Not only did Knickerbocker Knolls provide 324 homes in Sheffield Lake, it created lots of economic activity in Lorain County. At one point the project was providing over 200 jobs, counting L&D employees and subcontractors. The Great Lakes Realty Company took out a full page ad in the *Lorain Journal* (see page 216) on July 30, 1955, to thank numerous people for their contribution to the success of Knickerbocker Knolls. Nineteen local sub-contractors and suppliers are listed  The ad also thanks the supervisory and office personnel of Land & Development Company and Sheffield Lake Village public officials (lower right). The latter includes Mayor Sidney Jordan, Councilmen/woman Fred Kistner, Margaret Crean, Harry Lloyd, Foster Armstrong, Sr., William Englehardt, and Robert Johnson. Also included are Treasurer Earl Snurr, Chairman of the Board of Public Affairs Don Smith, Chief of Police Clarence Hambly, Board of Public Affairs Paul Asherl, Fire Chief Peter Cifranic, Building Inspector Fred Cromwell, Village Clerk Eleanor Piskura, and Board of Public Affairs Ed Von Drak.

L&D instituted a number of measures to improve productivity and to lower costs. One such measure was to buy WW II surplus trucks and Jeeps from the government at favorable prices. The trucks were painted yellow and could be seen around Lorain County for several years. I used to drive a personnel carrier frequently on company projects in Lorain and Milan during the summers, after I had a driver's license. An innovative measure to increase productivity was the creation of a carpenter mill a little



*Article from November 1954 issue of American Builder, describing the home sites at the Knickerbocker Knolls subdivision.*

south of Lake Road on the east side of Irving Park Boulevard (named for Irving Shaw, the Shaw family most intimately involved with the L&D construction business). Several carpenters were assigned to the mill and they would pre-prep various wood products before they were moved out to where they were needed. For example, wood frame windows needed to be modified before they could be hung in the houses. It was more efficient to have an experienced crew with the right tools and rigs prep the windows than to have each carpenter at the houses deal with the modifications. There are a lot of windows in 320 houses.

I spent some time in those years with the surveying crew as a rod man and a stake pounder. All of the cross blocks and streets in Knickerbocker Knolls had to be graded. We would put in a stake every hundred feet or so and as each stake was placed the senior man operating the surveyor's level would give the elevation for that spot and we would mark the desired ground elevation on the stake. Of course it made sense that we got our stakes from the carpenter mill. The mill cut us 1 x 4 inch stakes to a proper length and put a sharp point on them to facilitate pounding them into the ground. But we once got a batch where the points had been beveled. When we would pound on one of these stakes it would corkscrew into the ground so that it became almost impossible to get the wide surface pointing in the direction needed by the bulldozer and pan operators – but looking at the streets in the aerial photographs somehow they got it right.

Although World War II ended in 1945, its shadow was still evident during the construction of Knickerbocker Knolls. The homes and the financing were aimed at WW II veterans, some of the trucks were war surplus and many of the workers on the project were veterans.  Two of the Land & development foremen that I knew personally had been wounded in the war. Elmer Schaff always wore tinted glasses as result of eye damage while serving as a Ranger. And Joe Kavalac was part of a Navy advance party during the Allied invasion of Italy and was severely injured by enemy action. He was evacuated to a hospital in Northern Africa as the first step in his recovery. At the time that I knew him he still had a metal plate in his skull and metal in his leg.



*Aerial view of Knickerbocker Knolls during construction (1955).*

There was considerable amount of time when Knickerbocker Knolls was inhabited both by families who had bought the earliest homes and by construction crews still building the rest of the homes. Often home owners wanted some additional work done – to correct a flaw (however introduced) or to make a change. It was a Veterans Administration (VA) policy that if a complaint was received from a VA buyer, they would forward it to the contractor with the instructions to fix the problem to the owner's satisfaction. To deal with this situation the company organized a system of call-backs. At any given time, up to nine workers would be assigned to work call-backs. They would evaluate claims and make repairs as necessary. Often they would make good-will repairs of questionable complaints and they would attempt to resolve unreasonable claims. The company maintained a call-back folder for each of the over 320 homes. Some of the folders were quite thick and others were empty.

Early in 1956, John Rader moved his family to one of the original model homes at 4850 West Lake Road. Significant additions had been made to the house, and its yard had been enlarged by incorporating the empty lot to the west. A master bedroom and a garage were added on the west and the old garage was converted into a cozy family room. Ironically, while building Knickerbocker Knolls he continued to live on the east side of Lorain, but later when he moved to Knickerbocker Knolls, John Rader and Land & Development went back to building homes on the east side of Lorain.



*Recent photograph of the former John Rader House at 4850 Lake Road, Sheffield Lake, Ohio.*



*Recent photograph of a subdivision home on Irving Park Boulevard showing that after nearly 60 years the homes remain attractive.*

### Johnson's Grocery Store

Earle and Florence Johnson operated a grocery store and filling station on North Ridge for nearly 30 years starting in the mid-1930s. At the time Johnson's was the only grocery store in Sheffield Village. In the 1950s an ice cream parlor was added as well as a drive-up window for sandwiches and ice cream cones. In the 1960s the store was torn down to accommodate several new homes built on the property.

Johnson's store had its birth at about the same time the Village of Sheffield came into existence— the last major subdivision of the original 1815 Sheffield Township. In 1920 Sheffield Township residents living east of the Black River voted to withdraw from the Township and form the incorporated Village of Sheffield Lake.



*In the 1930s the Johnsons sold Sunoco gasoline; later they handled the Fleet Wing brand (Bill Johnson).*

By the early 1930s the new Village was experiencing internal problems. The south end of the Village had a sparse population with large farms, while the north end had a dense population living on small lots. As a result this circumstance, the residents of these two segments found their interests to be incompatible. In 1933, the farmers in the south end voted almost unanimously to separate from Sheffield Lake Village. The north end remained as the Village of Sheffield Lake, while the south formed a new entity known as Brookside Township, which in 1934 was incorporated to form the Village of Sheffield. Clyde B. McAllister, a farmer from North Ridge, was elected as the new Village's first mayor.

Because the new Village of Sheffield had no public buildings when it was formed in January 1934, Mayor McAllister convened the first meeting of the Village Council in his home. In December 1934 the Village purchased the old North Ridge District No. 2 Schoolhouse from the Sheffield Township School District for $500. This elegant Queen Anne-style red-brick schoolhouse, built in 1883 adjacent to Garfield Cemetery, was no longer needed with the opening of Brookside School several years earlier. In 1935 the building was converted to the Sheffield Village Hall and continues to serve that purpose.

The Earle and Florence Johnson family home was located immediately to the west of the Village Hall. On the next lot

*Johnson's Store, on Detroit Road, was a popular gathering place. In the summer ice cream was sold at a drive-up window (Bill Johnson).*

immediately to the west of their home, the Johnson family built their store and soon added pumps for the sale of gasoline. Although a small building, the store was a remarkably complete grocery with meat, produce, dairy products, canned goods, personal & health articles, and some hardware items. As time went on a small neighborhood grew up around the Village Hall and the grocery store. In the 1940s a diner-style restaurant wing was opened on the west side of the store that connected to a storage shed. This feature proved to be very popular with the nearby residents and offered employment to some of the local school students. Next, at the front of the storage shed a drive-up or walk-up window has added that offered ice cream and snacks.



*Johnson's Store as a Fleet Wing Station (Herb Langthorp).*



*Johnson's Store on North Ridge, circa 1950 (Herb Langthorp).*

In the early 1960s modern shopping centers and grocery stores were opened in Sheffield Township and Sheffield Lake which attracted many of the customers that at one time frequented Johnson's store. Earle, who also served as a Brookside school bus driver, was getting on in years, so he and Florence decided to retire and sell the property. Soon after, the old store buildings were torn down and several Cape Cod- and Ranch-style homes replaced the old store.

## *Amish Presence in Sheffield*

If you have ever visited Jeanette Scott's Ye Olde Village Kountry Store on Detroit Road, you have certainly felt the Amish presence in Sheffield. Delicious pies and jars of canned fruit straight from Amish County fill her shop. In the barn behind the store on Saturdays, Raymond Schlabach displays his fine Amish furniture, hand made in Apple Creek. The author was pleased to have an enjoyable conversation with Raymond on a Saturday afternoon in late March 2011.



*Jeanette Scott, proprietor of Ye Olde Village Kountry Store, dressed in traditional Amish clothing welcoming customers to her establishment.*



*Ye Olde Village Kountry Store, 4747 Detroit Road, specializes in Amish food, furniture, and handicrafts.*

One doesn't have to travel far to be in Amish Country. Just south of Wellington on SR 58, you are almost certain to see the quaint horses and buggies of the Amish farmers as they make their way along the highway [please be courteous when you encounter one]. Their tidy farms are also easy to spot by the lack of electric power lines leading to their homesteads and plain blue or green cloth curtains at the windows. Driving through Amish Country, one often wonders, "Just who are these interesting folks?"

An Amish person is a member of a conservative, Protestant Christian group that originated in Switzerland as followers of Jakob Ammann, a 17th century Mennonite elder. Ammann taught that church members should dress in a uniform manner, beards should not be trimmed, and members should not attend services in a State church. He also introduced washing of the feet into the worship service, which is still practiced.

The Amish began migrating to North America in 1720, first settling in the Lancaster area of eastern Pennsylvania and later Somerset County in the western part of that state. From here in 1809, Amish farmer Jonas Stutzman (1788-1871) moved westward, settling in the fertile Walnut Creek valley of Holmes County, Ohio. This was the start of what has become the largest concentration of Amish in North America. Raymond Schlabach is honored to be a direct descendant of Jonas Stutzman, the founder of his community. Of the total population of 249,000 Amish, approximately 55,000 live in Holmes and the surrounding Ohio counties. Other large settlements are located in Pennsylvania, Indiana, and several other mid-western states, as well as Ontario, Canada.

