- Locating information about how the building was used throughout its history
- Documenting the historic context of the building

The primary goal was to document the physical development and evolution of the building. This documentation includes basic historical documentation of the buildings' construction dates, construction materials, and design sources. This category of investigation also covers documentation of the physical changes made to the building and site, including any possible additions, remodeling, and demolition.

A second important goal was to locate information on the building's usage throughout its history, including information on its functions at different times and who was using the building at those times.

A third goal was to document the historic context of the building, which included researching the history of Franklin County, the city of Columbus, and the building itself. Hardlines Design Company (HDC) researchers made plans to examine the development of south Columbus in the late nineteenth and early twentieth century so that the specific history of the buildings could be understood in terms of a variety of contexts, including development and evolution of the area.

B. Actual Research Process:

A research team from HDC visited the property on March 24, 2019, and investigated the existing fabric of the building, documented the buildings with photographs. The second floor was inaccessible due to issues with the second floor structural members.

Diverse arrays of sources were consulted to complete this report. The documentation of 866 North Pearl Street was completed in 2013 by HDC, and information from this study was adapted for background material on the city of Columbus and Franklin County.

For specific information on the building and site, researchers consulted Sanborn Fire Insurance maps, and city directories. Census records identified the name of the Kilbourne family living at 604 East Town Street, and a newspaper article in Columbus Business First summarized the significance of the name.

City directories identified the year (1888) in which James Kilbourne first occupied the house at 604 East Town Street, and although he could have moved into an

existing home, the architectural style of the carriage house fits with an 1880s construction date. The house at 550 East Town Street that he moved from was an elegant brick Italianate not much smaller than the wood-frame house at 604 East Town Street, and it is assumed he relocated because it was a new building on a larger lot customized to suit his family's requirements.

C. Archives and Repositories Used:

- Census records at ancestry.com
- City directories at ancestry.com
- Birth and death records at ancestry.com

D. Research Staff

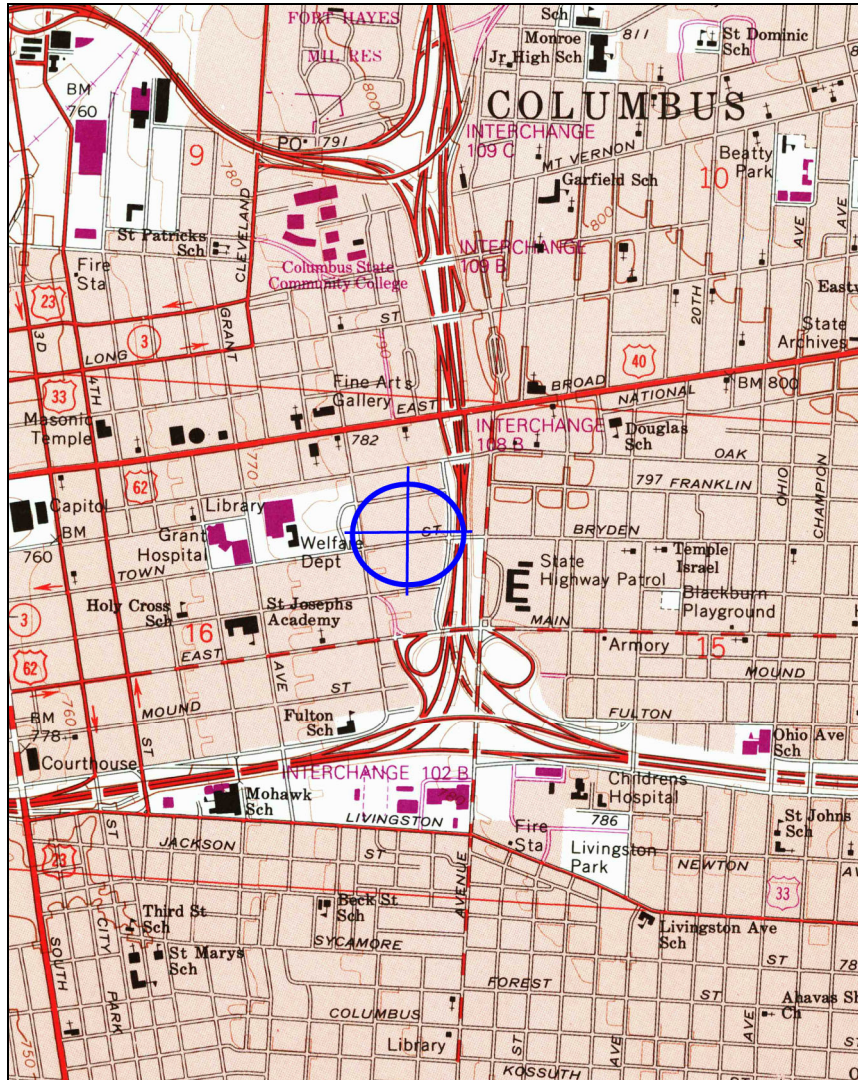
1. **Project Leader:** Charissa W. Durst, Historic Architect and Architectural Historian, Hardlines Design Company
2. **Primary Preparer:** Charissa W. Durst, Historic Architect and Architectural Historian, Hardlines Design Company
3. **Photographer:** Jeff Bates, Photographer, Hardlines Design Company

