



Olmsted 200

Bicentennial Notes about Olmsted Falls and Olmsted Township –
First Farmed in 1814 and Settled in 1815

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Preservation Stabilized Livery Stable, Moved Carriage House

The Grand Pacific Junction building called the Livery Stable now houses Clementine's Victorian Restaurant & Bakery and Falls Ice Cream, but when Clint Williams obtained it and other nearby buildings from its former owner in 1989, it contained something much different.

"Bill Kucklick was restoring an airplane in there," Williams said in August. "They had mats for exercising and gymnastics up in the back room."



This was the Livery Stable before it was renovated. Notice how close the outhouse was to it then. Photo courtesy of Clint Williams.

Like most of the buildings on the site at that time, the Livery Stable was not in good condition. Williams said the front – or east side – was pulling away from the rest of the building. As he sat just outside the Grand Pacific Hotel a few paces away from the Livery Stable, he motioned in the direction of Columbia Road and said, "The whole thing was going this way."

So when Williams and his work crew set about restoring the building, fixing that wall was one

of their first and most important tasks. “We put come-a-longs in it and left them there for about a month, pulling it back,” he said. A come-a-long is a hand-operated winch with a ratchet for pulling objects.

“When you do that, you can’t get it all at one time, so you do a little bit today and a little bit tomorrow so you don’t break the wood,” Williams said. “They get used to where they’re at.”

That operation generally worked, he said, but they didn’t get the wall completely back into a perfectly straight, vertical position.

“Upstairs, we tried to leave the beams show as much as we could,” Williams said. “Downstairs, we put everything back in wood, so it would look old.”



Here is the Livery Stable during the process of renovation and creation of Grand Pacific Junction. Note that the outhouse is farther from it. Photo courtesy of Clint Williams.

One way the workers helped bring out the old look was by thinning the paint, putting it on the surfaces and then wiping it off. Williams said that let the knots on the



This is the Livery Stable today with Falls Ice Cream and Clementine’s in it.

wood show through. It’s a technique he had his crew use elsewhere in Grand Pacific Junction, especially on ceilings and in the Grand Pacific Hotel. They also learned that it had another benefit.

“You don’t have to paint them,” Williams said. “I haven’t painted the ceilings – any of those ceilings – in 25 years. The more they show – the older they

look – the better it is. They’re not dirty. They’re just fading with the knots coming through.”

The exact age of the Livery Stable is uncertain. It did not serve guests when the Grand Pacific Hotel (under several names) still operated as a hotel. It probably was built sometime after Joseph Peltz and Philip Simmerer turned the former hotel into their



One end of the Livery Stable houses Falls Ice Cream.

hardware store in 1893. Williams's best estimated is that the Livery Stable was constructed shortly before 1900, perhaps as early as 1895.

However, an item in the column of Olmsted Falls news in the October 28, 1898, edition of the *Berea Advertiser* noted that Peltz and Simmerer both had built additions to their houses. Then it added: "Now, gentlemen, tear down that old barn and build a new one in its

place; then you will have the finest property in the township." Perhaps the "old barn" was an older building on the site that later was replaced by the Livery Stable. Barns tended to get little attention in the newspaper, so it is not clear if that was the case because it wasn't mentioned again. But if so, then the earliest the Livery Stable would have been built was 1899, assuming that late October would have been too late in the year to start building a stable or barn in 1898.



"If you look in the ice cream shop or go on the back side of Clementine's party room

When the building was used as a stable, horses could stick their heads out the back. Chickens could go through the little hatches near the ground.



This hatch was for chickens.

there, you'll see two squares cut on the back of the building," Williams said. "They used to have the horses' heads sticking out the back. That's before they put the addition on the back."

Another set of features on the back (west side) of the building that many people likely have overlooked because they are low to the ground are little, five-sided "hatches" that are painted white in contrast to the red paint of most of the building. "That's where the chickens were," Williams said. "Why else would you have little things this high with a little arched top so they can get their beaks through?"