In 1819, a group of six families embarked directly from Switzerland and settled in Monroe County on the Ohio River, selecting hilly topography that was reminiscent of their former home. Here they established small dairy farms and engaged in the cheese industry, founding Switzerland Township in 1827. Today this region is referred to as Ohio's Little Switzerland.



*Furniture barn at Ye Olde Village Kountry Store where Raymond Schlabach markets his fine, hand-crafted Amish furniture.*

The Amish are known for their characteristic clothing and nonconformist way of life. The women wear bonnets, long full dresses with capes over their shoulders, black shawls, and black shoes. Women do not cut their hair and their long braids are put under their caps. They do not adorn themselves with jewelry. The men wear homemade plain clothes, often fastened with hooks and eyes instead of buttons, and loose fitting trousers held up with suspenders, white shirts, and broad-brimmed black felt or straw hats. Nearly all the clothing is sewn at home on foot-powered treadle sewing machines. Although seemingly austere in obedience to biblical teaching, their clothing is in reality a continuance of 17th century European rural costume.
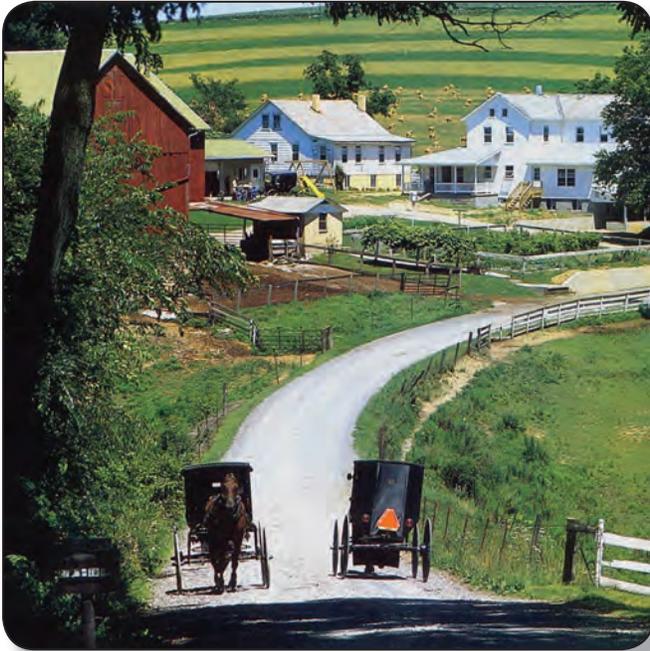


*Horse and buggies are a common sight along byways in Ohio's Amish Country (Ohio Historical Society).*

Horse-drawn buggies and wagons, as well as foot power and bicycles, are their most common modes of transportation. Old Order Amish are forbidden from owning and driving automobiles. However, they are permitted to hire a car and driver for shopping, appointments, and distant business ventures.

Those who continue the characteristic lifestyle of the Amish are primarily members of the Old Order Amish Mennonites. Their settlements are typically divided into church districts that are autonomous congregations of less than 75 baptized members. If the population of a church district increases beyond this number, as a practical matter it must again be divided because members meet in each other's homes, as there are no church buildings. Bi-weekly services rotate from house to house, worship lasting about three hours. Some districts have special wagons that carry benches from one family home to the next for the service. Each district has a bishop, several preachers, and an elder. Holy Communion is celebrated twice each year. Adults are baptized when they are admitted to formal membership in the church, at age 17 to 20. This is generally the age at which men marry and begin to grow a beard, but no moustaches.

Each Amish district adopts *Ordnung*—a set of rules and regulations based on a literal interpretation of the *Bible* for living their distinctive lifestyle. If a baptized member strays and commits serious transgressions against the *Ordnung*, and if repeated attempts to bring about a change in behavior fail, *Meidung* or shunning can be invoked by the church leaders as a last resort. This means that the offender is told to leave the Amish faith and is cut off from further fellowship. Fortunately, if the person sincerely repents, fellowship will again be restored.

The Amish have earned esteem as excellent farmers, carpenters, and furniture makers, but they refuse to use modern farm machinery and power tools. For the Amish, farming is the occupation of choice, but in our changing world, many of the adult men have found work in local businesses and factories. With limited farmland for new generations to start farms, nearby jobs outside the homestead mean that Amish groups can maintain fellowship and face-to-face communication. Also, many local businesses are eager to hire the Amish because of their reputation as honest, hard workers.

Amish beliefs prohibit the use of electricity and telephones in homes and on the farm. This ban was imposed in the early 1900s over concern that adoption of these new technologies would diminish the ability of Amish to maintain themselves as a distinctive people. However, the "telephone shanty" is permitted along the highways in Amish Country for use in conducting business and to receive news from distant friends and relatives. As a compromise to using electricity from public power lines, Amish may use batteries for staring stationary engines and for running calculators, clocks, flashlights, and other workshop and household items. Amish businesses also use diesel engines for lighting and to run hydraulic and pneumatic power tools and machinery. Tradition demands that when an Amish man buys a modern farm, he removes electrical wiring and central heating/air conditioning, however, running water is often retained.

The interior of the Amish home is very clean, but simple, uncluttered with knickknacks. Raymond Schlabach mentioned that he has made several of the furniture pieces in his home, but other items were handed down from earlier generations or acquired from other cabinetmakers in his community. The furniture in his home is often much simpler than the pieces he makes for his customers. Iron bedsteads in rather sparsely furnished bedrooms, the absence of pictures or other wall decorations, no wallpaper, carpets or chandeliers, plain curtains, and quilts without floral designs—all suggest frugality and restrained modesty. Not being used to low-hanging light fixtures, Raymond continually bumps his head on them when delivering new tables and he worries about placing freshly stained bedsteads on white carpet. Although their chinaware is plain, each new family hopes to receive dishes that once belonged to their grandparents or great grandparents.

The Amish refer to the non-Amish as "English" because it is the language used by everyone else around them. Amish church services are conducted in Palatine (High) German with a mixture of English, commonly known as "Pennsylvania Dutch." This is also what the family speaks in the home, while

at Amish parochial schools all classes are conducted in English. Thus, Amish children essentially learn English as a second language. This insures that students completing the 8th grade, which is the highest level of education in Amish schools, can easily converse with the outside society surrounding them. In a landmark decision by the U.S. Supreme Court in 1972 (*Wisconsin v. Yoder*), the Court voted unanimously to exempt the Amish from state compulsory attendance laws beyond the elementary grades. Each district independently operates a school, generally a one-room building within walking distance of the members' farms. The typical Amish school curriculum includes reading and writing (English spelling, vocabulary, and composition), arithmetic, geography, and German. German is taught so that children don't forget their heritage and so that they can read and understand it.

Upon graduation, generally at age 14, the boys seek work, often on their father's farm or learning a craftsman trade. The girls may find work as teachers or clerks in local businesses, but always honing their homemaking skills.

The Amish refuse to accept any Social Security benefits because they themselves provide for the care of their elderly and infirm members. In 1961 the IRS recognized this practice and therefore Amish are not required to pay into the Social Security System. The Amish do pay all other taxes, including support of public schools, even though they fund their own schools without tax support.

Amish Country is only an hour's drive to the south. Motoring along the scenic highways in this part of Ohio can be a rewarding experience. By understanding a little more about the lifestyle of these devoted people, it is hoped that your experience will be enhanced.



*Amish buggy on display at Jeanette's store, Ye Olde Village Kountry Store.*

### History of James Day Park

In 1931, the City of Sheffield Lake and the Village of Sheffield were all one community, the Village of Sheffield Lake with Fred B. Hosford as mayor. That was the year that 43 acres of the James Day Farm were sold to the Village for $4,800 by James Day's surviving daughters, Celia Day Durand (1845-1939), May Eliza Day (1850-1938), and Caroline Elizabeth Day (1854-1932) with the understanding that the land would forever be used as a Village park and named in honor of their father. For many years earlier, this portion of the French Creek valley had been informally used as a picnic ground by Village residents and was popularly known as French Creek Hollow. In fact, in 1915 the Hollow was the site of the centennial celebration of founding of Sheffield by Jabez Burrell and Captain John Day (James Day's father) in 1815. The centennial festivities included a program of speakers and reading of letters, dancing in the grove of walnut trees, and a general assembly at the nearby old Congregational Church that had been restored for the occasion.

When the separation of the two communities came in 1933, the park became the property of the Village of Sheffield. In its early years, in the midst of the Great Depression, the Village had little money to spend on the park. Fortunately the Work Projects Administration (WPA)—an early version of a "federal stimulus program" employing local workers—did some clearing work in the mid 1930s. Later, the Sheffield Village Civic League made efforts to check the growth of bushes, weeds, and vines that were creating a tangled wilderness in the creek's valley and in 1950 the League's Park Committee constructed the first shelter in the park. In 1957, the Village constructed a municipal building to house the Fire and Police Departments within the park boundaries on the top of the hill at the intersections of Colorado Avenue and East River Roads. Then in 1999, this building was enlarged to hold the Mayor's Office, Mayor's Court, and Village Council Chambers. Unfortunately, in the early years an area at the east end of the park on Colorado Avenue was used as trash dump. The Village closed the area to dumping in 1963 and the following year in its place a metal building was constructed to house the various service departments (Roads, Water, and Parks).

