

THE VILLAGE PIONEER

*Newsletter of the Sheffield Village
Historical Society*



Golden forsythia in full bloom at the Kinney–Root House on East River Road. Ruth Tempe (Root) Hammer admires the spring blossoms that tower over her head on the south side of the house.

Spring at the Kinney–Root House

Located at 4705 East River Road, the Kinney–Root House has been a Sheffield landmark for a century and a half. This Classical Revival-style farmhouse is believed to have been built for Kendrick K. Kinney (1809-1889) by Douglas Smith (1799-1862) and his sons. At age 17, Douglas Smith and his father, War of 1812 veteran Joshua Smith, were the first permanent settlers in Sheffield, arriving from Massachusetts in 1815. The 1851 tax map of Sheffield shows that Kendrick Kinney and Douglas Smith owned adjacent large tracks of farmland on East River Road at that time. The 1874 map indicates that the Kinney family had acquired the Smith parcel by that time and that the subject dwelling had been constructed there.

On a sweeping semi-circular driveway to the north of the house, a large hay barn with stables, once stood. The barn was cut into two pieces and moved about one-quarter-mile north on East River Road in the late 1940s. Many of the large granite foundation stones from the barn were rolled over the nearby Black River bank and can still be seen at the base of the cliff. Between the barn and the farmhouse a two-story granary was constructed to store threshed grain. The building was elevated about two feet off the ground on stone pillars and the lower level had a series of bins to hold the various types of grain grown on the farm. Each bin had an elaborate chute with a hand carved stopper that could be removed to fill grain sacks. The granary still stands, but has since been lowered and converted to a tractor barn and a lean-to garage has been added to the north side.

In 1946 the farm was purchased by Henry Garfield Root (1885-1971), former owner of the Milton Garfield House on North Ridge. Known to his friends as Harry, he lived in the house until his death in 1971 and his wife, Ada Isabel (Rider) Root (1889-1977), continued to live there until she died in 1977. Their first daughter, Ruth Tempe (Root) Hammer (1913-2007), made her home in the old farmhouse for 54 years until she passed away early last year. A friend of the family, William Watson, painted the accompanying view of the dooryard, illustrating Ruth's beautiful array of colorful flower baskets that always adorned the back porch. The large forsythia bush on the cover shows Ruth admiring the spring blossoms.



Kinney-Root House on East River Road, showing the old granary on the north side of the house.



Painting of the north dooryard at the Kinney-Root House by William Watson (1980s).

North Ridge Historic Preservation District Update

At the March 19 and the April 16, 2008 meetings of the Sheffield Village Planning Commission, members discussed a proposal by the Sheffield Village Historical Society to establish a *North Ridge Historic Preservation District* for Detroit Road within the Village. Dr. Charles E. Herdendorf, President of the Society, reviewed the events leading up to the drafting of this ordinance and outlined the advantages of a Historic District. Mayor John D. Hunter and Law Director Thomas J. Smith expressed concerns that a Historic District would hinder further commercial development along Detroit Road and that it will add unneeded restrictions to development that might result in law suits against the Village.

At both meetings Dr. Herdendorf stated that the Historical Society had proposed the creation of a Historic District to protect the historic and scenic integrity of the newly designated *North Ridge Scenic Byway*. He noted that the purpose of the Historic District is not to infringe on development, but rather to have it done in such a way that it complements the existing buildings along Detroit Road. Law Director Smith stated at the March 19th meeting that he would incorporate suggestions voiced at that meeting into a new draft to have available at the April 16th meeting. Unfortunately, at the April 16th meeting Law Director Smith's new draft was not available for presentation, but his opposition to the proposal was clearly stated.

In an effort to salvage the concept of a Historic District for the Village, Ron Forster, Planning Commission and Village Council Member, reported at the Village Council meeting on April 28th that consideration is being given to adopting a resolution that will establish a Historic District and provide the Historical Society an opportunity to review and comment on future development plans for Detroit Road. Society members are invited to send comments and suggestions regarding the Historic District to the Editor and/or the Village Administration.

Sheffield's Interurban Electric Railways

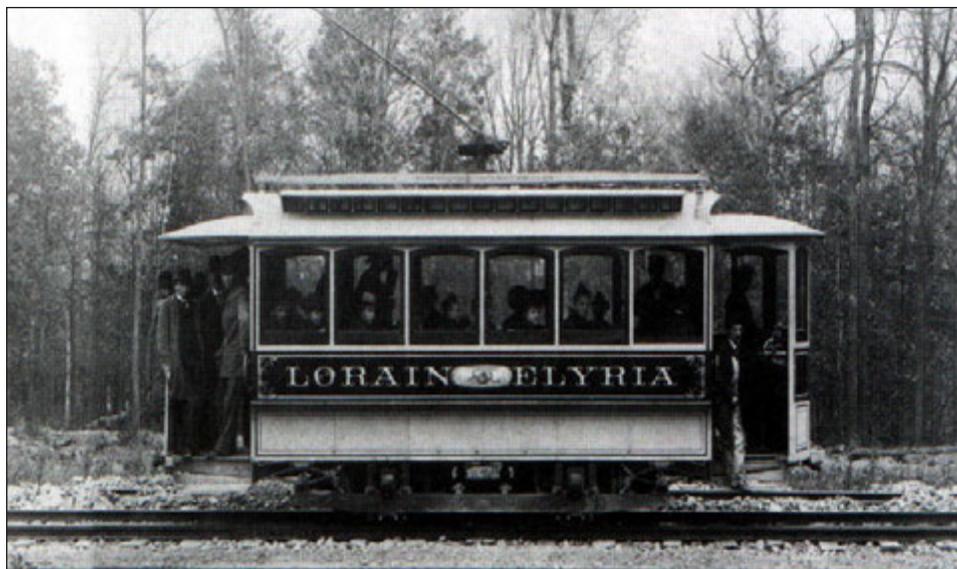
Lake Shore Electric Railway

The Lake Shore Electric Railway was an interurban passenger service that operated between Cleveland and Toledo, Ohio from 1901 to 1938. Passengers were transported in track-mounted trolley cars—vehicles powered by electricity obtained from an overhead cable by means of a *trolley wheel*. Within what was once Sheffield Township, the Lake Shore Electric System included the main line which ran along the lakeshore, and three branch lines—(1) The Lorain Street Railway, a 2-mile downtown line on Broadway, (2) an 8-mile Lorain-Elyria interurban, known as the *Yellow Line*, on the west side of the Black River, and (3) a 7-mile southern loop, known as the Avon Beach & Southern line, from Beach Park in present-day Avon Lake to South Lorain (via Sheffield) where it merged with the Lorain-Elyria line at 31st Street and Grove Avenue. In competition, the Cleveland, Southwestern & Columbus Railway (known as the *Green Line*) offered trolley service from Elyria to Lorain via Penfield Junction in Sheffield Township until 1931.

In 1901, the Everett-Moore Syndicate (Henry A. Everett and Edward W. Moore of Cleveland) created the Lake Shore Electric Railway by consolidating several interurban rail lines that were established in the last decade of the 19th century. The oldest line was the Sandusky, Milan, & Norwalk Railway, which when established in July 1893 was only the second interurban line built in the United States—just five months behind the first line in Portland, Oregon.

The Everett-Moore Syndicate eventually acquired the Lorain & Cleveland Railway, the Sandusky & Interurban Electric Railway, and the Toledo, Fremont, and Norwalk Railway. On September 24, 1901, the Lake Shore Electric Railway was officially chartered. Only a few miles remained to be built, connecting Lorain and Vermilion, and on December 7, 1901 the first through tickets from Cleveland to Toledo via Norwalk were sold.

The interurban trolley cars were an imposing sight as they sped across the countryside at up to 69 mph. The exteriors of the main line cars were painted bright orange, while inside many sported deep plush seats and ornate wooden furnishings. By 1915 the



A trolley car on Tom Johnson's Yellow Line electric railway, built in 1894 between Lorain and Elyria to transport workers to his new steel mill in South Lorain. The trolley shown is passing through the woods of Sheffield. The clasped hands painted on the side of the car represent the joining of the two cities by the interurban railway (courtesy of Lorain County Historical Society).

Lake Shore Electric Railway had 180 miles of track, 84 closed passenger cars, 18 freight cars, 5 baggage cars, and 3 snowplows for a total estimated investment of \$16.5 million. About 5.2 million passengers were transported that year, paying a fare of 2¢ per mile.

