

## SHEFFIELD TOWNSHIP

### Mile Point 0.0

*Start of North Ridge Scenic Byway—Intersection of Routes 57 & 254*

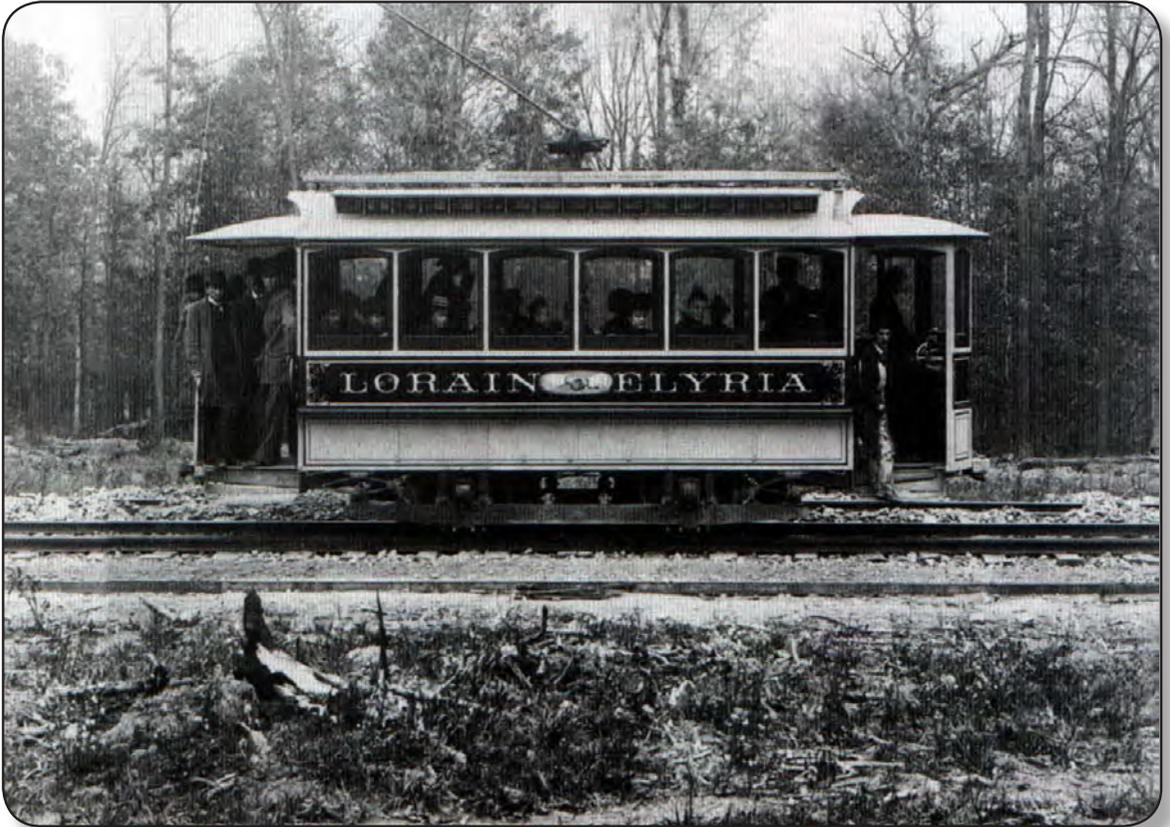
### Mile Point 0.1

*Old Vincent Methodist Church—2283 North Ridge Road (Map No. 1)*

This Queen Anne/Vernacular-style county church was constructed circa 1910 a short distance east of the *Yellow Line* streetcar tracks that provided a connection between Lorain and Elyria, via Sheffield Township. The *Yellow Line* initiated streetcar service in September 1894. The line was built by Tom Johnson, founder of the Johnson Steel Company [forerunner of the National Tube Company of U.S. Steel] principally to carry workers from Lorain and Elyria to his new steel plant in South Lorain. The line began at a loop in Lorain at the intersection of Broadway and Erie Avenues, then followed Broadway south to 28<sup>th</sup> Street, turned west along the south side of the steel plant to Grove Avenue, where it turned south and progressed through the woods to Elyria along a clearing that was destined to become Ohio Route 57. Some folks still refer to the community of Vincent at the intersection of North Ridge Road and Ohio Route 57 as *Stop 7*, in reference to the trolley line stop number. Today the Old Vincent Methodist Church building serves as a nursery school.



*Old Vincent Methodist Church—2283 North Ridge Road (photograph by Thomas Hoerrle).*



*Yellow Line streetcar near Stop 7 at Vincent (courtesy of Black River Historical Society).*

The community of Vincent sprang up around the streetcar stop in the first few decades of the 20<sup>th</sup> century. Bungalow-style houses were the most common architectural expression in the new neighborhood. A small one-room school built here in the late 1800s was replaced with a multi-room schoolhouse in the 1920s that has been renovated and enlarged in recent years. A small burial ground, variously known as Vincent Cemetery or the North Ridge Road Cemetery, is located on the south side of the highway about a 0.5 mile east of the Route 57 intersection.



*Bungalow-style house built circa 1920s at Vincent—2248 North Ridge Road.*



*Vincent Elementary School—2303 North Ridge Road*

## Mile Point 0.5

### *Hawks Nest Greenhouse—2810 North Ridge Road*

Avon and Sheffield were originally settled as farming townships. Eventually a small commercial center with shops and mills grew on North Ridge in the vicinity of French Creek, but for over a century and a half agriculture remained the mainstay of these communities. Grain/hay fields and pasturelands dominated the landscape for 100 years. As large urban areas developed to the east, row crops and truck farms became more profitable and after World War II, the sandy soil of North Ridge proved ideal for growing tomatoes in greenhouses and many acres were encased in glass in both communities.



*Hawks Nest Greenhouse—2810 North Ridge Road.*

Today the agricultural heritage continues as a colorful patchwork of corn and soybean fields, vegetable gardens, and landscape nurseries intermix with residential and commercial developments. Most of the remaining greenhouses have been converted to raise flowers and ornamental shrubs. Simple roadside farm stands and elaborate garden centers provide appealing seasonal offerings to passersby.



*Harvest of corn crop on North Ridge.*



*Soy bean field on North Ridge.*

### **Mile Point 0.7**

#### ***Site of Cleatus Heidrich House—3135 North Ridge Road (Map No. 2)***

Built in circa 1905, this Vernacular-style residence featured a façade with a full-length gabled roof porch supported by Tuscan columns. The exterior wall material consisted of asbestos siding, while the foundation was smooth cut sandstone. This building was demolished in recent years to accommodate a new office building.

### **Mile Point 1.0**

#### ***Site of Dunford House—3226 North Ridge Road (Map No. 3)***

This Bungalow-style house was built circa 1920 and featured wide overhanging eaves.—The foundation material was concrete block and the exterior wall material was aluminum siding over original wood siding. This building was demolished in 2002 to accommodate the approach to the new Garfield Bridge.



*New Garfield Bridge (completed 2003) over the Black River valley.*



*Scenic Byway streetscape in Sheffield east of Garfield Bridge—4944 Detroit Road.*

# SHEFFIELD VILLAGE

## Mile Point 1.1

### *Garfield Bridge—Union of North Ridge and Detroit Roads (Map No. 4)*

Garfield Bridge, one of the most impressive bridges over the Black River, connects Sheffield Township and Sheffield Village along North Ridge. The current bridge, completed in 2003, is the third in a series of bridges that crossed the river at this location. The 1851 Lorain County Tax Map indicates either a bridge or a ford at this location, whereas the 1874 Tax Map shows a definite bridge at the bottom of the valley. Locally known as Gashouse Hill bridge, this steel truss structure had become old and rickety by the early 1930s and plans were made to replace it with a viaduct [a term applied to long bridge-like structures, typically constructed in a succession of arches, which carry roads or railroads across a valley or other low ground].



*Steel truss bridge built over the Black River at North Ridge in the mid-1800s (courtesy of Ohio Department of Transportation).*



*Abutment for the old steel truss bridge at North Ridge with Lorain County Metro Parks' footbridge on the Bridgeway Trail at the same location.*

The second bridge, originally known as the Black River Viaduct but renamed Garfield Bridge when opened, was completed in 1936 on the newly dedicated State Route 254. It replaced the dangerously weak steel truss bridge that had been condemned as unsafe for loads of more than 4 tons, and eliminated a particularly poor alignment, involving several abrupt turns in the roadway, and steep grades. The length and height of the viaduct necessitated careful study in its design, so that costs might be held to a minimum during the Depression years. Few of the many travelers who crossed the viaduct during its 67 years of faithful service realized that it was supported by an unusual and elaborate system of structural steel bents [a framework transverse to the length of the bridge designed to carry lateral as well as vertical loads]. The structure consisted of a series of continuous steel deck girders on high steel bents, with a concrete roadway slab and concrete railings. Spanning the full width of the river valley, the viaduct was 1,470 feet long, 90 feet high above the riverbed, and had a roadway width of 30 feet between sidewalks. It was built at a cost of \$258,840. Eventually the steel viaduct succumbed to corrosion and metal fatigue. Thus, the 1936 Garfield Bridge was dismantled in 2003 to make way for an elegant concrete-pier viaduct carrying 4 lanes of traffic. In 2008, the Lorain County Engineer placed a bronze plaque on the southeast bridge abutment to commemorate both the 1936 and the 2003 Garfield Bridges.