PART V. PROJECT INFORMATION

This project to document the history and significance of the 602 East Town Street carriage house in Columbus, Ohio, was initiated because of plans to demolish the building due to the deteriorated condition of the building. The city historic preservation office requested the building be documented prior to demolition, with the information submitted to the City Historic Preservation Office for inclusion in its archives in perpetuity.

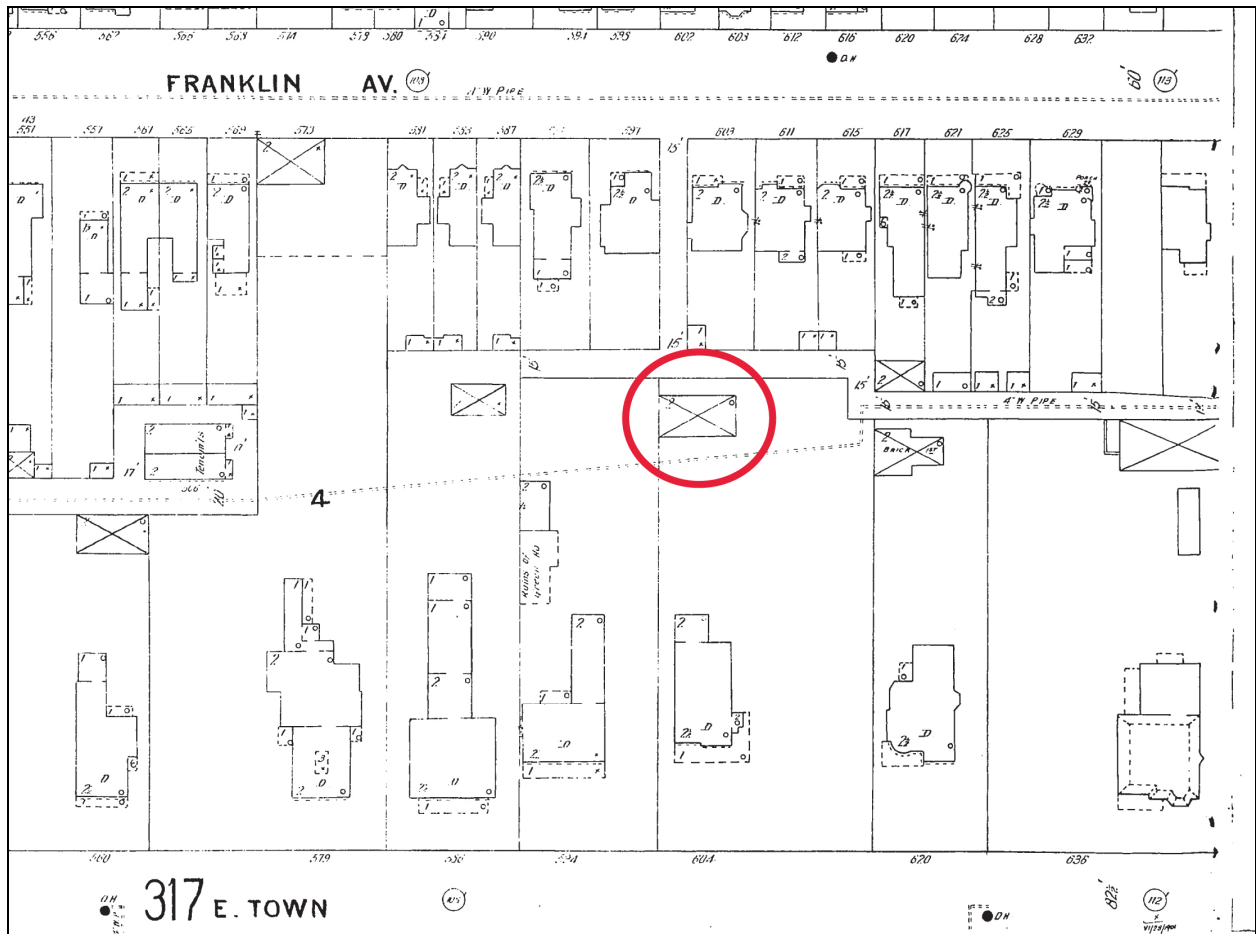
As part of this documentation, Schottenstein Chabad House contracted with Hardlines Design Company to complete HABS historic and photographic documentation of the buildings. Charissa W. Durst, historic architect and architectural historian, served as project manager for the project, as well as researcher and prepared this document. Jeff Bates was the project photographer. The level of documentation includes:

- Ten large-format black and white 35 mm photographs of the building
- A written report that describes the structure and documents its history and significance
- Drawings of the building were prepared by Shremshock Architects under a separate contract and revised by Hardlines Design Company for inclusion in this report.



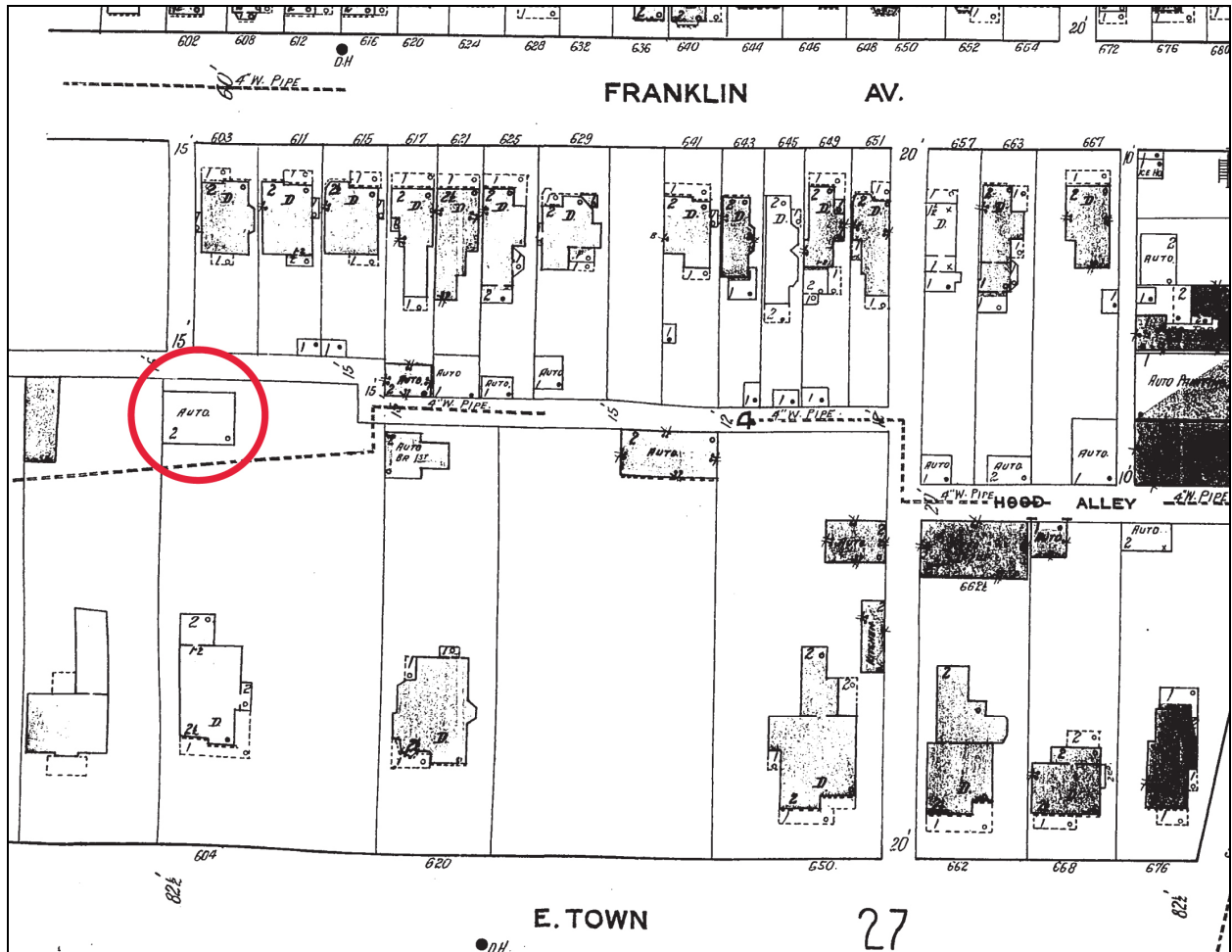
7.5 Minute Southwest Columbus, Ohio, USGS Quad Map,
with location of 602 East Town Street Carriage House.
(Circle and cross hairs added by HDC)