In 1958, during the administration of Mayor Walter McAllister, an agreement was signed with the Cleveland Electric Illuminating Company (CEI) to fill the often-flooded lowland areas of the park with fly ash (black, fine-grained waste particles produced from burning coal in electric power plants) and to level the area. The fly ash periodically became soggy causing a dangerous condition that was brought to a head when two young boys became trapped in the deposit. They had to be extracted by police officer Joe Temkiewicz when he saw their plight. This incident resulted in public clamor against the fly ash and calls for the Village to rectify the situation. Aided by an anonymous grant of $9,400 in December of 1961 for park restoration, and after a few false starts, the Village and CEI planned and carried out a joint effort to complete the leveling of the deposits, covering them with top soil, planting grass, and laying out a baseball diamond. The landscape work was completed under the direction of 17-year veteran forester Alvin J. Shemitz in the employ of CEI. In
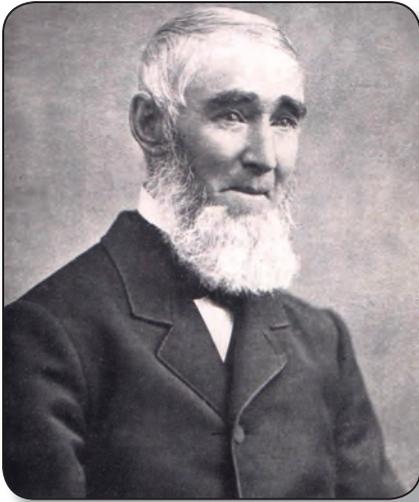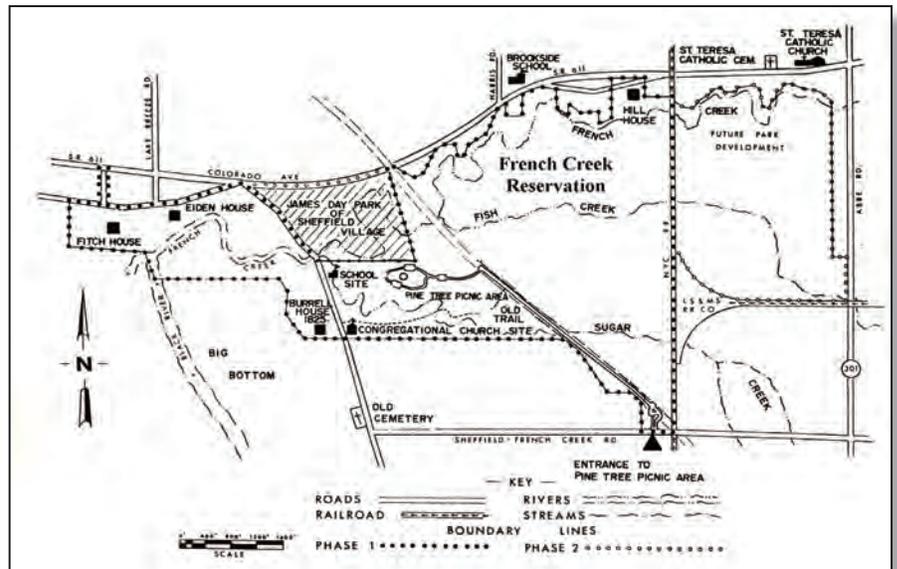
*James Day (1807-1896), namesake of Sheffield's James Day Park.*



*Map of James Day Park, Sheffield Village, Ohio (Lorain County Metro Parks).*

clearing the brush and dead trees, Shemitz noted that many of the trees were reported by May Eliza Day in her chapter on the *Botany of the* [Lorain] *County* in Professor G. Frederick Wright's *A Standard History of Lorain County* (1916). It was in the French Creek valley that May Day began the observation of grasses, wildflowers, and trees that eventually won her national recognition as a botanist (see related article *Early Accounts of Sheffield's Native Vegetation*, page 27).

In recent years more sports fields, a tennis court, and an ice skating rink have been added to James Day Park, along with a modern restroom facility with running water and flush toilets. Oddly, it was not until 1964 that the Sheffield Village Council fulfilled their pledge to the Day sisters by passing a resolution naming the remaining and restored parkland James Day Park.

But just who was James Day? James Day was born in Sheffield, Massachusetts on August 27, 1807, and was only a boy of nine when his family of nine children were brought here by his parents, Captain John Day and his wife Lydia [Austin] Day, in July 1816. Capt. Day was a veteran of the War of 1812, engaged in campaigns against the British in the Lake Ontario region. Captain Day and Jabez Burrell had purchased the entire Sheffield Township the year before and had journeyed here that summer to select lots for their farms and to divide the rest of the township into lots for future sale.

In 1835, James Day married Ann Eliza Austin who was also born in Sheffield, Massachusetts and come with her parents to Ohio in February 1817. Ann Eliza's sister, Mary Ann Austin, was the first pioneer child to be born in Sheffield, Ohio (August 20, 1817). The James Day family lived on the homestead near the present location of Lorain County Metro Parks' French Creek Nature Center. James built a classical Greek Revival-style house about 1850 that survived over 13 decades until it was destroyed by fire in 1986. The most congenial social gatherings in Sheffield are said to have taken place in this house. James and Ann Eliza raised their children to have civic pride in Sheffield, which doubtlessly influenced their daughters to sell the parkland to the Village at such a reasonable price. James Day died on March 19, 1896 and his wife preceded him in death on January 13, 1873. They are buried side by side in the James Day plot of Garfield Cemetery, as are their daughters Celia, May, and Caroline.





*James Day Park, Sheffield Village, Ohio (July 2009).*



*Monument on the James Day Family Plot in Sheffield's Garfield Cemetery.*

*Domonkas Public Library, built 1964.*

### Domonkas Library & Environs

In 1964, the Domonkas Branch of the Lorain Public Library was built on the lakeshore near the foot of Lake Breeze Road with $100,000 donated by the Domonkas family. The site, originally owned by Joseph Fitch, was purchased by the City of Sheffield Lake and leased to the Library Board. To accommodate the new library, the Joseph Fitch house was demolished in 1963. The 4,727 square foot library building houses over 6,000 titles and has a lecture/meeting room that seats 50 people.

Joseph Wellington Fitch is shown to be the owner of the property (Lot 41) on the 1851, 1857, and 1874 Tax Maps for Sheffield Township (the oldest surviving maps of the Township). Joseph was the eldest son of Samuel Fitch (1794-1861).

Samuel arrived in Sheffield in November 1815 from New Marlborough, Massachusetts. Samuel, whose father fought in the Revolutionary War, was only the third pioneer to settle in Sheffield. He married Polly J. Smith (1796-1845) in 1818, a daughter of Captain Joshua Smith. Polly died in May 1845 and Samuel married Nancy Willard (1800-1860) later that year. Samuel had five children: Joseph Wellington, Martha, Mary Elizabeth, Henry Martyn, and Phoebe.

Samuel proved to be a prosperous farmer. His house was built on the Black River at the foot of Lake Breeze Road of the same handmade bricks used by other settlers (see page 199). His homestead was sold to Peter Weaver in 1870 for $6,345 and the house survived until 1989 when it was destroyed by fire. Samuel erected the first Sheffield distillery in 1825. He was a charter member and deacon of the Sheffield Congregational Church. He was highly regarded in the community. The *Elyria Chronicle Telegram* reported that the Avon Fair was poorly attended in 1861 due to the large number of people who attended Samuel Fitch's funeral. He is buried in Garfield Cemetery, between his two wives, Polly and Nancy.

Joseph Wellington Fitch married Harriet Lewis and they made their home on the lakeshore at the north terminus of Lake Breeze Road. The 1857 map indicates their homestead was adjacent to a township school located on the same lot (41). The next property to the east (still on Lot 41) was owned Theron Moore. The 1857 map shows the Sheffield Lake Post Office as being located in the Moore house. The 1874 map shows the school in the same location, but no mention is made of the Post Office. In the 1890s the Lake Breeze Post Office was located in the home of Postmaster James Austin, on the lakeshore about a mile west of Lake Breeze Road.

In the 1960s, the Shoreway Shopping Center was built on the former Joseph Fitch property at the southeast corner of Lake and Lake Breeze Roads. In 2007, the City of Sheffield Lake constructed a recreational boat ramp and marina on the Lake Erie shore where the Joseph Fitch and Norman Day properties once met. Joseph Fitch's brother, Henry Martyn married Lydia Amelia Day, Norman Day's daughter.



*Home on the former Joseph Fitch property demolished to make way for the library.*

*Lecture room, Domonkas Library (2014).*



*Lake Breeze Post Office in the home of James Austin (1893).*



*Shoreway Shopping Center, circa 1965 (City of Sheffield Lake).*



*Aerial view of the Lake Erie shore in the vicinity of Domonkas Library and Shoreway Shopping Center, 2001; library located on the shore at the center of the photograph (City of Sheffield Lake).*



*Sheffield Lake Marina under construction (December 2007).*

### French Creek Wastewater Treatment Plant

Just south of the Abbe Road bridge over French Creek, an attractive sign announces the entrance to the French Creek Water Pollution Control Plant. The plant treats wastewater from the communities of Avon, North Ridgeville, and Sheffield Village. A long, tree-lined drive leads to the 37-acre facility, better known as the French Creek Wastewater Treatment Plant, operated by the City of North Ridgeville. In late October 2009 the sycamore trees that line the drive were in full fall color as a contingent from the Sheffield Village Historical Society approached the gate and announced our presence to a communication box. The electronic gate slowly opened and we were advised to come to the Administration Building and sign in. Soon we were joined by Plant Superintendent Donald D. Daley, who graciously answered our many questions and personally guided us on a 2-hour tour of the facility. Having been in charge of the plant for 22 years, it was obvious that Don Daley was proud of the French Creek Wastewater Treatment Plant, and we all agreed after our visit that his pride was well justified.

*Plant History.* Taylor "Jack" Smith of the Avon Historical Society has explored the history of the French Creek Wastewater Treatment Plant. Jack traced the plant's establishment back to 1966 when the Ohio Water Pollution Control Board urged the communities of Avon, North Ridgeville, and Sheffield Village to form the French Creek Sewer District. Avon resisted the idea, calling the plan a "marble outhouse." In response to Avon's lack of support for a sewer district, in 1968 the State imposed a building freeze on Avon. Avon citizens repeatedly voted against sewers, believing the building freeze would stop growth and preserve green space. In 1971, the Ohio General Assembly passed a bill giving the Ohio Water Pollution Control Board the power to direct the Ohio Water Development Authority (OWDA)

to build sewage treatment facilities and levy assessments upon users to pay for construction costs. After a long period of negotiation, in November 1973 the Councils of Avon, North Ridgeville, and Sheffield Village approved a final contract with the State of Ohio to build the treatment plant.