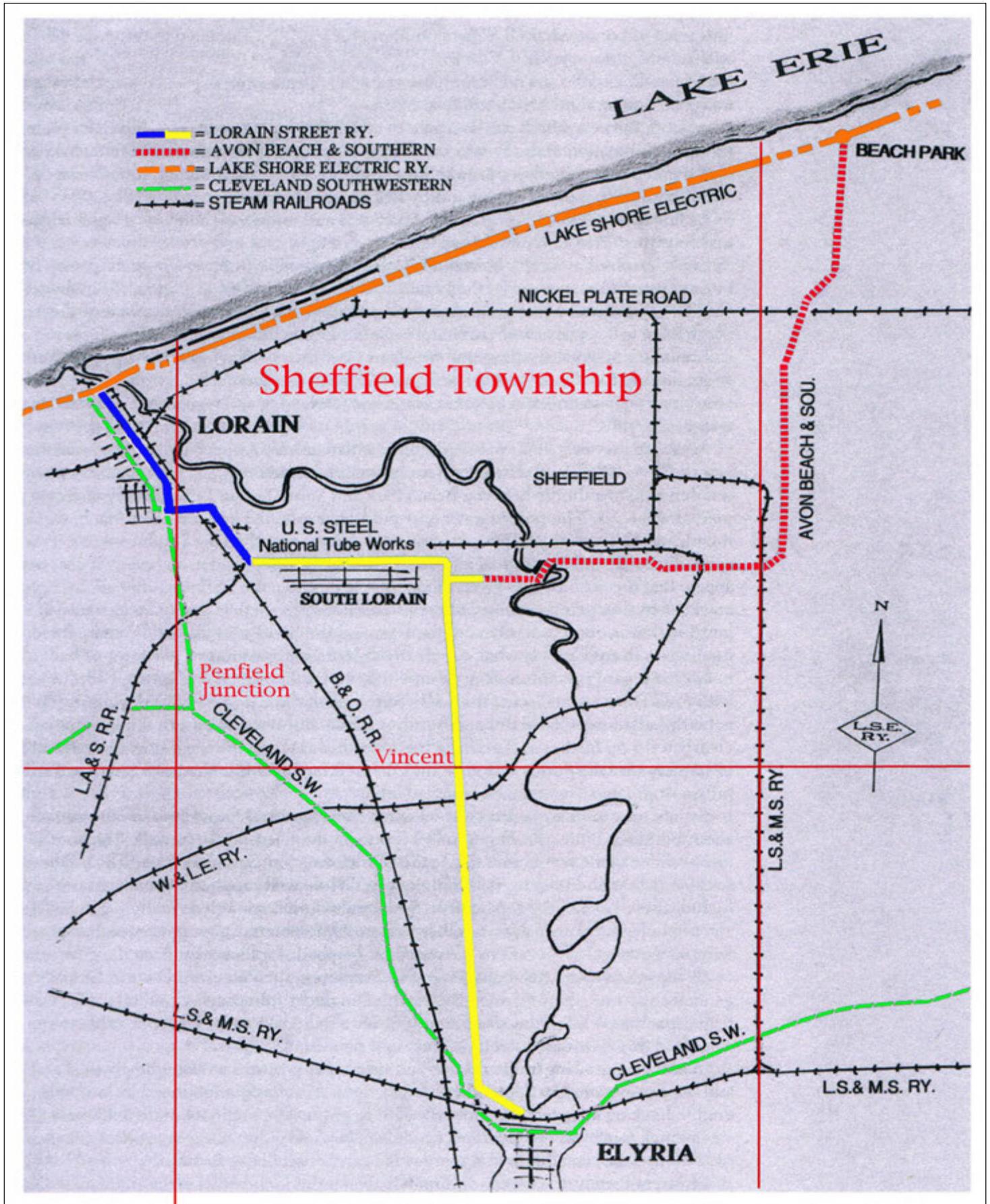
In October 1924, a Lake Shore Electric Railway interurban streetcar struck a Sheffield Lake school bus at the Bennett Road (now Abbe) crossing, killing 4 children, including the son of the bus driver, Elmer Owen. Fifteen years later, the school bus tragedy was indirectly blamed for the death of Owen, who took his life at his Sheffield Lake home on April 16, 1939. The *Elyria Chronicle-Telegram* reported that Owen ended his life during the brief period that his wife, Frances, was out of the house to go to the mailbox. Family members stated that he was in ill health ever since the 1924 school bus tragedy. For some 50 years following the accident, Brookside School placed an upper class boy on each school bus as a *Bus Guard* to run out and check each railroad crossing before signaling to the bus to cross.

Otukn a brighter note, heroism was displayed aboard the Lake Shore Electric on August 24, 1932, when motorman William G. Lang rescued a child from the track near Stop 86 (Lake Breeze Road) in Sheffield Lake. In the early morning light Lang was

horrified to see “a baby” on the tracks not 700 feet ahead of the trolley. Traveling at 55 mph he reversed the motors, but knew he couldn't stop in time. At only 400 feet away he scrambled out of the cab and onto the car's front fender. Still moving at 25 mph, somehow he was able to twist down and snatch the 22-month-old girl before the trolley could crush her. His heroism won him the Carnegie Medal and a special Interstate Commerce Commission Award presented by President Franklin D. Roosevelt. The young girl, Leila Jean Smith, survived with minor injuries and remained a friend to Lang for



Motorman William G. Lang holding Leila Jean Smith, the little girl he rescued from the Lake Shore Electric tracks by climbing on the front fender of a speeding trolley and snatching her from a certain death. Leila's grateful father stands at the left (courtesy of Albert C. Doane).



Map of the electric interurban railways that serviced Sheffield and the surrounding area from 1894 to 1938.



Lorain Street Railway loop in downtown Lorain. The Lake Shore Electric main line tracks cross Broadway in the center of the loop (courtesy of Black River Historical Society).

the rest of his life.

Although primarily an interurban system, the Lake Shore Electric also operated extensive local city routes in Lorain and the surrounding communities. In fact, the busiest line in the entire system was the Lorain Street Railroad, consisting of several city and suburban components as well as the interurban line to Elyria.

Yellow Line

The first of these, the *Yellow Line* streetcar service from Lorain to Elyria, via Sheffield Township, was initiated in September 1894. Tom Johnson, founder of the Johnson Steel Company (forerunner of the National Tube Company of US Steel), built the line principally to carry workers from Lorain and Elyria to his new steel plant in South Lorain. The line began at a loop at the intersection of Broadway and Erie Avenue. The line followed Broadway south to 21st Street (later 28th Street), turned west along the south side of the steel plant to Grove Avenue where it turned south and progressed to Elyria along what was destined to become Ohio Route 57. Some folks still refer to the community of Vincent at the intersection of North Ridge Road and Route 57 as *Stop 7*, in reference to the trolley line stop number.

In the same year, 1894, Lorain annexed 24 original lots in Sheffield Township west of the Black River. The lots were subdivided and the Johnson Steel Company bought 4,400 parcels through its Sheffield Land and Improvement Company. This newly

annexed section of Lorain was laid out in orderly, rectangular city blocks, unlike the “hodge-podge growth” that characterized the northern part of the town, and soon became known as South Lorain.

Avon Beach & Southern Line

Also known as the Beach Park-South Lorain line, the Avon Beach & Southern interurban was built in 1905 and branched off the main Cleveland-Toledo line at Beach Park in Avon Lake (near the future Cleveland Electric Illuminating power plant). It rambled through Avon and Sheffield, crossing the Black River to South Lorain at 31st Street, and finally joining the Lorain-Elyria line at Grove Avenue. One could transfer here to

the Yellow Line for a connection to Elyria or board the Lorain Street Railway to complete a 12-mile loop to the lakeshore at the foot of Broadway—a place once known as *The Loop*, where streetcars would circle and reverse direction.

Heading south from Lake Erie at Beach Park, the line roughly followed present-day Walker Road, crossing Colorado Avenue where the City of Avon is now constructing a recreational park. Just south of French Creek Road, the tracks turned abruptly west into Sheffield and crossed the Black River about 100 feet upstream of the present 31st Street Bridge. The river crossing was accomplished with a 1,200-foot-long viaduct-type trestle bridge that extended across the 60-foot deep ravine with its steep shale cliffs. From here the line followed 31st Street to the Grove Avenue junction.

Part of the Lake Shore Electric System, but separately incorporated, the Avon Beach & Southern followed a peculiar route that seemed to avoid any population centers. However, its purpose was not to service communities along the route, but to provide an alternative Cleveland-Elyria route in competition with the Cleveland, Southwestern & Columbus Railway, which already had a direct line between these two cities.

On Saturday afternoon, June 28, 1924, a devastating tornado struck northern Lorain County, killing 78 people and injuring some 1,000 more. The City of Lorain was in shambles and at least 15 homes and barns were destroyed in Sheffield, as well as



Lorain's downtown electric railway terminal on West Erie Avenue was shared by competitors Lakeshore Electric (trolley on right) and the Cleveland, Southwestern & Columbus Railway (trolley on left). The terminal was located on West Erie Avenue a short distance west of Broadway (courtesy of Black River Historical Society).

damaging the newly constructed Brookside School. Two Lake Shore Electric Railway cars were overturned by the fierce winds and the freight station roof was blown toward the lake. Most of the poles, trolley wires, high-tension supports, and transmission lines were uprooted—sparking and sizzling on the ground. Half of the Lorain segments of the rail line were destroyed, including the Beach Park-South Lorain line that passed through Sheffield. About two weeks later service was restored, but the damage financially crippled the railway. Within a year, the marginally profitable Beach Park-South Lorain segment of the Lake Shore Electric System was officially abandoned on April 1, 1925.

