

# Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
Bureau for Historic Preservation

|                                 |
|---------------------------------|
| Key # _____                     |
| ER# _____                       |
| Date Prepared <u>10/01/2019</u> |

**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Hiland Automobile Company Building

CURRENT/Common NAME 5803-5817 Centre Avenue Building

OWNER NAME/ADDRESS Gerald Loevner, Trustee for Gerald Loevner, Mark Loevner, Robert Loevner, 5817 Centre Avenue, Pittsburgh, PA 15206

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny MUNICIPALITY Pittsburgh (City)

USGS QUAD Pittsburgh East

LOCATION UTM 17T 590589.45E, 4479178.52N

STREET ADDRESS 5803-5817 Centre Avenue, Pittsburgh, PA ZIP 15206

CATEGORY OF PROPERTY  Building  District  Object  Site  Structure

OWNERSHIP  Private  Corporate  
 Public/Local  Public/County  Public/State  Public/Federal

TAX PARCEL #/YEAR 0084-E-00262-0000-00 / 2019

**Function** *(Items 7-8; see Instructions, pages 4-6)*

| Historic Function        | Subcategory                      | Particular Type            |
|--------------------------|----------------------------------|----------------------------|
| <u>Commerce/Trade</u>    | <u>Commerce/Trade - Business</u> | <u>Auto Dealer/Service</u> |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| Current Function         | Subcategory                      | Particular Type            |
| <u>Vacant/Not In Use</u> | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |
| _____                    | _____                            | _____                      |

**Property Features** *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features  
N/A

\_\_\_\_\_

\_\_\_\_\_

Acreage (round to nearest tenth) 0.9

**Architectural/Property Information** (Items 9-14; see Instructions, pages 6-7)

**ARCHITECTURAL CLASSIFICATION**

Late 19th and Early 20th Century \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**EXTERIOR MATERIALS and STRUCTURAL SYSTEM**

|                   |                      |                      |
|-------------------|----------------------|----------------------|
| Foundation        | Sandstone/Brownstone | Concrete             |
| Walls             | Brick                | Sandstone/Brownstone |
| Roof              | Asphalt              | _____                |
| Other             | Concrete             | Terra Cotta          |
| Structural System | Steel                | Wood-General         |

**WIDTH** 194 (feet) or \_\_\_\_\_ (# bays)    **DEPTH** 150 (feet) or \_\_\_\_\_ (# rooms)    **STORIES/HEIGHT** 2

**Historical Information** (Items 18-21; see Instructions, page 8)

**Year Construction Began** 1905  Circa    **Year Completed** 1906  Circa

**Date of Major Additions, Alterations** 1926  Circa    1937  Circa    \_\_\_\_\_  Circa

**Basis for Dating**  Documentary     Physical

Explain Historic Newspaper Documentation, Historic Building Permit Dockets

**Cultural/Ethnic Affiliation(s)** \_\_\_\_\_

**Associated Individual(s)** Dr. George A. Urling, Sr.

**Associated Event(s)** Broad Patterns of Development: Pittsburgh Automobile Industry

**Architect(s)** James T. Steen (1906 Building); Unknown (1926 Addition); Edward F. Horley (1937 Alteration)

**Builder(s)** C. J. Dawson (1906 Building)

**Submission Information** (Items 22-23; see Instructions, page 8)

**Previous Survey/Determinations** \_\_\_\_\_

**Threats**  None     Neglect     Public Development     Private Development     Other

Explain Proposed demolition for construction of 6-story, mixed-use building.

**This submission is related to a**  non-profit grant application     business tax incentive  
 NHPA/PA History Code Project Review     other

**Preparer Information** (Items 24-30; see Instructions, page 9)

**Name & Title** Justin P. Greenawalt, M.S. Historic Preservation, Architectural Historian

**Date Surveyed** 9/25/2019    **Project Name** N/A

**Organization/Company** Preservation Pittsburgh / East Liberty Valley Historical Society

**Mailing Address** PP: 1501 Reedsdale Street, #5003, Pittsburgh, PA 15233 / ELVHS: PO Box 4922, Pittsburgh, PA 15206

**Phone** (724) 880-3913    **Email** jgreenawalt@preservationpgh.org

Key # \_\_\_\_\_

ER# \_\_\_\_\_

**National Register Evaluation** *(Item 31; see Instructions, page 9)*  
 (To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

- Not Eligible (due to  lack of significance and/or  lack of integrity)
- Eligible Area(s) of Significance \_\_\_\_\_  
 Criteria Considerations \_\_\_\_\_ Period of Significance \_\_\_\_\_
- Contributes to Potential or Eligible District District Name \_\_\_\_\_

**Bibliography** *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

SEE CONTINUATION SHEET.

**Additional Information**

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

- Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
- Current Photos (See Instructions, page 10)
- Photo List (See Instructions, page 11)
- Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
- Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
- USGS Map (submit original, photocopy, or download ; See Instructions, page )

**Send Completed Form and Additional Information to:**

National Register Program  
 Bureau for Historic Preservation/PHMC  
 Keystone Bldg., 2<sup>nd</sup> Floor  
 400 North St.  
 Harrisburg, PA 17120-0093

|             |
|-------------|
| Key # _____ |
| ER# _____   |

### Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Justin P. Greenawalt

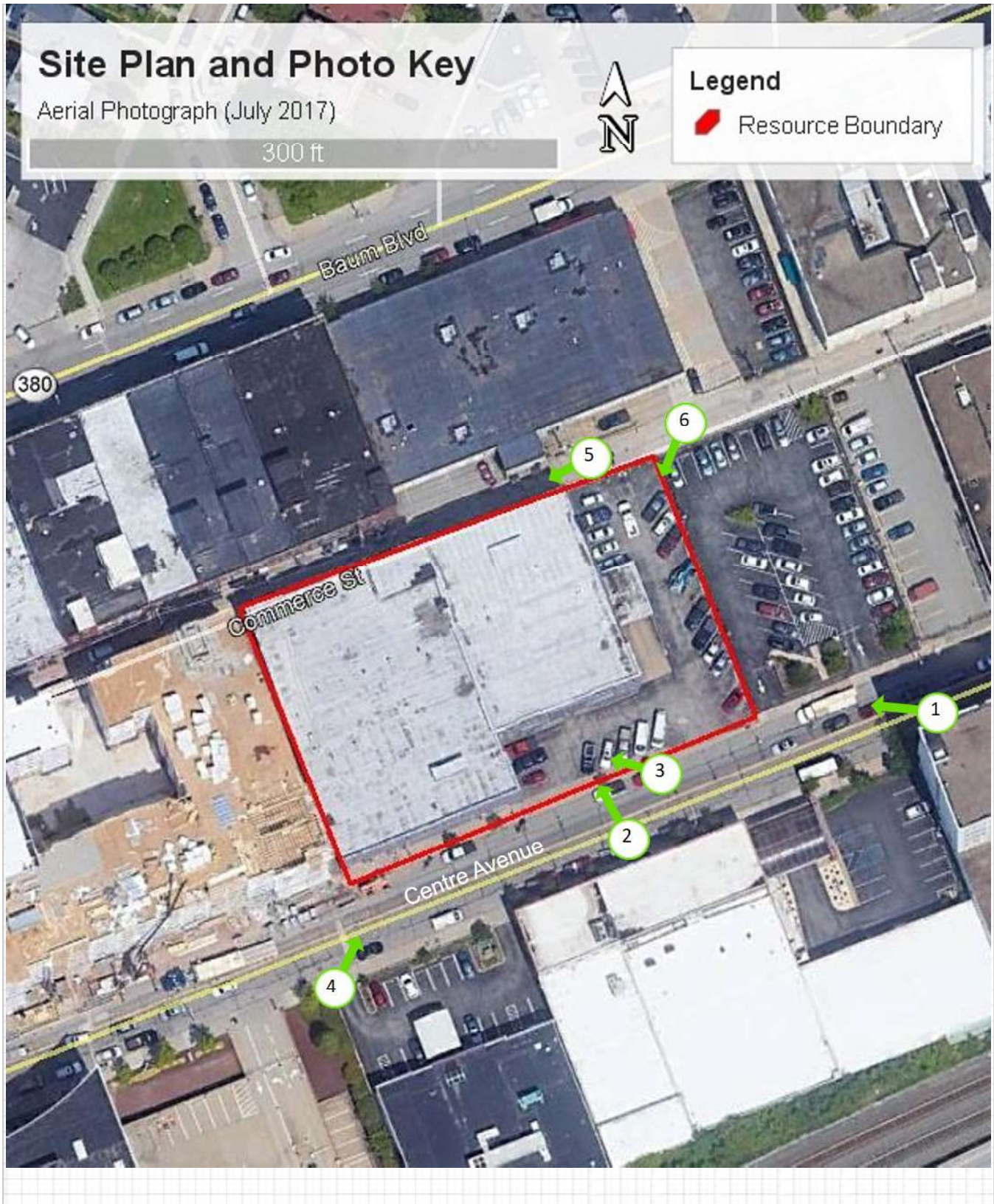
Date 9/28/2019

Location Negatives/Electronic Images Stored Preservation Pittsburgh, 1501 Reedsdale Street, #5003, Pittsburgh, PA 15233

| Photo # | Photo Subject/Description             | Camera Facing |
|---------|---------------------------------------|---------------|
| 1       | SEE CONTINUATION SHEET                |               |
| 2       | INTERIOR PHOTOS LOCATED IN APPENDIX A |               |
| 3       |                                       |               |
| 4       |                                       |               |
| 5       |                                       |               |
| 6       |                                       |               |
| 7       |                                       |               |
| 8       |                                       |               |
| 9       |                                       |               |
| 10      |                                       |               |
| 11      |                                       |               |
| 12      |                                       |               |
| 13      |                                       |               |
| 14      |                                       |               |
| 15      |                                       |               |
| 16      |                                       |               |
| 17      |                                       |               |
| 18      |                                       |               |
| 19      |                                       |               |
| 20      |                                       |               |
| 21      |                                       |               |
| 22      |                                       |               |
| 23      |                                       |               |
| 24      |                                       |               |
| 25      |                                       |               |
| 26      |                                       |               |
| 27      |                                       |               |
| 28      |                                       |               |
| 29      |                                       |               |
| 30      |                                       |               |
| 31      |                                       |               |
| 32      |                                       |               |

### Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



**Floor Plan** (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



**Physical Description and Integrity** (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how/why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “Physical Description and Integrity” narrative as a separate document.)

SEE CONTINUATION SHEET.

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

---

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)

SEE CONTINUATION SHEET.



**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Bibliography (Item 32)

Allegheny City Society (ACS)

2010 Architects in Allegheny: The North Side Work of Notable Architects - A Tour and Exploration. Allegheny City Society, Pittsburgh, PA.

Automobile Club of America (ACA)

1919 "Through Wilkinsburg Into the 'East End' of Pittsburgh." *Motor Travel*. 11: 33-35. Automobile Club of America, New York, New York.

Chamber of Commerce of Pittsburgh (CCP)

1884 *The Mercantile, Manufacturing, and Mining Interests of Pittsburgh, 1884*. William G. Johnston & Company, Pittsburgh, Pennsylvania.

Clark, George A.

2019 Interview. Unpublished personal. 26 September.

Frost, George H., pub.

1880 *Engineering News*. "Building." (7): 302. George H. Frost, publisher.

G. M. Hopkins Company (Hopkins)

1904 *Volume 2 – Real estate plat-book of the City of Pittsburgh: Wards 18-21*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document, accessed 2 October 2019, <https://historicpittsburgh.org/maps-hopkins/1904-volume-2-plat-book-pittsburgh>.

1911 *Volume 3 – Real estate plat-book of the city of Pittsburgh: Wards 1-6, 9*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document, accessed 2 October 2019, <https://historicpittsburgh.org/maps-hopkins/1911-volume-3-plat-book-pittsburgh>.

1924 *Volume 3 – Real estate plat-book of the city of Pittsburgh: Wards 8, 10-13*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document, accessed 2 October 2019, <https://historicpittsburgh.org/maps-hopkins/1924-volume-3-plat-book-pittsburgh>.

Greenawalt, Justin P.

2019 "Prose Made Permanent: Thomas C. McKee, Architect." *The East Ender*. Spring 2019. The East Liberty Valley Historical Society, Pittsburgh, Pennsylvania.

Inland Publishing Company (IPC)

1889 *Inland Architect and News Record*. "Pittsburgh, Pa." (13)8: 106. Inland Publishing Company, Chicago, Illinois.

Murphy, JulieAnn and Jennifer Hembree [MacRostie Historic Advisors, LLC]

2018 "Ford Motor Company Assembly Plant." *National Register of Historic Places Registration Form*. United States Department of the Interior, Washington, D.C. Electronic document, accessed 30 September 2019,

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

[https://apps.pittsburghpa.gov/redtail/images/3573\\_Ford\\_Motor\\_Company\\_Assembly\\_Plant\\_National\\_Register\\_Nomination.pdf](https://apps.pittsburghpa.gov/redtail/images/3573_Ford_Motor_Company_Assembly_Plant_National_Register_Nomination.pdf)

*New Era, The* [Lancaster, Pennsylvania] (NE)

1904 "Corporations Chartered." 1 October: 3. Lancaster, Pennsylvania.