*First viaduct-style Garfield Bridge (completed in 1936) over the Black River valley (courtesy of Ohio Department of Transportation).*



*New Garfield Bridge over the Black River. View from stream level.*

## Mile Point 1.1

### *Bridgeway Trail—Black River (Map No. 4)*

The Black River Reservation of the Lorain County Metro Parks is an 833-acre natural area that courses along the valley of the Black River from Lorain to Elyria, Ohio, passing under the Garfield Bridge in Sheffield. The Reservation's prominent natural feature, the Black River, cuts a scenic, meandering path through bottomlands, forest wetlands, and upland meadows while exposing impressive shale cliffs and evidence of many millennia of flow to Lake Erie, a mere seven miles down stream. The Reservation consists of five components: (1) Bridgeway Trail, (2) High Meadows Picnic Area, (3) Bur Oak Picnic Area, (4) Day's Dam Picnic Area, and (5) Black River Steel Mill Trail.



*Black River valley as viewed from Garfield Bridge illustrating the high cliffs of black shale that were deposited as silt in a Devonian sea over 350 million years ago.*

Bridgeway Trail, the main focus of the Reservation, is a 4-mile-long hike/bike trail that runs along the scenic Black River. The southern terminus of the trail is at High Meadows, passing through Bur Oak Picnic Area, and ending on the north at Day's Dam. At its northern terminus the Bridgeway Trail connects with the Black River Steel Mill Trail. Both are fully accessible, 12-foot-wide asphalt trails suitable for hikers, bicyclists, rollerbladers, and other modes of non-motorized transportation. An electric tram is available to take visitors who are unable to get into the park on their own, into the valley from the Day's Dam Picnic Area.

A 1,000-foot-long bridge that crosses the Black River twice and takes visitors 25 feet into the treetops highlights the Bridgeway Trail, which is centered along the *North Ridge Scenic Byway*. Wildflowers and birdlife are especially noteworthy along the trail and diverse habitats abound along this expanse of the river valley. Many outstanding natural areas have been identified and highlighted along the trail on informational panels. Visitors can enjoy learning about the natural features found along the Black River, including rapids, cut-off meanders, a prairie remnant, wetland marshes and swamps, and spectacular shale cliffs deposited some



*1,000-foot-long Bridgeway Trail double bridge over the Black River.*



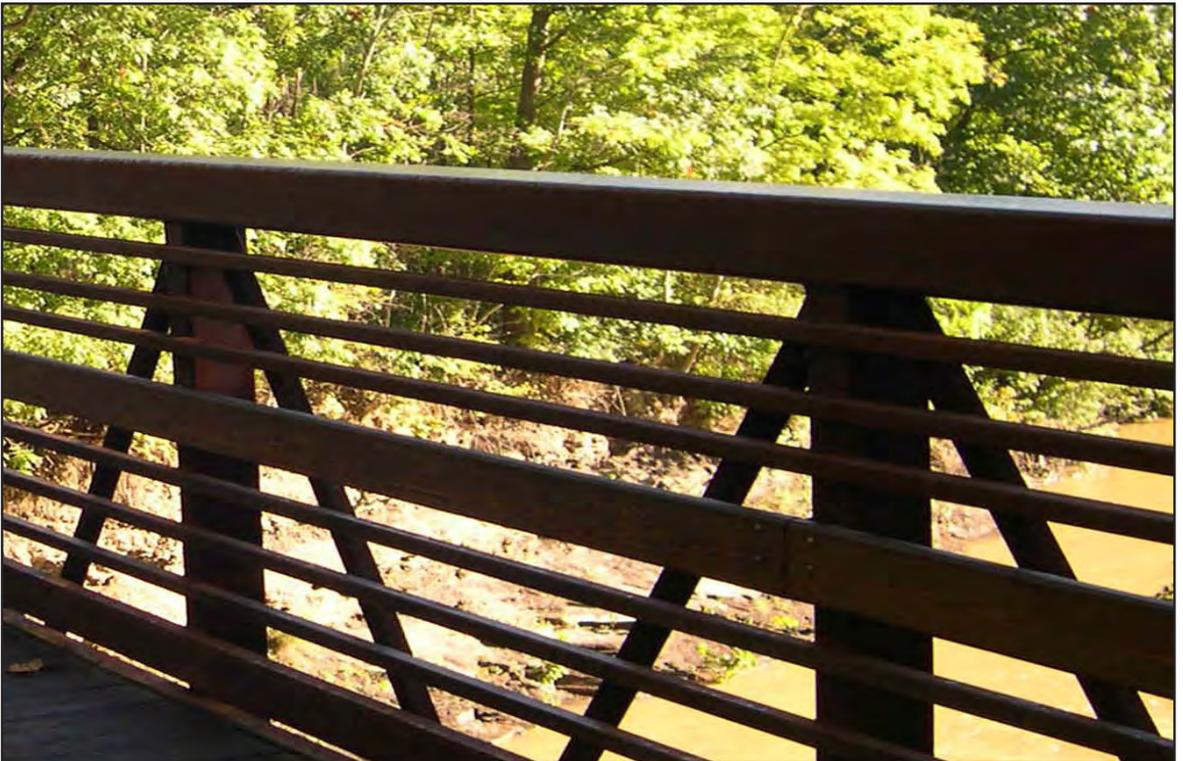
*Bridgeway Trail over the Black River at North Ridge.*

300 million years ago. Several narrow waterfalls plunge over cliff faces during rainy periods and in winter, springs near the top of the cliffs form spectacular icicles up to 40 feet long.

The major access points to the Bridgeway Trail are the Bur Oak Picnic Area (about a mile south of Garfield Bridge) at the Ford Road Bridge over the Black River and Day's Dam Picnic Area (about three miles north of Garfield Bridge) at the 31<sup>st</sup> Street Bridge over the Black River. These areas offer shelters, playgrounds, restrooms, and ample parking. Plans are underway to extend the trail system north to the Lake Erie shore at Lorain Harbor and south through Elyria's Cascade Park to the picturesque waterfalls over the sandstone cataracts on the East and West Branches of the Black River.



*Bridgeway Trail passing under Garfield Bridge.*

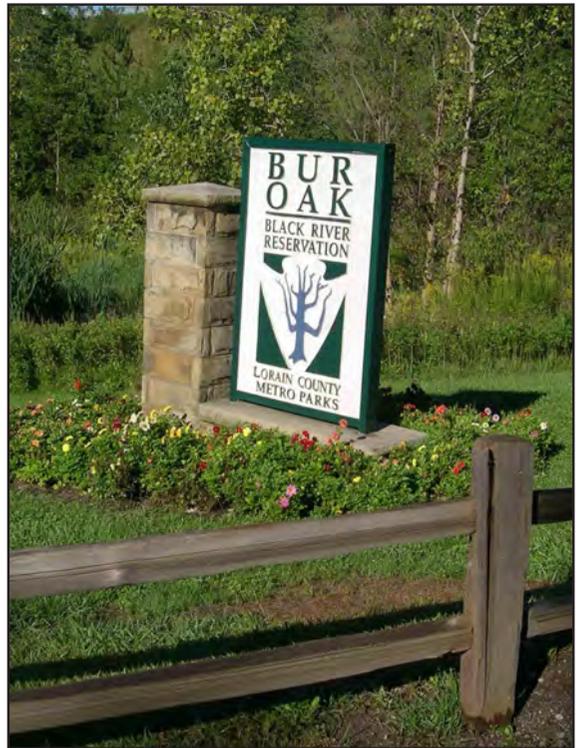


The Black River Steel Mill Trail continues downstream from Day’s Dam, crossing the Black River via a high-level bridge into Sheffield Village. The trail winds through the U.S. Steel property west of the historic Burrell Homestead and crosses French Creek near its mouth on the Black River via another bridge 40 feet above the water. The trail features the steel plant and its slag fields on one side and natural landscapes, including the black shale bluffs of the Black River, on the other. The two-mile-long trail ends at Colorado Avenue just east of Root Road. For many area citizens this trail may provide their first glimpse inside the steel mill property. French Creek Reservation, another Lorain County Metro Parks holding, is located at the mouth of French Creek a few miles north of the *North Ridge Scenic Byway* corridor. This reserve features a nature center, natural history library, exhibit hall, lecture theater, and several miles of both gentle and rugged nature trails. Late Woodland Indian agricultural settlements and a promontory fortification are also located in this park.

The Ohio Department of Natural Resources’ Division of Watercraft has designated the lower reach of the Black River, including the reach along the Bridgeway Trail within the *North Ridge Scenic Byway* corridor, as a portion of the 27-mile long Lorain–Vermilion Water Trail. The water trail begins at Bur Oak, extends downstream to the river’s estuary mouth at Lorain, then proceeds west along the Lake Erie shore to Vermilion, and finally traverses up the Vermilion River estuary to Mill Hollow [Lake Erie estuaries are the lower, drowned mouths of rivers flowing into the lake that were flooded when the level of Lake Erie slowly rose as the Niagara River outlet rebounded when the weight of glacial ice was removed some 10,000 years ago]. These estuaries are responsible for the fine harbors along the Ohio shore, as well as providing rewarding opportunities for exploration by canoe and kayak.



*Waterfalls over the shale cliff just upstream of Garfield Bridge. Rainwater percolates into the sandy soil of North Ridge and drains to the river via several hanging falls of this type.*



*Bur Oak Picnic Area, two miles south of Garfield Bridge, is a convenient access point for the Bridgeway Trail.*

## Mile Point 1.1

### *Lorain & West Virginia Railroad Trestle—Black River (Map No. 4)*

In 1906 the Lorain & West Virginia Railroad Company constructed this impressive, high-level trestle over the Black River near the southern end of Sheffield Township, about 0.2 of a mile north of Garfield Bridge, to service the burgeoning steel mills in South Lorain with coal from the Ohio Valley. At the same time, the railroad purchased portions of the original Milton Garfield Farm (Map No. 8) for the placement of tracks and a roundhouse maintenance facility. The roundhouse had several bays [stalls] with individual tracks leading into them. The roundhouse was located in the center of a “Y” shaped track arrangement used to reverse the direction of the locomotive. The roundhouse and switchyard were abandoned in the 1930s, and the trestle and mainline tracks were taken out of service in the 1960s.