As a person who did some farming as a young man, he said, he knows “all about this stuff.” And Williams is pleased with the “roughish” look of the Livery Stable.

Carriage House is in at least its third location.

Next to the Livery Stable is the Carriage House, which is home to the Artists’ Colony. But that’s not where it was when Williams acquired the property. It was near the back end of the Depositors Building, close to where the gazebo is now. He said it was “just off the side of the building by about five feet” because Bill Kucklick used it for



The Carriage House was moved close to the Livery Stable during the development of Grand Pacific Junction. Photo courtesy of Clint Williams.

storage for his Village Square Shoppe, which sold Early American-style furniture in the Depositors Building for many years.

However, the Carriage House wasn’t always as close to the back of the Depositors Building because the Depositors Building didn’t originally extend back so far. Williams said Kucklick liked to display as much of his inventory as possible instead of having it in storage. So he first built the addition where much of Matteo’s Casual Italian Restaurant now is. Then he built the section that now contains the Depot Barber Shop. Eventually,

Kucklick added a final section occupied now by La Blanca Bridal Shop. That brought the Depositors Building almost to where the Carriage House was at the time, making it suitable for what little storage Kucklick wanted, Williams said.

But that wasn’t the first location for the Carriage House. Williams said it originally belonged with a house that stood along Columbia Road until the house was destroyed by a fire. That apparently was the January 1913 fire that also destroyed W.G. Locke’s store and Joe Anton’s tin shop. More than a decade after those buildings burned down, the Depositors Building was constructed on the site. Without the house it went with, the Carriage House at some time was moved away from the road and toward Plum Creek.



This is what the east side of the Carriage House looks like today.

Williams estimates the Carriage House might have been built around 1860, but he doesn't know for sure how old it is. Like other Grand Pacific Junction buildings, it wasn't in good shape when he acquired it and moved it closer to the Livery Stable. "Nothing here was worth a hoot," Williams said.



This pair of photos shows the Carriage House being renovated and then as it looks today. Photo on left courtesy of Clint Williams.

"The Carriage House has three levels in it," he said. "There's no walls or nothing, so...I exposed the beams on the ceiling. We redid the steps, redid the staircase. All of that was redone. The doors came out of the antiques in a bank in downtown Cleveland."

Although the double doors on the west side of the building were not original to the Carriage House, they fit it well. "Those really came out of an old carriage house," Williams said. "You can see they're taller than normal, and they're double doors that come open."



Just decorative now, sliding doors and rails remain on the Livery Stable and Carriage House.

Both the Carriage House and the Livery Stable also have other doors and overhead rails to slide them on. They aren't used anymore but show the types of doors that such buildings typically had more than a century ago.

During the renovation process, Williams’s crew made the windows in the Carriage House. In his high school days, Williams said, he had done some greenhouse construction work, and he recalled that greenhouses used pieces of cypress wood for window bars. “They don’t rot, so I remade up all the bars for the windows,” he said. “Then I had Berea Glass come out and measure them for thermal pane windows. It’s the same thing we did for all of the boardwalk [stores in the extension of the Depositors Building]. Those are all made up. We tried to do them a little different, each one.”

The Carriage House is not a big building. Williams calls it “certainly cute. The three levels really make it. The third level is kind of hard to get to, so we put the furnace up on the third level.”



The outhouse between the Livery Stable and Carriage House plays music.

Although Williams moved the Carriage House closer to the Livery Stable, they aren’t actually right next to each other. In between them is a former outhouse. It originally was closer to the Livery Stable, but Williams separated them as he developed Grand Pacific Junction.

“Somebody said, ‘Clint, you going to tear down that old outhouse?’” he recalled. “And I said, ‘No, nobody knows what an outhouse is today. I want them to look at it.’”

They do. He knows that because the guy who cleans the windows around the Junction often must wipe off the smudges from people who peer into the window on the outhouse.

“I put a window in an outhouse,” Williams said with a smile. “They used to have a moon shape in it, a crescent.”