Pittsburgh Bureau of Building Inspection (PBBI)

1906-1907 *Building Permit Dockets, Volume 23*. Bureau of Building Inspection, Pittsburgh, Pennsylvania. Electronic document, acceded 7 October 2019, [https://digital.library.pitt.edu/islandora/object/pitt:31735064529534/from\\_search/-3#page/34/mode/2up](https://digital.library.pitt.edu/islandora/object/pitt:31735064529534/from_search/-3#page/34/mode/2up).

Pittsburgh Board of Trade, The (PBT)

1907 *Up-Town, Greater Pittsburg's [sic] Classic Section: East End, The World's Most Beautiful Suburb*. The Pittsburgh Board of Trade, Pittsburgh, Pennsylvania. Electronic document, accessed 16 September 2019, [https://digital.library.pitt.edu/islandora/object/pitt%3A00aah6674m/from\\_search/-622#page/69/mode/1up](https://digital.library.pitt.edu/islandora/object/pitt%3A00aah6674m/from_search/-622#page/69/mode/1up).

*Pittsburgh Daily Post* [Pittsburgh, Pennsylvania] (PDP)

1875 "Advertisement – Drum & Steen." 8 October: 3. Pittsburgh, Pennsylvania.  
1898 "Realty Market Deals." 15 March: 10. Pittsburgh, Pennsylvania.  
1901 "Another Contract Awarded." 6 April: 11. Pittsburgh, Pennsylvania.  
1916 "Advertisement – Hiland Automobile Co." 15 October:7-4. Pittsburgh, Pennsylvania.

*Pittsburgh Gazette, The* [Pittsburgh, Pennsylvania] (PG)

1904 "Bellefield Club House Completed." 9 July: 13. Pittsburgh, Pennsylvania.  
1905a "Oakmont Plot Brings \$26,500...Hiland Buys Site For Garage." 28 October: 16. Pittsburgh, Pennsylvania.  
1905b "Hiland Automobile Company's New Garage." 19 November: 3-5/21. Pittsburgh, Pennsylvania.

*Pittsburgh Gazette-Times, The* [Pittsburgh, Pennsylvania] (PGT)

1906 "Hiland's New Garage." 1 July: Sporting-5/19. Pittsburgh, Pennsylvania.  
1921a "Advertisement – Frank D. Saupp, Inc." 3 July:6-8. Pittsburgh, Pennsylvania.  
1921b "New Company Take Over Peerless Cars." 21 August:6-6. Pittsburgh, Pennsylvania.  
1925 "Center Avenue Sale." 5 June: 15. Pittsburgh, Pennsylvania.

*Pittsburgh Post, The* [Pittsburgh, Pennsylvania] (PPost)

1908 "New 1909 Peerless Car." 16 August: 6. Pittsburgh, Pennsylvania.  
1909 "The Hiland Automobile Company..." 16 May: 5/19. Pittsburgh, Pennsylvania.  
1910 "Designers For Annex Selected." 9 March: 2. Pittsburgh, Pennsylvania.  
1923 "Dean of Architects Dies in Postoffice." 18 April: 1. Pittsburgh, Pennsylvania.

*Pittsburgh Post-Gazette* [Pittsburgh, Pennsylvania]

1930 "Frank D. Saupp, Automobile Pioneer Here, Dies in West." 3 April: 2-1. Pittsburgh, Pennsylvania.

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

- 1949 "Advertisement – McKinley-Gregg Automobile Company." 17 May: 16. Pittsburgh, Pennsylvania.
- 1951 "Advertisement – Tri-State Automotive Parts Co." 17 December: 21. Pittsburgh, Pennsylvania.
- 1955 "Advertisement – Gunn Pontiac." 5 May: 29. Pittsburgh, Pennsylvania.

*Pittsburgh Press, The* [Pittsburgh, Pennsylvania] (PPress)

- 1905 "Architect James T. Steen has plans..." 8 November: 4. Pittsburgh, Pennsylvania.
- 1910 "Automobile Association Appoints Committee." 16 October: Editorial-7. Pittsburgh, Pennsylvania.
- 1912 "Architect James T. Steen..." 11 August: 11. Pittsburgh, Pennsylvania.
- 1923 "Death Record: James T. Steen." 18 April: 15. Pittsburgh, Pennsylvania.
- 1925a "Brick Dwelling Sold." 21 June: Sporting-12. Pittsburgh, Pennsylvania.
- 1925b "Sales Building Planned." 3 November: 27. Pittsburgh, Pennsylvania.
- 1926 "Saupp Opens New Service Station." 31 October: Automobile-6. Pittsburgh, Pennsylvania.
- 1934 "Kilroy Heads New Oldsmobile Agency." 11 February: Society-12. Pittsburgh, Pennsylvania.
- 1935 "Sowash Leases Garage to Meadow-Gold Dairy." 17 March: Classified-12. Pittsburgh, Pennsylvania.
- 1964 "Clang! Clang! Go Ingram Church Plans." 4 June:1-5. Pittsburgh, Pennsylvania.
- 1968 "Crown Plant Will Hire In Black Area." 10 November: 24. Pittsburgh, Pennsylvania.
- 1969 "Two Commercial Properties Sold." 7 September: 6-1. Pittsburgh, Pennsylvania.
- 1972 "Obituaries – Charles J. Loevner." 23 June: 10. Pittsburgh, Pennsylvania.

*Pittsburgh Sun-Telegraph, The* [Pittsburgh, Pennsylvania] (PST)

- 1937 "M'Kinley-Gregg Opens Centre Ave. Service Station, Complete Facilities For Servicing All Cars, Trucks." 21 July: 10-11. Pittsburgh, Pennsylvania

Smith, Percy F.

- 1901 *Notable Men of Pittsburgh and Vicinity.* Pittsburgh Printing Company, Pittsburgh, Pennsylvania.

United States Census Bureau (USCB)

- 1870 *Ninth Census of the United States.* United States Government Printing Office, Washington, D.C.

United States Geological Survey (USGS)

- 1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Current Photographs (Item 33)

### Photo List

- Photo 1: Overview, Hiland Automobile Company Building, southeast (primary) façade and northeast (side) façade, facing northwest from Centre Avenue. 1906 building (set-back from Centre Avenue) visible at center-right. 1926 addition (built to lot line) visible at left.
- Photo 2: Detail, southeast (primary) façade of 1906 building from Centre Avenue, facing northwest.
- Photo 3: Detail, southeast (primary) façade and northeast (side) façade of 1926 addition, facing northwest.
- Photo 4: Detail, southeast (primary) façade of 1926 addition, facing northeast.
- Photo 5: Partial view of northeast (side) façade of 1906 building and full view of northwest (rear) façade from Commerce Way, facing southwest.
- Photo 6: Detail, northeast (side) façade of 1906 building, facing southwest.

**FOR INTERIOR PHOTOGRAPHS, SEE APPENDIX A: INTERIOR PHOTOGRAPHS.**

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 1: Overview, Hiland Automobile Company Building, southeast (primary) façade and northeast (side) façade, facing northwest from Centre Avenue. 1906 building (set-back from Centre Avenue) visible at center-right. 1926 addition (built to lot line) visible at left.*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 2: Detail, southeast (primary) façade of 1906 building from Centre Avenue, facing northwest.*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 3: Detail, southeast (primary) façade and northeast (side) façade of 1926 addition, facing northwest.*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 4: Detail, southeast (primary) façade of 1926 addition, facing northeast.*



**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 5: Partial view of northeast (side) façade of 1906 building and full view of northwest (rear) façade from Commerce Way, facing southwest.*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Photo 6: Detail, northeast (side) façade of 1906 building from Commerce Way, facing southwest.*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_  
ER# \_\_\_\_\_

### USGS Map (Item 36)

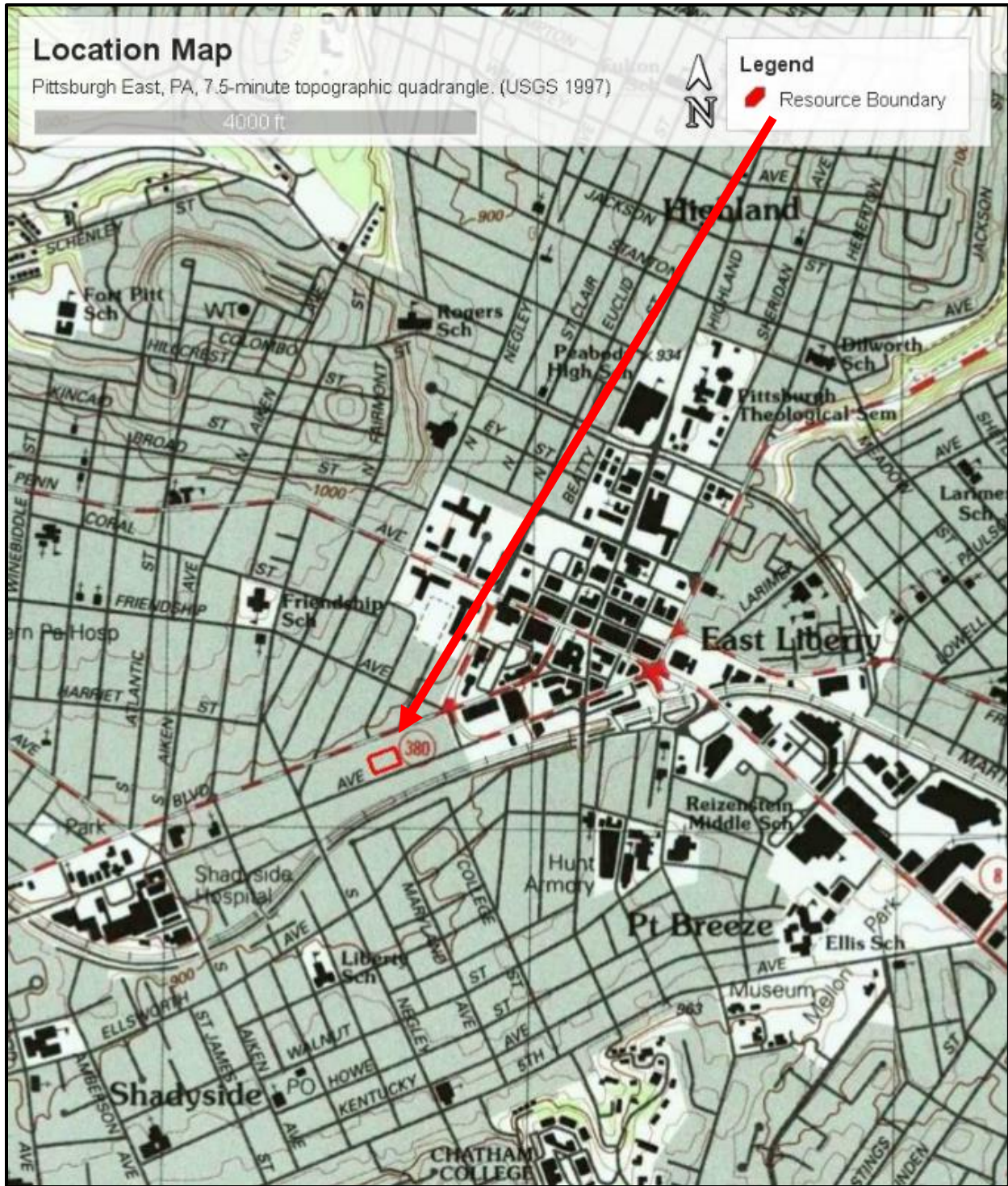


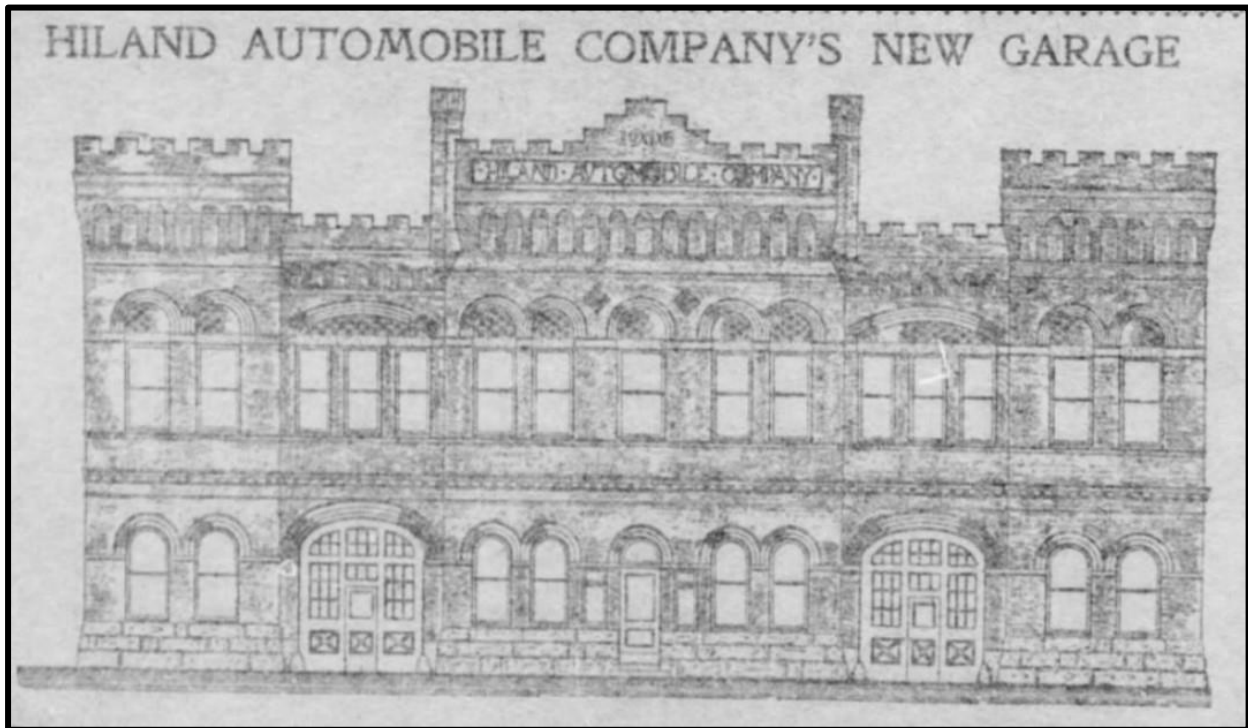
Figure 1: Resource boundary as depicted on a 7.5-minute topographic quadrangle (USGS 1997).