Leo Sheets was serving as Sheffield Village Administrator during the original construction of the plant. Leo recalls that Johnson & Anderson Engineering of Pontiac, Michigan performed the engineering design and construction inspection for the plant. The deep trench required for the 54-inch main interceptor pipeline was hand-dug by coal miners from southern Ohio and West Virginia. Crossing Abbe Road at several locations, at times 20 feet of shale bedrock had to be excavated along the route to Avon and North Ridgeville. With construction of



*Entrance sign at the French Creek Wastewater Treatment Plant (carved by Donald Daley).*



*Aerial view of French Creek Wastewater Treatment Plant in 1996. Administration Building at lower left, Grit Building at center left, Sludge Building at upper left, and clarifier tanks at center right (City of North Ridgeville).*

the plant underway, the State lifted the residential building ban on Avon, but kept the commercial/industrial restriction in place until the plant was opened. The $23 million plant was completed in 1975 by the Ohio Water Development Authority, under Director Ned Williams, P.E., being funded by federal (75%) and state (25%) grants, with only a minor contribution from the local communities.

For several years the Ohio Water Development Authority operated the plant. Although the plant was designed to process up to 7.5 million gallons of wastewater per day (mgd) in the early years it only handled about 1.9 mgd. In 1983, the State offered to sell the plant to the local governments. Avon and Sheffield both declined the offer. Under Mayor Dick Noll, North Ridgeville's offer of a mere $11,000 was accepted. For this reason, the City of North Ridgeville now owns and operates the wastewater treatment plant in the heart of Sheffield. But that's all water over the dam, or should I say wastewater down the sewer—now we can be proud that one of the most modern and efficient treatment plants in the region is located in our community.

*Service Area.* The French Creek Wastewater Treatment Plant services the French Creek Sewer District, which encompasses the entire communities of Avon, North Ridgeville, and Sheffield Village—an area of nearly 50 square miles. In terms of wastewater processed by the plant, the breakdown is as follows: North Ridgeville 60% Avon 30% Sheffield Village 10%

At slightly over 10 square miles, Sheffield Village is only about half the size of the other communities, but the other reason for the low percentage is that only the neighborhoods along Abbe Road have sewer lines; the remainder of the Village relies on septic tanks for wastewater disposal.

The annual budget for operating the French Creek Wastewater Treatment Plant is $5 million, contributed by the three participating communities at the approximate percentage listed above for the wastewater delivered to the plant from each community. The budget, rate charge, and other major operating/improvement

decisions are made by the City of North Ridgeville on the recommendation of the plant management in consultation with a Satellite Sewer Committee, composed of representatives from the participating communities. Sheffield's representatives on the Committee include Mayor John Hunter and Village Administrator Ken Kaczay. The communities in turn, set and collect user fees from residents and businesses as needed to meet their individual budget responsibility.

Don Daley explained a problem that occurs throughout the entire service area—a phenomenon known as "infiltration." Surprisingly, about 30% of the wastewater that enters the plant does not come from sewer drains—it comes from groundwater. When the water table is high, groundwater seeps into breaks in the lateral sewer pipes. The older lines, particularly in Avon and North Ridgeville, were constructed with vitrified (glasslike) clay pipe that often breaks when the ground settles. With some 100 miles of pipe, the amount of groundwater infiltrating through these breaks can be significant. On average, about 2% of the sewer lines need to be replaced annually in a well-maintained system. Fortunately, Sheffield's sewer lines are much newer and were constructed with reinforced concrete pipe that is much less prone to breakage. During dry periods, when the water table falls below the sewer pipes, the reverse process can occur as wastewater leaks out and can contaminate the groundwater. [Drinking water lines are also prone to similar failures. Typically about 19% of the water carried by potable water lines is also lost through leaks in the system.]

*How the Plant Operates.* The French Creek Wastewater Treatment Plant has 23 full-time employees. Typically the plant operates 16 hours a day, in two shifts, and then is idle for 8 hours. The plant processes from 5.8 to 7.2 million gallons of wastewater each day. All of the sewage-laden water enters the treatment plant by gravity flow. To accomplish this, the 54-inch diameter main interceptor pipe is set 75 feet below the ground surface—four floors below the Administration Building. Here, a series of five huge pumps, each capable of pumping 3,750 gallons/minute, convey the inflowing wastewater to a

large Wet Well some 25 feet above the ground. From the well the wastewater begins a 12-hour journey through the treatment plant. At the end of the process two things remain—purified water, that is discharged to French Creek just upstream of the Norfolk Southern Railway bridge, and inert sludge that has been processed for various beneficial uses.

The first stage in processing the wastewater consists of collecting large pieces of solid debris on bar screens located just ahead of the pumps under the Administration Building. From the Wet Well raw sewage flows by gravity to the Grit Building, where sand- to fine gravel-sized particles and solids of high specific gravity settle at the bottom of a Grit Tank. Some of the items collected on the screens are bizarre, including false
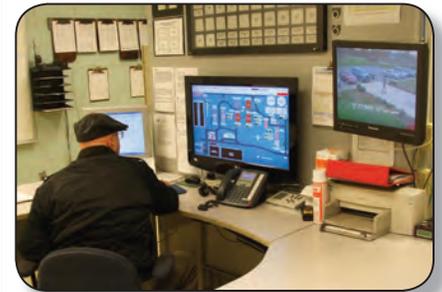


*Control Room in the Administration Building where the processes in the plant are monitored and controlled.*

teeth, hypodermic needles, diamond rings, wallets, and cash (one roll had $150 dollars of soggy bills). From the Grit Building the wastewater again flows by gravity to a Mixing Well and then to one of three Primary Clarifiers—circular digestion/
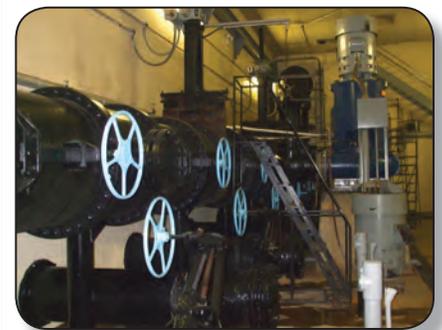


*Fourth level down of the Administration Building where the main interceptor pipe enters the plant (left). Pumps (right) lift the wastewater to the Mixing Well where the treatment process begins.*

settling tanks 120 feet in diameter—which consist of an outer ring where agitation occurs, and an inner ring with a revolving center shaft at the bottom fitted with plow-like blades that push the deposited sludge toward a central discharge hopper. In the outer ring, aeration tends to break the sewage into fine particles and aids in the biological digestion of organic waste materials. The microbial community bringing about the degradation of organic wastes, known as the Activated Sludge Process, is maintained in suspension in the liquid by diffused air. The wastewater in the Clarifier literally appears to boil from the air injected into the tank from large compressors. Wastewater is continually recycled back to the Mixing Well where it mixes with incoming raw sewage for a period of 4 to 6 hours. The plant operator monitors the microbial content of the liquid in the Clarifiers. When the bacterial count reaches the proper sludge age of 2,500 to 3,500 milligrams per liter (mg/l) of mix liquor suspended solids (MLSS), the wastewater is ready for the next step. The particular two-ring design at the French Creek Wastewater



*Primary Clarifier Tank where aeration separates sewage and microbes digest the sludge in the outer ring. Sludge is deposited in the quiescent waters of the center ring.*



*Automated ultra-violet rays disinfect the processed water as it is discharged from the plant.*

Treatment Plant, in conjunction with recycling the wastewater, is referred to as the Walker Process.

The next step in the process, filtration, consists of passing the wastewater from the Clarifiers through sand or membrane filters. The preferred filter at the plant is a 3-foot square woven-cloth membrane that looks and feels much like the inside of a fleece-lined jacket. A series of six membranes, mounted on steel frames, are set into a sluiceway where the filtration occurs. The membranes are capable of being back-flushed to clear out filtered particles and are relatively durable, lasting up to five years.

The final step in the treatment process, known as polishing, involves passage of processed wastewater down a 251-foot-long concrete channel where final sedimentation of any particulate matter occurs. The channel was originally designed as a chlorine gallery where chemical disinfection was once used. Since that time chlorine-based compounds have been found to be deleterious to the ecology of streams. Now, at the end of the channel, ultra-violet rays are passed through the water. Working much like microwaves, they disinfect the processed water before it is discharged into French Creek. Sludge from the various collection points within the plant is carried to the Sludge Building for final processing. Here, powerful centrifuges further dewater the sludge through a recycling process. This digested sludge is only about one third of its original volume and is a rather inoffensive, humus-like material. From the Sludge Building the final product is carried by a conveyor system to an exterior storage yard on the southwest corner of the site. Currently classified as Class B sludge, plans are underway to provide internal storage and upgrade the material to Class A.

Rainstorm infiltration is one of the most serious problems for the treatment plant. The plant can cope with up to twice the normal rate of wastewater during a storm, but when rainfall exceeds 2 inches the plant is prone to flooding. In the early years of plant operation, the amount of wastewater during heavy storms exceeded the plant's capacity to process it and the plant was flooded out on several occasions. With the approval of the Ohio Environmental Protection Agency (EPA), large holding tanks (1.5 million gallon-capacity) were constructed near the plant's outfall pipe to temporarily hold excess raw sewage and blend it with processed wastewater before releasing it to French Creek. This bypass situation typically occurs once or twice each year. Severe cases of flooding took place in 1976 where sewer manhole covers were inadvertently left open in North Ridgeville during a rainstorm and again on August 20, 2005, when an estimated 5.8 inches of rain fell on the French Creek watershed—a near 100-year storm event.