*Steam locomotive crossing the Lorain & West Virginia Railroad trestle over the Black River in 1934 (courtesy of Lorain County Metro Parks).*

Neighboring Lorain, Ohio, known as “Steeltown,” shares a portion of its steelmaking heritage with Sheffield. Having been flooded out of the river valley at Johnson, Pennsylvania in 1889, Tom L. Johnson, a steelmaker, inventor, and railroader, began a search for a location to build a new mill for making steel rails. He was looking for a site on Lake Erie that would provide access for lake shipping of iron ore, coal, and limestone, and at the same time, place his rail mill closer to the growing markets in northern Ohio. The deep estuarine waters at the mouth of the Black River proved ideal for his plan. The Johnson Steel Co. was constructed in less than a year on the west bank of the Black River about two miles downstream from the

Garfield Bridge. Steel production began in 1895 for streetcar rails. In the 20<sup>th</sup> century, millions of tons of steel were shipped through the mill's gates—first as rails and later as pipe and bar products. Johnson Steel became the Lorain Steel Company in 1898, which then became part of the original U.S. Steel Corporation on its founding in 1901. Two years later the name changed again when Lorain Steel became part of the National Tube Company, a U.S. Steel subsidiary, and was known for many years as the Lorain Works of the National Tube Division. The name changed again in 1984 to the Lorain Works of U.S. Steel. In 1989 U.S. Steel and Kobe Steel of Japan entered into a joint venture to modernize and operated the Lorain Works under the name USS/Kolbe Steel Company. More recently the joint venture was dissolved and the plant was sold to new owners who operate it under the name Republic Technologies International.



*Abandoned Lorain & West Virginia Railroad trestle from the Bridgeway Trail.*



*Deserted Lorain & West Virginia Railroad tracks and roundhouse foundation at the base of North Ridge.*

## Mile Point 1.2

### *Logan Gas Company Works—Intersection of Detroit and Gulf Roads*

The Village of Sheffield begins at this intersection. On the southwest corner an experimental gas liquefaction plant once stood. From 1916 to the mid-1930s this leading-edge technology facility produced high-octane gasoline from locally produced natural gas. Now this corner is one of the best places to buy locally grown sweet corn. The Logan Gas Company was initiated in response to increased fuel needs during World War I, and as such was important to the war effort. The gas was obtained from a large field of wells in Dover Township, east of Avon, and pumped directly to the plant via a 12-inch pipeline. The plant consisted of a compressor facility and utility building at the road level, and a pump house located near the base of the Black River bluff to obtain river water to cool the compressors. The plant employed several local farmers during the winter months, including George and Henry Root. The chief engineer for the plant, Charles Crosby, lived for many years in the nearby Reynolds-Hammer House (Map No. 5). The road down to the pump station predates the plant and was originally constructed in the mid-1800s for the first bridge over the Black River. Once the plant was constructed, the road down the bluff became known as Gashouse Hill, a popular place for winter sledding.



*Logan Gas Company pump house foundation on “Gashouse Hill.”*



*Roads, like “Gashouse Hill,” to the river flats afford winter sledding slopes.*



*Icicle formations on the Black River cliff at White Fort. Groundwater from the sandy soil of North Ridge forms a line of springs, known as Fort Lot Springs, near the top of the bank where the sand meets the impervious shale. These can be viewed from the Bur Oak Picnic Area.*

## Mile Point 1.3

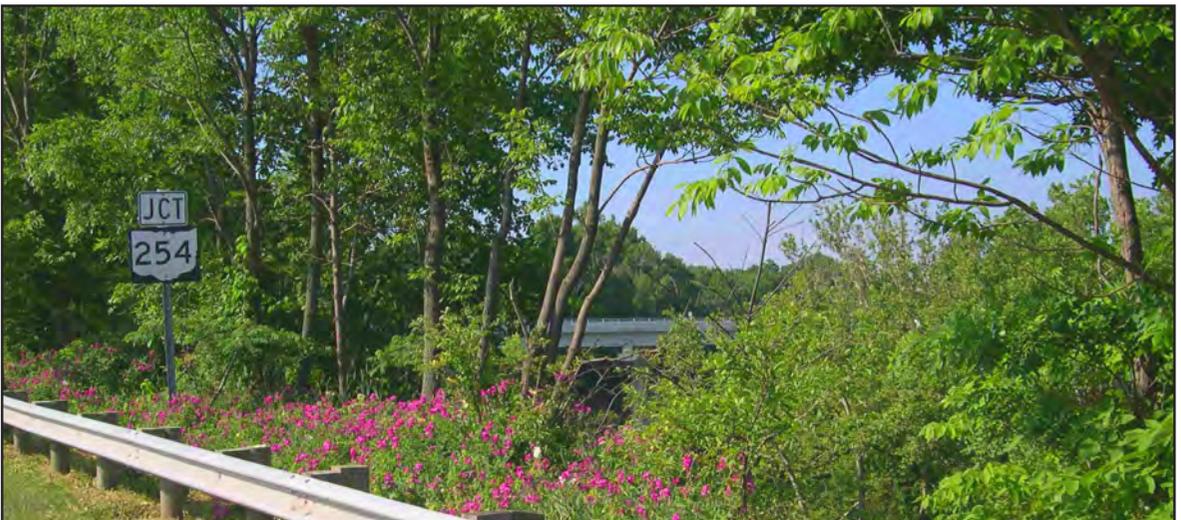
### *Fire Station No. 2 and T-Mobile Antenna—4706 Detroit Road*

Cell towers don't have to be ugly! In the evening, driving south on East River Road and approaching the Detroit Road intersection, one is treated to an inspiring sight—a gleaming white shaft towering 120 feet into the night sky with a glorious American flag illuminated and freely waving in the breeze at its pinnacle. The shaft is not merely a flagpole, it is a sophisticated telecommunication antenna constructed by T-Mobile USA, Inc. This structure is a far cry from the unsightly cell tower originally proposed by T-Mobile to be located adjacent to the historic Sheffield Village Hall and Garfield Cemetery. The Historical Society and Village officials opposed the first plan insisting on a more appropriate location and graceful appearance.

T-Mobile is to be congratulated for the stunning design that eventually took form in 2008 behind the Village's decommissioned Fire Station No. 2 at the intersections of Detroit and Gulf Roads. For those who would like to check out your GPS unit, the tower is located at 41°25'13.84" North latitude and 82°05'44.11" West longitude. The antenna itself is completely mounted inside the tower at 117 feet above the ground. The tower also has the capacity to internally hold two additional antennas. Narrow beam parabolic floodlights illuminate the 15-foot long flag. A 6-foot-high chain-link fence surrounds the base of the tower and secures a communications cabinet that is screened by a gazebo-like structure. In addition to the patriotic symbol, the Village of Sheffield receives a monthly lease fee of \$1,400 for the use of Village property.



*T-Mobile's antenna tower and flag at the intersection of Detroit and Gulf Roads.*



*Junction of East River Road and Route 254 at the east approach to Garfield Bridge.*

### Mile Point 1.3

#### *Reynolds-Hammer House—4747 Detroit Road (Map No. 5)*

This small Folk Victorian-style farmhouse was built circa 1860s or 1870s. The house features elaborate trimwork on the front porch columns and scalloped shingles on the front gable. The house is located on the property originally settled in 1816 by John Bird Garfield of Tyringham, Massachusetts and may have been built for one of his children or grandchildren. A few years after his arrival in Sheffield, John Garfield married Harriet Burrell, daughter of Capt. Jabez Burrell the original settler of the Burrell Homestead on East River Road. They built a grand Greek Revival-style farmhouse in the 1830s, similar in design to the home of his cousin, Milton Garfield, at 4921 Detroit Road (Map No. 10). Unfortunately, in 1936 the construction of the viaduct for the Garfield Bridge necessitated the destruction of the original John B. Garfield house.

Mabel Edith [née Reynolds] Hammer, John Garfield's granddaughter, and her husband John Geoffrey Hammer are the first residents of record (1880s). However, Mabel's parents Mary Hulda [née Garfield] Reynolds and Davis Reynolds may have been the original couple to dwell in the house. The Hammers lived in the house when they were first married, before moving to Lorain in 1899. The next family known to live in the house was Charles Henry Crosby and his wife Lana Post Crosby. Charles Crosby served as chief engineer for the Logan Gas Company, an experimental natural gas liquefaction plant located on Gulf Road at the Ford Road intersection.



*Reynolds-Hammer House, Folk Victorian-style farmhouse built circa 1870—4747 Detroit Road.*



*Mabel Hammer (1867-1944) in the late 1880s (courtesy of the Root family).*

After Charles Crosby's death in 1937, Raymond Dunfee acquired a large portion of the original John B. Garfield farm, including the small house. He then contracted with the Taylor Brothers of Sheffield to construct a large wood-frame house at the Detroit and East River Roads intersection, on the property now owned by *Carter Lumber Company*. The house was torn down in the 1990s, thus of all the buildings built on the original John B. Garfield farm, only the small Folk Victorian-style house remains. In the late 1940s and early 1950s Herbert Langthorp, Sheffield Village Fire Chief (1953-1957), and his family occupied the house. In recent years this building has been converted to a charming shop known as *Ye Olde Village Kountry Store*, which specializes in Amish-style foods and gifts.