Green Line

Green was the color of the trolley cars of the sprawling Cleveland, Southwestern & Columbus Railway—known by the nicknames, *Green Line* or simply *Southwestern*. Because the cars blended into the field and forests through which they sped, in 1927 the entire fleet was painted orange to reduce grade crossing accidents. This line provided interurban service from Cleveland to Elyria starting in December 1895. The journey only required two hours rather than a half-day stagecoach ride. Later, a connection to Lorain was completed that followed Lake Avenue, crossed into southwestern Sheffield Township, and progressed northwest to Penfield Junction near present-day Clearview High School. At the junction a spur line ran southwest to North Amherst along North Ridge Road to a downtown *wye*—a ‘Y-shaped’ or triangular portion of track used for turning the trolleys to run in the reverse direction. From Penfield Junction the main line ran north into downtown Lorain, via Reid Avenue, where it shared a terminal with the Lake Shore Electric Railway on West Erie Avenue. The 1929 Depression hit this railway hard, forcing abandonment of the line in 1931.



Beach Park Station (Stop 65) on the Lake Shore Electric Railway was the transfer point to the Avon Beach & Southern interurban, which ran through Sheffield on its way to South Lorain. The station building would later become the Saddle Inn (courtesy of Albert C. Doane).

End of an Era

The Lake Shore Electric Railway ceased operation in May 1938. The Cleveland-Lorain section of the system and Lorain Street Railway were quickly dismantled and by the end of 1939 virtually all the tracks and electric lines were gone. All that remains today are elevated railway grades that mark the once vibrant lines and abandoned bridge abutments at former stream crossings. A number of factors conspired to end interurban service in northern Ohio. The Great Depression of the 1930s created an almost insurmountable financial strain. However, the real death knell was the advent of private automobiles and passenger bus service along the same routes traveled by the interurbans. Abandonment of electric railway service and liquidation of assets were the only options for the bankrupt lines.



Destruction of downtown Lorain by June 28, 1924 tornado, showing damaged power lines and disabled trolley cars (courtesy of Albert C. Doane).

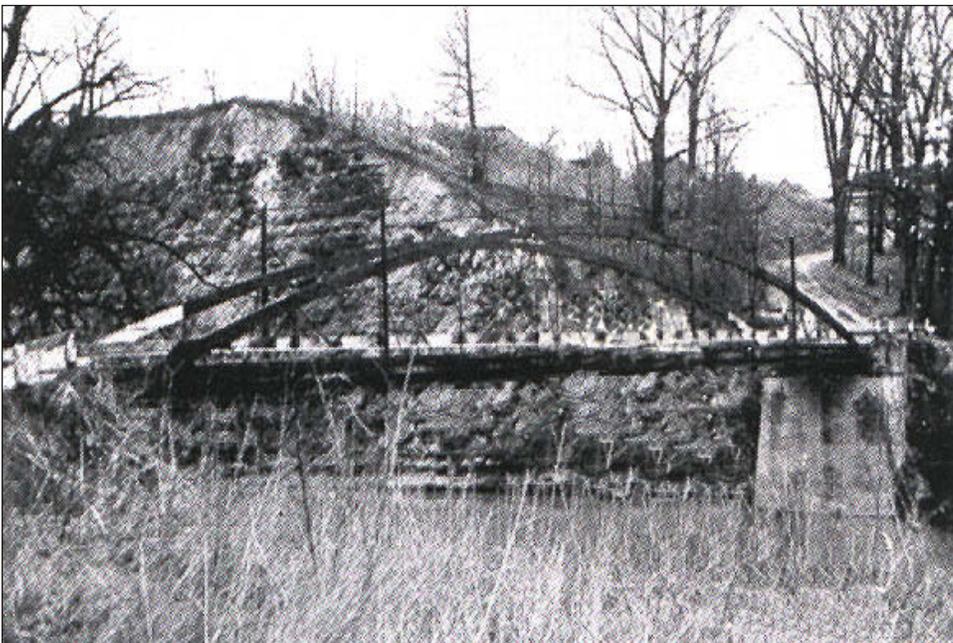
History of Sheffield's Black River Bridges

When one thinks of the number of bridges over the Black River in Sheffield, the number two comes to mind—Detroit Road and East 31st Street. How about those two railroad bridges plus all those along the Black River Reservation bikeway? With the new segment of the Metro Parks bikeway opening this spring that extends north to Colorado Avenue, there will be a total of nine bridges that span the river in our Village. Let's take a look at the history of a few of these.

The first highway bridges to cross the Black River were located near the present locations of State Route 254 (Detroit Road) and East 31st Street. Rather than the high viaducts that now span the entire river valley, they were low bridges that simply crossed the main river channel. The abandoned abutments of these bridges that were built in the 19th century are still visible today. Next came the railroad bridges, constructed primarily to carry West Virginia coal to the steel mills and to transport finished pipe to distant markets. Then came another generation or two of highway bridges and finally the popular pedestrian and bikeway bridges.



Original North Ridge bridge (~1880s) over the Black River (courtesy of Doug Ondercin).



Old North Ridge steel-truss bridge over the Black River in 1908 (courtesy of Ohio Department of Transportation).

Garfield Bridge

Perhaps the most impressive bridge is the one that connects Sheffield Village and Sheffield Township along North Ridge. The current bridge, completed in 2003, is the third in a series of bridges that crossed the Black River here. The 1851 Lorain County tax map indicates either a bridge or a ford at this location, whereas the 1874 map shows a definite bridge at the bottom of the valley. Locally known as Gas House Hill Bridge, this structure had become old and rickety by the early 1930s and plans were made to replace it with a viaduct.

Garfield Bridge (originally known as the Black River Viaduct) was built in 1936 on State Route 254. Viaducts are long bridge-like structures, typically constructed in a succession of arches, which carry roads or railroads across a valley or other low ground. In service for 67 years, Garfield Bridge consisted of a series of continuous steel deck girders on high steel bents (a framework transverse to the length of the bridge designed to care lateral as well as vertical loads), 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 above the riverbed, and had a roadway width of 30 feet between sidewalks. It was built at a cost of \$258,840.

The 1936 viaduct 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, in order that cost might be held to a practical minimum during the Depression years. Few of the many travelers who crossed the viaduct during its years of faithful service realized that it was supported by an unusual and elaborate system of structural steel bents. Eventually the steel framework of the viaduct succumbed to corrosion and metal fatigue. In 2003, the original Garfield Bridge was dismantled to make way for an elegant concrete-pier viaduct carrying 4 lanes of traffic. The new bridge, also known as Garfield Bridge, will soon proudly display a bronze name plaque that commemorates the two Garfield Bridges. We are pleased to acknowledge and thank Lorain County Engineer Ken Carney for his efforts to place a new plaque on the east approach to the bridge.



Abutment for old North Ridge bridge as it appeared in April 2008. Lorain County Metro Parks' Bridgeway Trail bridge at left and new Garfield Bridge viaduct in the distance.



The original Garfield Bridge being demolished by blasting in January 2003.



First Garfield Bridge viaduct (SR 254) over the Black River, built in 1936 (courtesy of Ohio Department of Transportation).



New Garfield Bridge over the Black River as completed in 2003.



Concrete pillars for construction of new Garfield Bridge with original Garfield Bridge in the background at left in 2000.



New Garfield Bridge over the Black River from river level in 2005.



Steam engine crossing the Lorain & West Virginia Railroad trestle over the Black River in the 1940s (courtesy of Lorain County Metro Parks).



Abandoned Lorain & West Virginia Railroad trestle from Metro Parks' Bridgeway Trail.



1,000-foot-long Bridgeway Trail double bridge over the Black River in Sheffield. Photograph taken from the upstream span of the bridge.



South approach to Days Dam bridge over the Black River (~1910). Avon Beach & Southern electric railway trestle to South Lorain in the distance (courtesy of Black River Historical Society).



South abutment to Days Dam steel-truss bridge (~1910). The Black River flows under the bridge here, but has since abandoned this meander channel (courtesy of Black River Historical Society).



Abandoned south approach to Days Dam bridge as it appeared in April 2008.



Center section of Days Dam bridge (~1910) over the Black River showing the roadway passing under the Avon Beach & Southern electric railway trestle (courtesy of Black River Historical Society).



Profile view of Days Dam steel-truss bridge (~1910) over the Black River. Avon Beach & Southern electric railway trestle at far left side of photograph (courtesy of Black River Historical Society).