Other features of the plant include 1.2 miles of lighted tunnels to carry utility lines. The tunnels originate in the second floor of the Administration Building and are large enough for two people to walk abreast. During the winter some of the plant's



*Outfall structure on French Creek at the end of the treatment process, where up to 5 million gallons of water are discharged to the creek each day.*

*Eddie Herdendorf (left) and Don Daley (right) inspect processed sludge as it is transported by conveyor belt from the Sludge Building.*



*Ricki Herdendorf (left) and Donnie Hammer (right) are shown a membrane filter by Don Daley (center) in the Filtration Building.*

staff keep fit by running the tunnels. An impressive electrical room is located nearby, where incoming electromotive force of 69,000 volts is ultimately stepped down to 220 and 110 volts. A modern water quality laboratory is located in the Administration Building, where testing for hazardous/toxic chemicals and pathogenic bacterial is routinely conducted. The main control center is also located in this building. Here, computerized graphic displays of the various components of the plant permit an operator to monitor all aspects of plant operation.

*Plant Innovations.* Don Daley and his Assistant Superintendent Mark Francis are continually looking for ways to make the plant more efficient and develop services that bring additional revenue to the plant. In recent years the plant has been fully automated with computer technology. Don Daley noted, "In an emergency, I could operate the plant from home on my laptop." Under Don's leadership, the plant has undergone a major expansion. HB Engineering of Middleburg Heights was selected as the prime contractor to engineer the project, which increased the wastewater capacity of 7.5 to 11.25 mgd. Completed in 2003, the expansion was paid for by user fees, tap-in fees, and charges to septic haulers. One of Don's main goals is to avoid crisis management through forward thinking so as to anticipate and be prepared to deal with unexpected situations. To accomplish this Don has instituted a program of "cross-training," whereby employees are given the opportunity to learn how to do the jobs of other staff members if the needed arises.

One of the newest innovations at the plant is Industrial Pre-Treatment (IPT). From area industries, several tank trucks arrive daily carrying non-toxic wastes too chemically enriched to be flushed directly into the sewer system. At the IPT Building these wastes are processed under strict State regulations as to be rendered safe for regular treatment in the main plant. Some of the industrial waste contains high levels of phosphate, an unwanted nutrient that stimulates algal growth in streams and Lake Erie. The IPT facility removes the phosphate by treatment with ferrous chloride ($FeCl_3$), before the industrial wastewater is directed to the regular treatment process. Under the direction of IPT foreman Lou Cover, this new process earns from $25,000 to $38,000 a week in fees from user industries. The proximity of this new treatment option to Sheffield's business and industrial properties should place the Village in an advantageous position to attract new industry.

Another source of funds to offset some of the operating cost of the plant comes from fees charged to septic haulers. Across northern Lorain County some 19 companies, in business to pump out septic tanks in non-sewered regions of the County, bring their sewage to the French Creek Wastewater Treatment Plant for processing. In 2008, fees paid by the septic haulers amounted to $489,000.

Sludge is an important by-product at the treatment plant where 20,000 tons (about 60,000 cubic yards) of material is produced annually. The sludge is suitable for many practical applications, such as garden mulch and soil conditioners. Large quantities of sludge from the plant are trucked to Huron County for agricultural purposes. Working with Ohio State University Professor Terry Logan, Don Daley developed a liquid sludge product that has been applied to farm fields near Castalia, Ohio. Future plans call for a large building to be constructed at the west end of the facility site for storage of sludge. Approval of this material as Class A [best classification for multiple uses] is required from Ohio EPA. The building may also house a sludge bagging apparatus. Meanwhile, the plant has 40-lb., bright yellow bags of sludge available free of charge to citizens of the participating communities.

Probably the most intriguing use of sludge is currently being worked on by Dr. Logan and Don Daley—Green Fuel. Well, maybe not really green in the color sense—more of an earthy brown! The concept is to pelletize the sludge to form an environmentally friendly fuel for electric power generating plants and commercial landscape nurseries. Pelletized sludge has been shown to ignite at 500°F, which makes it an ideal alternative fuel for local power plants that now burn sulfur-laden coal or landscape nurseries that burn corn.

### *Early History of the Sheffield Village Volunteer Fire Department*

The Sheffield Village Volunteer Fire Department was officially established by action of the Village Council on June 29, 1934 with passage of Ordinance No. 22, "An ordinance providing for the organization of a fire department, and fixing the number, salaries and bond of the members of the fire department and to declare an emergency." At the same meeting, the following applications for volunteer firemen were received by Mayor Clyde B. McAllister and presented to Council for consideration: Arthur Dechant, Charles Gubeno, Kenneth J. McAllister, Walter McAllister, Donald Minnick, and Frank Root. The Council unanimously confirmed the appointment of these men.

Two weeks before the ordinance was passed, the volunteers were pressed into service. The *Elyria Chronicle-Telegram* reported on June 12, 1934, The Sheffield Village Fire Department had their first experience in grass fires last week when they were called to a fire on Lake Breeze Road near the right-of-way of the Wheeling & Lake Erie Railway spur that runs to the old Cromwell plant on the east side of the river. The flames were fanned by a strong wind and spread rapidly to an adjoining woodlot burning fences and trees. The blaze was extinguished by the Fire Department. Arthur F. Stauder and Clarence Gilles were added to the Fire Department by Council action on July 3 and July 11, respectively. On August 7, the Village Council appointed Walter McAllister as Chief of the Volunteer Firemen, Charles Gubeno as 1st Assistant Chief, and Arthur Stauder as 2nd Assistant Chief. In November 1947, Walter McAllister resigned from the Fire Department as he was elected to the Village Council. LeRoy Jungbluth was then appointed as Chief, Victor Gornall as 1st Assistant Chief, and Herb Langthorp as 2nd Assistant Chief.

As time went on, at least 45 men served on the Sheffield Village Volunteer Fire Department at various times during the period 1934 through 1949 (see accompanying roster). The number of firemen on the roster ranged from 11 to 16 for this period, averaging 14 firefighters. Chiefs McAllister and Jungbluth maintained a ledger of the practice meetings and the fires attended by the firefighters, which are also reflected in the Council minutes for these years as payment for their services to the Village. The author is indebted to Society member Len Jungbluth for sharing the Fire Department attendance ledger maintained by his father, chief Leroy Jungbluth, which in turn had been kept by his predecessor, chief Walter McAllister. A copy of the ledger has been placed in the archives of the Sheffield Village Historical Society.

In addition to the roster, the ledger contains entries as to the type and location of fires in the Village for the period, 1934 to 1945. During this period the Fire Department responded to a total of 92 fires (see accompanying table). The types and numbers of fires responded to included:

| Type | No. of Fires | Known Types |
|---|---|---|
| Grass | 28 | 35% |
| House | 28 | 35% |
| Woods | 6 | 8% |
| Automobile | 5 | 7% |
| Barn | 4 | 5% |
| Business | 4 | 5% |
| Railroad Yard | 3 | 4% |
| School | 1 | 1% |
| Unspecified | 13 | |

Typically grass fires resulted from either the burning of farm fields that got out of control or sparks from coal-burning, steam railroad engines. The fall of 1952 was unusually dry. In October, a rash of grass fires swept through Lorain County. In Lorain alone, City firemen responded to 13 grass fires on October 30. On the same day, Sheffield firefighters fought a major grass fire at the Nickel Plate Railroad half-a-mile east of Lake Breeze Road.





*Sheffield Village Volunteer Firemen fight flames from a grass fire near the Nickel Plate Railroad east of Lake Breeze Road on October 30, 1952. Firefighters working from a 1933 Ford fire truck, left to right, William Winter, Frank "Ike" Pavlish, Edward Herdendorf, and Lester Mackert. In the far right photograph, Fire Chief LeRoy Jungbluth wields a broom at the same fire (Lorain Journal).*

## SHEFFIELD VILLAGE FIRES 1934-1945

### 1934 (9 Fires)
Jun 12 –Fire in Ziegman woods on Colorado Avenue
Jun 22 –Fire at Fields residence on Ford Road
Jul 4 –Grass fire
Jul 6 –Grass fire
Aug 7 –Grass fire
Aug 12 –Fire at Gacse residence on East River Road
Oct 11 –Woods fire
Oct 19 –Fire at Wade Johnson residence on Gulf Road
Oct 29 –Fire on East River Road

### 1935 (3 Fires)
May 27 –Fire at John Eiden residence on Colorado Avenue
Jun 1 –Fire at Joseph Gasper residence
Nov 8 –Fire at Stauder barn on Abbe Road

### 1936 (10 Fires)
Apr 20 –Grass fire at Nick Schmidt residence
May 10 –Fire at Fratie residence
May 15 –Fire at Wade Johnson residence on Gulf Road
Jun 15 –Fire at Tarnasky barn
Aug 3 –Fire at Brown barn on Detroit Road
Aug 9 –Grass fire at James Day Park
Aug 1 –Fire at Day Allotment
Sep 16 –Fire at Frances Urig residence on Abbe Road
Oct 13 –Fire in Nick Kelling woods
Nov 24 –Grass fire

### 1937 (6 Fires)
Jan 21 –Automobile fire at Round residence
Jul 20 –Grass fire
Sep 7 –Box car fire at NKP RR yard
Oct 5 –Grass fire
Nov 7 –Grass fire
Dec 13 –Fire at Hanko residence on Harris Road

### 1938 (10 Fires)
Mar 19 –Grass fire
Mar 21 –Grass fire
May 5 –Fire at Mackert's Dairy on Abbe Road
Jun 26 –Fire at Hoag's Greenhouse on Abbe Rd
Jul 19 –Fire at Raymond Schueller residence on Abbe Road
Jul 24 –Grass fire
Sep 6 –Grass fire
Oct 16 –Grass fire
Nov 4 –Woods fire off East River Road
Nov 17 –Woods fire off East River Road