*Attributed to be the John Bird Garfield House (photograph by Col. Raymond C. Vietzen).*

*Ye Olde Village Kountry Store,  
Jeanette Scott, proprietor—4747  
Detroit Road.*



*Ye Olde Village Kountry Store—4747 Detroit Road. Restored by Elmer and Jeanette Scott in 2006.*

### Mile Point 1.3

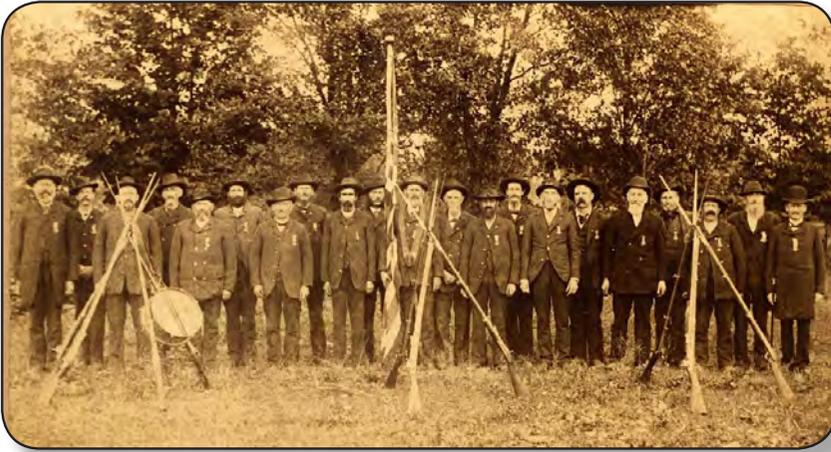
#### *Douglas Smith House—4759 Detroit Road (Map No. 6)*

This 1833 Greek Revival-style farmhouse is typical of those built in Lorain County in the early 19<sup>th</sup> century with a two-story main section and a one-story wing at the side containing a recessed entrance porch. The excellent proportion of its heavy entablature distinguishes this house. Douglas Smith was the son of Captain Joshua Smith, who brought his family to Ohio in 1815 from Sheffield, Massachusetts when Douglas was a boy of 17. Douglas became an accomplished carpenter and he built a number of early homes in the area, including this one in which he lived. Capt. Aaron Root, noted shipbuilder, Great Lakes captain in the mid-1800s, and an important link in the Underground Railroad for transporting runaway slaves on his ships to freedom in Canada, lived in this house during the final years of his life. Both Douglas Smith and Capt. Root are buried in nearby Garfield Cemetery (Map No. 9).

Later, Lenza Minard (1847-1924) and his wife Cornelia [née Taft] Minard (1849-1936) resided in the house for several decades. He served with the Grand Army of the Republic (GAR) during the Civil War, 176<sup>th</sup> Regiment of the Ohio Volunteer Infantry. Their son, Edward Minard (1882-1947) lived in the house all of his life and is buried in Garfield Cemetery next to his parents. Raymond and Ruth Potter purchased the house and undertook restoration work. The Lorain County Historical Society has recognized this structure as a Century Home. The Douglas Smith House is listed on the Ohio Inventory of Historic Structures (LOR-20-9).



*Douglas Smith House, Greek Revival-style farmhouse built in 1833—4759 Detroit Road.*



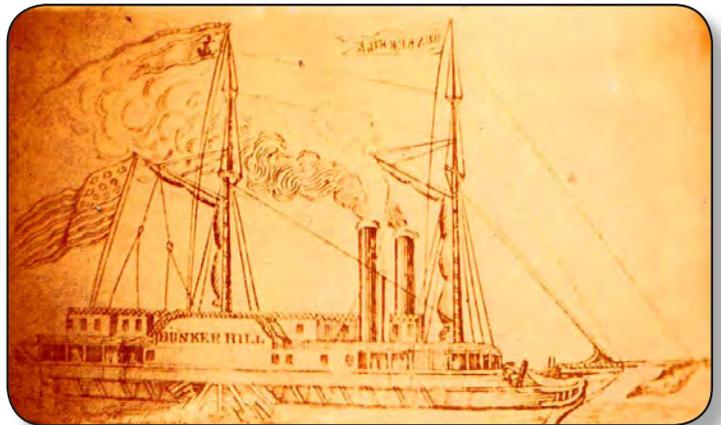
*Lenza Minard (1847-1924), Civil War veteran, was a long-time resident of the Douglas Smith House. He is pictured here, first person left of the flag in the front row with a dark beard, at a meeting of the Avon Post of the Grand Army of the Republic Veterans in 1894 (courtesy of the Minard family).*



*Lenza Minard's son and daughter-in-law, Edward and Zelma Minard, also lived in the Douglas Smith House for many years. They are shown here by the side porch in the late 1930s.*



*Capt. Aaron Root, Great Lakes captain and conductor in the Underground Railroad, lived his final years in the Douglas Smith House (courtesy of the Root family).*



*Capt. Aaron Root's steamship, Bunker Hill. Before the Civil War, Capt. Root smuggled runaway slaves aboard on his voyages to Canada (courtesy of the Root family).*

## Mile Point 1.4

### *Claremont House—4801 Detroit Road*

From 1908 to 1940, Sears, Roebuck & Co. sold approximately 75,000 kit homes through their mail order catalog and Modern Home sales offices—one was located in Lorain in the late 1930s. Sears houses were good houses, built to exacting standards with quality lumber, millwork and materials. During the 32-year history of these houses, Sears created some 370 different designs. Each style had a distinct name and model number, such *The Claremont* (No. C3273) built on Detroit Road in Sheffield Village. Sears homes were a sound value; for example the 1928 Sears Catalog price for *The Claremont* was \$1,353.

The typical kit or package home would contain about 30,000 individually marked pieces, shipped by rail in one or two boxcars. Frank Root of Avon, once recalled how one such kit destined to be built on North Ridge arrived at the Elyria freight station some 80 years ago. The owner, along with friends and neighbors driving their trucks and trailers, descended on the station to quickly unload the materials—the rule was that the boxcar was only permitted to stay at the station for one day. The kit house came with a 75-page leather-bound instruction book, with the homeowner’s name embossed in gold on the cover, that detailed how all of the pieces went together. The book gave precise directions on the proper placement of each component and carried a strong warning—*Do not take anyone’s advice as to how this building should be assembled!*

The Depression of the 1930s took a great toll on the housing industry. In one year alone, Sears kit sales dropped 40%. In the fall of 1940, Sears closed all of their Modern Homes departments and no longer carried kit houses in their catalogs.



*The Claremont, a Sears catalog house assembled in the 1920s—4801 Detroit Road.*

Across the highway from *The Claremont House*, on the south side of the Ridge, a small neighborhood grew up around *Johnson's Grocery Store and Gasoline Station* in the 1930s to 1950s. The store and the Johnson's residence are gone now—replaced by Cape Cod- and Ranch-style homes.



*Johnson's Grocery Store in the late 1930s (courtesy of Bill Johnson).*



*Johnson's Grocery Store in the late 1940s (courtesy of Herb Langthorp).*



*Neighborhood on Detroit Road near where Johnson's Store once stood.*

## Mile Point 1.4

### *Halsey Garfield House—4789 Detroit Road (Map No. 7)*

This elegant Greek Revival-style house was built by Douglas Smith for Halsey Garfield and his wife, Harriet [née Root] Garfield, in 1854. The house is distinguished by the raked capitals on the corner pilasters of the main section, which demonstrates the transition from Greek Revival-style to Italianate-style homes that was occurring here in the mid-19<sup>th</sup> century. This treatment, where the pilasters meet the entablatures, symbolizes this transition. In the Italianate-style the partial returns at the gables [typical of the Greek Revival-style] are not used. The main entrance is impressive and exquisitely detailed. Halsey Garfield, a successful merchant in the French Creek area of Avon and a prosperous farmer, was the son of Milton Garfield and Tempe [née Williams] Garfield, original settlers of Sheffield and Avon, respectively.

Along with the Milton Garfield and Douglas Smith Houses, this well-preserved dwelling is a key pre-Civil War building along North Ridge in Sheffield. This structure is listed on the National Register of Historic Places. The Halsey Garfield House has been recognized as a Century Home by the Lorain County Historical Society and is listed on the Ohio Inventory of Historic Structures (LOR-21-9).

In the late 1930s, Michael and Hazel Rath acquired the Halsey Garfield House from the Garfield family. Realizing that the original house was too large for their small family, they decided to split the house into two dwellings. They removed the original east wing and moved it a few hundred feet to the east [now 4811 Detroit Road]. The accompanying photographs demonstrate this process.



*Autumn at the Halsey Garfield House—4789 Detroit Road.*



*Halsey Garfield House, Greek Revival-style farmhouse with Italianate-style trim features built in 1854—4789 Detroit Road.*



*Halsey Garfield House as it appeared in 1895 (courtesy of the Garfield family).*



*Italianate-style door trim on the Halsey Garfield House (photograph by Tom Hoerrle).*



*East half of the former Halsey Garfield House, remodeled as a Colonial Revival-style home. The Lloyd family currently dwells in this house—4811 Detroit Road.*



*Halsey Garfield House as it appeared in 1910 while his son, Shirley Garfield, resided there (courtesy of the Garfield family).*



*Halsey Garfield House in the process of being split into two dwellings in late 1930s (courtesy of Bill Johnson).*

## Mile Point 1.4

### *Sheffield Village Hall—4820 Detroit Road (Map No. 8)*

Built in 1883 as a schoolhouse, this brick structure is distinguished from typical late-19<sup>th</sup> century one-room schools in that it has elaborate Queen Anne-style wood trim, especially at the peak of the front façade and in the ornate cupola bell tower. The brickwork is attractive, as seen in the hoodmoldings [projecting moldings above the doors and windows to protect them from rain] and patterns at the eaves. At one time there were doors located on either side of a central window, one door for boys and the other for girls to enter the building. Designed and built by architect E. Terrell (a descendent of the founding family of nearby North Ridgeville), the building was one of eight red-brick schools that served Sheffield Township before school centralization was initiated in 1920. Known as the District 2 School House, it provided classes for grades 1 through 8. In the 1880s Sheffield Township had a population of nearly 1,000 and the eight schoolhouses were valued at \$7,000 with 286 students in attendance. In 1924 when Brookside School was built on the east side of the Black River and Clearview and Vincent Schools were built on the west side of the river, the one-room schools were closed.