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_

## Historical Photographs (Optional Attachment, Item 37)



*Image 1: Architect's Rendering of Hiland Automobile Company's New Garage, November 1905 (PG 1905b: 3-5/21).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_

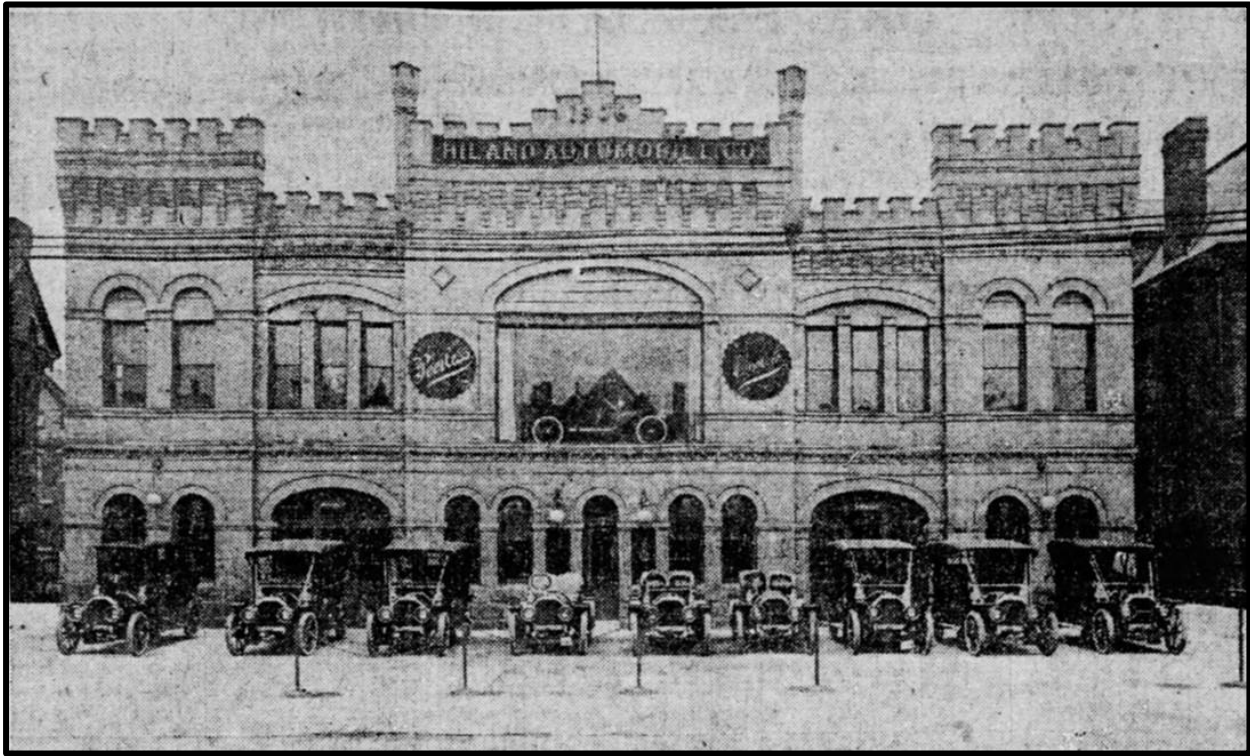


*Image 2: Photograph of Hiland Automobile Company, 1907 (PBT 1907:69)*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_

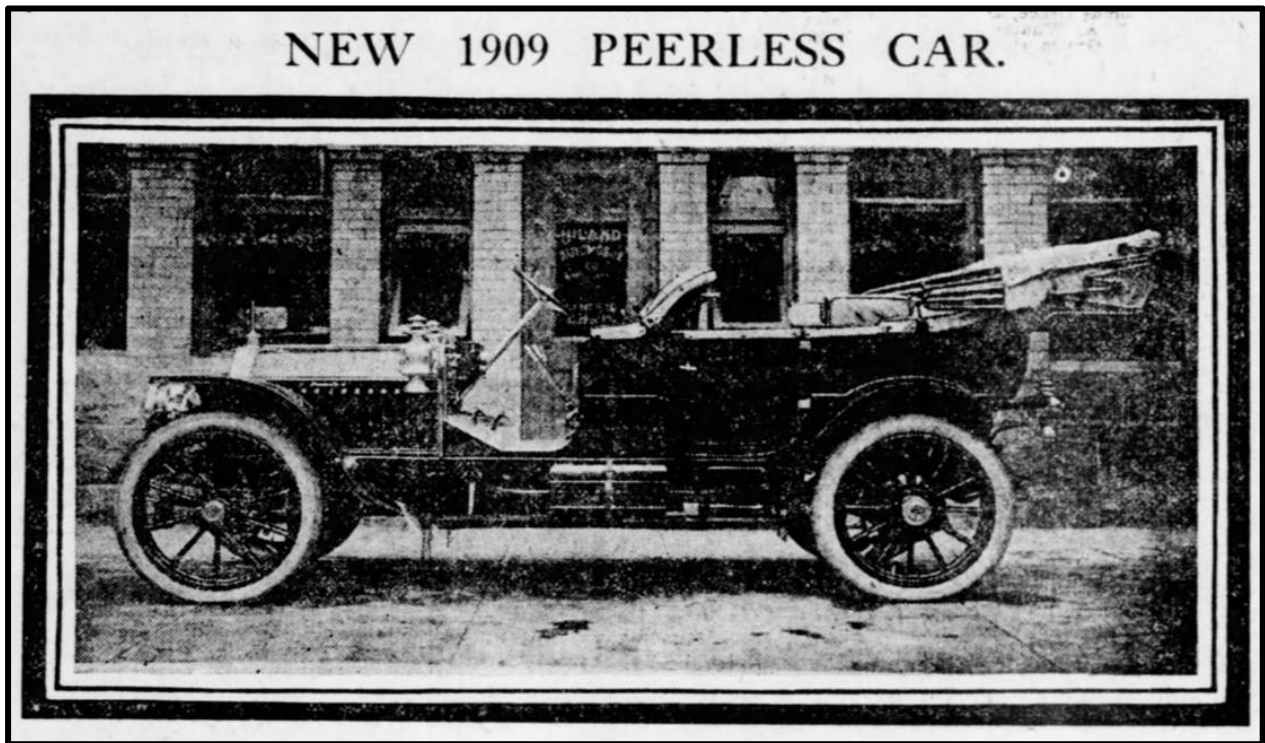


*Image 3: Photograph of Hiland Automobile Company, 1909 (PPost 1909:5/19).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 4: Advertisement for the 1909 Peerless Car. Detail of entrance to Hiland Automobile Company offices is visible in the background (PPost 1908:6)*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



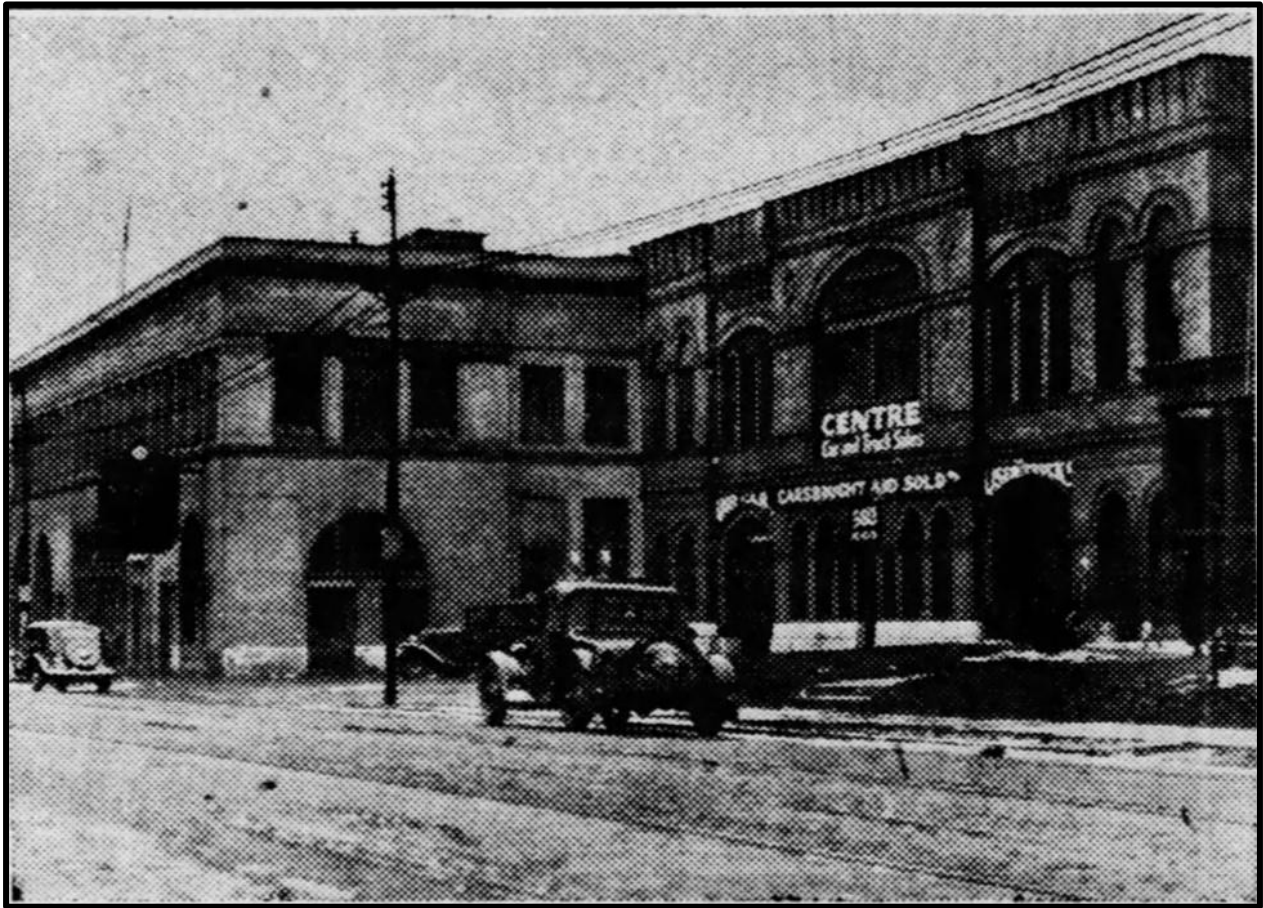
*Image 5: Photograph of Hiland Automobile Company Building, showing recently completed addition and alterations, October 1926 (PPress 1926:Automobile-6).*



**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 6: Photograph of Hiland Automobile Company Building, 1935 (PPress 1935:Classified-12).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_  
ER# \_\_\_\_\_