### 1939 (11 Fires)
Mar 16 –Grass fire on Koley Place
Mar 19 –Grass fire at Rath residence on Detroit Road
Apr 2 –Fire at Edward Brown residence on Detroit Road
May 24 –Fire at Gillis residence on Abbe Road
Jul 24 –Fire at NKP RR on Lorain Road
Jul 25 –Fire at S. Eiden residence
Aug 24 –Fire at NKP & WLE RR
Sep 18 –Fire off Root Road
Sep 22 –Fire on Koley Place
Oct 19 –Fire at Swartz woods
Dec 9 –Fire at Cook residence on Detroit Road

### 1940 (9 Fires)
Mar 23 –Fire at Burrell School on East River Road [total loss]
Apr 21 –Fire at Andrew Kelling barn on Colorado Avenue
Apr 29 –Grass fire on Colorado Avenue
Jul 18 –Grass fire on East River Road
Aug 3 –Grass fire at Day Allotment
Aug 4 –Grass fire at Day Allotment
Sep 18 –Fire at John Laskin residence on Detroit Road
Sep 30 –Fire at Dewalt residence
Oct 15 –Fire at Nagy residence on Detroit Road

### 1941 (10 Fires)
Jan 9 –Fire at Green's Store [Avon]
Mar 18 –Fire on Moon Road [Avon]
Apr 30 –Grass fire at Gillis residence Abbe Rd
Apr 30 –Grass fire at Gerber residence on East River Road
Jul 1 –Fire at Welter residence
Aug 18 –Grass fire at Ziegman residence on Colorado Road
Sep 14 –Grass fire on Abbe Road
Sep 22 –Fire at Frank Klingshirn residence on East River Road
Sep 22 –Fire at Leo Kelling residence
Dec 22 –Fire at Mike Sherban residence on East River Road

### 1942 (4 Fires)
Jan –Automobile fire on French Creek Road
Mar –Fire    Jun – Fire
Oct 9 –Automobile fire on East River Road

### 1943 (6 Fires)
Feb –Fire    Mar –Fire    Jun –Fire
Jul –Fire    Nov –Fire    Dec –Fire

### 1944 (7 Fires)
Jun 8 –Fire at Albert Conrad residence on Colorado Avenue
Jul 8 –Fire at Rudolph Mittelstead residence on Detroit Road [Avon]
Jul 11 –Fire at A. B. Lange residence
Jul 29 –Grass fire on Lake Breeze Road
Aug 3 –Grass fire on Lake Breeze Road
Nov 3 –Automobile fire on Abbe Road
Dec. 22 –Fire at Gertrude Miller residence

### 1945 (7 Fires)
Mar –Automobile fire on Lake Breeze Road at Route 611
Mar –Fire at Andrew Schmitz residence on Colorado Avenue
May –Fire    Aug –Fire (2)    Sep –Fire    Nov–Fire



This 1933 Ford fire truck was Sheffield Village's second fire truck. The first fire truck, originally owned by Sheffield Lake Village, was mounted on a Model-T Ford chassis and was transferred to Sheffield Village when the communities split in 1933, but by then the Model-T was in poor condition. In 1934, the Sheffield Village Council voted to purchase the Village's second fire truck—a 1933 Ford V-8 chassis for $440 from George A. Falke, Inc. of Lakewood, Ohio (Bud Brown).



Len Jungbluth (1 ½) and David Mackert (2 ½) in October 1948 playing on the Sheffield Village Volunteer Fire Department's 1946 Chevrolet/ Bean fire truck. Both of their fathers (LeRoy Jungbluth & Lester Mackert) served on the Fire Department (Gladys Mackert).

## SHEFFIELD VILLAGE VOLUNTEER FIRE DEPARTMENT ROSTER 1934-1949

| NAME | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brown, Edward, Sr. | | | | | | X | X | X | X | X | X | X | X | X | X | X |
| Bryden, Arthur | X | X | X | X | X | X | X | X | X | X | X | X | X | | | |
| Butti, Alex | | | | | | | | | | | | | | | X | X |
| Conrad, Leroy | | | | | | X | X | X | | | | | | | | |
| Dechant, Arthur | X | X | X | X | | | | | | | | | | | | |
| Dolacki, John | X | | | | | X | | | | | | | | | | |
| Dolacki, Michael | | | | | | | | | | | | | | | X | X |
| Dunfee, Raymond | | | | | X | X | X | X | X | X | | | | | | |
| Geil, Mark | | | | | | | | | | | X | | | | | |
| Gilles, Clarence | X | X | X | X | X | X | | | | | | | | | | |
| Gilles, George A. | X | | | | | | | | | | | | | | | |
| Gilles, Howard | X | X | X | X | | | | | | | | | | | | |
| Gilles, Robert | | | | | | X | X | X | | | | | | | | |
| Gornell, Victor | | | | | | X | X | X | X | X | X | X | X | X | X | X |
| Greenup, Murray W. | | | | | | | | | | | | | | X | X | X |
| Gubeno, Charles | X | X | | | | | | | | | | | | | | |
| Hammer, Howard | | | X | | | | | | | | | | | | | |
| Jackson, W. | | | X | | | | | | | | | | | | | |
| Johnson, Earle | | | | | | | | X | | | | | | | | |
| Jungbluth, LeRoy | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Langthorp, Herbert | | | | | | | | X | X | X | X | X | X | X | X | X |
| Less, Stephen | | | | | | | | X | X | X | X | X | X | | X | X |
| Mackert, Gilbert | | | | | | X | | X | | | | | | | | |
| Mackert, Harold | | | | | | | | X | X | | X | | | | | |
| Mackert, Lester | | | | | | | | | | | | | | | X | X |
| McAllister, Kenneth | X | X | X | X | | | | X | X | X | | | | | | |
| McAllister, Walter | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | |
| Minnick, Donald | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | |
| Mittendorf, A. | | X | X | X | X | | | | | | | | | | | |
| Mittendorf, R. | | X | X | X | X | | | | | | | | | | | |
| O'Neil, Walter | | | | | | | | | | X | X | X | | | | |
| Pavlish, Frank | | | | | | | | | | | | | | X | X | X |
| Rath, Michael B. | | | | | | | | | | | X | X | X | X | X | X |
| Root, Frank | X | X | | | | | | | | | | | | | | |
| Root, Henry G. | X | | | | | | | | | | | | | | | |
| Schmitz, Alvin | | | | | | | | | | X | X | X | X | X | X | X |
| Smith, H. | | | | | | | | | | | X | | | | | |
| Stauder, Arthur F. | X | X | X | X | X | X | X | | | | | | | | | |
| Takas, Steve | | | | | | | X | | | | | | | | | |
| Tarnasky, John | | | X | | X | X | X | | | | | | | | | |
| Traxler, John | | | | | | | | | | | | X | X | X | X | X |
| Waldecker, H. | | | | | X | | | | | | | | | | | |
| Walker, Shirley A. | | | | | | | | | | | X | | | | | |
| Winter, William | | | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Youngblood, Edwin | | | | | | | | | | | | | X | X | X | X |
| **TOTAL FIREMEN** | 13 | 12 | 13 | 12 | 12 | 15 | 13 | 16 | 12 | 13 | 15 | 14 | 13 | 13 | 15 | 15 |

## Practice Fires

In the mid- to late-1900s the typical way to dispose of an unwanted or dilapidated building was to burn it down, but in a controlled way. The volunteer fire departments of Lorain County would provide this service. According to former Sheffield Village Fire Chief Bud Brown (1966-1990), the surrounding fire departments would be invited to participate in a practice fire to hone firefighting skills and to develop coordination protocols for mutual-aide situations. As time went on this practice was all but abandoned because of EPA regulations, concerns over asbestos and other hazardous materials, and insurance/liability issues. Current Fire Chief Jeff Young admits it was a worthwhile exercise, but it rarely takes place in today's world. These practice fires of yesteryear were often spectacular to observe.



*Sheffield Village firefighters train for a grass fire on East RiverRoad, left to right, Elmer Klingshirn, Donnie Hammer, and Ed Herdendorf.*

*Sheffield Village Volunteer Fire Department in 1963. Photograph taken at the Village Municipal Building with the 1957 Howe fire truck in the background. Firefighters, from left to right, Edward Herdendorf, Jr. (Chief), Roy Kudrin, Bill Roth, John Hunyad, Steve Dolinsky, Cecil Fikes, Leo Sheets, Barney Jungbluth, Butch Klingshirn, Bob Hiltabiddle, Norm Urig, Bud Brown, and Leroy Conrad.*



*Sheffield Village firefighters practice on a dilapidated shed.*

*Barn on Lake Breeze Road being prepared for a practice fire.*



*Lake Breeze Road barn being burned for practice.*



*Officers of the Sheffield Village Volunteer Fire Department pose before initiating a practice fire at a house scheduled for demolition on Old Abbe Road. Chief Bud Brown is the officer in white, the other officers (left to right), Lt. Wayne Urig, Capt. Jim Logar, and Asst. Chief Bill Roth, circa 1970s.*



*Practice house fire in full blaze on Old Abbe Road.*



*Façade view of a practice fire at a decommissioned church in Belden, Ohio.*
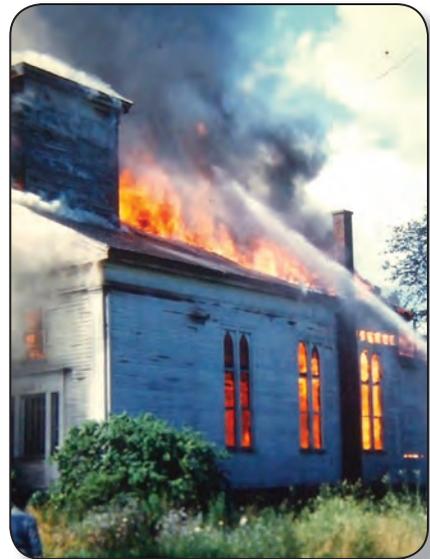


*Side view of a church being burned for practice in Belden, Ohio.*

### Sheffield Township
### Engine House No. 1

The Sheffield Township Fire Department was formed on February 25, 1931. Twelve men volunteered to serve as firemen, with C. J. Reising elected Captain and A. Murrell as Lieutenant. The Township Board of Trustees purchased a Studebaker open cab fire truck with a midship pump and 100-gallon capacity water tank. The Board approved the construction of a building on 3977 Broadway near the East 39th Street intersection to house the fire truck and other fire-fighting





*Sheffield Township's 1949 International fire truck (Richard Husar).*

equipment. Prior to 1931, the Black River Township Volunteer Fire department serviced Sheffield Township.