*Sheffield Township District No. 2 Schoolhouse, built in 1883—4820 Detroit Road. This view shows the Class of 1911 with their teacher (courtesy of Sheffield Village Historical Society).*



*Sheffield Village Hall—4820 Detroit Road, houses offices for the clerk/treasurer and Garfield Cemetery superintendent.*

In 1935, for \$550, the Board of Education, Sheffield Lake School District, transferred the schoolhouse on North Ridge to the newly formed Village of Sheffield to be used as a Village Hall and office for adjacent Garfield Cemetery. Soon after, the Village constructed an attached garage at the south end of Hall to house a fire truck. At about this time the bell that had hung in the tower for over 50 years was removed and a fire siren was installed. In the intervening 70 years the bell disappeared. Eventually the siren too was removed as new fire stations were constructed and volunteer firefighters were replaced by a full-time Fire Department. Thus for nearly two decades the bell tower was vacant and without a function. In an effort to retain the original character of the building, the Sheffield Village Historical Society began a search for a suitable replacement bell. In 2006 a 19<sup>th</sup> century bell was located in Hohenwald, Tennessee. The bell was cast in Hillsboro, Ohio in 1886 by the C. S. Bell & Co. It weighed 102 lbs, measured 20 inches at the base of the bell, stood 19 inches high, and had the original clapper. The Society purchased the bell for \$40 and paid \$100 for shipping it to Sheffield. Society Vice President Ron Forster sandblasted the bell, straightened the yoke, brazed a crack, and applied a protective coat of paint. The refurbished bell was presented to the Village at a Council meeting in November 2006. After strengthening the belfry, the Village's Service Department placed the bell in the cupola in December 2007. This structure, including Garfield Cemetery, is listed on the National Register of Historic Places and is listed on the Ohio Inventory of Historic Structures (LOR-23-9).

## Mile Point 1.5

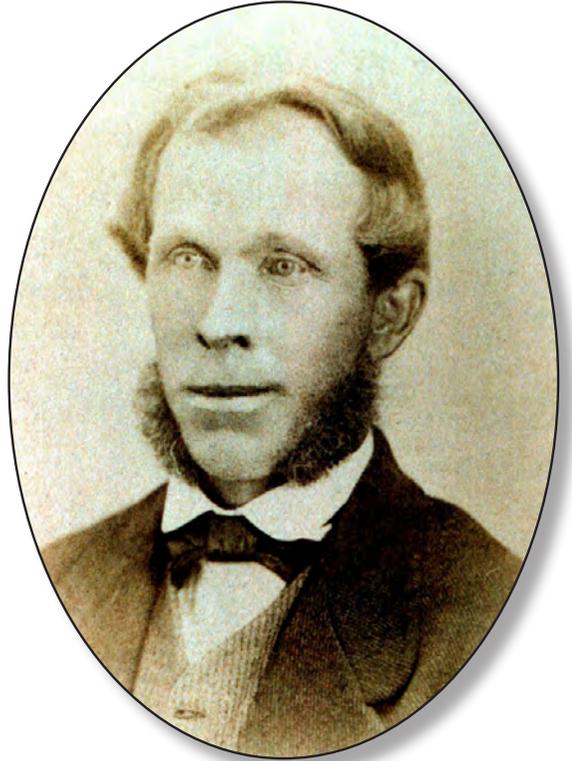
### *Garfield Cemetery—4820 Detroit Road (Map No. 9)*

Garfield Cemetery lies on a peaceful sandy ridge, known as North Ridge. The early settlers found this elevated area to be ideal for farms, home sites, a major east-west transportation corridor, and a place to bury their dead. After nearly two hundred years the land surrounding Garfield Cemetery retains much of its early character—still dominated by agricultural pursuits and individual homes. Nearly one thousand burials have taken place in Garfield Cemetery. It is the final resting place of early pioneers, Civil War heroes, plague victims, infants, farmers, business men, paupers, doctors, nurses, carpenters, shipbuilders, steel mill workers, and men and women of many other walks of life. Garfield Cemetery holds the history of those who struggled and found joy in the creation of Sheffield.

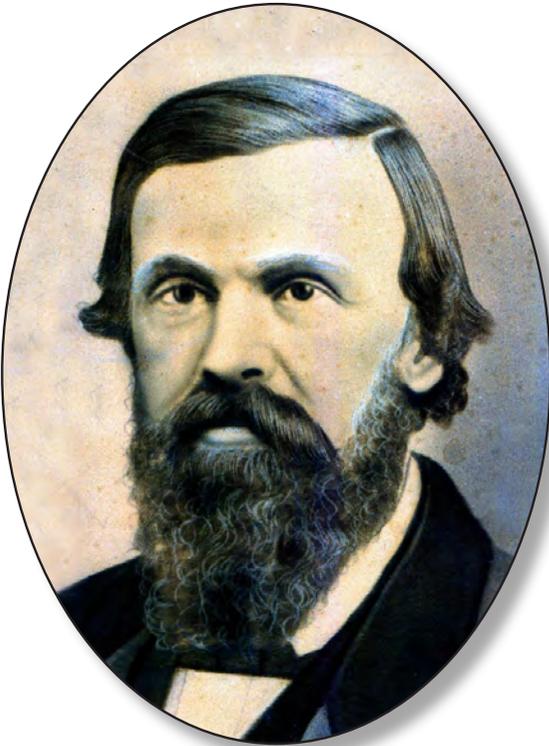
Garfield Cemetery was formally established in 1851 when Milton and Tempe Garfield sold 1.2 acres of their farmland on the south side of North Ridge Road (now Detroit Road) to Sheffield Township for the creation of a cemetery. In the deed, Milton and Tempe Garfield specified that the land be “used as a public cemetery...said premises to be fenced and kept in repair by said Township or Citizens as said Trustees and their successors shall direct.” However, this plot of land had been used for several decades earlier as an informal burial ground, with the first interment being that of Capt. Joshua Smith who died in 1817. Capt. Smith—a War of 1812 Veteran, the first settler to arrive in Sheffield, and the first to die—has a monument erected to his memory. In fact, records indicate that at least 56 individuals were buried on Milton Garfield’s North Ridge plot before it was officially designated as Garfield Cemetery. Many members of the early pioneer families are buried here—Austins, Burrells, Days, Garfields, Moons, Roots, and Smiths. George F. Smith’s monument commemorates his Civil War service in both the Union Army and Navy, 1861-1865. Great Lakes Captain Aaron Root (1801-1865), credited with transporting many runaway slaves across Lake Erie in his schooners and steamships to freedom in Canada, is buried here.



*Garfield Cemetery, established in 1851—4820 Detroit Road.*



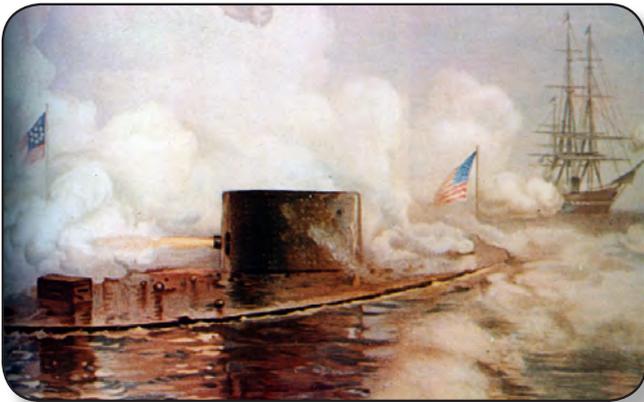
*Halsey Garfield (1823-1906), second son of Milton, was an Avon merchant and Sheffield farmer. Halsey's grave in Garfield Cemetery (left).*



*Henry W. Garfield (1821-1892) eldest son of Milton, was a California Gold Rush 49er and spent 20 years in the gold fields. Henry's grave in Garfield Cemetery (right).*



*George F. Smith, one of 23 Civil War veterans buried in Garfield Cemetery. Monument (right) is to him and his wife Eliza Paulina [née Garfield] Smith. During the Civil War he served in the Union Navy aboard a Monitor-class gunboat, such as the one shown below, in the Battle of Mobile Bay.*



*Drawing courtesy of Franklin D. Roosevelt Library, Hyde Park, New York.*



*Monument to Capt. Aaron Root (1801-1865) in Garfield Cemetery. Sheffield Village Hall (upper left) at west edge of cemetery.*



*Monument to the Lysander Parks and his family, carved from fossiliferous limestone, in Garfield Cemetery.*

## Mile Point 1.6

### *Herbert Kriebel House—4875 Detroit Road*

This Craftsman-style farmhouse was built by Herbert Peter Kriebel in 1927, on land purchased from the original Milton Garfield farm. The Kriebel family farmed the land for over 30 years and ran a popular fruit and vegetable stand at the roadside. The property is now a landscape tree farm operated by Willoway Nurseries as their Sheffield Range.