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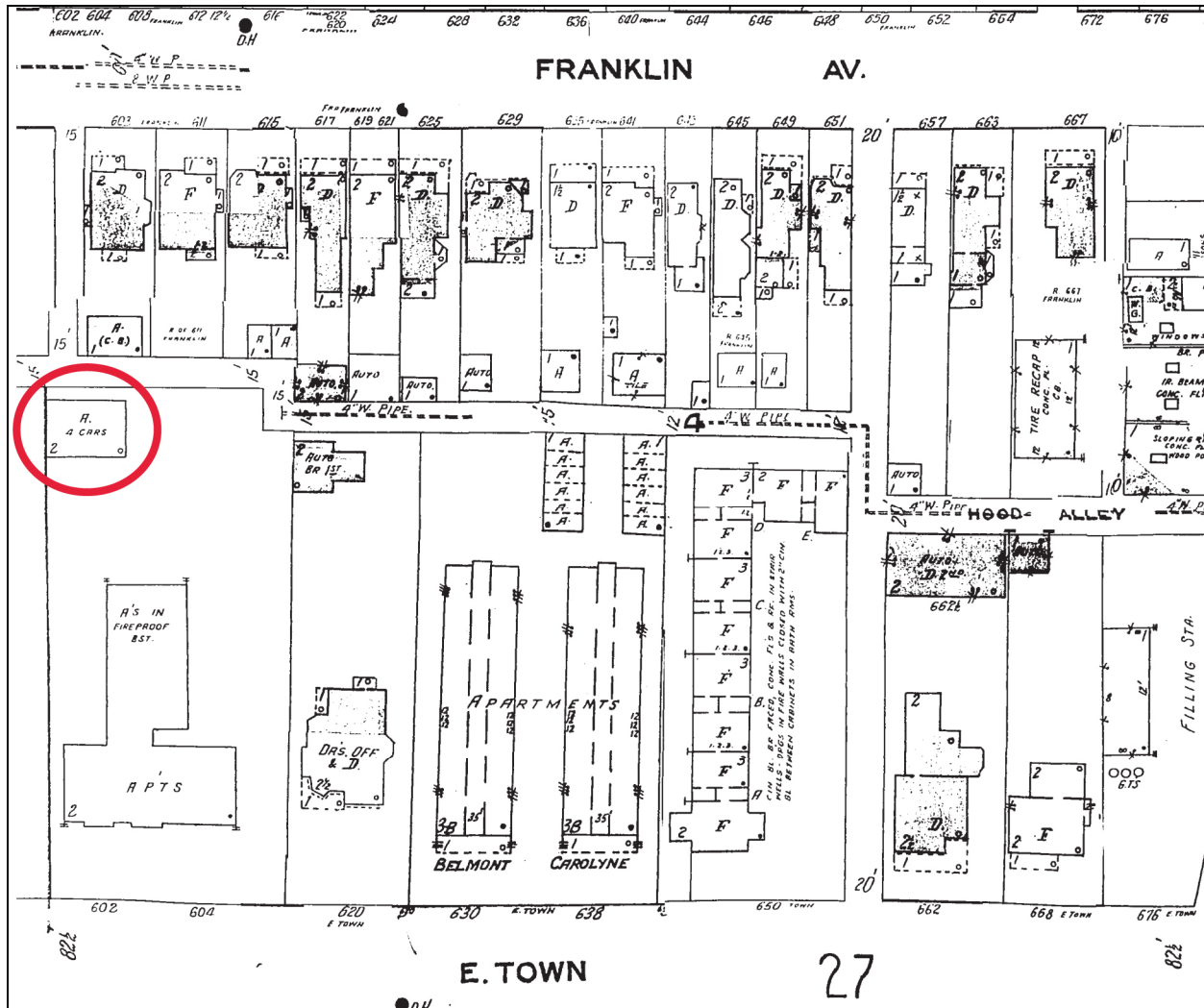


Portion of 1901 Sanborn Map, with circle indicating location of property in question
(Circle added by HDC)