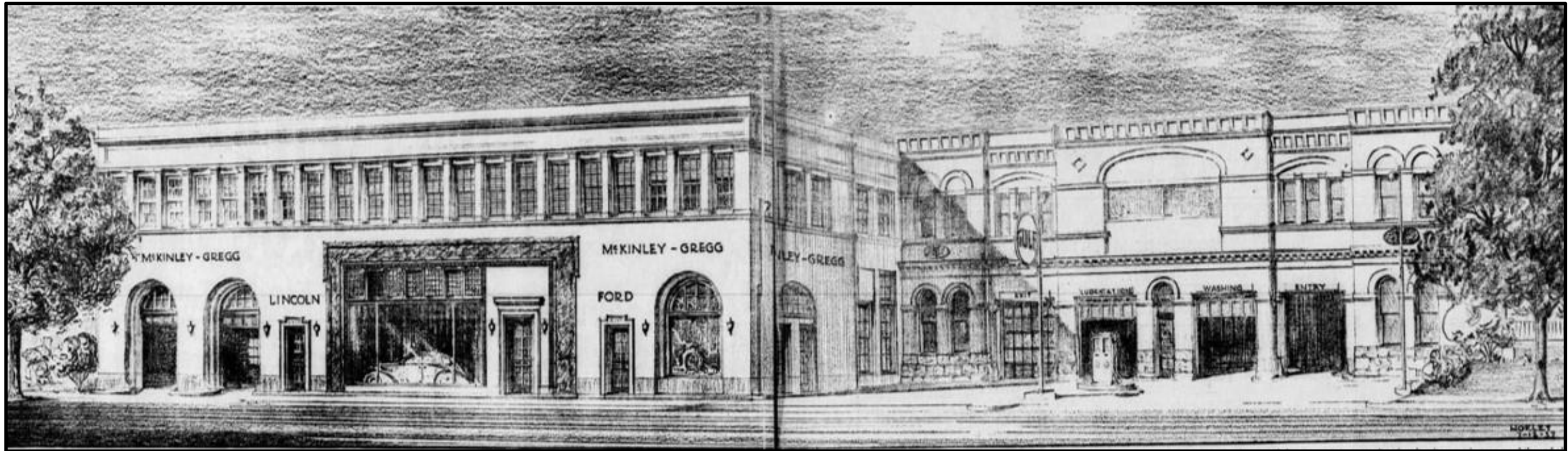
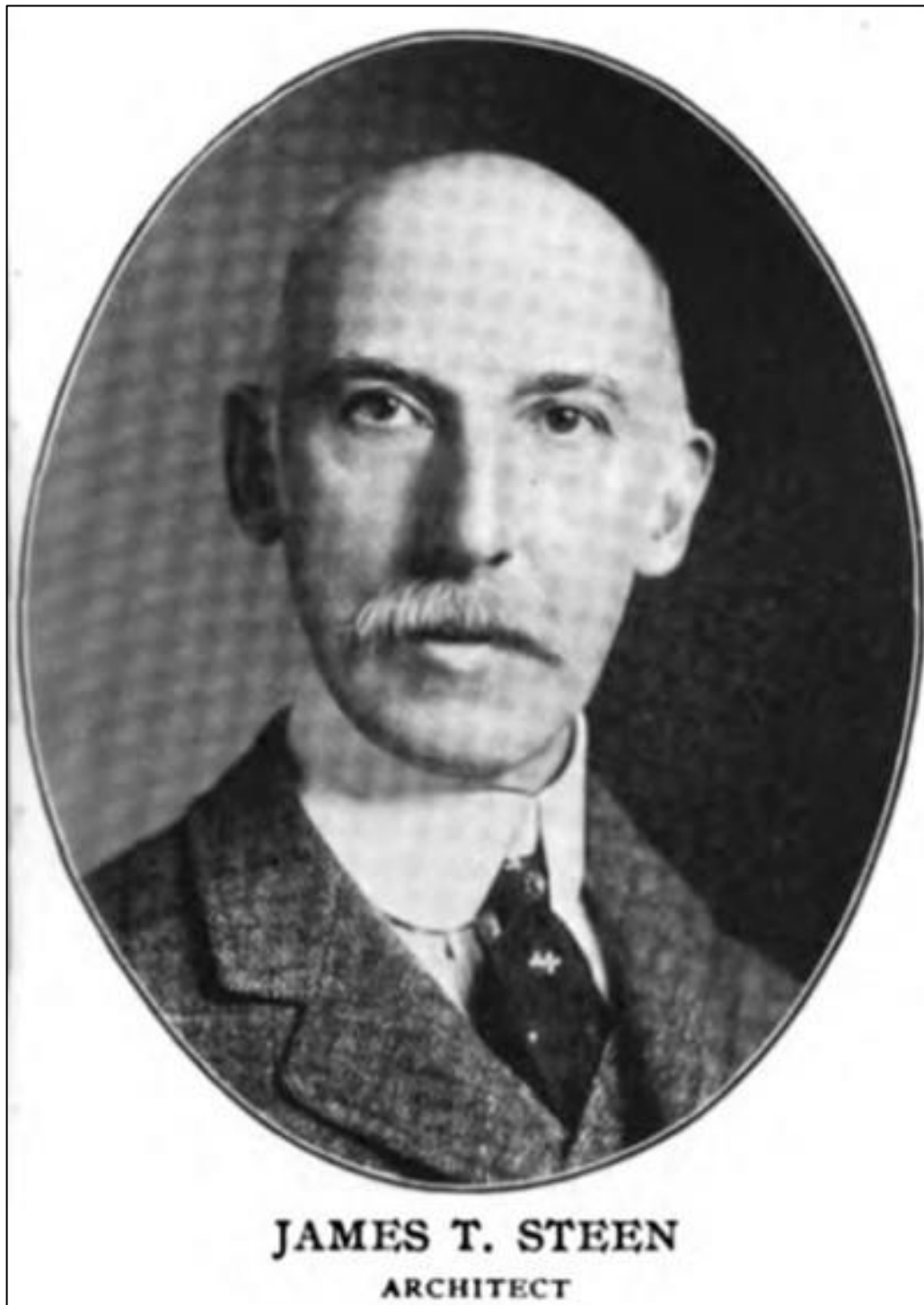


Image 7: Architect's Rendering of Hiland Automobile Company Building as renovated for the McKinley-Gregg Automobile Service Station, 1937 (PST 1937:11-12)

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 8: James T. Steen, architect of the Hiland Automobile Company Building (Smith 1901:363).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 9: Edward F. Horley (left), architect of the 1937 renovation and alteration for McKinley-Gregg (PPress 1967:1-5).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 10: Dr. George A. Urling (right) and brother Dr. Harry W. Urling (left) as pictured in Urling's 1901 De Dion-Bouton, one of the first automobiles in Pittsburgh's East Liberty (Personal Collection of George A. Clark).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 11: Incorporating members of the Hiland Automobile Company and their respective families on a caravan automobile excursion, October 1, 1905. From left to right, Dr. George A. Urling (car 1, first from left), Dr. J. A. Hawkins (car 2, first from left), Frank D. Saupp (car 2, second from left). All automobiles shown are Autocars, sold by the Hiland Automobile Company (Personal Collection of George A. Clark).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_

ER# \_\_\_\_\_



*Image 12: Dr. George A. Urling (center) appearing in his 1908 Thomas Flyer, sold by the Hiland Automobile Company (Personal Collection of George A. Clark).*

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Physical Description and Integrity (Item 38)

### Physical Description

The Hiland Automobile Company Building is a two-story building comprised of masonry, concrete, steel, and wood construction. The building measures approximately 194 feet wide (southwest to northeast) and approximately 150 feet deep (southeast to northwest). The building is sited at 5803-5817 Centre Avenue (Parcel ID 0084-E-00262-0000-00) in the Baum-Centre Corridor of the City of Pittsburgh's East Liberty District. At present, the parcel is zoned UNC: Urban Neighborhood Commercial. The building is sited on a 0.9-acre parcel. The parcel is bounded by Centre Avenue to the southeast, Parcel ID 0084-E-00250-0000-00 to the northeast, Commerce Street to the northwest, and Parcel ID 0084-E-00266-0000-00 to the southwest.

The Hiland Automobile Company Building consists of two sections: 1) The Northeast Section, and 2) the Southwest Section (**Item 35**). The Northeast Section is the original portion of the building, completed in 1906. The Southeast Section is a later addition, completed in 1926. The Northeast Section features a 35-foot set-back from Centre Avenue, whereas the Southwest Section is built to the lot line. The southwest, southeast, and northeast façades of the building have been painted grey. The northwest façade (adjacent to Commerce Street) remains unpainted.

**Preparer's Note:** The building description will begin with the southeast (primary) façade of the Southwest Section (built 1926). It will then proceed counterclockwise to the southeast (primary) façade of the Northeast Section (built 1906). The description will then proceed to the northeast (side) façade. The northwest (rear) façade will then be read, differentiating between the Northeast Section and Southwest Section. The building description will conclude with the southwest (side) façade, which has been obscured by an adjacent building. Each façade will be read left to right.

### Southwest Section (built 1926)

#### **Southeast (Primary) Façade**

The southeast (primary) façade of the Southwest Section is asymmetric (**Photos 1, 2, and 4**). It measures six (6) bays on the first story and nineteen (19) bays on the second story. The façade is comprised of brick, laid in a running bond pattern. It rises from a foundation of poured concrete. A projecting terracotta stringcourse visually separates the first and second stories. The façade terminates with a simple terracotta cornice and a brick parapet.

On the first story, reading the façade from left to right (southwest to northeast), bays 1 and 2 feature large, round-arch garage door openings. Bay 1 is largely original in its configuration. Bay 2 has been enlarged to accommodate a larger door. Bays 3 and 5 feature pedestrian doors trimmed in terracotta. Above each of the doors appear the respective address numbers: 5803 and 5807. Bay 4 features a large, rectangular display window opening that has been infilled with brick. Bay 6 features a large, round-arch garage door opening that has been partially infilled with brick and now contains a window. On the



**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

second story, nineteen bays of window openings form an arcade along the length of the façade. Each window opening is separated by shallow pilaster strips with stylized, terracotta Tuscan capitals. With the exception of bays 1, 3, 5, 7, 9, and 11, all windows have been infilled with brick. The remaining window openings are fitted with one-over-one-light, double-hung replacement windows.

### **Northeast Section (built 1906)**

#### **Southeast (Primary) Façade**

The southeast (primary) façade of the Northeast Section is symmetric (**Photo 2**). It measures eleven (11) bays wide. These bays are grouped into five (5) distinct sections. Sections 1, 3, and 5 project from the façade. Sections 2 and 4 recede. The façade is comprised of brick, laid in a running bond pattern. It rises from a foundation of rough-hewn sandstone; however, the foundation on this façade has been encased at ground level in a modern, brick veneer. The façade rises two stories in height and is horizontally divided by four (4) molded brick stringcourses. The façade terminates in a projecting, corbelled brick cornice.

Historically, the southeast (primary) façade of the Northeast Section terminated in a crenellated parapet. Section 3 of the façade terminated in a crenellated, stepped parapet emblazoned with the words HILAND AUTOMOBILE CO. and the date 1906. These features were removed in 1926, at the time of the Southwest Section's construction.

Reading the façade from left to right (southwest to northeast). Sections 1 and 5 bookend the façade. Section 3 is central. Bays 1, 2, 10, and 11 are contained within sections 1 and 5. Each of these bays feature the same type and pattern of window opening. Bays 1, 2, 10, and 11 are characterized by Romanesque, round-arch window openings on both the first and second stories. Openings on the second story are elongated. Each opening possesses a composite molded brick arch. On both the first and second stories, the arch of each opening is intersected by a stringcourse at its spring-point. The sill of each window opening is also comprised of a stringcourse. Each of the window openings is fitted with one-over-one-light, replacement windows. The upper sash is fixed. The lower sash is an operable hopper sash.

Bays 3, 4, 5, 7, 8, and 9 are contained within Sections 2 and 4. On the first story of each section, a historic garage door opening is masked behind a modern corrugated metal screen. On the second story, the bays appear as tripartite groupings within a segmental-arch opening. As in Sections 1 and 5, brick stringcourses carry horizontally throughout the façade, intersecting the segmental-arch at its spring-point. Each of the window openings in Sections 2 and 4 are fitted with single-light, fixed-pane replacement windows.

Section 3 features a central pedestrian entry on the first story. Otherwise, the Section has been fitted with a modern corrugated metal screen. Brick stringcourses run horizontally underneath the screen. On the second story, flanking the screen, beneath the corbelled cornice, are two brick diamonds.

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

Historically, Section 3 featured a second-story, 10-foot by 18-foot, plate glass automobile display window set within a segmental-arch opening. It is unclear if the window opening remains, but research indicates that it was at least partially infilled as early as 1926.

### **Northeast (Side) Façade**

The northeast (side) façade measures eleven (11) bays wide. The bays are grouped into seven (7) sections (**Photos 1, 5 and 6**). The façade is of brick construction, laid in a common bond pattern. The façade rises from an ashlar sandstone foundation. Reading the façade from left to right (southeast to northwest, bay 1 continues the decorative motifs found in Section 5 of the southeast (primary) façade. This includes rounded-arch window openings, molded brick stringcourses, and a corbelled brick cornice. Sections 2 through 7 are separated by shallow, brick pilaster strips. Sections 2 through 5 (containing bays 2 through 7) feature grouped window openings on the second story. All window openings have been infilled with brick. On the first story, a one-story loading dock bay extends from the building between Sections 3 and 5. A tall, squared brick chimney rises between Sections 5 and 6. Sections 6 and 7 (containing bays 10 and 11) are blind.

### **Northwest (Rear) Façade**

The northwest (rear) façade measures twenty (20) bays wide. The bays are grouped into thirteen (13) sections. Bays 1 through 14 (sections 1 through 7) comprise the Northeast Section and were built in 1906. This portion of the façade rises from an ashlar sandstone foundation. Bays 1 through 14 are of brick construction, laid in a common bond pattern. Bays 15 through 20 comprise the Southwest Section and were built in 1926. This portion of the façade rises from a poured concrete foundation. Bays 15 through 20 are of brick construction, laid in a running bond pattern.

In examining bays 1 through 14, reading the façade from left to right (northeast to southwest), on the first story, bay 1 features a pedestrian door opening. Sections 2 and 6 each feature first-story garage door openings with steel I-beam lintels. Each lintel features four (4) decorative floral medallions. All other bays feature window openings with steel lintels and cut-stone lugsills. With the exception of the first-story garage door opening in Section 6, all other openings have been infilled with concrete block.