East 31st Street Bridge

The first bridge to cross the Black River in Sheffield was most likely an iron truss structure in the vicinity of the Day grist and saw mills, about 1,000 feet upstream of the current East 31st Street Bridge. A river crossing at this location is indicated on both the 1851 and 1874 maps of Sheffield Township. The road leading to and from the bridge was unpaved and climbed steep banks of the Black River on both sides of the bridge. As early as 1904, the local newspapers mention the need for a new bridge and by 1906 farmers and merchants from South Lorain and Sheffield began to express their desire for a high-level bridge to the Lorain County Commissioners. In 1911 the County Commissioners were presented with a petition signed by 896 property owners requesting that a new bridge be built. The president of the Lorain Chamber of Commerce, W. N. Little, was the principal promoter of the bridge project and encouraged the Commissioners to place a \$68,000 bond issue before the voters. Oberlin and Wellington were opposed to the project, and the Elyria Council went so far as to pass a resolution asking their voters to vote against the measure, noting that the bridge would cost Elyrians some \$14,000. Despite these opponents, a county wide referendum for the bridge passed with a 686-vote majority, Lorain voting 6 to 1 in favor of the new bridge. Grateful farmers and merchants presented Mr. Little with huge baskets of fruits and vegetables.



Completed East 31st Street Bridge over the Black River ~1913 (courtesy of Gladys Wisniewski).

The contract to construct the bridge was awarded to the Pittsburgh Bridge Company for \$62,000. The viaduct-style bridge consisted of a series of graceful steel arches spanning a 370-foot wide ravine flanked by steep shale bluffs. The bridge roadway was paved with hexagonal wooden blocks and the creosoted planks were installed to form sidewalks. Additional contracts were let to vacate the old truss bridge and to place a cut-stone retention wall along the steep, 800-foot-long causeway-like approach on the Sheffield side of the bridge. Opened in November 1913, the bridge was in service for 64 years. In 1977 it was replaced with a more modern, 4-lane, concrete-pillar bridge. Although the 1913 bridge is gone now, the magnificent stonework on the Sheffield approach is still visible on the south side of the causeway to one adventurous enough to scale the wall. Three steel-reinforced, concrete pillars from the old Lake Shore Electric Railway bridge over the Black River can also be explored just south stone wall.



Causeway under construction leading to the steel girders portion of the first East 31st Street Bridge in 1913. Photograph taken from Avon Beach & Southern electric railway trestle, built in 1905, toward the east. Note impressive stonework for the causeway's retention wall (courtesy of Black River Historical Society).



Abandoned causeway's retention wall as it appeared in April 2008.



Abandoned concrete pillar of the 1905 Avon Beach & Southern electric railway trestle over the Black River at East 31st Street as it appeared in April 2008.



New East 31st Street Bridge built in 1977 to replace the 1913 structure. Note the abandoned concrete pillar from the 1905 Avon Beach & Southern electric railway trestle.



Lorain County Metro Parks' new 40-foot-high Steel Mill Trail bridge over the Black River about one-quarter-mile downstream of the East 31st Street bridge.



Lake Terminal Railroad bridge, built about one-quarter-mile downstream (north) of the East 31st Street Bridge to service the US Steel plant.

More Pilgrims in Sheffield

Not long ago Denny Bryden, member of the Historical Society, his sister Rosemary Janner, and friend Linda Urig, stopped by the Sheffield History Center with some exciting information. Denny was reading the March newsletter and noted with interest that Bud Brown's *Mayflower* ancestor, William Brewster (1566-1644), was "second only to Governor William Bradford" in administering the Plymouth Colony in 1620. Denny produced impressive documentation that he too was a descendent of the original Pilgrims, but not only that, his ancestor was Governor William Bradford (1590-1657). The Society is pleased that Denny was so kind as to donate copies of these documents to our collection, one of which is reproduced here. Because the *Mayflower* and the Pilgrims played such an important part in the lives of these Sheffield residents, it is fitting that we explore a little more about this aspect of our nation's history.

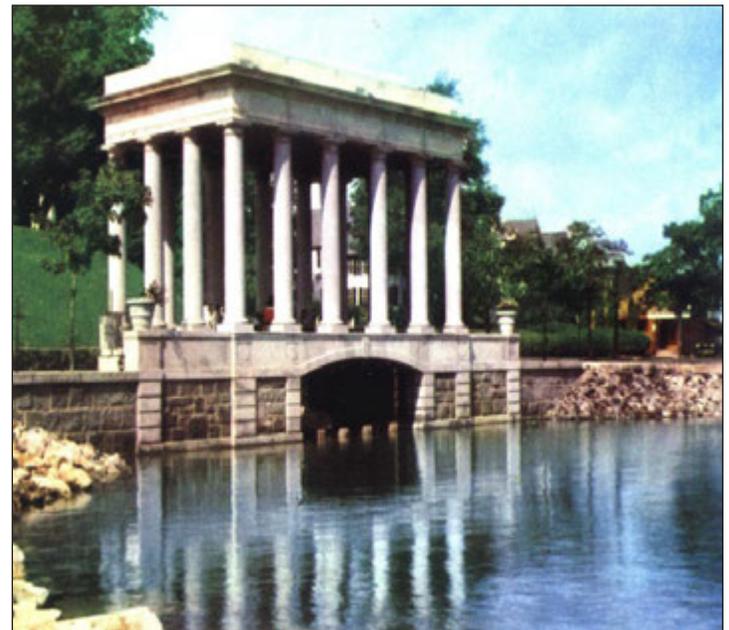
Most of us have a rather foggy notion that the *Pilgrims* were a group of English Puritans who fled religious persecution by sailing to America aboard the *Mayflower* in the early 1600s, founding a colony at Plymouth, Massachusetts. Interestingly, with the exception of their leaders and two pastors who had been educated for the ministry, they were unpretentious, industrious villagers from Nottinghamshire who refused to attend services of the Church of England. Instead they held secret religious meetings in their homes, rather than participate in what they believed was a hypocritical church. In particular, they opposed the doctrine of the divine right of kings and they supported the idea of a constitutional monarchy. Because King James and the church authorities strictly forbade these acts, the *Separatists* as they were known, were arrested, sent to prison, fined, and harassed to such an extent that, by mutual agreement, they made their way to

After 11 years there was much dissatisfaction with their homes and long working hours to obtain the bare essentials of food and clothing. The Pilgrims also feared that their young people would learn the Dutch language, marry into Dutch families, and that their church would perish. In 1620, the leaders resolved to migrate to the New World. Arrangements were negotiated with English merchants, whereby money was advanced for the Atlantic crossing in return for services and future shipments of furs. The Pilgrims crossed over to England and set out from Southampton in two sailing vessels, the *Mayflower* and the *Speedwell*. Soon, the *Speedwell* was reported unseaworthy and both ships turned back to the port of Plymouth, England. It was later learned that the only problem with the *Speedwell* was that the crew wished to avoid the hazards of a long voyage. On September 6, 1620 the *Mayflower* set sail again with 102 persons onboard—41 male Pilgrims and their families, 15 male servants, and the ship's crew. Arrangements had been made for the colony to settle near the mouth of the Hudson River, but after a stormy passage of 63 days, the captain made landfall to the north, coming to anchor in Cape Cod Bay near the present community of Provincetown, Massachusetts. Here, on the



Mayflower II, a 1957 replica of the original *Mayflower* in Plymouth Bay, Massachusetts.

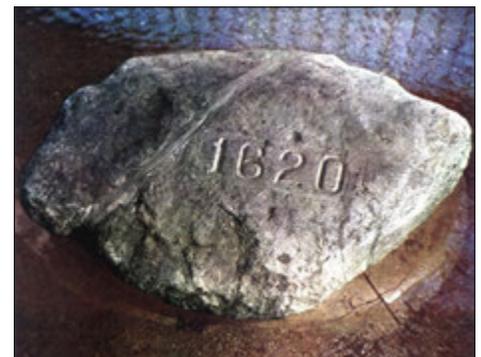
Holland in 1607. Eventually settling at Leiden in the south of Holland, they worked and gained skills as weavers, gardeners, bakers, twine spinners, carpenters, masons, clock makers, coopers, and tailors—all of which would serve them well in the New World. Because of their removal to a strange land, in his history of their Congregational movement, William Bradford calls his fellow wanderers, *Pilgrims*.



Granite portico erected in 1920 to protect Plymouth Rock and commemorate the landing of the Pilgrims.

rocking ship, the 41 men met and drew up the document by which the colony was to be governed, now known as *The Mayflower Compact* and the signers are known as *The Pilgrim Fathers*.

On December 21, 1620, the Pilgrims went ashore in their



Plymouth Rock on the shore of Plymouth Bay, Massachusetts.



Replica of Elder William Brewster House at Plimoth Plantation. The dwelling was made of clapboard over vertically planked walls with a thatched roof. The Pilgrims called their first settlement Plimoth Plantation meaning a new planting.



Replica of a shallop used by the Pilgrims to explore Cape Cod and later for fishing and trading.

shallop, a light sailboat they had brought along aboard the *Mayflower*. They landed in a cove that Captain John Smith (1579-1631) had named Plymouth several years earlier while surveying the coast of New England, which he had also named. In 1619 Captain Smith had offered his services to the Pilgrims, but his religious views did not suit them. They preferred Captain Miles Standish (1584-1656), who for his distinguished service with the British Army in the Netherlands, was made a lieutenant at a young age. As the Pilgrims went ashore, they are said to have stepped from their shallop onto a large boulder—the only one in sight—that has become known as Plymouth Rock. Three hundred years later, to celebrate its tricentennial, Plymouth Rock was protected by a elegant portico consisting of a granite canopy supported by 16 Doric columns.