Today, the outhouse no longer serves the purpose for which it was built. It plays instrumental songs, so it essentially is a big music box.

GPJ Buildings’ Preservation Began before Clint Williams

Many readers have commented that they are enjoying the *Olmsted 200* series about the buildings of Grand Pacific Junction, but one in particular has written with firsthand information about what those buildings were like several decades ago and an earlier effort to save them. As has been noted in the series, Clint Williams said most of the buildings were in poor condition when he bought the property from Bill Kucklick in

1989. He said a few of them might have fallen down within a couple of years if he had not restored them.

But Ted Kucklick, Bill's son, wrote after the August issue of *Olmsted 200* came out that the buildings were in even worse condition when his father and Ken Raub pooled their money in the early 1970s to buy "these dilapidated buildings when the last of the Simmerer brothers sold the property, which were two houses, the main hardware store and the barns and outbuildings. Few people loved them the way they are loved now. The only

"The only other interested buyers were developers that wanted to bulldoze the property and put up a strip mall. The Grand Pacific would have become a drive-thru for a relocated National City Bank." – Ted Kucklick

other interested buyers were developers that wanted to bulldoze the property and put up a strip mall. The Grand Pacific would have become a drive-thru for a relocated National City Bank. My dad and Ken Raub thought that would be a disaster for the town and wanted to prevent it. They took a big risk and made a big commitment to keep the property preserved and intact when no one else wanted to."

Ted Kucklick knows well what condition the old buildings were in, he said, because the summer jobs for him, his brothers and sister for a number of years included "scraping, painting, and clearing out debris from these buildings. The basements of both houses between the hardware store and the furniture store were full of moldy stuff that had not been touched in decades. The upper floors of the one house had untouched newspapers dating from the Korean War. Where the ice cream shop is now was full of chicken poop. A lot of work went into preserving and renovating these buildings before they were sold to Clint Williams who has done a spectacular job on making them even better than they were when they were first built. I don't think people realize how close Olmsted Falls was to losing these rough gems entirely just 45 years ago."



Ted Kucklick

Kucklick described his father as "an ardent preservationist," which is probably why he liked Early American furniture so much. He said Bill Kucklick also was interested in aviation history and preservation and it bothered him that so few historically significant aircraft after World War II were preserved but instead destroyed for scrap metal. That could explain the comment by Clint Williams in the preceding story that Bill Kucklick had an airplane under restoration in the Livery Stable when Williams bought the core Grand Pacific Junction buildings from him.

"To give you an idea how little interest there was in preserving history at the time, when the hardware store was being cleaned out, a box of glass plate negatives from

probably the 1860s were put out for trash collection,” Ted Kucklick wrote. “One of the neighborhood kids saw them and told their parents. Realizing what they were they went to retrieve them but by then, they had been picked up as trash, tossed into the garbage truck, lost and gone forever. What would we give today to have those!”

Kucklick said that, now that he is an adult, he realizes in a way he didn’t at the time “what significant risk my dad put our family finances in to take on this project. I now recognize how my dad balanced taxes, risk, and the recession in 1975-76 to hold it all together.” He said the furniture store business also suffered when the county closed Columbia Road to the north for construction work, making it hard for many people to reach Kucklick’s Village Square Shoppe.

“Our only resources were what the furniture store produced,” Kucklick wrote. “We had no other financial backstop on this that I know of. A lot of the renovation work was sweat equity put in by my dad himself who did a lot of the actual work himself while running the furniture store. I am very glad that Clint has this now and has brought this and many other properties in downtown OF to their present condition. I just hope that there is a bit of perspective and appreciation that without the vision and risk taken by my dad and Ken Raub many years ago that none of this might exist today.”