In examining bays 15 through 20, reading the façade from left to right (northeast to southwest), on the first story, bays 16 and 19 (sections 9 and 12) feature garage door openings with segmental-arches. All other openings on the first and second stories are large window openings with steel lintels and rowlock brick sills. With the exception of the garage door opening in bay 19 (section 12), all other openings on the first and second stories have been infilled with concrete block.

Two small head-houses project above the parapet line on this façade in Sections 15, 16, and 20.

### **Southwest (Side) Façade**

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

The southwest (side) façade of the building is obscured by an adjacent building and was unable to be observed for documentation. However, historic imagery indicates that the façade consisted of a blind, brick wall.

### Integrity

The Hiland Automobile Company Building was evaluated considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (U.S. Department of the Interior [DOI] 1997). **Individually, the building retains a moderate level of integrity.** Although additions and alterations have been made to the building, most have attained and/or exceeded threshold age for historic evaluation and consideration. Additionally, the nature of the building’s typology—a nexus between commercial and industrial use—presupposes that it will change and develop over time in response to technological advances, product demand, and economic climate. The Hiland Automobile Company Building serves to exemplify this concept of building evolution. As such, the negative impact of alterations and additions to the building’s overall integrity was weighted accordingly.

**Location:** The resource retains **high integrity of location.** It remains in its original location on the northwestern side of Centre Avenue in Pittsburgh’s East Liberty District.

**Design:** The resource retains **moderate integrity of design.** Whereas the resource has experienced alteration since its initial construction, photographic and documentary evidence indicates that the most substantial alterations occurred between 1926 and 1937. These alterations have exceeded threshold age for historic evaluation and consideration. The relatively recent addition of louvered metal panels over the façade of the 1906 building, the infill of multiple windows and door openings, and the coating of the resource in gray paint all serve to degrade overall integrity. However, these alterations are additive and understood to be reversible. Overall, the 1906 building and the 1926 addition exist as clearly identifiable features and are, even in their altered state, able to satisfactorily convey their historic aesthetic principles and design intent.

**Setting:** The resource retains **moderate integrity of setting.** The resource’s historic setting has experienced substantial change since 1906, but evaluation of historic mapping and aerial imagery reveals that the character of the 5700-5800 block of Centre Avenue has been in a state of near-constant flux since the early 1920s (**Appendix B**). It could be argued that the resource served as the catalyst for this block’s twentieth century commercialization, industrialization, and density increase. In 1906, the 5700-5800 block of Centre Avenue was predominantly characterized by medium density, residential, detached brick and stone dwellings. One industrial enterprise, the East End Mantel & Tile Company existed prior to the resource’s construction. However, industrial and commercial uses developed throughout the block during the nineteen-aughts and nineteen-teens. These developments included the Pennsylvania Chocolate Company (Centre and College) and the Haugh & Keenan Storage and Transfer Company Warehouse (Centre and South Euclid). By the mid-1920s, the Pennsylvania Chocolate Company had expanded, as has Haugh & Keenan. At least four residential buildings had been demolished by this time. As of 1939, aerial imagery indicates that the 5700-5800 block of Centre Avenue was no longer predominantly residential.

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

By 1957, fewer than six detached, single-family residences remained. By 1967, one single-family residence remained. Whereas the substantial alteration to setting does negatively impact overall integrity, the evolution of the resource's setting began more than 50 years ago. Today, the resource's setting is characterized by high density, mixed use properties. These include residential apartment and condominium buildings, professional office buildings, and commercial enterprises. As one of the oldest extant buildings remaining in this block of Centre Avenue, the resource serves to visually and historically anchor a sector of Pittsburgh's East End that has, otherwise, experienced substantial change over the last century.

**Materials and Workmanship:** The resource retains **moderate integrity of materials and workmanship**. Again, the nature of the building's typology presupposes that it will change and develop over time in response to technological advances, product demand, and economic climate. This has resulted in the introduction of modern materials; some are arguably incongruous. This ultimately serves to diminish overall integrity. However, a majority of these changes to both materials and workmanship are additive and understood to be reversible. The resource retains sufficient ability to convey the substantive quality of its historic materials and workmanship.

**Feeling:** The resource's overall moderate integrity of design, setting, materials and workmanship contribute to its retention of **moderate integrity of feeling**. Although the resource's integrity has, in general, been diminished by alteration, it adequately conveys the associative qualities of its particular place in time.

**Association:** The resource retains **low integrity of association**. At present, the building is vacant and no longer retains an association with the Hiland Automobile Company, nor automotive use in general.

## History and Significance (Item 39)

### Historical Overview

#### *Pittsburgh's Automobile Row*

Historically, Pittsburgh is often associated with the manufacture of steel, glass, and aluminum. The city is a crucible, having created such twentieth-century industrial powerhouses as the United States Steel Corporation (USS), the Pittsburgh Plate Glass Company (PPG), and the Aluminum Company of America (ALCOA). However, despite Pittsburgh's inarguable industrial prowess, the city's early twentieth century role in automobile manufacture and distribution is less frequently acknowledged. Prior to World War I, and before Detroit dominated the industry, cities like Chicago, Cleveland, and Pittsburgh all fostered small, but robust regional automobile industries (Murphy and Hembree 2018:11). "Between 1890 and 1910, the automobile manufacturing industry that emerged in Pittsburgh consisted of small, independent car makers" (Murphy and Hembree 2018:11). Autocar was Pittsburgh's answer to regional automobile manufacturing. The company was established in 1897 as the Pittsburgh Motor Vehicle Company and was renamed *Autocar* in 1900 (Murphy and Hembree 2018:12). Soon thereafter, dealerships and service garages began appearing throughout the city, catering to clientele who had chosen to dabble in the new

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

“motoring” trend. Companies like the Pennsy Automobile Company and International Harvester Company opted to establish themselves in Allegheny City (now the Northside of Pittsburgh). However, a considerable majority of other enterprises opted for Pittsburgh’s East End, forming a recognizable district centered around the automobile.

By the 1910s, Baum Boulevard had become the thoroughfare with the highest concentration of automobile-related businesses in Pittsburgh. In 1919, *Motor Travel*, a publication by and for automobile enthusiasts, coined the term “Automobile Row” while describing a Baum Boulevard to its readers:

*The Automobile Club of Pittsburgh, whose offices also include the headquarters of the Pennsylvania Motor Federation, are in the building on the northeast corner of Baum and Beatty Streets, immediately opposite the Motor Square Garden... For more than a mile...Baum Street, or Baum Boulevard, is the “Automobile Row” of Pittsburgh; and even a run through without stop impresses the stranger with the number and variety of motor car agencies, many occupying their own large and costly buildings (ACA 1919:35).*

As one of the earliest automobile companies to established itself near the intersection of Baum and Beatty (1904), the Hiland Automobile Company (HAC) was a progenitor of Automobile Row and played a significant role in establishing the East End as the locus of automobile-oriented culture in the city.

*Establishing the Hiland Automobile Company: 1904-1905*

The Hiland Automobile Company (HAC) was chartered in 1904 and formally opened in October of that year (PBT 1907:69; PGT 1906:Sporting-5/19). The HAC began operations in a small, one-story building located north of the intersection of Beatty Street (now South Beatty Avenue) and Baum Street (now Baum Boulevard) in Pittsburgh’s East Liberty district, opposite the Automobile Club of Pittsburgh (PG 1905a:16). The company was chartered with a capital stock of \$10,000, but its near-immediate success necessitated that the stock be raised to \$50,000 (NE 1904:3; PBT 1907:69). The company’s capital stock would reach \$100,000 by 1907 (PBT 1907:69). Initially, the HAC sold only one make of automobile: the Autocar (PBT 1907:69). But within a year of its charter, the company began planning for an expansion; this included the acquisition of land and the construction of a new building.

At its Beatty Street location, the HAC owned its building, but did not own the land (PGT 1906:Sporting-5/19). Dr. George A. Urling, president of the HAC (1904-1905), understood the importance of owning both building and land. Urling possessed a keen business acumen, having established and built a highly successful franchise of dentistry offices in and around Pittsburgh. As such, he understood that owning land would allow the HAC to have both flexibility and control over future growth, thereby granting the company a significant advantage over its competition. He also understood that—in a burgeoning and highly-competitive market—it was imperative to establish a clear, identifiable presence. Part of establishing that presence would be the construction of a thoroughly modern and aesthetically striking automobile garage. In late 1905, the HAC commissioned eminent Pittsburgh architect James T. Steen to design its new garage (PPress 1905:4). C.J. Dawson was chosen as the building contractor (PBBI 1906-1907: 62).

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

*James T. Steen, Architect (1844-1923)*

Although seldom recognized today, James T. Steen and his work belong to a cadre of exceptionally talented, prominent late-nineteenth and early-twentieth century Pittsburgh architects (**Image 8**). When Steen died on April 17, 1923 at the age of 78, the report of his passing appeared on the front page of the *Pittsburgh Post*. He was lauded by multiple publications as the “...dean of Pittsburgh’s architects...” (PPost 1923:1; PPress 1923:15).

James T. Steen’s career spanned nearly six decades. He was born in Wellsburg, West Virginia in 1844, but appeared in Pittsburgh two decades later (PPress 1923:1). First mention of Steen working as an architect is found in the 1870 United States Census (USCB 1870). Little is known about his education or early career, but in 1875, Steen partnered with esteemed western-Pennsylvania architect James W. Drum (1829-1886), forming the firm of Drum & Steen. Drum hailed from Punxsutawney, Pennsylvania and was already noted for having designed the Jefferson County Courthouse (1868-1869, extant) and the Indiana County Courthouse (1869-1870, extant) by the time he relocated to Pittsburgh in 1871 (Greenawalt 2019:1-2). Together, Drum and Steen designed such monumental institutional buildings as the Mercer County Home and Hospital (1880, demolished) and the Westmoreland County Home (1880, demolished) (Frost 1880:302). Although Drum & Steen dissolved in the early 1880s, study of his later work demonstrates that Steen was clearly influenced by Drum’s aesthetic ideology. Drum’s buildings were grand and fashionable, but they exhibited restraint, solemnity, and respectability. Likewise, the aesthetic observed in Steen’s work was decidedly *au courant* but also restrained and dignified. This is especially true for the late Victorian era, a period often characterized by ostentation and excess.

After the dissolution of Drum & Steen, Steen established his own practice. As an independent architect, his portfolio of work was prodigious. His commissions spanned from modest single-family residences to monumental institutional buildings. Among Steen’s earliest commissions was the Seventh Street Young Men’s Christian Association in downtown Pittsburgh (ca. 1883, demolished) (CCP 1884:153). He later designed the Allegheny Campus of the Western University of Pennsylvania (now the University of Pittsburgh) (1889, demolished), the Smith Block (1898, demolished), the House Building (1901, extant), the Workingman’s Savings Bank (1902, extant), the Bellefield Clubhouse (1904, extant), and the Colonial-Annex Hotel (1912, demolished) among numerous other buildings (IPC 1889:106; PDP 1898:10; PDP 1901:11; ACS 1910:14; PG 1904:13; PPress 1912:11). The Hiland Automobile Company Building was designed during the fourth decade of Steen’s career. It represents the work of a master, confident in his abilities and staid in his design aesthetic. A survey of his known work indicates that the Hiland Automobile Company Building was Steen’s first (and likely only) design for an automobile service garage.

Circa 1910, Steen formed the firm of James T. Steen & Sons with his sons, James H. Steen (1883-1938) and Marion M. Steen (1886-1966) (PPost 1910:2). He remained active in the firm throughout the 1910s and early 1920s. In 1922, the name of James T. Steen & Sons formally began replacing Steen’s name in advertisements, likely indicating that he had placed the firm’s management with his sons. After Steen’s death in April 1923, his son, Marion M. Steen, guided the firm until its dissolution ca. 1934 (ACS 1910:14).

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

Under the direction of the younger Steen, the firm established itself as a leader in the design of academic buildings.

*Building the Hiland Automobile Company Building: 1905-1906*

In October 1905, Dr. George A. Urling purchased a Centre Avenue double lot from Mary A. Thaw (PG 1905a:16) (**Appendix B, Map 1**). Total consideration for the property was \$15,500 (PG 1905a:16). On November 19, 1905, the first rendering of the Hiland Automobile Company Building appeared in the *Pittsburgh Gazette* (PG 1905b: 3-5/21) (**Image 1**).

James T. Steen designed the Hiland Automobile Company Building as a handsome, brick, Romanesque Revival palazzo. The building was symmetric, featuring a rough-hewn sandstone foundation, rounded and segmental-arched windows, patterned brick, a corbelled, crenelated battlement, and a central, stepped, crenelated parapet flanked by figural bartizans. The central parapet was emblazoned with the words HILAND AUTOMOBILE CO. and surmounted by the date of 1906. It is important to be cognizant that, at this early date in the development of Pittsburgh's automobile industry, no standardized formula existed for an automobile sales or service garage. The building's design was historicist, but Steen artfully adapted the Romanesque Revival style to modern use. Steen, like Urling, understood that the Hiland Automobile Company needed to be more than a mere automobile garage, it had to exemplify *architecture as advertisement*. Shortly after Steen's initial rendering was published, the design was altered to further incorporate the building's intended programmatic use. On the second story, Steen modified the building's central bay to feature a large, segmental-arched, plate glass display window. It was in this window that the HAC would showcase its available inventory and attract would-be clientele (**Images 2 and 3**).