The Pilgrims suffered a severe winter in crude huts and a common dwelling house. They lacked proper food and were reduced to eating whatever shellfish they could gather. Even then, Elder William Brewster cheerfully gave thanks that they were “permitted to suck of the abundance of the sea and the treasures hid in the sands.” When spring came the *Mayflower*, which had wintered in the bay, prepared to set sail. Although half of the original number of Pilgrims lay in the little burying ground near their settlement, no voice was raised by the survivors to return to England.

John Carver served as Governor of the Plymouth Colony its first year. Upon Carver’s death, William Bradford was elected Governor of the colony, a position he held until shortly before his death in 1657. Bradford was a man of dignity, ability, and strength. In 1622 when Canonicus, leader of the Narragansett Indians, sent them a bundle of arrows tied with the skin of a snake as a warning, Bradford stuffed the skin with gun powder and bullets and sent it back to him. He wrote a *History of the Plymouth Plantation* from its formation in 1620 to 1647. The manuscript was not discovered until 1858 in England, and in 1898 it was presented to the Commonwealth of Massachusetts, where it now rests in the State archives.

The following is Denny Bryden’s lineage dating back 10 generations to Governor William Bradford :

1. William Bradford (1590–1657)
2. William Bradford, II—Mary (Wood) Holmes
3. Ephraim Bradford (1685–1746)—Elizabeth Brewster (1690–1741)
4. Simeon Bradford (1729–1793)—Phebe Whiton (1736–1796)
5. Hosea Bradford (1763–1863)—Hannah Eastman (1784–1869)
6. Lester Bradford (1809–1898)—Elvira Thayer (1816–1847)
7. Emma Lodica Bradford (1841–1891)—Asaph Wood Sabin (1820–1894)
8. Gertrude May Sabin (1880–1959)—John Rubin Bryden (1881–1908)
9. Arthur Dayton Bryden (1905–1985)—Leona Julia Gubeno (1908–1994)
10. Dennis John Bryden (1942–)



Dennis John Bryden’s Certificate of Membership in the General Society of Mayflower Descendants.

Sears Catalog Homes in Sheffield

From 1908 to 1940, Sears, Roebuck & Company sold approximately 75,000 entire kit homes through their mail order catalog and Modern Home sales offices, such as one the 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 model number and a name, such as *The Claremont* (No. C3273) or *The Westly* (No. C13085). Several Sears homes were built in Sheffield and in the surrounding area. We have been able to identify a few of them that still exist along Detroit Road and in Day Allotment (see accompanying illustrations). Others in the Village have been suggested, but have not been verified. If you know of more in our area we would like to hear about them.

The typical kit 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 house destined to be built on North Ridge arrived at the Elyria freight station some 80 years ago. The owner, along with all his friends and neighbors with 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!*

Sears homes were a sound value. For example, the 1928 Sears Catalog price was \$1,353 for *The Claremont* (built in Day Allotment and on Detroit Road) and \$2,392 for *The Westly* (built on Detroit Road in Avon just east of the Sheffield boundary). Buyers could create "sweat equities" of \$500 to \$2,500 by building their own kit homes—this was a savings of about 30% over the cost of a contractor-built home. Sears promised that a man of average abilities could assemble one of their kit homes in 90 days or less.

The Great 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 Home departments and no long carried kit houses in their catalogs. You can learn more about Sears kit houses in recent books written by Rosemary Thornton—*The Houses That Sears Built* and *Finding the Houses That Sears Built*—available from the Lorain Public Library. Most of the 370 designs are illustrated in a 1986 field guide published by the National Trust for Historic Preservation—*Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*.

Clyde McAllister House on Detroit Road is believed to be a Sears house, but the style has not been identified.



A Sears' Claremont house on Detroit Road in Sheffield Village.



A Sears' Claremont house in Day Allotment in Sheffield Village.



A Sears' Westly house on Detroit Road in Avon.



SIX ROOMS
AND BATH

"MAN works from sun to sun, but woman's work is never done." The modern woman is no longer a slave to her home. No matter how much money a builder may have to invest in a home, he should aim at four objectives: Appearance, convenience, durability and economy. In other words, he should make every dollar invested go just as far as possible in the way of a conveniently-appointed, well planned, attractive appearing home.

The Exterior. Americanized English style of architecture, is expressed in the lines of this six-room bungalow with exterior walls of stained shingles. The front entrance is unusual in design and its projection forms the convenient vestibule and clothes closet, as well as breaking the lines of the front wall.

The front entrance is given a very inviting appearance by the use of a circle head batten type door which is equipped with wrought iron ornamental strap hinges. Batten type shutters which harmonize with the front door are furnished for the two windows in the front wall.

Size of this plan is 24 feet wide by 36 feet deep with a 9-foot by 7-foot 6-inch addition, which forms the grade and cellar entrance.

A very pleasing appearance can be obtained by using light gray shingle stain for the side walls, dark green shutters and ivory paint on the exterior trim and windows.

The Vestibule. The front entrance is through a vestibule which contains a convenient closet for outer wraps.

The Living Room is well lighted by a single window on the front wall and double window on the side wall. The size of this room is 13 feet 2 inches square and contains good wall space for the convenient arrangement of all furniture.

The Dining Room. The opening between the living room and dining room is planned for an attractive plastered arch. This room is well lighted with two large windows on the left wall and is 13 feet 2 inches wide by 11 feet 1 inch deep.

Honor Bill
The Claremont
No. C3273 "Already Cut" and Fitted
\$1,353.00

The Kitchen. The right wall of the kitchen is planned for the range, table and sink, a very convenient arrangement. The cupboard is located next to the window on the outside wall. The rear entrance and the cellar stairs are located in the addition which is also planned to accommodate the refrigerator.

The Bedrooms. A small hall separates the rear bedroom and bath from the dining room, giving the necessary privacy. The center bedroom opens off the dining room and the front bedroom off the living room. Each of these rooms contains a good size closet.

The Bathroom has a built-in medicine case and is lighted by a window. All the plumbing can be roughed in on one wall, saving on installation expense.

The Basement. Space for heating plant, laundry and storage.

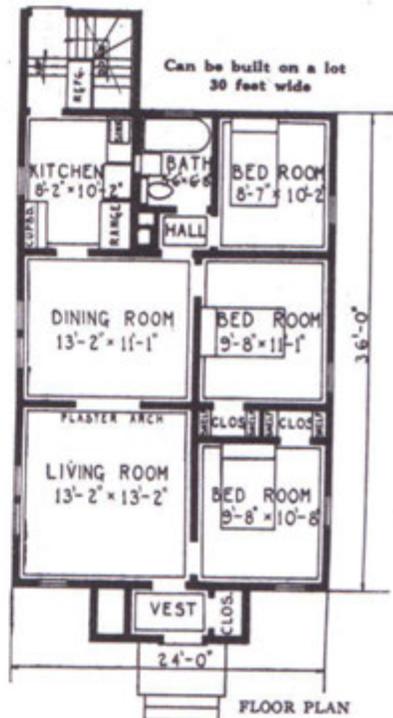
Height of Ceilings. First floor, 8 feet 6 inches. Basement, 7 feet from cellar floor to under side of joists.

What Our Price Includes

At the price quoted, we will furnish all the material to build this six-room bungalow, consisting of:

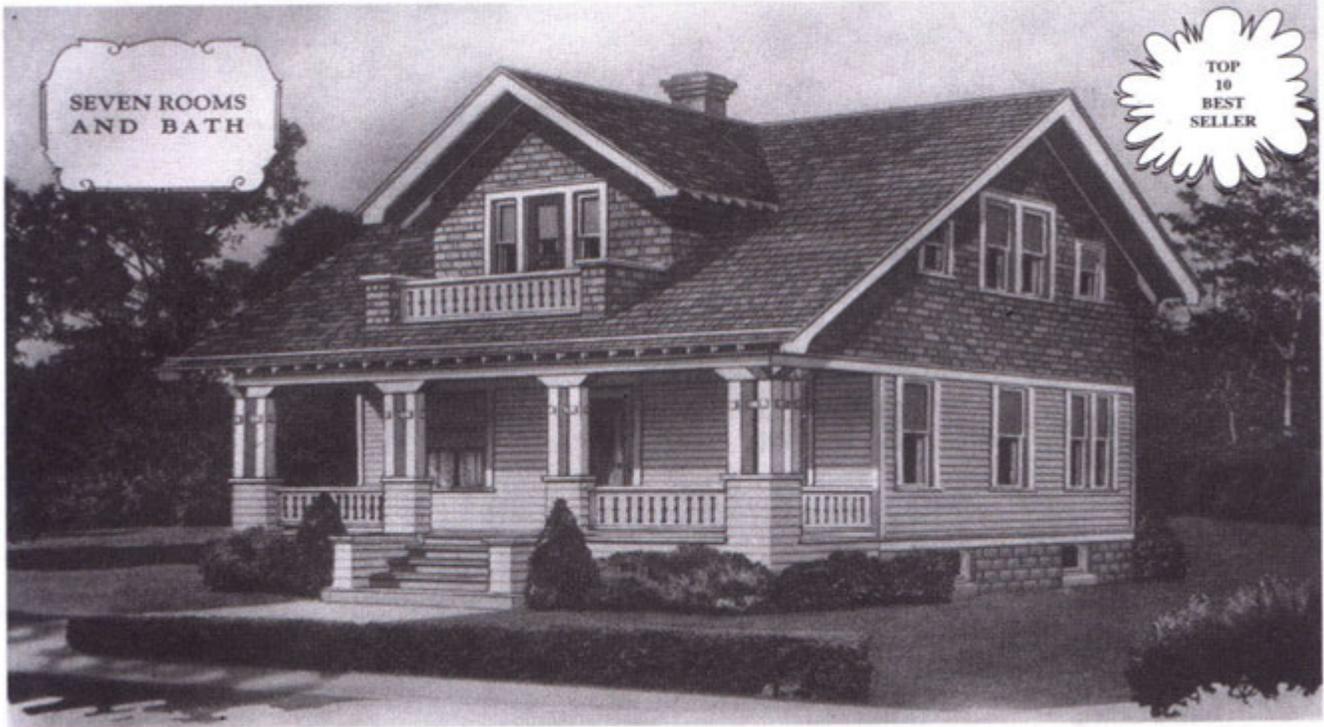
- Lumber; Lath;
- Roofing, Best Grade Clear Red Cedar Shingles;
- Siding, Best Grade Clear Red Cedar Shingles;
- Framing Lumber, No. 1 Quality Yellow Pine;
- Flooring, 3/4" x 2 1/4" Clear Yellow Pine;
- Finishing Lumber; High Grade Millwork (see pages 104 and 105);
- Interior Doors, Two-Cross Panel Design of White Pine With Fir Panels;
- Trim, Back Band Style, of Beautiful Grain Yellow Pine;
- Windows of California Clear White Pine;
- Medicine Case; Shutters;
- Eaves Trough and Down Spouts;
- Heavy Waterproof Building Paper; Sash Weights;
- Stratford Design Hardware (see page 116);
- Paint for Three Coats Outside Trim;
- Stain for Shingles on Walls for One Dip Coat;
- Shellac and Two Coats of Varnish for Interior Trim and Doors;
- Two Coats of Varnish for Yellow Pine Floors.

We guarantee enough material to build this house. Price does not include cement, brick or plaster. See description of "Honor Bill" Houses on pages 12 and 13.



OPTIONS
Sheet Plaster and Plaster Finish, to take the place of wood lath, \$108.00 extra. See page 133.
Oriental Asphalt Shingles, guaranteed seventeen years, instead of wood shingles for roof, \$31.00 extra.
4-In-1 Style Oriental Asphalt Slate Surfaced Strip Shingles, guaranteed for seventeen years, instead of wood shingles for roof, \$21.00 extra.
Oak Trim, Doors and Floors in Vestibule, Living Room and Dining Room, Maple Floors in Kitchen and Bathroom, \$91.00 extra.
Storm Doors and Windows, \$37.00 extra.
Screen Doors and Windows, galvanized wire, \$27.00 extra.
For prices of Plumbing, Heating, Wiring, Electric Pictures and Shades see pages 134 and 135.
For Garages See Pages 106, 107 and 127 to 132.

The Claremont as advertised in the 1928 Sears, Roebuck & Company catalog.



THE WESTLY is a high grade two-story home, retaining the architectural beauty of a modern bungalow. Built everywhere. Every customer satisfied. Praiseworthy letters from Westly owners tell of the fine interior arrangement, beautiful woodwork, our approved "Honor Bilt" ready-cut system of construction, and of savings even as high as \$1,500.00.

The Exterior. Sided with narrow bevel clear cypress siding in first story; dormer, roof and second story covered with best grade of thick cedar shingles. Large front porch, 30 feet by 8 feet. Porch can be screened or glazed.

Can be built on a lot 35 feet wide

Honor Bilt
The Westly
 No. C13085 "Already Cut" and Fitted
\$2,392⁰⁰

FIRST FLOOR

The Living Room. Size, 17 feet 8 inches by 13 feet 5 inches. An attractive feature is the open stairway that leads to the second floor. A coat closet with a mirror door is near the stairway. Furniture can be attractively arranged because of space. There are two windows at the side and one window at the front.

The Music Room. French doors connect with the living room. This music room is sometimes used for a bedroom instead. Size, 11 feet 2 inches by 9 feet 5 inches. Has a double window at the side and a high sash looking over the space for piano at the rear.

The Dining Room. A wide casement opening connects the living room and dining room. Size of dining room, 11 feet 2 inches by 12 feet 2 inches. Space for a complete dining set, including a buffet. Two side windows and one front window provide light and air.

The Kitchen. 11 feet 2 inches by 10 feet 8 inches. A swinging door connects with dining room. The space for sink, range, table and chair is laid out to save steps for the housewife. One side window and one rear window furnish light and cross ventilation. The pantry has five roomy shelves and a window.

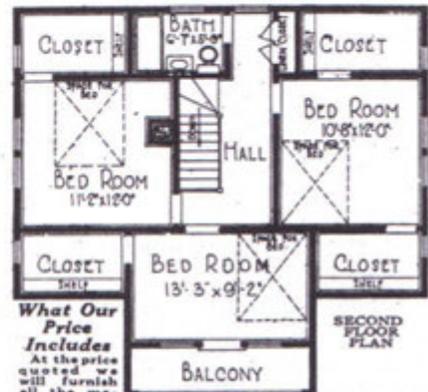
A door from the kitchen opens onto the rear porch, which has stairs to basement and to grade.

SECOND FLOOR

The Bedrooms. Stairs from the living room lead directly into a well lighted hall. This hall connects with the three bedrooms, bathroom and linen closet. The three bedrooms are all of good size. The front bedroom has a door to balcony. Each bedroom has two windows and a spacious clothes closet with a window. One bedroom has two clothes closets.

The Basement. Space for furnace, laundry and storage.

Height of Ceilings. First floor, 9 feet from floor to ceiling. Second floor, 8 feet 2 inches from floor to ceiling. Basement, 7 feet from floor to joists.

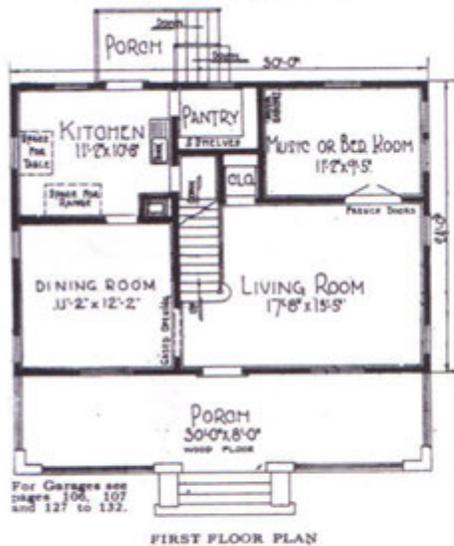


What Our Price Includes

At the price quoted we will furnish all the material to build this seven-room house, consisting of:
 Lumber; Lath;
 Roofing, Best Grade Clear Red Cedar Shingles;
 Siding, 1/2-inch Clear Cypress or Red Cedar, Best Grade Clear Red Cedar Shingles Above Belt Course;
 Framing Lumber, No. 1 Quality Yellow Pine;
 Flooring, 1/2-inch Clear Oak for Living Room, Dining Room and Music Room; 1/2-inch Clear Maple for Kitchen, Pantry and Bathroom; 1/2-inch Clear Yellow Pine for Balance of Rooms;
 Porch Flooring, Clear Edge Grain Fir;
 Porch Ceiling, Clear Yellow Pine;
 Finishing Lumber,
 High Grade Millwork (see pages 104 and 105);
 Interior Doors, Two-Cross Panel Design of White Pine with Fir Panels;
 Trim, Back Band Style, of Beautiful Grain Yellow Pine;
 Windows, California Clear White Pine;
 Medicine Case;
 Eaves Trough and Down Spout;
 Heavy Water-Proof Building Paper; Sash Weights;
 Chicago Design Hardware (see page 110);
 Paint for Three Coats Outside Trim and Siding;
 Stain for One Dip Coat for Shingles on Gable Walls;
 Shingles and Two Coats of Varnish for Interior Trim and Doors;
 Wood Filler, and Two Coats Varnish for Oak Floors;
 Two Coats Varnish for Maple and Yellow Pine Floors;
 Complete Plans and Specifications.
 We guarantee enough material to build this house. Price does not include cement, brick or plaster. See description of "Honor Bilt" Houses on pages 12 and 13.