In 1936, A. Murrell was appointed Chief of the Fire Department. In the late 1940s, it became apparent that the department's equipment was no longer adequate to meet the needs of the Township. In 1949 the Trustees purchased an

International fire truck with a midship pump and a 500-gallon capacity tank. On the death of Chief Murrell in March of that year, Jasper Farr was appointed Chief, followed by Glenn A. Horton in 1955.

By this time, the Township had grown to the point where additional fire-fighting facilities were needed. With the building of O'Neil's Sheffield Shopping Center on North Ridge Road and the population nearing 5,000, a second fire station was established at 5166 Clinton Avenue. The International fire truck was transferred to Station No. 2. This station was later enlarged to serve as the Sheffield Township Hall with administrative offices and a Lorain County Sheriff Sub-station.

For Station No. 1 on Broadway, the Trustees purchased a Pirsch Junior 55-foot aerial ladder truck with a 350-gallon capacity water tank, 300-gallon pump, and 100 feet of hand


*1931 Studebaker fire truck (Sheffield Township Fire Department).*


*Sandstone sign from 1931 fire station.*


*Sheffield Township firefighters at Station No. 1 in 1957 (Sheffield Township Fire Department).*

ladders. A used, 800-gallon water pumper was also purchased with a 500-gallon front mounted pump. A used ambulance was acquired at this time. The first women firefighters were added to the department's staff in 1981. Over the years, Station No. 1 was enlarged to 24 feet wide by 60 feet long. From 2000 to 2007, Frank A. Norcross served as Chief of the Fire Department.

With Joe Bandagski as Chief, Sheffield Township opened its new Station No. 1 at 4600 Broadway on October 31, 2010. The new station is four times larger than the old one and was constructed at a cost of $750,000. The new station serves as a vision of pride for the community. The Sheffield Township Fire Department currently services 18 square miles and responds to about 1,000 calls every year. The Sandstone sign from the top of the old station is proudly displayed at the new engine house.



*Sheffield Township Engine House No. 1, built in 2010 (2014).*



*The Sheffield Lake Fire Department was established in 1929. This 1940s photograph shows the department's 17 volunteer firefighters at the old fire station, located on the corner of Lake Road and Sunset Avenue (Tim Cord).*

## SHEFFIELD GOVERNMENT

### History of Governmental Jurisdictions for land within Township No. 7 of Range 17

**1788**—under the Ordinance of 1787, the United States government organized the County of Washington to include all of the Connecticut Western Reserve east of the Cuyahoga River.

**1796**—Wayne County was organized by the United States government to include all of the Connecticut Western Reserve west of the Cuyahoga River, as well as most of western Ohio and parts of Indiana and Michigan; the county seat was established at Detroit.

**1797**—Jefferson County was established to include that portion of Washington County within the Connecticut Western Reserve east of the Cuyahoga River.

**1800**—Connecticut refused to recognize the jurisdiction of the United States in the Western Reserve, but the new settlers were entirely without municipal laws until the transfer of jurisdiction on May 30, 1800; the first civil government was then established in the Western Reserve on July 10, 1800 with the erection of Trumbull County to encompass the entire Western Reserve with Warren as the county seat.

**1802**—Trumbull County was divided into eight townships; Cleveland Township not only embraced a large portion of Western Reserve lying east of the Cuyahoga River, but all of the Western Reserve west of the river.

**1803**—Ohio admitted to the United States as the 17th state in the union.

**1805**—on December 1, 1805 the County of Geauga was established to include all of the present counties of Ashtabula, Geauga, Lake, and Cuyahoga.

**1807**—on February 10, 1807, that part of the Western Reserve lying west of the Cuyahoga River and north of Township No. 4, was attached to Geauga County to be part of it until Cuyahoga County should be organized; thus, Sheffield was part of Geauga County from February 10, 1807 to January 16, 1810 when Cuyahoga County came into existence.

**1810**—Cuyahoga County was organized on January 16, 1810.

**1811**—Huron County was established on February 8, 1809 to cover the Firelands; its eastern boundary was extended east to the Black River on January 22, 1811. However, in 1810 Huron County was annexed to Cuyahoga County for judicial purposes until January 1815, when it was reorganized and assumed control of its own affairs.

**1811 to 1824**—all of Sheffield west of the Black River was attached to the Township of Black River, Huron County.

**1815 to 1818**—all of Sheffield east of the Black River [including Avon and Black River Township east of the river] was attached to Dover Township, Cuyahoga County.

**1818**—on October 27, 1818, Avon, and eastern Black River and Sheffield were set off from Dover and organized in a separate Township of Troy by the commissioners of Cuyahoga County. Prior to 1818, the inhabitants of the Avon portion (Township No. 7 of Range 16) called their town Xeuma, not withstanding it was part of Dover; in December 1824, the petition of 40 citizens was granted by the commissioners of the newly formed Lorain County to change the name from Troy to Avon.

**1824**—at the first meeting of the Lorain County commissioners in June 1824, Sheffield finally united as a single township along its original Township No. 7 of Range 17 boundaries.

### Early Organization of Township

When Township No. 7 of the 17th Range (later to be known as Sheffield Township) was originally settled in 1815, Lorain County had not yet been formed. The future Sheffield Township was administered by two Ohio Counties. That portion of the township west of the Black River was part of Huron County with its County Seat in Norwalk, while the area east of the Black River was within Cuyahoga County and was organized as Dover Township, which also included Avon. In 1818 the eastern part of Sheffield and Avon were organized with the name of Troy Township. Jabez Burrell was elected Justice of Peace of Troy in 1819 and re-elected in 1822.

Lorain County was established in 1824. The first act of the Lorain County Commissioners at their first session in June 1824 was to organize the Town of Sheffield. The first Sheffield Township meeting was held on July 10, 1824 and the following officers were elected:

> Trustees—John Day, Isaac Burrell, and
>     Augustus R. Dimmick
> Clerk & Magistrate—Nathan Stevens
> Treasurer—Milton Garfield
> Poormasters—Jabez Burrell and Henry Root

### Sheffield Vies for the Lorain County Seat

Today, Mayor John Hunter often calls Sheffield Village *The Heart of Lorain County*. Why not the County Seat? It almost happened in the 1820s. But, here is how "we was robbed!"

Heman Ely, (1775-1852) founded Elyria Township in 1817. He owned 8,000 acres in the township at that time, which was then part of Huron County. Ely envisioned a new county in north central Ohio with his community, Elyria, as its County Seat. During the winter of 1821-1822, he journeyed to the State Capital in Columbus to present his plan.

Judge A. R. Webber in his 1930 book, *Early History of Elyria and Her People*, related the story of how Ely started for Columbus on horseback with only a compass for a guide. He soon lost his way in the woods near present-day LaGrange and was compelled to spend the night there. The next day he found the main trail south and eventually arrived at the Capital. The trip failed to bring the desired result, but he was able to turn the attention of the State legislators to the needs of the growing population in our area. The next winter Ely again made the journey south with more political success. On December 22, 1822, the Ohio Legislature passed an act defining the boundaries of a new county to be called Lorain, as suggested by Ely after a region in France. Heman Ely had visited France in 1809 and

*Heman Ely, founder of Elyria (Will Folger).*

was taken with the beauty of the Province of Lorraine, which later reminded him of his new home in Ohio.

The new county, which officially became functional in 1824, was made up of territory taken from Cuyahoga, Medina, and Huron Counties. It embraced 17 townships: Brownhelm, Henrietta, Amherst, Russia, Elyria, Carlisle, and those parts of Black River and Sheffield that lie west of the Black River from Huron County; Avon, Ridgeville, the west half of Olmsted, Eaton, Columbia, and those parts of Black River and Sheffield  that lie east of the Black River from Cuyahoga County; and Camden, Pittsfield, LaGrange, and Wellington from Medina County. Some additional townships or parts of townships in the southern and eastern part of the county were either gained or lost over the next 22 years, but since 1846 Lorain County has been stable with 21 townships. Avon was, in acreage, the largest township in Ohio until it was divided into Avon and Avon Lake in the 1920s.

Between the dates when the Legislature acted to organize Lorain County in December 1822, to the time in 1824 when the organization was complete, the question naturally arose in the minds of the citizens of the new county as to the location of the new County Seat. Contesting townships for this honor were Black River [later known as Charleston and then Lorain], Elyria, and Sheffield. There were no newspapers to promote the contest or paved roads to facilitate meetings, but the pioneers were busy making friends for their particular candidate township. The State Legislature appointed a committee to visit the county, canvas the claims of the contestants, and finally select a location for the courthouse. Artemas Beebe (1793-1875), owner of the first hotel in Elyria and operator of the stage line, was hired to take the committee to visit all three of contesting townships. Heman Ely accompanied the committee on their visits.