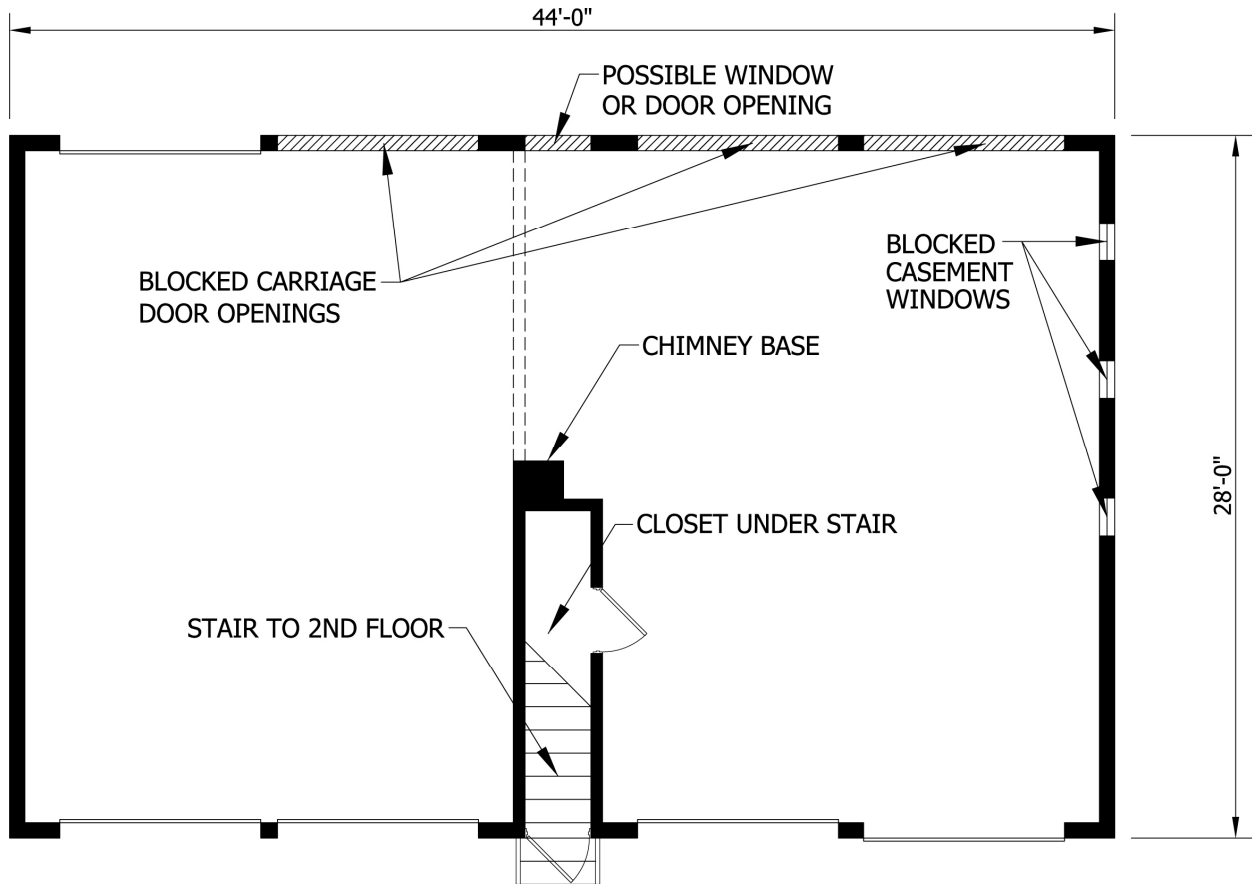
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Portion of 1921-1922 Sanborn Map, with circle indicating location of property in question
(Circle added by HDC)



Portion of 1921-1951 Sanborn Map, with circle indicating location of building in question
(Circle added by HDC)



602 East Town Street Carriage House First Floor Plan



HISTORIC AMERICAN BUILDING SURVEY

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Jeff Bates, Hardlines Design Company Photographer, March 24, 2019

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LOOKING NORTHWEST
- 2 SOUTH ELEVATION OF 602 EAST TOWN STREET CARRIAGE HOUSE,
LOOKING NORTH TOWARD HOOD ALLEY.
- 3 DETAIL OF SOUTH ELEVATION OF 602 EAST TOWN STREET CARRIAGE
HOUSE, SHOWING DORMER WINDOWS.
- 4 DETAIL OF SOUTH ELEVATION GABLE OF 602 EAST TOWN STREET
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- 5 NORTHEAST CORNER OF 602 EAST TOWN STREET CARRIAGE HOUSE,
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- 6 NORTH ELEVATION OF 602 EAST TOWN STREET CARRIAGE HOUSE,
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- 10 DETAIL OF WINDOWS ON FIRST FLOOR OF EAST ELEVATION OF 602 EAST
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1. Southeast corner

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2. South elevation facing the original house

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3. Detail of south elevation showing dormers and window at stairwell

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4. Detail of south elevation showing gable end

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5. Northeast corner

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6. North elevation facing the alley

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7. Northwest corner showing second floor windows and gable ends