The effectiveness of the building's design was enhanced by its siting. The Hiland Automobile Company Building was designed with a 35-foot setback from Centre Avenue (**Appendix B, Map 2**). It is unclear if this setback was the result of a now-expired restrictive deed covenant or if it was a deliberate design feature. Whether the set-back was mandated or not is largely immaterial. The effect was the same. As competitors maximized their respective lots' square footage, building directly to the lot line, the Hiland Automobile Company Building visually differentiated itself with its siting; it exuded an air of respectability where many of its competitors did not.

The building's siting ultimately accomplished three goals:

- 1) *It respected the established neighborhood.* In 1905-06, the 5700-5800 block of Centre Avenue was predominantly residential. The 35-foot setback placed the building in-line with its neighbors. This established the Hiland Automobile Company Building as a contributing feature of its immediate environment, as opposed to an unwelcome intrusion.
- 2) *It enhanced the concept of architecture as advertisement.* The siting of the Hiland Automobile Company Building allowed the casual passer-by to fully see and appreciate the building, including the second-story display window. Further, the set-back provided

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

a street-front space in which HAC clientele could perform minor maintenance on their vehicles, thus activating the streetscape and creating visual interest.

- 3) *It promoted the concept of vehicular safety.* The siting of the Hiland Automobile Company Building permitted drivers to safely enter and exit the property, providing an unimpeded view of Centre Avenue. No other known, contemporaneous automobile garage in Pittsburgh possessed such a feature. This not only provided a convenience to motorists, it established a perception that the HAC cared for the safety of its clientele.

Construction of the Hiland Automobile Company Building began in late 1905. Although the construction schedule extended longer than initially anticipated, the building was near completion by July 1906. Upon completion, the Hiland Automobile Company Building was lauded for its innovative design and technological advancements. The *Pittsburgh Gazette Times* wrote:

*The new building on Center avenue is on 100x115 feet, and the building line stands back 35 feet from the property line, on the line with the adjoining residences. The building is of brick, steel and concrete, two stories in height, and arranged for a third story. The ground floor contains the offices, two wash stands, 16x37 feet, large enough to accommodate two of the largest cars built, and has room enough to store 60 large size touring cars. The gasolene [sic] house is separate from the rest of the building and is at the back end of the building with facilities for filling the tanks from the alley. The second floor is reached by stairs, front and rear, and a 5-ton elevator. This floor will be occupied by a well lighted shop, stock room, tire and battery room, sales room and directors' room and lavatories. The basement is also reached by stairs and elevator, and will contain the engines, dynamos and heating plant. The water supply is drawn from drilled wells in the basement having a capacity of 15 barrels per hour. The water is stored in radiating plants on the roof. The electric plant consists of a Rathbun, three-cylinder gas engine, directly connected with a Burk generator of the latest type and of sufficient capacity to supply twice the amount of current now needed. The building will have two entrances in the front, leading over a 35x100-foot solid concrete approach on Center avenue, and two entrances from Commerce street in rear. The gasolene [sic] is stored in two 500-gallon Snell hydraulic tanks and are absolutely free from danger of explosion and deterioration of gasolene [sic] through evaporation. The cars will be dusted by compressed air, which is piped to all parts of the building and to the front driveway for use of all who wish to inflate their tires. To show how nearly fireproof the building is considered by the Board of Fire Underwriters, the rate has been fixed at 61 cents, while the usual rates for a garage is \$2.45. The facilities offered even at the present are as good as at any garage in the city and when fully completed, which will be within the next 60 days, the Hiland will be able to offer better services than the people have ever received in any city. The Hiland Company bear the distinction of being the only company owning its own building on its own ground and having perhaps the finest built and equipped plant erected, especially for the*



**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

*automobile business, west of New York City, and as well appointed as any in America (PGT 1906:Sporting-5/19).*

The Pittsburgh Board of Trade wrote:

*A 35-foot approach permits the driver to run his car off the public highway and also reduces the chances of accidents in driving the car from the building as it gives the driver ample space in which to check his car before reaching the highway ...The building is constructed of brick, cement and reinforced concrete, perfectly fireproof. The main offices are between the two front entrances, consisting of reception rooms, book keeping department and manager's office. The entire first floor is devoted to storing cars, where there is ample room for sixty cars; pits and two work benches are provided for the convenience of the chauffeurs. The wash-stand is directly in the rear between the two entrances, a 5-ton elevator is located in the building, a gasolene [sic] tank with a capacity of 1,000 gallons is located on the outside. One feature of the front of the building worthy of mention is the front show window 10x18 feet...it speaks for itself. It is a novel and an original feature of the Hiland Automobile Company. The balance of the second story is devoted entirely to dead storage, stock room and repairs. Ample room is provided for 25 workmen, giving them all the advantages of up-to-date machinery and conveniences. It will repay any automobilist and intending purchasers of automobiles to visit the Hiland Automobile Company's plant, as it will give them an idea of a thoroughly up-to-date establishment of this kind. It is without question the finest garage in the United States (PBT 1907:69-70).*

In both accounts, it is noteworthy that the building was profiled as being among the finest and most well-equipped garages in the United States. Upon cursory examination, this may appear to be hyperbole. However, research reveals that exceedingly few of the other East End automobile garages received the level of attention that was lavished upon the Hiland Automobile Company Building.

*Dr. George A. Urling, Sr., President, Hiland Automobile Company*

*The following biographical account of Dr. George A. Urling, Sr. is provided courtesy of Urling's great-grandson, George A. Clark. Clark serves as Vice President of the East Liberty Valley Historical Society.*

Dr. George A. Urling, Sr., was an instrumental figure in the Pittsburgh business community. In addition to serving as proprietor of Urling Brothers Dentists, a Pittsburgh-based dentistry practice with multiple local and regional offices, Urling was central to the chartering of the Hiland Automobile Company and the construction of its Centre Avenue building.

George A. Urling was born in 1852 in Baltimore, Maryland. He was the son of Merchant Tailor, Peter J. Urling and his wife, Dina Urling. In 1854, at the age of two, Urling's father moved the family from Baltimore to Pittsburgh. In Pittsburgh, Peter Urling established a highly successful tailoring business in downtown Pittsburgh. The family settled in Allegheny City (now the Northside of Pittsburgh). Between ca. 1872 and ca. 1885, the young Urling worked for several companies, but perhaps his most influential

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

employment experience came his father's tailoring business. It was during this period, under his father's tutelage, that Urling developed his acute business acumen. Beginning in 1885, both Urling and his younger brother, Harry W., attended the esteemed Baltimore Academy of Dental Surgery. Both brothers graduated from the academy in 1887 and promptly returned to Pittsburgh, establishing the downtown office of Urling Brothers Dentists. Although considered somewhat of a social *faux pas* in the late nineteenth century, Urling advertised his denstry business extensively. Advertisements can be found throughout numerous Pittsburgh newspapers from ca. 1890 to ca. 1930. His strategy was demonstrably successful. In 1896, both Urling and his brother relocated their families from Allegheny City to the burgeoning, highly-fashionable East End district of Pittsburgh. There, the brothers purchased well-appointed, adjacently-sited homes on North Negley Avenue and established a second dental office on Penn Avenue in East Liberty.

It was after he opened the East Liberty office of Urling Brothers Dentists that Urling began expanding his personal and professional interests. In 1901, French automobile manufacturer, De Dion-Bouton, established its first manufacturing plant and dealership in New York City. Urling and his brother each purchased a De Dion-Bouton *Motorette*, becoming two of the earliest automobile owners in Pittsburgh (**Images 10 and 12**). In the following years, Urling's fascination with automobiles grew into a vocation. In 1903, he and his brother became charter members of the Automobile Club of Pittsburgh. In 1904, Urling became an incorporating officer of the Hiland Automobile Company, along with Dr. John A. Hawkins and Frank D. Saupp (**Image 11**). The Hiland Automobile Company was established on South Beatty Avenue in East Liberty, within close proximity to the Automobile Club of Pittsburgh. At the time, there were two older automobile dealerships operating in the greater East End: Banker Brothers Company (located at Baum Boulevard and South Beatty Avenue) and the Atlas Company (located at Ellsworth and College Avenues) (PBT 1907:67-68, 70). Although the Hiland Automobile Company was not the first to establish a presence at Baum and Beatty, it was the first to start the trend. In the years immediately following, numerous automobile dealerships built garages in the immediate vicinity, establishing what would eventually become known as Pittsburgh's Automobile Row. Understanding the importance of owning both land and building, in 1905, Urling purchased two vacant Centre Avenue lots. On these lots, the Hiland Automobile Company would construct a large, new automobile garage.

Urling remained involved with the Hiland Automobile Company, although he did pursue other automobile-related ventures. He and his son, Walter C., established Urling & Company, a dealership with exclusive agency for the Autocar and the Corbin, in 1910. The company ultimately proved to be short-lived. Over the course of the next two decades, Urling remained a prominent fixture in the East End business community. He died in 1933 at the age of 81.

#### *The Administration of Frank D. Saupp: 1910-1930*

Ca. 1910, Frank D. Saupp was appointed to the role of president within the HAC (PPress 1910:Editorial-7). Saupp was an original incorporator of the company, serving in various administrative capacities under previous presidents, Dr. George A. Urling and Dr. J. A. Hawkins (PPress 1905:4; PPG 1930:2-1). In 1916, Saupp superintended the moving of the HAC's main office to 5928 Penn Avenue (PDP 1916:7-4). Whereas

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

the Hiland Automobile Company Building was designed to advertise the company's available inventory, by the nineteen-teens, the concept of the automobile showroom had become commonplace. The Hiland Automobile Company Building, as a very early example of the automobile garage typology, lacked the consumer showroom experience. As such, Saupp established a showroom, in addition to the company's office, at the center of the East Liberty commercial district. The Hiland Automobile Company Building was maintained for service and the storage of inventory.

In 1921, A.J. Grosser, an original stockholder of the HAC, formed the Steel City Automobile Company (SCAC). He established the SCAC near Forbes Field in Pittsburgh's Oakland district and assumed the agency contract for Peerless Automobiles (PGT 1921b:6-6). The HAC had acquired the Peerless contract after moving to the Hiland Automobile Company Building in 1906. In many respects, the HAC's identity was synonymous with Peerless. Loss of the contract to Grosser's SCAC was a substantial blow to the company's continued growth. However, Saupp saw the loss as an opportunity to reinvent the company. In the same year, he established the HAC's successor, Frank D. Saupp, Inc. The first advertisements appeared in July 1921 (PGT 1921a:6-8). Over the next decade, Saupp grew Frank D. Saupp, Inc. into Pittsburgh's premier dealer of Dodge Brothers vehicles (PPG 1930:2-1).

Mid-1925, having recovered from the loss of the Peerless agency contract, Saupp focused his attention on improving the Hiland Automobile Company Building. As density and property value at the center of East Liberty increased, the building afforded a prime opportunity for expansion—as Dr. George A. Urling had intended. In June 1925, Saupp purchased the lot at 5807 Centre Avenue from the estate of Elizabeth A. Cromlish (PGT 1925:15) (**Appendix B, Map 3**). Total consideration was \$18,000 (PGT 1925:15). Later that month, Saupp purchased the lot at 5803 Centre Avenue from Anna B. Donnelly (PPress 1925a:Sporting-12) (**Appendix B, Map 3**). In November 1925, the Pittsburgh Press reported that, "F. D. Saupp, Inc. has asked for a permit to build a brick and tile automobile sales building at 5803-07 Centre ave., Eighth ward, for \$150,000..." (PPress 1925b:27). Completed and officially opened on October 31, 1926, Saupp's addition more than doubled the size of the Hiland Automobile Company Building (PPress 1926:Automobile-6). It also afforded space for a public automobile showroom, thus reactivating the building for the average consumer. A large, ground-level automobile show window was incorporated into the design. Whereas the architect of Saupp's addition is presently unknown, photographic evidence demonstrates that the extant building was streamlined during the addition's construction (**Image 5**). This included the removal of the crenelated parapet.

#### *The Saupp-Kilroy, Inc. Years: 1930-1937*

On April 2, 1930, Frank D. Saupp died at the age of 57 (PPG 1930:2-1). Frank D. Saupp, Inc. persisted until February 1934, when the company was acquired by James J. Kilroy (PPress 1934:Society-12). Kilroy kept the widely-recognized Saupp name in his newly established Saupp-Kilroy, Inc. As part of the Saupp real estate holdings, Kilroy acquired "...a building at Baum Boulevard and Euclid Avenue for offices and show rooms, and...the service garage at 5803-17 Center Avenue..." (PPress 1934:Society-12). Within the year, Kilroy determined the Hiland Automobile Company Building to be surplus space. In March 1935, Kilroy leased the building to Meadow-Gold Dairy (PPress 1935: Classified-12). Meadow-Gold Dairy was in the

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

process of transferring its operations to a new facility on Shakespeare Street in East Liberty and utilized the building as storage for its delivery trucks (PPress 1935: Classified-12). The Hiland Automobile Company Building remained under-utilized for two years until its acquisition by the McKinley-Gregg Automobile Company.