*Herbert Kriebel House, Craftsman-style farmhouse built in 1927—4875 Detroit Road.*



*Winter scene at Willoway Nurseries' Sheffield Range.*

## Mile Point 1.7

### *Milton Garfield House & Farm—4921 Detroit Road (Map No. 10)*

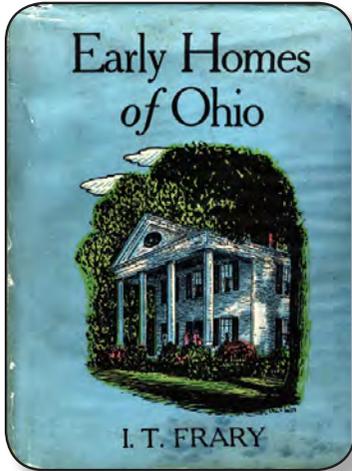
This is a large, impressive Greek Revival-style house that was built in 1839 for Milton Garfield by Ezra and Roswell Jackson of Avon. The interior of the house was the work of Milton's sons, Henry and Halsey Garfield, except for the elegant dining room, which was completed by the Jacksons. The general design of this two-story house is a balanced or symmetrical scheme with one central chimney at the rear and two others, one each on the outer sidewalls. The front entry enframingent has two recessed half-columns on each side of the door. The elegant doorway and fine exterior treatment is only a prelude to the exquisite fireplaces and ornamental detailing of the interior. The great fireplace is one of the few in the Western Reserve in which warming and bake-ovens are found intact. One of the most interesting features of the house is the main stairway—the newel was made by hand from a single piece of native black walnut and is securely anchored in place by being mortised and keyed into a floor beam. The handrail is also made of walnut, and the spindles of native wild cherry. The detailed work on the stairway indicates that the builders were skilled craftsmen.



*Summer at the Milton Garfield House, Greek Revival-style farmhouse built in 1839—4921 Detroit Road.*

This house, featured in I. T. Frary's *Early Houses of Ohio* (1936) and referred to as the Garfield-Root House, contains an unusual built-in feature in the kitchen-dining room. Between two of the seven doorways leading from this room was built a niche, fitted to receive a clock, which has occupied this place of vantage since the house was finished. Below the shelf on which the clock stands are four small drawers, the whole forming a useful as well as original feature

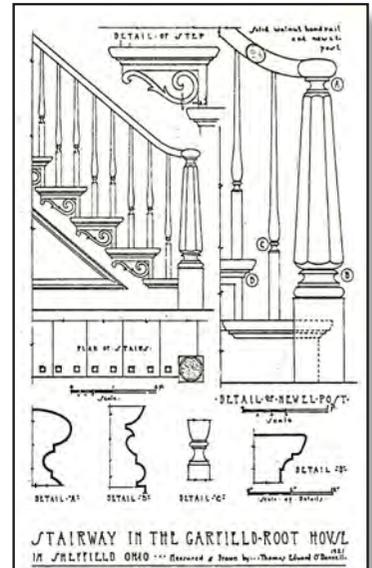
of the room. These drawers hold Indian artifacts discovered when the cellar was excavated in the sandy soil of North Ridge. The foundation stones and the elaborately tooled front and side stoops are of sandstone extracted from Eschtruth Quarry, located less than 2 miles to the west near the southwest corner of the Routes 57 and 254 intersection.



*I. T. Frary's 1936 book on the Early Homes of Ohio, which illustrates the Milton Garfield House.*



*Clock niche in the main sitting room of the Milton Garfield House (depicted by Frary 1936).*



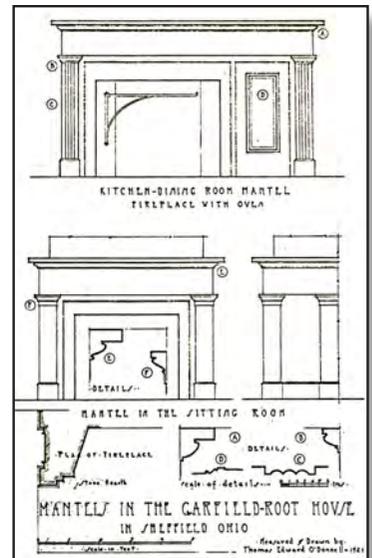
*Architectural drawing of the stairway and newel post in the Milton Garfield House (after O'Donnel 1924).*



*Ceiling medallion with cranberry-glass lamp in the east parlor of the Milton Garfield House.*



*Clock niche in the Milton Garfield House as it now appears.*



*Architectural drawing of the main fireplace and mantel in the Milton Garfield House (after O'Donnel 1924).*



*Ceiling medallion with rosette floral design in the west parlor of the Milton Garfield House.*

The Milton Garfield Farm originally encompassed 200 acres on the north and south sides of North Ridge. It once included the land on which the Sheffield Village Hall, Garfield Cemetery, Mike Bass Ford, Abraham Nissan, Montrose Tri-County Kia, Quaker Steak & Lube, Willoway Nursery Sheffield Range, part of the Norfolk & Southern RR, and 10 residences are now located. As a young man Milton Garfield walked from Tyringham, Massachusetts, started clearing the land on North Ridge in 1815, and built a log house. He married Tempe Williams of Avon in 1820 and they had six children, all of which were born in the log house, except their youngest, Julia, who was born in their new home. By the late 1830s Milton had become a prosperous farmer and was commonly known as Colonel Garfield because of his participation in the Ohio Militia. He was then able to build the fine Greek Revival-style home, which still stands near the center of the original homestead. Milton served as County Commissioner when Lorain County was first organized in 1824 and was also the first Treasurer of Sheffield Township. He is buried in Garfield Cemetery where his white marble monument is located at the northeast corner of the graveyard. His youngest daughter, Julia, married Civil War veteran Edward Root, son of Capt. Aaron Root. Their youngest son, Henry Garfield Root, inherited the house and raised his family there.



*Milton and Tempe [née Williams] Garfield circa 1860 (courtesy of the Root family).*



*Milton Garfield House as it appeared in July 1884 (courtesy of the Garfield family).*

The Milton Garfield House is listed on the National Register of Historic Places and the Ohio Inventory of Historic Structures (LOR-22-9), as well as being recognized as a Century Home by the Lorain County Historical Society. In 2006 the Lorain County Preservation Network and the Lorain County Commissioners developed a Historic Landmark Program designed to recognize historic sites and structures in the County. At the Commissioners meeting on November 16, 2006, seven historic sites were awarded with handsome bronze plaques to inaugurate the program. Lori Kokoski, President of the Commissioners, presented the Milton Garfield Farm plaque to owners, Dr. Charles & Ricki Herdendorf. In receiving the award, they noted, "We are pleased to accept this plaque in honor of Great Great Grandfather, Milton Garfield, who had the foresight to walk from the Berkshire Mountains of Massachusetts to found Sheffield, Ohio in 1815." Other historic sites receiving plaques were Jacob Shupe Homestead Site 1816 (Amherst), Avon Isle (Avon), Thomas Folger House & Lake Erie Cemetery (Avon Lake), Charleston Cemetery (Lorain), and Vermilion-on-the-Lake Clubhouse (Vermilion).



*Milton Garfield House as it appeared circa 1910 (courtesy of the Garfield family).*



*Milton Garfield House as it appeared in the late 1920s (courtesy of the Garfield family).*



*Autumn at the Milton Garfield House.*



*Winter at the Milton Garfield House.*



*Small bank barn built by Henry Garfield Root to stable carriage horses on the Garfield farm.*



*1950s bomb shelter built by Raymond Potter under a corncrib foundation on the Garfield farm.*



*Historic Landmark plaque awarded to the 1815 Milton Garfield farm by the Lorain County Historical Society.*



*Folk Victorian-style gazebo at the Milton Garfield House.*



*Main barn on the Garfield farm, built in 2005 to replace a barn that burned in a 1917 lightning storm.*



*Barn and spring-fed farm ponds at the base of North Ridge on the Milton Garfield farm.*

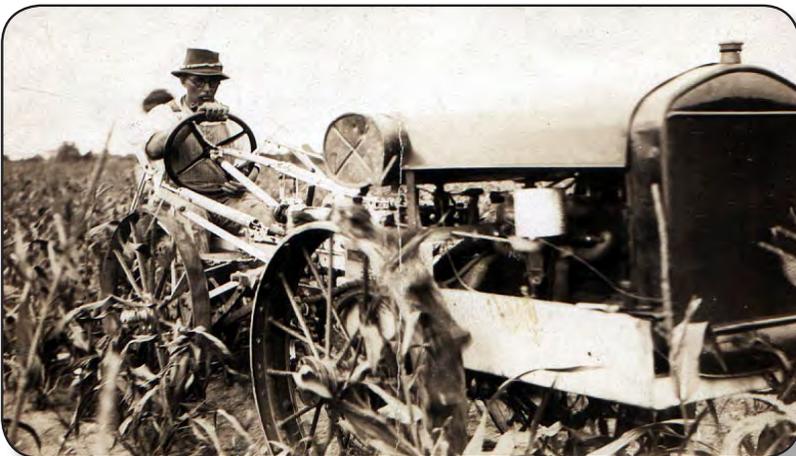
## Mile Point 1.7

### *Clyde McAllister House—4926 Detroit Road (Map No. 11)*

This Bungalow/Craftsman-style farmhouse was constructed in 1929 by Clyde McAllister, Sheffield Village's first mayor (1934-1945). The building is reputed to be a Sears or other type of package house, but the specific design model has not been determined. This charming house features a unique semi-circular roof over the main entrance that is supported by curved brackets. Clyde McAllister was born in 1885 at Millport in Columbiana County, Ohio, and came to Avon with his parents at the age of 10. In 1929 he and his wife Louise purchased farmland on North Ridge in Sheffield and built the home they lived in for 25 years. Mayor McAllister is credited with undertaking the daunting task of creating a new village in such a way that it grew and prospered handsomely during its formative years.