OPTIONS

Sheet Plaster and Plaster Finish, to take the place of wood lath, \$167.00 extra. See page 133.
 Oriental Asphalt Shingles, for roof, guaranteed 17 years, instead of wood shingles, \$30.00 extra.
 4-in-1 Style Oriental Asphalt Slate Surface Strip Shingles, guaranteed for seventeen years, instead of wood shingles for roof \$22.00 extra.
 Oak Doors and Trim for living room, dining room, also Oak Slaters, \$111.00 extra.
 Storm Doors and Windows, \$79.00 extra.
 Screen Doors and Windows, galvanized wire, \$10.00 extra.
 For prices of Plumbing, Heating, Wiring, Electric, Fixtures and Shades see pages 134 and 135.



FIRST FLOOR PLAN

For Our Easy Payment Plan See Page 140
 For Our Information Blank See Page 137

The Westly as advertised in the 1928 Sears, Roebuck & Company catalog.

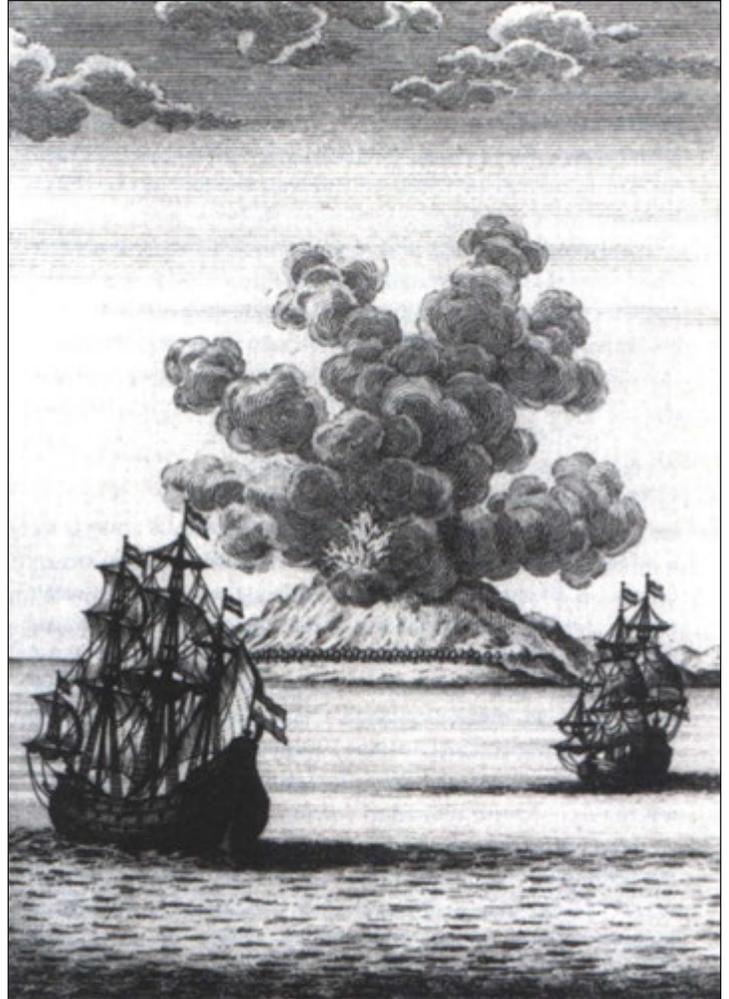
The Year Without a Summer

Summer is fast approaching and it feels good to be warm again. But how would you like to go through a year where it snowed every month? That is exactly what the founding pioneers of Sheffield had to face in 1816, the first year of their settlement. It's a wonder that they stayed and did not return to New England. Perhaps it is because new settlers arrived with word that the weather was just as severe throughout the Northeast.

William Henry Alexander, in his 1924 bulletin, *A Climatological History of Ohio*, describes it this way: "The year 1816 is known both in the United States and New England as *The Year Without a Summer*. In this country and especially New England, it is sometimes referred to as *Poverty Year*, because of ruined crops; also called *Mackerel Year*, because mackerel were used instead of pork, it being impossible to fatten pork on account of the scarcity of corn; also it is called *1800-and-Froze-to-Death*, a case of grim Yankee humor."

Here in Ohio, it snowed every month in the year. All summer long the wind is said to have blown steadily from the north in blasts, laden with snow and ice. On the 100th Anniversary of the of the storm, an Urbana, Ohio newspaper carried an account of a young farmer and his girlfriend who had started for a Fourth-of-July celebration in horse and buggy but, were compelled to turn back on account of a terrific snowstorm. Corn crops that had struggled through May and June froze and died in July. The price of wheat seed for planting rose to \$5.00 per bushel (equivalent to more that \$100 at today's prices). Surprisingly, August proved to be the worst month of all with almost every green thing being killed by frost. On August 20, 1816, a severe hailstorm hit Cincinnati, during which hailstones from 3 to 12 inches in circumference fell to the ground. Interviews with Ohio survivors of the 1816 storms indicate that it was the coldest year ever experienced by any person then living. Early settlers in Sheffield survived on the abundant fish and woodland game of the Black River valley.

One important result of this anomalous weather year was the increased emigration of farmers from New England to Ohio and other parts of the Midwest. William Henry Alexander gives little explanation for the frigid weather other than a quote from Newark, Ohio's *American Tribune*, "the sun's rays seemed to be destitute of heat through the summer; nature seemed to be clad in sable hue and men felt anxiety about the future of this life." Indeed, the rays of the sun were less intense in 1816, being blocked by volcanic ash and dust. Mount Tambora, a volcano on the island of Sumbawa in Indonesia, erupted on April 5, 1815, sending some 30 cubic miles of ash into the atmosphere. The resulting reduction in sunlight reaching the surface of the Earth is now believed to be the cause of *The Year Without a Summer*—the year following the eruption. The Tambora volcano, now only 9,300 feet high, was over 13,000 feet before the eruption that claimed the lives of 50,000 islanders and destroyed the homes of 35,000 more. Tambora is considered to be the world's most destructive volcanic eruption, in terms of human suffering. Geological evidence of the eruption has also been found as layers of ash in ice cores from as far away as Greenland. The brilliant red skies painted in that period by the noted English artist Joseph Mallord William Turner (1775-1851) are often cited as evidence of the aftermath of the 1815 eruption.



Jan van Schley's etching of an erupting volcano in the Indonesian Archipelago.



Joseph Mallord William Turner's *The Slave Ship*. Note the brilliant red sky that is believed to have been inspired by the Mount Tambora eruption on April 5, 1815 (courtesy of the Boston Museum of Fine Arts).

Calendar of Upcoming Events

May 31 (Saturday, 1:00-4:00 pm) and **June 1** (Sunday, 1:00-4:00 pm)—Black River Steel Mill Trail Tram Ride. Meet at Black River Reservation (Days Dam, Shelter # 1, 2720 East 31st Street). Tour this new extension of Lorain Metro Parks' Bridgeway Trail (Grand Opening held on May 10). No reservations will be taken for tram—preference will be given to visitors unable to hike the trail.

June 3 (Tuesday, 7:00-8:30 am)—Black River Steel Mill Trail Hike. Meet at Black River Reservation (Days Dam, Shelter # 1, 2720 East 31st Street). Hike this new extension of Lorain Metro Parks' Bridgeway Trail with a Metro Parks naturalist.

June 7 (Saturday, 1:00-4:00 pm) and **June 8** (Sunday, 1-4 pm)—Black River Steel Mill Trail Tram Ride. Meet at Black River Reservation (Days Dam, Shelter # 1, 2720 East 31st Street). Tour this new extension of Lorain Metro Parks' Bridgeway Trail. No reservations will be taken for tram—preference will be given to visitors unable to hike the trail.

June 16 (Monday, 7:00 pm)—Dr. Charles E. Herdendorf's presentation *From Volcanoes to Glaciers—3 Billion Years of Spectacular Great Lakes Scenery in the Making* at the Black River Historical Society meeting (Rosebud Party Center, 4493 Oberlin Avenue, Lorain). Members of the Sheffield Village Historical Society are welcome and encouraged to attend this presentation.

June 19 (Thursday, 9:30 am)—Sheffield Village Historical Society sponsored visit to the Cleveland Museum of Natural History's Archaeological Dig on French Creek. Meet at James Day Park on East River Road at 9:30 am. Space is limited—call Dr. Herdendorf at the Historical Society to reserve a spot (440) 934-1514.

June 22 (Sunday, 1:00-4:00 pm)—Burrell Homestead Open House (2792 East River Road). Tour this Underground Railroad stop and learn about early Sheffield settlers. Sponsored by Lorain County Metro Parks.

June 26 (Thursday, 9:00 am)—Lorain County Metro Parks sponsored visit to the Cleveland Museum of Natural History's Archaeological Dig on French Creek. Meet at French Creek Nature Center at 9:00 am. Space is limited—call French Creek Reservation to reserve a spot (440) 949-5200.