*The McKinley-Gregg Years and Beyond: 1937-present*

Founded in 1916, the McKinley-Gregg Automobile Company was one of Pittsburgh's most recognized automobile service and sales concerns. The company was a leading purveyor of Ford vehicles and parts. In 1937, looking to expand its physical plant, McKinley-Gregg leased the Hiland Automobile Company Building from Saupp-Kilroy, Inc. with plans to renovate the buildings as a service station (PST 1937:11-12). That same year, McKinley-Gregg published a two-page, centerfold advertisement in the July 21, 1937 edition of the Pittsburgh Sun Telegraph. This advertisement was complete with a rendering of the proposed building renovation, as designed by architect Edward F. Horley (PST 1937:12) **(Image 7)**. Horley's proposed alterations were relatively minor. They included the addition of new signage, the construction of two, one-bay garage doors flanking the original 1906 office entrance, the partial infill of the second-story display window, and the addition of a gasoline pump (PST 1937:11-12). As completed, McKinley-Gregg touted its new service station as "...one of the largest and most modern buildings in the world completely devoted to the servicing of motor cars" and professed that "...practically all of the equipment...is new and of the very latest and most modern type. Much of this equipment is so new, in fact, that it is available in no other dealership in Pittsburgh (PST 1937:11-12). McKinley-Gregg maintained its service station at the Hiland Automobile Company Building until ca. 1949 (PPG 1949:16).

Between 1949 and 1951, McKinley-Gregg vacated the Hiland Automobile Company Building. It was at this time that the building was subdivided for use by non-affiliated businesses. The 1906 building became known as 5817 Centre Avenue. The 1926 addition became known as 5803 Centre Avenue. By December 1951, 5803 Centre Avenue was occupied by Tri-State Automotive Parts Company, a wholesale distributor of Chrysler parts and products (PPG 1951:21). Beginning in 1955, 5817 Centre Avenue was occupied by Gunn Pontiac (PPG 1955:29). Over the next 15 years, numerous businesses cycled through the building. Attempts to find a long-term tenant were made in the late 1960s. In November 1968, Crown Armature Company announced plans to transfer its headquarters to the Hiland Automobile Company Building (PPress 1968:24). This plan appears to have never come to fruition as the building was purchased by the Motive Parts Company in September 1969 for \$275,000 (PPress 1969:6-1). Motive Parts had been an East Liberty-based company but was displaced by urban renewal, specifically the acquisition of land for Pittsburgh's Great School project (PPress 1969:6-1). In 1971, Trau & Loevner, Inc., a Pittsburgh-based company specializing in screen printed apparel, purchased the Hiland Automobile Company Building (PPress 1972:10). In the mid-2010s, Trau & Loevner vacated the Hiland Automobile Company Building, relocating to a new facility in Braddock, Pennsylvania. At the time of writing (September 2019), the Hiland Automobile Company Building is threatened with demolition for the construction of a six-story, mixed use building.

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Significance

The resource's recommended **period of significance is 1906 to 1934**. This period begins with the resource's initial date of completion in 1906. This period ends with the year in which the resource formally transferred to Saupp-Kilroy, Inc. in 1934. Unlike Frank D. Saupp, Inc., Saupp-Kilroy, Inc. was not a direct successor to the Hiland Automobile Company. Saupp-Kilroy, Inc. also did not utilize the building, opting instead to rent it shortly after acquisition.

The Hiland Automobile Company Building was evaluated for individual significance considering the four criteria for evaluation as outlined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (DOI 1997).

The Hiland Automobile Company Building was not evaluated for significance as a contributing feature of a potential Pittsburgh Automobile Row historic district; however, further research and documentation are recommended to determine if 1) such a district exists, and 2) if the resource contributes to said district.

### Criterion A

**The resource possesses local Criterion A significance for its association with the Hiland Automobile Company and the early twentieth century development of Pittsburgh's East End as a center for automobile manufacture and distribution.** As one of the city's earliest—and most enduring—twentieth century automobile dealerships, the Hiland Automobile Company played a significant role in establishing the East End as the locus of automobile-oriented culture in Pittsburgh. The HAC may not have been the first dealership to establish its physical plant near the intersection of Baum Boulevard and South Beatty Avenue, but only one enterprise is known to have preceded it. In this way, the HAC established a trend that other automobile manufacturers and dealerships followed. A brief survey of the Pittsburgh Bureau of Building Inspection Permit Dockets reveals a substantial number of automobile garage permits being issued in the vicinity shortly after the HAC established itself. Whereas it was after the HAC's 1906 relocation to Centre Avenue that Pittsburgh's "Automobile Row" truly formalized, the HAC—as an organization—is significant for having catalyzed its initial development. Exceptionally few buildings associated with Automobile Row survive to the present. As such, the Hiland Automobile Company Building is among the only surviving features to directly link Pittsburgh's Automobile Row with its origins.

### Criterion B

**The resource possesses local Criterion B significance for its direct association with Dr. George A. Urling.** Urling was an eminent Pittsburgh dentist and businessman with specific ties to the city's East Liberty district. Urling was an early adopter and promotor of the automobile, first purchasing a De Dion-Bouton *Motorette* when the French manufacturer established a New York plant and dealership in 1901. As a charter member of the Pittsburgh Automobile Club, Urling was central to popularizing the "motoring" trend in Pittsburgh. Although Urling was by no means the sole catalyzing factor in the development of Pittsburgh's East End as a hub of automobile sales, service, and culture, his contributions cannot be discounted. Through his Hiland Automobile Company, Urling was able to diversify the number and type of automobiles available to Pittsburgh consumers. Unlike his contemporaries and competitors, Urling helped to establish the Hiland Automobile Company as an extension of his personal interests and viewed

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

the company as an institution, rather than a fleeting, ephemeral business venture. When the successor company to Urling's Hiland Automobile Company—Frank D. Saupp, Inc.—was acquired in 1934, it was the oldest automobile sales and service company then operating in Pittsburgh (PPG 1930:2-1).

*Criterion C*

**The resource possesses local Criterion C significance for architecture. It also possesses local significance as the work of a master.** James T. Steen was among the most prominent, skilled, and aesthetically versatile architects working in Pittsburgh at the turn of the twentieth century. Despite his impressive portfolio, Steen and his work are frequently overshadowed by his contemporaries. This should not be construed as a reflection on the caliber of his work. Steen's relative lack of recognition results from 1) an appreciable dearth of original research, and 2) the loss of a considerable number of his buildings to demolition. The Hiland Automobile Company Building was designed during Steen's fourth decade of practice. As such, the building stands as the representative work of a master. At this stage of his career, Steen was confident in his abilities and skilled at the manipulation of style to fit specific programmatic needs. At the time of writing (September 2019), the Hiland Automobile Company Building is believed to be Steen's only automobile garage. Although it is likely that Steen was unfamiliar with the programmatic needs of a purpose-built garage, he handily designed a building that responded to both form and function. The building's style—Romanesque Revival—is not atypical of Steen's work. It is, however, atypical for Pittsburgh. The Romanesque typology was exceptionally popular in late nineteenth century Pittsburgh; however, it most frequently manifested as Richardson Romanesque. The 1888 completion of Henry Hobson Richardson's Allegheny County Courthouse heavily influenced regional architectural taste for a quarter-century. But the Hiland Automobile Company Building is not Richardson Romanesque. The interpretation of the Romanesque Revival style, as observed in the Hiland Automobile Company Building, is seen far less frequently in Pittsburgh than its Richardsonian counterpart. Furthermore, the Hiland Automobile Company Building's overall quality of execution, including its caliber of massing, balance, proportion, and texture, is even more rare and significant.

*Criterion D*

**The resource was not evaluated for Criterion D significance.**

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

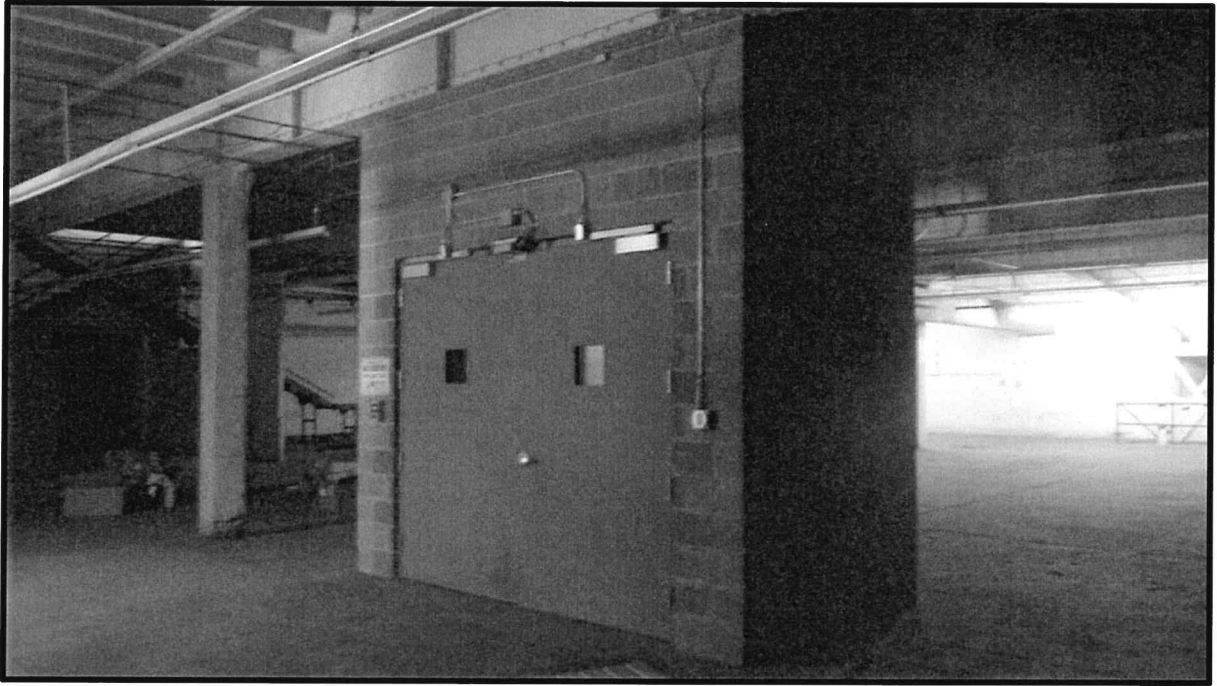
|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Appendix A: Interior Photographs

Hiland Automobile Company Building  
5803-5817 Centre Avenue, Pittsburgh, Allegheny County, Pennsylvania