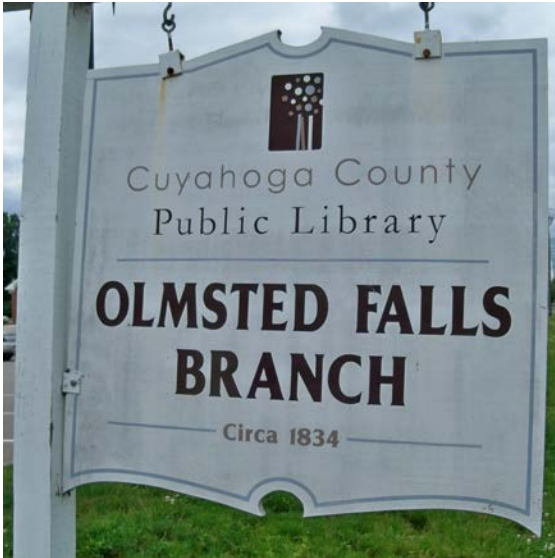
Thanks go to Ted Kucklick for providing that additional information and perspective about the buildings of Grand Pacific Junction and his father. Ted Kucklick now lives in Los Gatos, California, with his wife, Anne, who originally was from Hunting Valley, Ohio. They have four children and three grandchildren. He is chief executive officer of Cannuflow, Inc., which makes medical devices for orthopedic surgery. He also is the author of The Medical Device R&D Handbook and a prolific med-tech inventor with 46 U.S. patents.

Historical Date Error on Library Sign Gets Corrected

Something is missing from the sign for the Olmsted Falls Branch of the Cuyahoga County Public Library – and that’s good.

For almost half a century, the library occupied a building on Main Street that Newton Loomis built to be his home in 1834. It was in the mid-1950s, after the Loomis house was moved across Main Street to make way for construction of the current Olmsted Community Church, that the house was put to use as a public library. The sign in front of the library noted the history of the house, although not the library, by saying “Circa 1834” at the bottom.

Early in 2013, the county library system opened a new building for the Olmsted Falls Branch along Mapleway Drive near City Hall. Books and other materials were moved over there from Main Street, and so was the sign. But in that new location, it no longer made sense for the sign to say “Circa 1834” because that referred to the Loomis house, not the new library building.



The photo on the left, taken early in the summer, shows the library sign with “Circa 1834” still on it. The photo on the right, taken in August, shows that part of the sign covered up.

In the fall of 2013, *Olmsted 200* pointed out that problem to the Cuyahoga County Public Library system. On October 9, 2013, Scott Morgan, the operations director and fiscal officer for the system, responded, “Thank you for pointing out the incorrect information on the sign at the new Olmsted Falls Library. We will be repainting the sign and will make the correction at that time. That should happen soon.”

However, by the summer of 2015, the sign still said “Circa 1834,” so *Olmsted 200* contacted Morgan again and asked him what his definition of “soon” was. On July 17, 2015, he replied, “I just spoke to our Maintenance Manager and someone will be out next week to make the change to the sign.” And soon it was made as a white rectangle covered up “Circa 1834” at the bottom. So the new library building no longer claims a history it doesn’t have.

Stones Are Moved at Site Where John Hall’s Barn Stood

More work has occurred this summer along John Road near the entrance to The Renaissance toward creating a green space to commemorate the big red barn that stood there for 134 years. Early in the summer, much of the stone foundation for the barn that farmer John Hall built in 1880 remained in place even though the barn had been dismantled one year earlier. Some of the wooden beams and planks that had been part of the barn also were still on the ground there. Most are gone now.

In June, Sandy Skerda, executive director of The Renaissance retirement community, said residents still wanted the space to commemorate Hall’s barn in some way, although plans for the site were not definite yet. “One idea is to place the marker stone and some of the foundation stone on the space, along with a planting of some sort

and a plaque,” she wrote. “We are also looking at how we can use some of the foundation stones around the Renaissance property.”



By early August, workers had removed most of the barn’s foundation stones. Just a few remained on the site as work was still under way.

By early August, just a few of the foundation stones remained where the barn had stood. One of them was the marker stone with John Hall’s initials and the year he built the barn: “J.H. 1880.”



In early August, the marker stone with John Hall’s initials and the year of the barn’s construction, 1880, sat to the side of the barn site, near the entrance to The Renaissance along John Road.