July 2 (Wednesday, 9:30 am)—Sheffield Village Historical Society sponsored visit to the Cleveland Museum of Natural History's Archaeological Dig on French Creek. Meet at James Day Park on East River Road at 9:30 am. Space is limited—call Dr. Herdendorf at the Historical Society to reserve a spot (440) 934-1514.

July 5 (Saturday, 11:00 am)—Tour of the Burrell Homestead (2792 East River Road). Visit this Underground Railroad stop and learn about early Sheffield settlers. Sponsored by Lorain County Metro Parks.

July 10 (Thursday, 7:00 pm)—Quarterly Meeting of the Sheffield Village Historical Society at the French Creek Nature Center (4530 Colorado Avenue). Program will feature a presentation by Dr. Brian Redmond, Curator of Archaeology at the Cleveland Museum of Natural History. Dr. Redmond will discuss the preliminary results of archaeological excavations on the bluff overlooking French Creek.

July 12 (Saturday, 1:00-4:00 pm)—Open House at the Sheffield History Center (4944 Detroit Road). Tour the Center, see the Society's new exhibits, and learn about Sheffield history.

August 2 (Saturday, 12:00-3:00 pm)—August Picnic at Burrell Homestead (2792 East River Road). Bring a picnic lunch and join a tradition that has taken place in Sheffield for nearly two centuries. Sponsored by Lorain County Metro Parks.

September 20 (Saturday, 2:00 pm)—Tour of the Burrell Homestead (2792 East River Road). Visit this Underground Railroad stop and learn about early Sheffield settlers. Sponsored by Lorain County Metro Parks.

September 21 (Sunday, 1:00-4:00 pm)—Open House at the Sheffield History Center (4944 Detroit Road). Tour the Center, see the Society's new exhibits, and learn about Sheffield history.

October 9 (Thursday, 7:00 pm)—Quarterly Meeting of the Sheffield Village Historical Society at the Sheffield History Center (4944 Detroit Road).

November 19 (Wednesday, 7:30 pm)—Dr. Charles E. Herdendorf's presentation *The Amherst Sandstone Story: A Geologic Perspective* at the Amherst Historical Society meeting (Amherst Sandstone Village, East Milan Avenue, Amherst). Members of the Sheffield Village Historical Society are welcome and encouraged to attend this presentation.

Ceramic vessel from the Late Woodland Indian culture excavated at the Burrell Fort Site in Sheffield Village.



The Burrell Homestead Work Party

On April 2, 2008, members of the Sheffield Village Historical Society participated in a work party to help get the Lorain County Metro Park's Burrell Homestead ready for the 2008 visitation season. The work party was lead by Matt Kocsis, Metro Parks historian and Historical Society board member. Dusting, polishing, sweeping, and mopping duties were performed by Jean Ackerman, Eddie & Ricki Herdendorf, and Carol Day Minda, with Gladys Wisnieski stopping by and adding moral support. A good time was had by all as they admired the furnishings of the Burrell House and explored seldom seen rooms. The first tour of the homestead took place on Saturday April 5th. Several tours, an open house, and the annual August picnic are scheduled for this spring and summer—the dates for all of these activities are listed in the CALENDAR OF UPCOMING EVENTS section of this newsletter.



Jean Ackerman dusts the writing desk in the southeast parlor of the Jabez Burrell House.



Carol Day Minda polishes the cherry cabinet used for the Sheffield Center Post Office, which was once located in the Jabez Burrell House.



Ricki Herdendorf sweeps the floor of the upstairs master bedroom of the Jabez Burrell House.



Matt Kocsis arranges a table setting in the dining room of the Jabez Burrell House.



Commemorative plate believed to have been given to Tempe Garfield on her wedding to Harry Burrell in 1894. This plate is on display in the dining room of the Burrell House.

Metro Parks Opens the Black River Steel Mill Trail

On May 10, 2008, Lorain Metro Parks held the Grand Opening of the Black River Steel Mill Trail. The new trail connects to the Black River Bridgeway Trail at the Days Dam Picnic Area on East 31st Street in Lorain and continues downstream, crossing the Black River via a high-level bridge into Sheffield Village. The trail winds through the slag field of the US Steel plant west of the Burrell Homestead and crosses French Creek near its mouth on the Black River via another high-level bridge 40 feet above the water. The two-mile long trail ends at Colorado Avenue east of Root Road.

For many Lorain County citizens, this trail will provide their first glimpse inside the steel mill property. Visitors will be able to walk, run, bike, or skate along the trail and tram rides will be available during the first two weekends in June (see details in Calendar of Events).

The trail features the steel plant and slag fields on one side and natural landscapes, including the black shale bluffs of the Black River on the other. Dan Martin, Executive Director of the Lorain County Metro Parks, noted "Some may say that this would not seem to be a place for a metro park trail, but it is. This is the steel mill that built Lorain. It is part of its history. While the trail passes near desolation, it also passes the current channel of the Black River. The river has been drafted into all this development, but it has remained true to its natural roots. What could be a better lesson in nature and history, than a walk on the ridge between the two? Certainly, this is a great place for a metro park."



Crossing French Creek near its confluence with the Black River, this new Metro Parks' bridge is part of the two-mile Steel Mill Trail opened May, 10, 2008.

Society Organization

The Sheffield Village Historical Society and Cultural Center is a charitable nonprofit and educational organization dedicated to discovering, collecting, preserving, interpreting, and presenting Sheffield's rich heritage. Membership is open to anyone who wishes to support the Society's mission. For more information contact Kathy Keefer, Secretary (440-934-6015), or Eddie Herdendorf, President (440-934-1514 herdendorf@aol.com), or Ron Forster, Vice President (440-949-7638). Offices for the Society are located at:

Sheffield Village Historical Society
Garfield Farms 4921 Detroit Road
Sheffield Village, Ohio 44054
440-934-1514

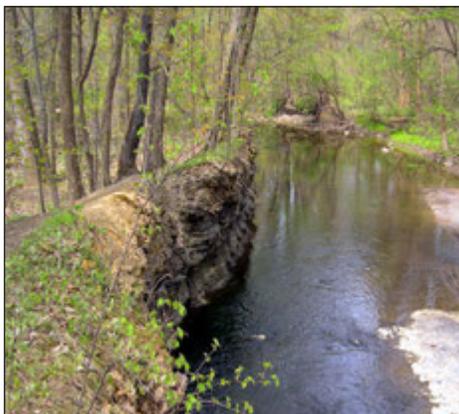
Next Sheffield Village Historical Society Quarterly Meeting: Thursday, July 10, 2008, 7:00 pm at the French Creek Nature Center (4530 Colorado Avenue). The meeting will feature a presentation by Dr. Brian Redmond, Curator of Archaeology at the Cleveland Museum of Natural History. Dr. Redmond will discuss the preliminary results of archaeological excavations on the bluff overlooking French Creek. The Board of Trustees will meet about 8:00 pm following the program. Society members are welcome to attend all Board meetings.

Historical Society newsletters can be found on the Village of Sheffield, Ohio official website: www.sheffieldvillage.com (click on Documents, then Historical Society, then Newsletters, then download).

Page Layout by Ricki C. Herdendorf, EcoSphere Associates.

Society members are encouraged to submit articles for future issues of *The Village Pioneer*. Please send your stories or ideas to the Editor, Sheffield Village Historical Society.

Charles E. Herdendorf, Ph.D.
Newsletter Editor



Trail at the Lorain County Metro Parks' French Creek Nature Center.

IRS Grants Tax Exempt Status

On April 7, 2008, the Sheffield Village Historical Society and Cultural Center was granted Tax Exempt status by the Internal Revenue Service as a 501(c)(3) Public Charity. As such, the Society is an IRS qualified public, non profit, charitable, and educational institution (Federal Tax Exempt No. 71-1006351). Our 74-page application was submitted to the IRS on January 25, 2008, following Board of Trustee approval on January 10, 2008 for the Treasurer to take such action.

The effective date of the exemption is October 10, 2007, the date our Constitution and Bylaws were ratified by the Board of Trustees. This means that as of that date, the Historical Society is qualified to receive tax deductible donations, bequests, devises, transfers, or gifts under the Internal Revenue Code. Since this effective date, the Historical Society has received \$1,850 in cash donations plus many historic artifacts, photographs, and documents. We are gratified with the generosity of our members and pleased to now be able to provide donors with this tax deductible opportunity.

Ask Your Friends to Join the Sheffield Village Historical Society

APPLICATION FOR MEMBERSHIP SHEFFIELD VILLAGE HISTORICAL SOCIETY

Garfield Farms—4921 Detroit Road Sheffield Village, Ohio 44054—440-934-1514

Name _____

Address _____

Telephone Number _____ Email _____

- Individual (\$10.00/year)
 Family (\$15.00/year)—2 Adults & children under 18 years old
 Business/Corporate & Organization (\$25.00/year)

Family Members _____

Special Interests in Sheffield History? _____