Photographs Taken by:  
Civil & Environmental Consultants, Inc  
August 16, 2019

**INTERIOR BUILDING PHOTOGRAPHS  
5803 CENTRE AVENUE  
CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA**



**PHOTOGRAPH NO. 1  
Looking northwest (first floor).**



**PHOTOGRAPH NO. 2  
Looking south (first floor).**



**INTERIOR BUILDING PHOTOGRAPHS  
5803 CENTRE AVENUE  
CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA**



**PHOTOGRAPH NO. 3  
Looking southwest (first floor).**



**PHOTOGRAPH NO. 4  
Looking northeast (first floor).**

**INTERIOR BUILDING PHOTOGRAPHS  
5803 CENTRE AVENUE  
CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA**



**PHOTOGRAPH NO. 5  
Looking south (second floor).**



**PHOTOGRAPH NO. 6  
Looking northeast (second floor).**

**INTERIOR BUILDING PHOTOGRAPHS  
5803 CENTRE AVENUE  
CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA**



**PHOTOGRAPH NO. 7  
Ramp to roof looking northwest.**

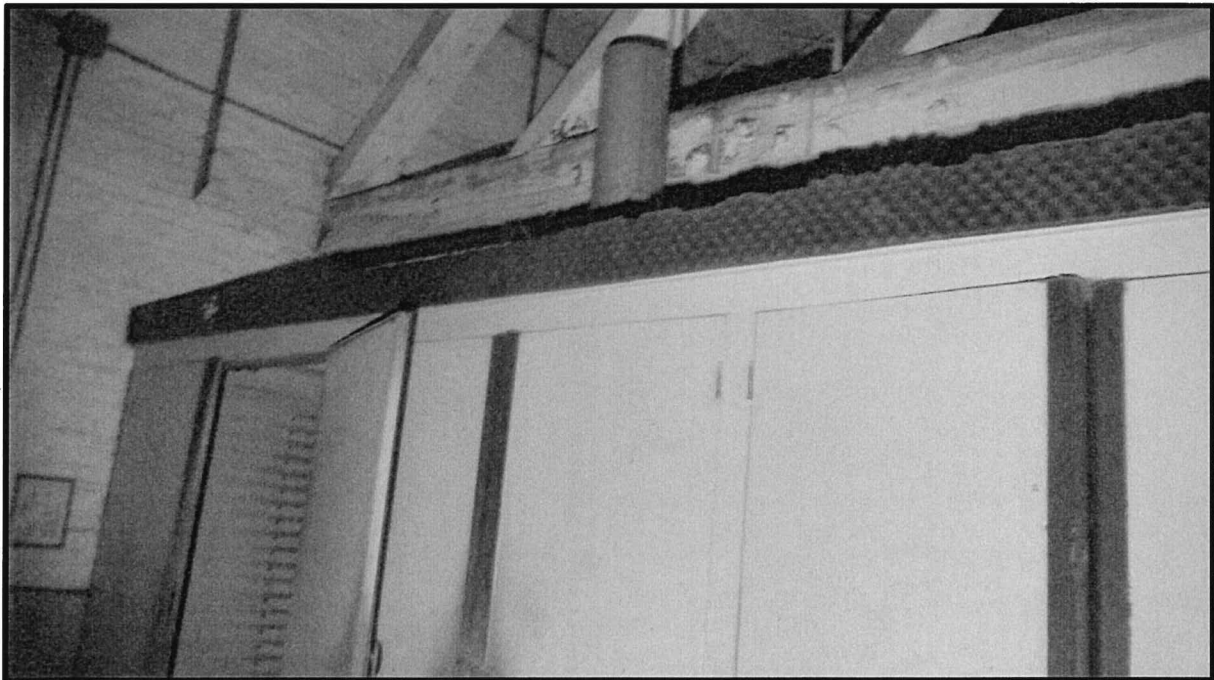


**PHOTOGRAPH NO. 8  
Looking south (second floor).**

**INTERIOR BUILDING PHOTOGRAPHS  
5803 CENTRE AVENUE  
CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA**



**PHOTOGRAPH NO. 9  
Looking northeast (second floor).**



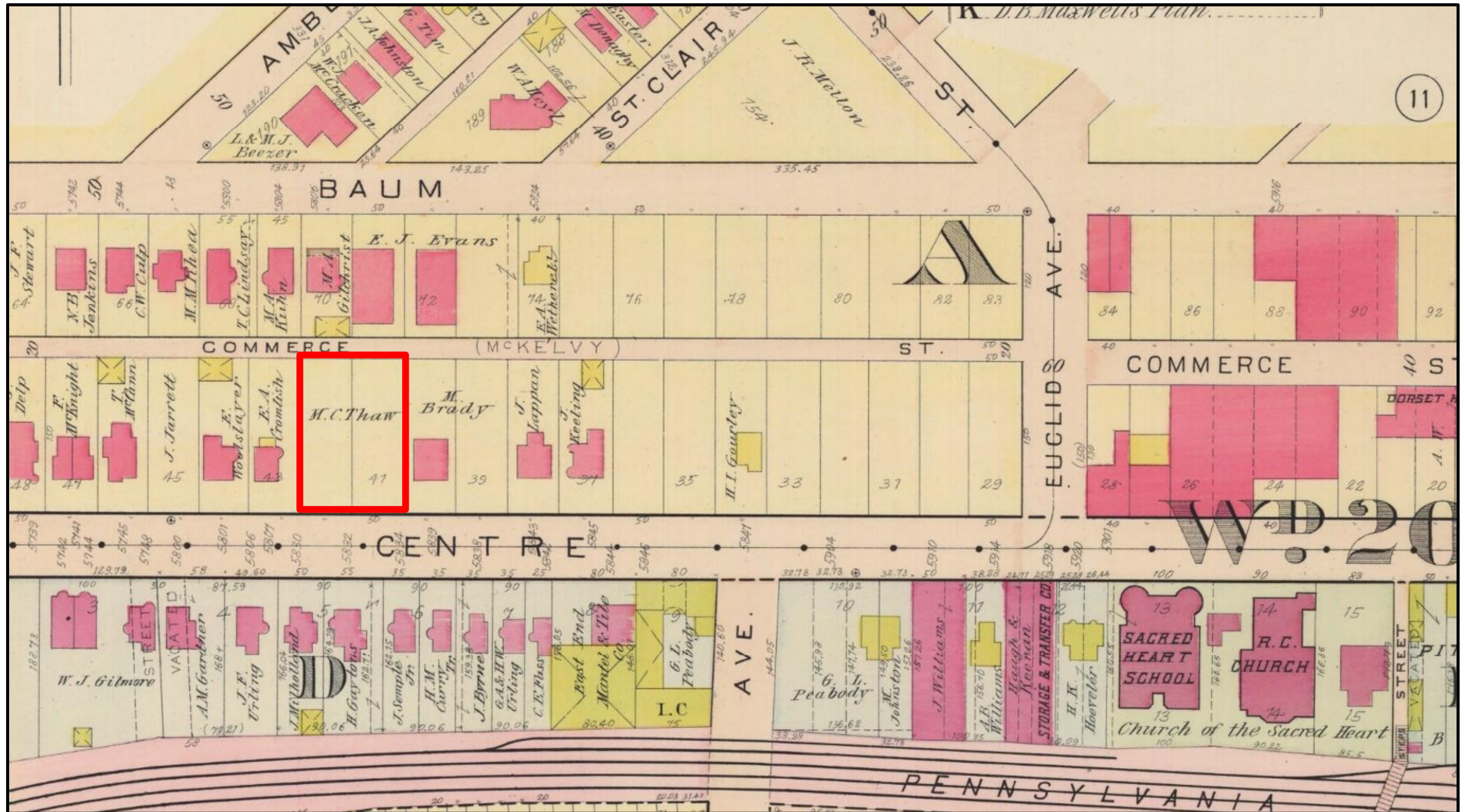
**PHOTOGRAPH NO. 10  
Looking northwest (second floor).**

**Hiland Automobile Company Building**  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

|             |
|-------------|
| Key # _____ |
| ER# _____   |

## Appendix B: Historic Mapping

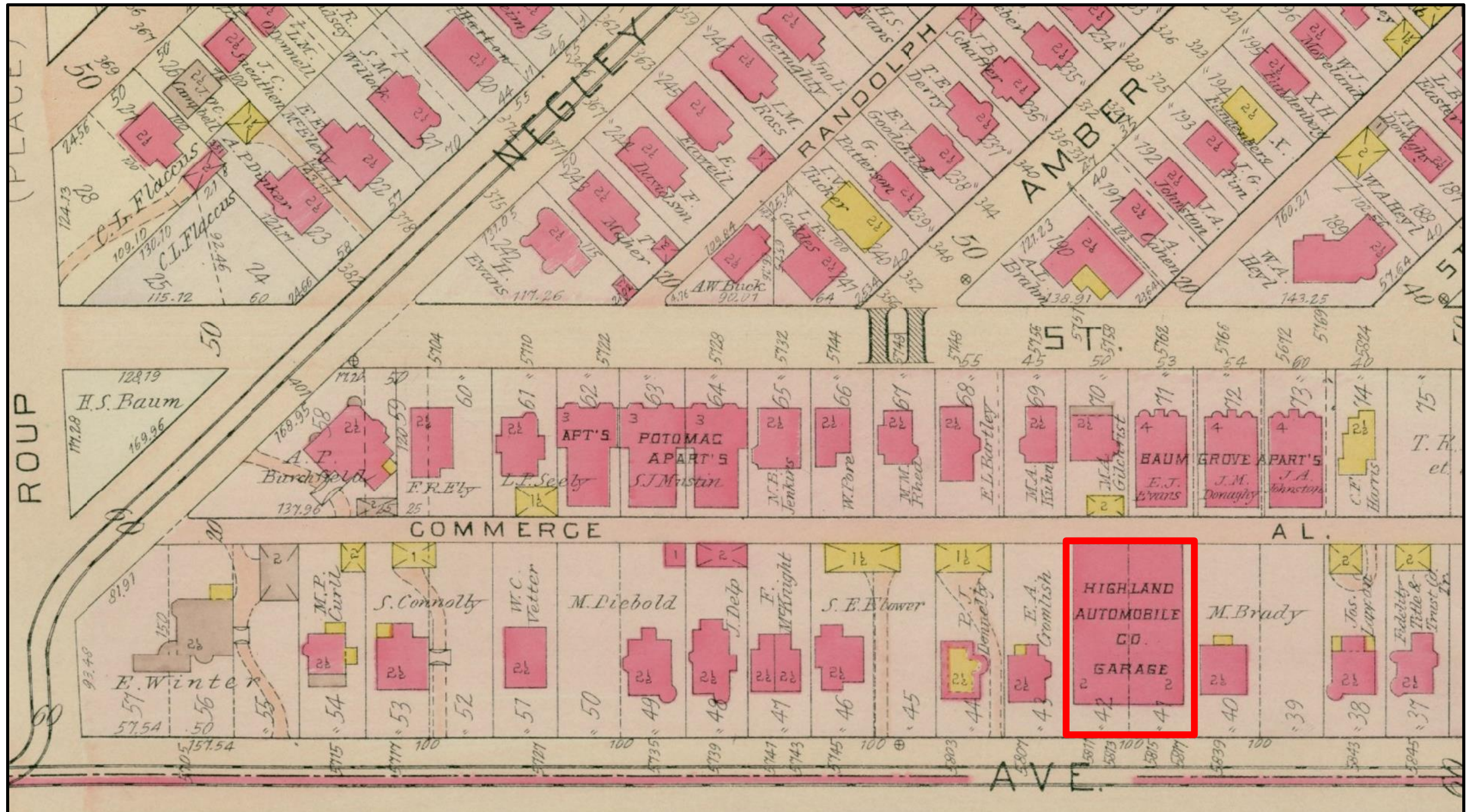
G. M. Hopkins Company Maps  
1904-1924



Map 1: 1904 map showing future site of Hiland Automobile Company Building (red outline) (Hopkins 1904).

Hiland Automobile Company Building  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

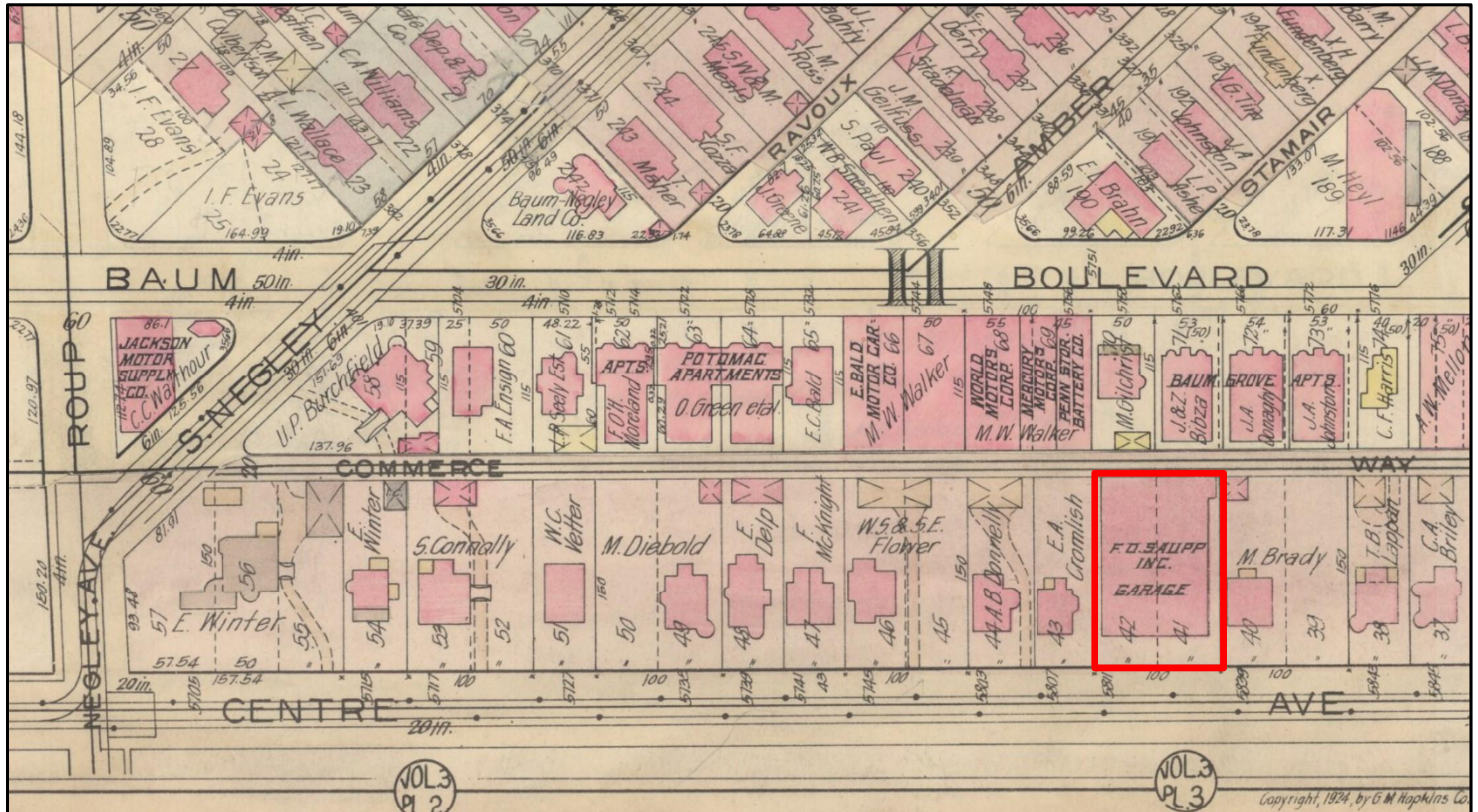
Key # \_\_\_\_\_  
ER# \_\_\_\_\_



Map 2: 1911 map showing Hiland Automobile Company Building (red outline) (Hopkins 1911).

Hiland Automobile Company Building  
5803-5817 Centre Avenue, Pittsburgh, PA 15206  
Allegheny County, PENNSYLVANIA

Key # \_\_\_\_\_  
ER# \_\_\_\_\_



Map 3: 1924 map showing Hiland Automobile Company Building under ownership of Frank D. Saupp, Inc. (red outline) (Hopkins 1924).