*McAllister Houses—(left) Clyde McAllister House in the Bungalow/Craftsman style built in 1929 and, (right) a barn converted to a dwelling by his sons, Walter and Kenneth McAllister—4926 & 4918 Detroit Road.*

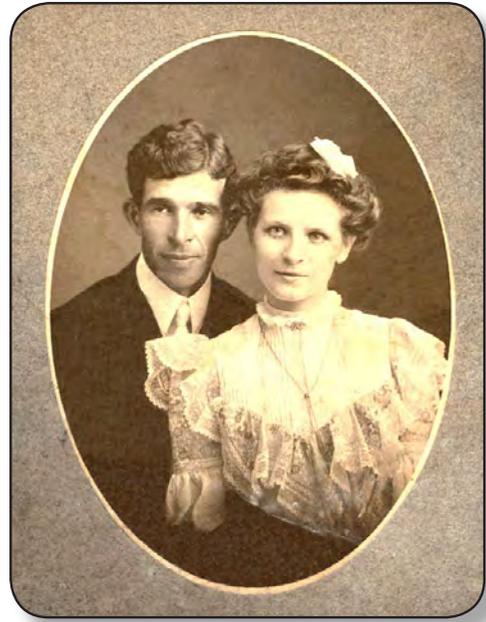


*Clyde McAllister, Sheffield Village's first mayor, operating his tractor on North Ridge in the early 1930s (courtesy of Patricia Riegelsberger).*

## Mile Point 1.7

### *George Root-Walter McAllister House—4944 Detroit Road (Map No. 12)*

This Colonial Revival-style home had its beginning as a small Vernacular-style farmhouse built by George Root in 1914 on the original farm of his grandfather, Milton Garfield. His cousins Paul and Roy Taylor assisted him in the construction. The Taylor Brothers operated a local construction company and built several homes along North Ridge and East River Roads. In 1937 the house was sold to Walter McAllister, son of Clyde McAllister, who enlarged the building in all directions to create a home for his family. Today the building serves as the *Sheffield History Center* for the Sheffield Village Historical Society. Walter McAllister was Sheffield Village's first Fire Chief, a Councilman, and the fourth mayor of the Village. He farmed the land on North Ridge for several decades, being one of the first to build greenhouses after World War II.



*Wedding photograph of George and Belle Root, July 28, 1902, the original builders of the house that is now the Sheffield History Center—4944 Detroit Road (courtesy of the Root family).*



*George Root-Walter McAllister House, built in the Vernacular style in 1914 and renovated to a Cape Cod-style house in 1937—4944 Detroit Road. This building now serves as the Sheffield History Center of the Historical Society.*

## HISTORY OF THE NORTH RIDGE GREENHOUSE INDUSTRY

Driving along Detroit Road today, one would scarcely realize that a few decades ago North Ridge was home to a thriving “Hot House” Tomato Industry that produced upwards of 600 tons of tomatoes each year. In 1929-1930, John Hoag and his son Ellis (Bud) started the greenhouse industry in Sheffield by placing 2.2 acres of farmland under glass at the southeast corner of the Village. The original facility was composed of seven interconnected houses, each 411 feet long and varying from 32 to 36 feet wide; a decade later the Hoags added an additional six houses, bringing the total glass-covered area to just over 4 acres.

The sandy soils of North Ridge proved ideal for growing tomatoes and gourmet cucumbers in greenhouses. After World War II, several other farmers along the Ridge encased many acres under glass. By the late 1970s, some 20 growers had approximately 45 acres in greenhouse production in Sheffield and Avon. Walter McAllister was the first of this new generation of growers, constructing 2.6 acres of greenhouses on his farm at 4944 Detroit Road in Sheffield.

The annual greenhouse tomato production took place in two cycles. Seeds would normally be started in hotbeds in late October or November and by late December

or January seedlings could be planted in greenhouse rows that ranged from 160 to 200 feet long. The tomato harvest would begin between Valentine’s Day and St. Patrick’s Day. This first picking would typically yield approximately 15 to 18 tons per acre. The expired plants would be pulled out in July, the ground sterilized to kill any fungus or weed seeds, and the second cycle would begin. The second harvest generally lasted from late September to Thanksgiving. Lower sunlight levels for the second picking resulted in small yields, about 7 to 10 tons per acre. Under ideal conditions, a grower could expect to gross of \$125,000 per acre if tomatoes were being retailed at \$1.00/lb.

The greenhouse growers in Sheffield, Avon, and communities to the east belonged to a cooperative association in Berea, Ohio known as the Greenhouse Vegetables Packing Company. Growers would truck their produce to this facility where it would be sorted, graded, and packed for distribution to markets. Starting in 1981, growers would load their tomatoes and cucumbers into 30-lb. tubs that were color coded to identify the particular greenhouse where the produce was grown. At peak production, approximately 90 greenhouse growers in northeastern Ohio belonged to the association.



*McAllister Greenhouses built in 1947 on Detroit Road in Sheffield, were the first constructed here after World War II. Boiler house is located at center of the view (courtesy of Patricia Riegelsberger).*

In addition to the amortization cost of constructing the greenhouse, growers also had to cope with ever-rising full costs to heat the greenhouses and the need to hire temporary labor to pick the tomato crop. The practice of hiring pickers for most North Ridge farmers in Sheffield and Avon (not just greenhouse growers) in the 1940s to 1970s was to take a truck into South Lorain neighborhoods to recruit Mexicans and European “DPs” (World War II displaced persons) as “day pickers” who would be paid at the end of each work day. Another concern was proper pollination of the tomato blooms. These yellow flowers occur in clusters of three to seven, each about 1 inch across, and in the greenhouse where bees were not always present, pollination was effected by shaking plants once a day or using a mechanical vibrator. Overwatering could also be a problem, which could be overcome by using drip irrigation methods. On June 8, 1953 a devastating tornado hit the Sheffield greenhouses—75% of the Hoag Greenhouse was destroyed. Because of the potential of

tiny glass shards in the tomatoes, most of the crop also had to be destroyed.

In the late 1980s and early 1990s a number of other factors conspired to cause the decline and eventual demise of the greenhouse industry in Sheffield, Avon, and surrounding communities along North Ridge. In December 1989 a killing frost in Florida destroyed that state’s tomato crop. Growers there scrambled to replant,



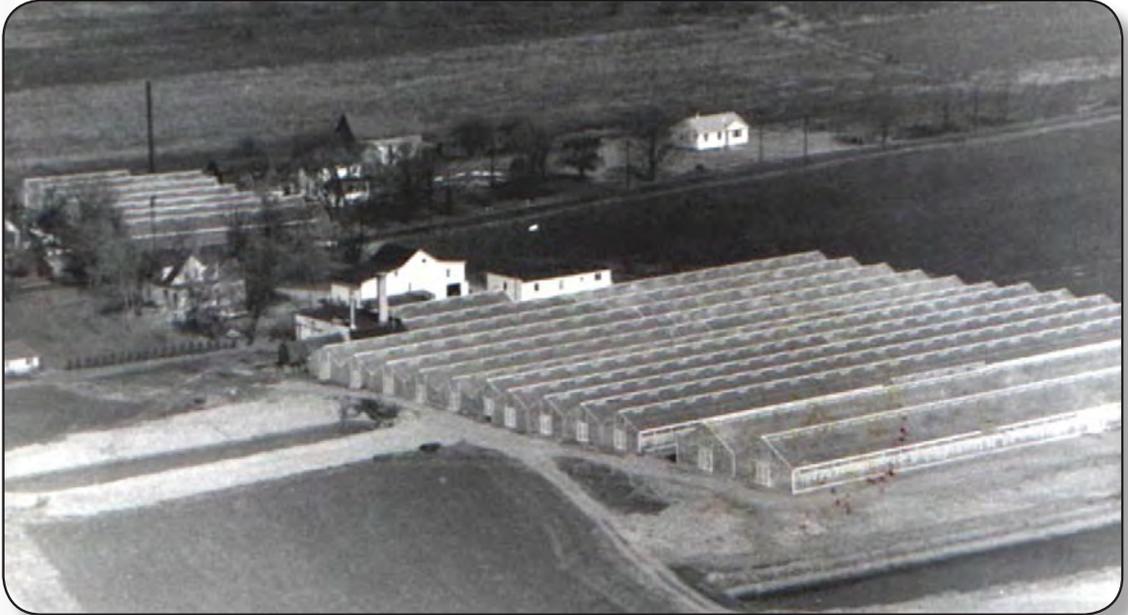
*Harvesting tomatoes in Hoag’s Greenhouse on North Ridge in 1967 (courtesy of Jack Hoag).*



*Hiltabiddle Greenhouses on North Ridge in Sheffield, built in 1958, as they appeared in 1992.*

resulting in a glut of Florida tomatoes later in the year in direct competition with the greenhouse tomatoes of northeastern Ohio. Also, Mexican grown tomatoes were being imported and sold at prices below the cost of growing tomatoes locally. Continually

escalating fuel prices and tougher and tougher EPA regulations made it impossible to produce tomatoes at a profit. A few of the smaller greenhouses are still in existence along North Ridge, surviving by growing nursery and landscaping plants.



*Aerial view of McAllister Greenhouses in the 1950s. Detroit Road is at the upper portion of the view (courtesy of Patricia Riegelsberger).*



*Photograph courtesy of Bob and Marilou Hiltabiddle.*

## Mile Point 1.7

### *Site of Daniel Garfield Barn—5013 Detroit Road*

Daniel Garfield (1833-1911) was the third son of Milton and Tempe Garfield. After his father's death in 1862, Daniel farmed the land on the northeastern side of the Garfield Homestead. During or soon after the Civil War, Daniel built a fine Vernacular-style barn on North Ridge. The barn's attractive roof was constructed from over 6,000 individual pieces of slate. Around 1940 the barn was moved several hundred feet to the north, near on the slope of the Ridge, to accommodate a lower level, which was added in the form of a bank barn. The barn continued to be used for agricultural pursuits for nearly a century and half, until 2004 when the 10-acre property on which it was located was sold by John Laskin to Arch Abraham for the construction of Nissan and Kia automobile dealerships.