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8. East elevation

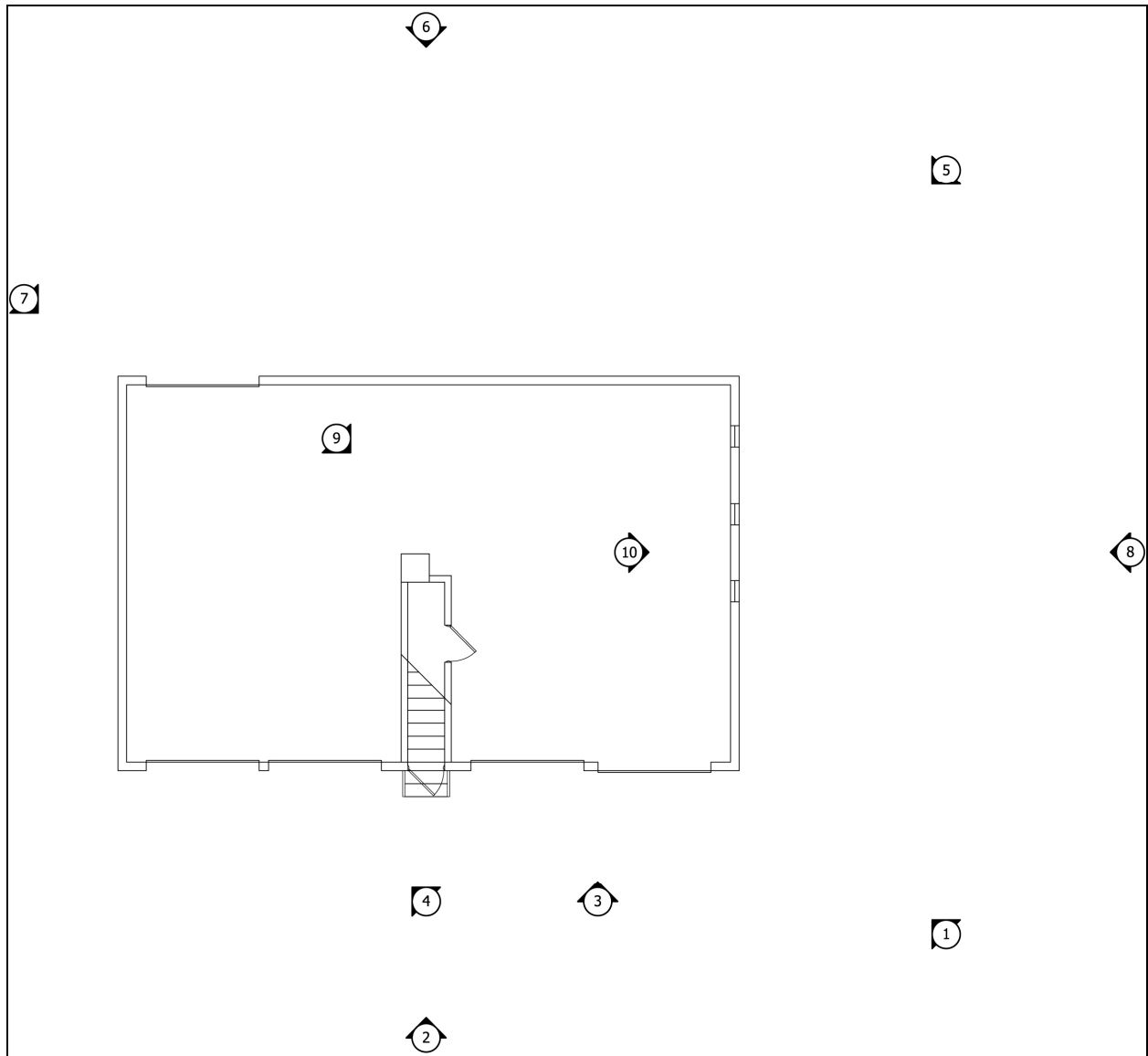


9. First floor interior looking southeast from west room



10. First floor windows on east wall of east room

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Key to photograph views