By late August, ground at the site had been leveled. All that remained were three foundation stones, including the marker stone, set next to each other in a C-shape.



These photos, taken in late August, show just three foundation stones remain with the marker stone in the middle of a C-shape. Photos courtesy of Bob Buzzard.

“I’m a bit disappointed,” Bob Buzzard said. “Looks like only a few teeth left from the grand lady. Too bad.”

Buzzard was among many residents of the area who expressed dismay last year, when the barn was dismantled.

Asked for an update on the site, Skerda at The Renaissance wrote in an email late on August 31, “The space has been back filled and seeded. The marker stone has been placed. No further updates at this time.” Thus, there is no word about whether a plaque is still in the plans.

Talk, Tour and Map Show Olmsted’s History

Dozens of people had two opportunities during Olmsted Heritage Days in August



Plum Creek near the falls behind the former library was one stop for the tour given by Bruce Banks (center with white shirt and dark ball cap) during Heritage Days.

led about 40 people on a tour through David Fortier River Park, showing where it previously was filled with stone quarries, mills, dams, a railroad spur and other means for industrial production more than a century ago.

Another way for people to connect with history during Heritage Days came in the form of a reproduction of a 61-year-old map of Olmsted. It was on sale along with used library materials at a usually vacant storefront in the Depositors Building. The original map, created by Clement Chandler, was a souvenir for the 1954 Olmsted Falls Homecoming. Copies sold for \$1.00 each to benefit the Girls’ Athletic Association. Readers of *Olmsted 200* saw a portion of a faded copy of that map in Issue 23 from April thanks to Carolyn (Kucklick) Petlowany.

to learn about the history of Olmsted Falls when Bruce Banks, co-author of *The Olmsted Story: A Brief History of Olmsted Falls and Olmsted Township*, gave two presentations. In one presentation on August 7 in the Grand Pacific Hotel, he showed the community’s history through photos. Some pairs of photos showed how certain scenes looked in the late 1800s or early 1900s compared to their appearances today. On the afternoon of August 9, Banks



This is the new version of the 1954 Olmsted map.

After that issue came out, Chandler's son, David, came forward. Working from the original map, he cleaned it up, added some color and made it available for sale at Heritage Days. Anyone familiar with a current map of Olmsted can tell from one quick look at the old map that much has changed over six decades.

Still to Come

Next in the series about Grand Pacific Junction will be the story of a small building with a colorful history: the former jail. The next issue also will have an update on the renovation of a house that is one of Olmsted's oldest and biggest. Look for those stories and more in the next issue of *Olmsted 200*.

Feel free to forward *Olmsted 200* to anyone who might be interested. Anyone can get on the email distribution list by sending a request to: wallacestar@hotmail.com. *Olmsted 200* has readers in several states beyond Ohio, including California, Colorado, Texas, Louisiana, North Carolina, West Virginia, Florida, Massachusetts and Maine, as well as overseas in Mongolia and Japan.

Questions and comments about *Olmsted 200* are welcome. So are information and photos about the community's history.

If you have missed any of the past issues of *Olmsted 200* or want to share them with someone else, all of them can be found on Olmsted Township's website. Go to <http://www.egovlink.com/olmsted/docs/menu/home.asp> and click on "Olmsted 200." Then click on the issue you want.

Except where otherwise noted, all articles in *Olmsted 200* are written by Jim Wallace. Written contributions and photos, as well as comments and questions about items in this newsletter, will be considered for publication. Send any correspondence by email to: wallacestar@hotmail.com.

Olmsted 200 is written, researched and edited by Jim Wallace, who is solely responsible for its content. He is co-author (with Bruce Banks) of ***The Olmsted Story: A Brief History of Olmsted Falls and Olmsted Township***, published in 2010 by The History Press of Charleston, S.C. ***The Olmsted Story*** is available at Clementine's Victorian Restaurant at Grand Pacific Junction, the Berea Historical Society's Mahler Museum & History Center and through online booksellers.

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