*Daniel Garfield barn, built in the 1860s, once stood on Detroit Road just east of the Milton Garfield House. This building was carefully dismantled in 2005 to make way for an automobile dealership.*

When the barn was scheduled to be demolished, the Sheffield Village Historical Society contacted Mr. Abraham to advise him of the historical importance of the building and ask if there was a way that the building could be incorporated into the design for the dealerships. Although saving the barn on the property could not be accommodated, Mr. Abraham offered to donate the building for preservation elsewhere. A search was begun for a local site for relocation and perspective person or organization interested in preserving the barn.

In October 2004, the Village of Sheffield Council supported this effort by passing Resolution No. 459, supporting the preservation of the Daniel Garfield Barn. The Lorain County Historical Society offered to serve as broker and Ron Krystowski of Avon stepped forward and agreed to disassemble the barn and rebuild it on his property at 39036 French Creek Road. All of the timbers were numbered, each roof slate was individually taken down, and the entire barn was removed in early 2005. Special approval was granted by the City of Avon for reconstruction

of the barn on the Krystowski property. As part of the agreement to receive the barn, “Ron Krystowski will periodically make the building available for showing to the public

as a historical artifact.” After several years of work, reconstruction of the barn is nearing completion.



*The Daniel Garfield barn reconstructed by Ron Krystowski on French Creek Road in Avon.*



*Abraham Nissan dealership on the former farm of Daniel Garfield and later the Taylor and Laskin families—5013 Detroit Road.*

## Mile Point 1.8

### *Transportation Drive*

Just west of the I-90 interchange (No. 148) a short boulevard leads north past a number of recent establishments, including automobiles dealerships, restaurants, and a medical center.



*Retro 50s restaurant, 5 & Diner, built in 2005 on Transportation Drive.*



*Retro 50s bar, Quaker Steak & Lube, built in 2004 on Transportation Drive.*

*EMH Medical Center, built in 2007 at 5001 Transportation Drive.*



## Mile Point 2.1

### *Site of George W. Moon House—5520 Detroit Road (Map No. 13)*

This large Italianate-style brick farmhouse, with sandstone lintels and foundation, was built in 1855. A front porch supported by Doric columns was added circa 1875. The original owner was George Moon, son of Oliver Moon one of Sheffield's original 1816 pioneers. Slaughterhouses and a butter factory once were part of the farm's operation. In 1881 the property was bought by William Wilder and in 1915 by George Gubeno. In 1976 it was the home of Victor Gornall and Rosella [née Gubeno] Gornall when the Lorain County Historical Society awarded them a Century Home plaque. This classic home house was demolished in 1990 to make way for two fast-food restaurants and a supermarket, but it still remains listed on the Ohio Inventory of Historic Structures (LOR-141-9).



*George W. Moon House, Italianate-style farmhouse built in 1855 and demolished in 1990 to make way for commercial strip development—5520 Detroit Road (photograph by Thomas Hoerrle).*



*George W. Moon House as it appeared in 1976 on a Bicentennial calendar for Sheffield Village (photograph by John Toth).*

## Mile Point 2.2

### *Sheffield Crossing Shopping Plaza—5231 Detroit Road*

Recent years have also seen the development of modern commercial centers along Detroit Road which offer convenient shopping in attractive settings. Traveling from west to east, these include Sheffield Crossing, Cobblestone Square, French Creek Square, and Avon Commons. Elsewhere, several of the old farmhouses, barns, and village dwellings along the *North Ridge Scenic Byway* are now antique shops, quaint gift stores, and colorful flea markets. Many of these are centered in the French Creek District of Avon in the vicinity of where French Creek meanders under Detroit Road. Olde Avon Village, located near the center of the District, boasts a Greek Revival-style antique store/gallery and restaurant art gallery, and an Italianate-style train station.



*Sheffield Crossing shopping center on North Ridge at the intersection of Abbe and Detroit Roads—5205 Detroit Road.*



*Sheffield Crossing built in the late 1990s on a former wetland area at the base of North Ridge.*

## Mile Point 2.4

### *Williams House—5371 Detroit Road*

This Vernacular-style house is typical of small residences built along North Ridge in the early decades of the 20<sup>th</sup> century. Owing to the steepness of the ridge, the basements of several of these homes have entrances at ground level. The original gabled “box house” has received several additions, including a shed dormer, front porch, brick façade, and side addition.



*Williams House, built in early 1900s—5371 Detroit Road. About 40 years ago this house was moved several hundred feet to the east to accommodate improvements in the highway grade.*

## Mile Point 2.5

### *Waterford and Wesleyan Meadows*

In recent years the Village of Sheffield and City of Avon have promoted the development of attractive cluster neighborhoods with entrance roads onto Detroit Road. These are primarily located on the flanks of North Ridge and have compelling names such as Village Reserve, Wesleyan Meadows, and Waterford in Sheffield and Briar Lakes, Centennial Village, Avenbury Lakes, and Devonshire & Stratford Meadow Village in Avon. Because a series of natural springs occur at the base of the ridgeline [where the sandy soils of the ridge meet the silt/clay soils of the ancient lake bottom], many of these neighborhoods have created lakes and ponds to enhance the attractiveness of their setting.

Because of the well-drained and easily excavated sandy crest of North Ridge, many of the early settlers of Avon and Sheffield selected the Ridge for their home sites. Many farmhouses, principally of Greek Revival, Italianate, and Queen Anne-style architecture, were built on North Ridge in the mid- to late-19<sup>th</sup> century. Some 40 buildings of these styles have been preserved and still serve as residences, shops, and restaurants in Avon and Sheffield. At the turn of the last century and into the early 20<sup>th</sup> century, Colonial Revival-style homes came into vogue and nearly 20 buildings of this style are found in these communities. Travelers along *North Ridge Scenic Byway* are treated to a wide array of variations and collaborations of these styles.



*Barnes Wendling CPA Offices  
—5050 Waterford Place.*



*Entrance to the Waterford, a residential/office complex located east of Abbe Road on Detroit Road.*



*Wesleyan Meadows, a senior residential community located on North Ridge east of Abbe Road.*

*Village Reserve  
office complex—5455  
Detroit Road.*



*Village Reserve, a residential community of over 100 modern homes, located on the north slope of North Ridge at the eastern edge of Sheffield Village.*

## Mile Point 2.8

### *Joseph Townshend House—5574 Detroit Road (Map No. 14)*

This wood-frame house was built circa 1855 by Joseph Townshend in a typical Greek Revival-style with Italianate-style decoration on the front porch. The basic proportions of this house, its bold simple cornice, and the main doorway with sidelights and transom are typical Greek Revival features.



*Joseph Townshend House, Greek Revival-style farmhouse with Italianate-style decoration built in 1855—5574 Detroit Road.*

The elaborate bracketed entrance porch is Italianate, and may have been a later addition. A similarly decorated porch once existed along the east side of the one-story wing, with an entrance door to the kitchen area.



The house plan is a “T” design with a high front gable that faces north, toward Detroit Road. It is a two-story house with six rooms on the 1<sup>st</sup> floor, five rooms on the 2<sup>nd</sup> floor, a one-story kitchen wing, and a basement. The interior has two white marble fireplaces and a brightly painted ceiling rosette in the front parlor that features an outer ring of grapes on a vine and an inner ring of roses. The



*The interior of the Joseph Townshend House features two white marble fireplaces and a painted ceiling rosette in the front parlor consisting of an outer ring of grapes on vines and an inner ring of roses.*

foundation is constructed of locally quarried sandstone. The house sets back about 100 feet from the road, with approximately 150 feet of frontage. Known as the Townshend House, in 1976 it was listed on the Ohio Historic Inventory (LOR-230-9).

The house, including a 72-acre farm, was acquired by the Andrew and Clara Mackert family in 1910. Their daughter Alice (born in 1917) married Charles DeChant in 1935 and they raised their four children in the house. The couple, and later their children, operated the farm for some 60 years—first as a truck farm supplying the Cleveland and Pittsburgh markets, then in 1954 greenhouses were constructed on 3.5 acres of the farm. In the 1990s the family undertook the Village Reserve housing and business development on the northern portion of the farm. More recently the DeChant family sold much of the old farm on the south side of Detroit Road to the Methodist Wesleyan Meadows development, including the Joseph Townshend House.

## Mile Point 2.9

### *Burdett Farm—5555 Detroit Road*

This Italianate-style farmhouse and Vernacular-style barn was built adjacent to the Lake Shore & Michigan Southern Railroad (later a branch of the New York Central System and now Norfolk & Southern Railroad) track in circa 1890. This railroad forms much of the boundary between the communities of Sheffield and Avon. *The Lorain County Tax Map for 1851* shows this property as being owned by original settler Luther Owen, but no structures are indicated on the map. The *Tax Map for 1874* shows W. J. & T. Hurst as owners of the property, but again no structures; however a dwelling owned by the Hurst family is shown directly across the road on the south side of the Ridge. Finally, on the *Tax Map of 1896* a dwelling first appears on the property, under the ownership of A. C. Burdett, the likely builder of the house. In 1948 Henry McFarland farmed the 19-acre parcel with a 1947 International tractor and worked at Mackert's Dairy on Abbe Road. He and his wife Edna owned a 1934 Ford automobile.



*The Burdett Homestead, Italianate-style farmhouse and Vernacular-style barn built in the latter years of the 19th century—5555 Detroit. This is the last house in Sheffield before entering the City of Avon.*