Black River was visited first. John S. Reed, a leader of the community and owner of much of the land around the
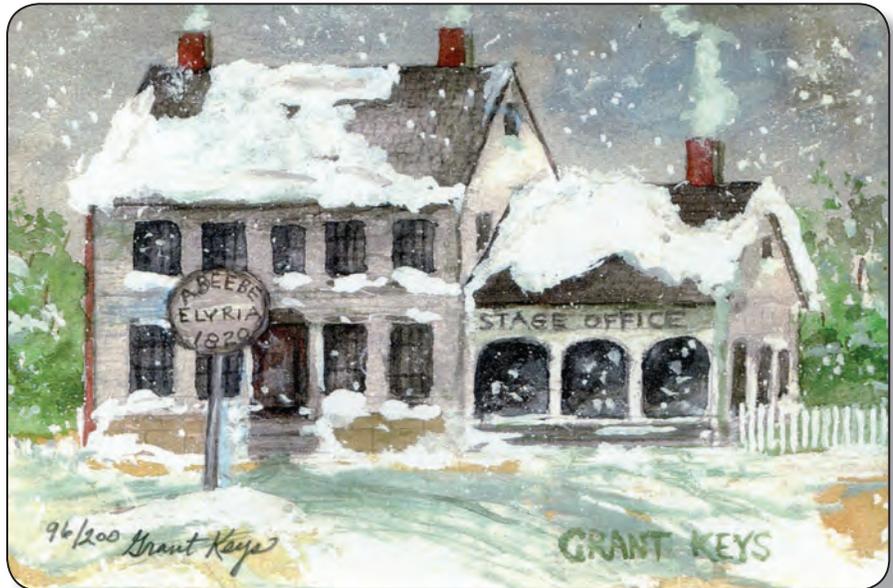


*Watercolor of Artemas Beebe's hotel and stage office in Elyria by Grant Keys.*



*Trail through  a hardwood grove along the French Creek valley in Sheffield Village.*

harbor, dined the committee. The citizens there pointed out that Cleveland in Cuyahoga County had been rightfully selected for the County Seat by virtue of being on located on Lake Erie and at the mouth of a major river, hence why not Black River with a better natural harbor.

Next, Beebe drove the committee to the center of Sheffield to look over the Burrell and Day farms at the head of river navigation, where French Creek flows into the Black River. The Sheffield pioneers pointed out the natural beauty of the hardwood groves and their surroundings and the advantageous location on the Black River. They stressed that Sheffield possessed ample upland property on North Ridge that would serve as a convenient location for the County Seat midway between the lake and the cascads falls at Elyria.

As the committee made its way to Elyria, the final stop on the tour, Ely made the following proposition, "I will put up a temporary courthouse, one story high on the corner of Main Street [Second Street] and Cheapside [Middle Avenue], large enough to accommodate the business until a new courthouse can be built, when I will donate the site and $2,000 in money toward building it and erect back of it a jail, which shall be the residence of the sheriff as well." Ely also pointed out the natural waterpower of Elyria and the fact that the location was more centrally located to accommodate the people from all parts of the county. After considering the claims of all three townships, and Ely's proposition, the committee concluded Elyria had the best argument. Before the members departed, in the company of Ely, stakes were set to mark the location of the future courthouse. Both Black River and Sheffield Townships had made persuasive arguments, but in the end they couldn't compete with Ely's grand offer.
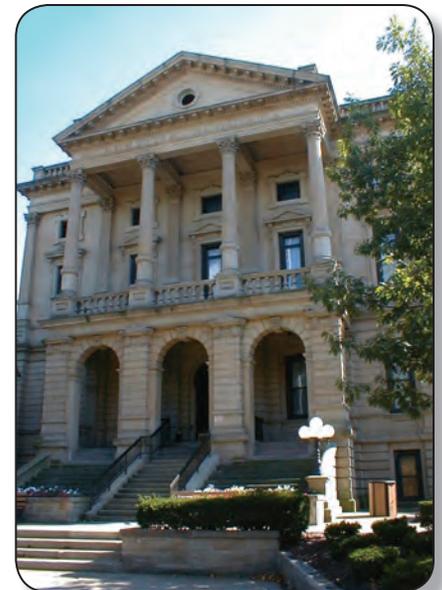



*Present Lorain County Courthouse, started in 1879 and completed in 1881, was designed by architect E. E. Myers and constructed by W. D. Richardson of Springfield, Illinois at a cost of $64,125. This Romanesque-style sandstone building—with Classical-style Corinthian capitals at the top of fluted columns—had a dome topped by an eight-foot tall zinc statue of the Goddess of Justice. The dome was removed in 1943 when severe deterioration was observed. Unfortunately this magnificent building has been allowed to deteriorate and is endangered. A recent proposal called for its demolition. A preservationist has noted, "Its the grandest building in town and certainly worthy of preservation." County Commissioner Matt Lundy is committed to its restoration and has stated, "I would chain myself to the building before I'd allow it to be torn down."*



*Clyde McAllister working his fields in Sheffield in the 1930s (Patricia Reigelsberger).*

### Sheffield Village's First Mayor— Clyde B. McAllister

In January 2008, John D. Hunter took office as the eleventh person to serve as mayor of the Village of Sheffield. He found himself coping with the problems of a community in the throes of transition from a farming village to a modern residential town with thriving commercial centers. But what of our first mayor, Clyde B. McAllister—how did he cope with the daunting task of creating a new village back in 1934?

In the 1930s and 1940s, Village mayors were elected to only 2-year terms, rather than the current 4-year terms. Clyde McAllister was elected to six terms as Village Mayor, serving in this capacity from 1934 to 1946. On his death in 1955, the then sitting Mayor, Paul W. Poor, and Village Council prepared the following resolution to honor Clyde McAllister. The wording of the resolution exhibits the high regard the Village had for the man and his many years of dedicated service:



*Louise and Clyde McAllister in Florida in 1954 (Patricia Reigelsberger).*

### *RESOLUTION NO. 90*

**A Resolution Memorializing the Life and Death of Clyde Bernard McAllister**

Clyde Bernard McAllister was born on March 2, 1885 at Millersport, Columbiana County, Ohio, where he resided until he was ten years of age when he moved with his parents to the Township, later the Village of Avon, Lorain County, Ohio. He resided in the southwestern part of Avon Village until 1929 when he moved to North Ridge Road, also known as Detroit Road, in the Village of Sheffield Lake, Lorain County, Ohio.

In 1933, he assisted in the detachment of that portion of Sheffield Lake, which a few weeks later was incorporated in a new Village, now known as Sheffield, Brookside Township, Lorain County, Ohio. There he continued to live until his death on January 10, 1955, spending the winters in Florida during the last few years of his life, his death occurring at Daytona Beach, Florida.

He left surviving him, his widow, Louise E. McAllister and two sons, Walter B. McAllister and Kenneth J. McAllister, both residents, together with their families, of the Village of Sheffield, Lorain County, Ohio.

Clyde B. McAllister was elected Mayor of the Village of Sheffield upon its incorporation in 1933 and served continuously as Mayor of that Village for the ensuing 12 years. He was the leader of that active group of prominent citizens who joined together to incorporate the present Village of Sheffield. In addition to his farming and gardening business, he was active in all of the worthwhile enterprises in the Village and established a wide acquaintanceship throughout the Village and surrounding territory. The enterprising and growing Village of Sheffield is in considerable part the result of his activities on behalf of the Village.

His funeral services were largely attended on January 15, 1955, at St. Teresa's Church, Sheffield, Ohio.

With these facts briefly reviewed; BE IT RESOLVED, by the Council of the Village of Sheffield, State of Ohio: That in the death of Clyde B. McAllister, former Mayor and prominent citizen, this Village has suffered a most serious loss. His wise council and advice in public affairs, frequently sought, will be greatly missed. His friendly and genial personality will long be remembered and the members of the Council, together with the Mayor and all other officials of the Village sincerely regret his passing. To his widow and his surviving sons and other relatives the Council extends heart-felt and sincere sympathy. BE IT FURTHER RESOLVED, that the Clerk of the Council be, and he is hereby directed to convey to the widow and sons of Clyde B. McAllister a copy of this Resolution. Passed February 7, 1955.

Paul W. Poor, Mayor

Attest: Andrew A. Schwartz, Clerk

### The Fight to Keep Sheffield Whole

In the summer of 1956 the City of Lorain proposed the annexation of some 2,500 acres of Sheffield Village. A special election was set for August 14th to determine if residents of the proposed area wanted to be detached from the Village or if they wanted to remain a part of the Village—only a simple majority was needed for detachment. The annexation area included the western one third of the Village, a total of 193 homes and 330 eligible voters.

The petition to hold the special election was submitted to the Lorain County Board of Elections by Sam Zicarelli of Day Street in Day Allotment. Zicarelli's 11-man Annexation Committee had worked on the plan with the Lorain City Council for six months and had obtained the signatures of 107 voters before the petition was sent to the Board of Elections. The Annexation Committee's battle cry

was "More for the tax dollar," claiming that Lorain could provide more services than Sheffield Village for the same size tax dollar.

To counter the annexation bid, a 16-person Citizens Committee was formed with Councilman John Traxler as Chairman. This committee, composed of Village leaders including Mayor Paul Poor, Solicitor Hubbard Wilcox, Councilman Don Minnick, and Fire Chief Eddie Herdendorf, challenged the annexation group's claims.

Mayor Poor stated that he had received a lot of calls from concerned citizens living in the annexation area, "I told them all—you will never be separated from the Village." He asked each of them "What can Lorain give you that we can not give you?" and "Do you think that Lorain Council and citizens would give you anything you want?"

Bitter charges and accusations flew between the two groups until election day. Zicarelli, who had given as one of the advantages of annexation to Lorain an ample supply of water to increase fire protection, was verbally blasted by Fire Chief Herdendorf on August 1st, recalling that in May 1955 Zicarelli had refused to permit a fire truck to be refilled with water from a hydrant in Day Allotment. The water was needed to fight a fire on the Cyril Kelling farm on Abbe Road where no hydrants were located. Zicarelli claimed that the water line was private and that they didn't have to provide water to fight a fire that wasn't in Day Allotment. The fire truck driver had to return to the fire with no water. Councilman Harry Garber, who was at the fire, got in his car and drove back to Zicarelli's house and insisted that the fireman be permitted to take water to fight the fire, charging that no individual has the right to hold back water for firefighting. Garber said the Village would pay for the water used. Garber then had the truck refilled with water in spite of Zicarelli's objections. The fire caused $6,200 of damage to the Kelling property. Zicarelli later denied the charge that he refused water to the Fire Department, but his denial did not match several eyewitness accounts of the incident.
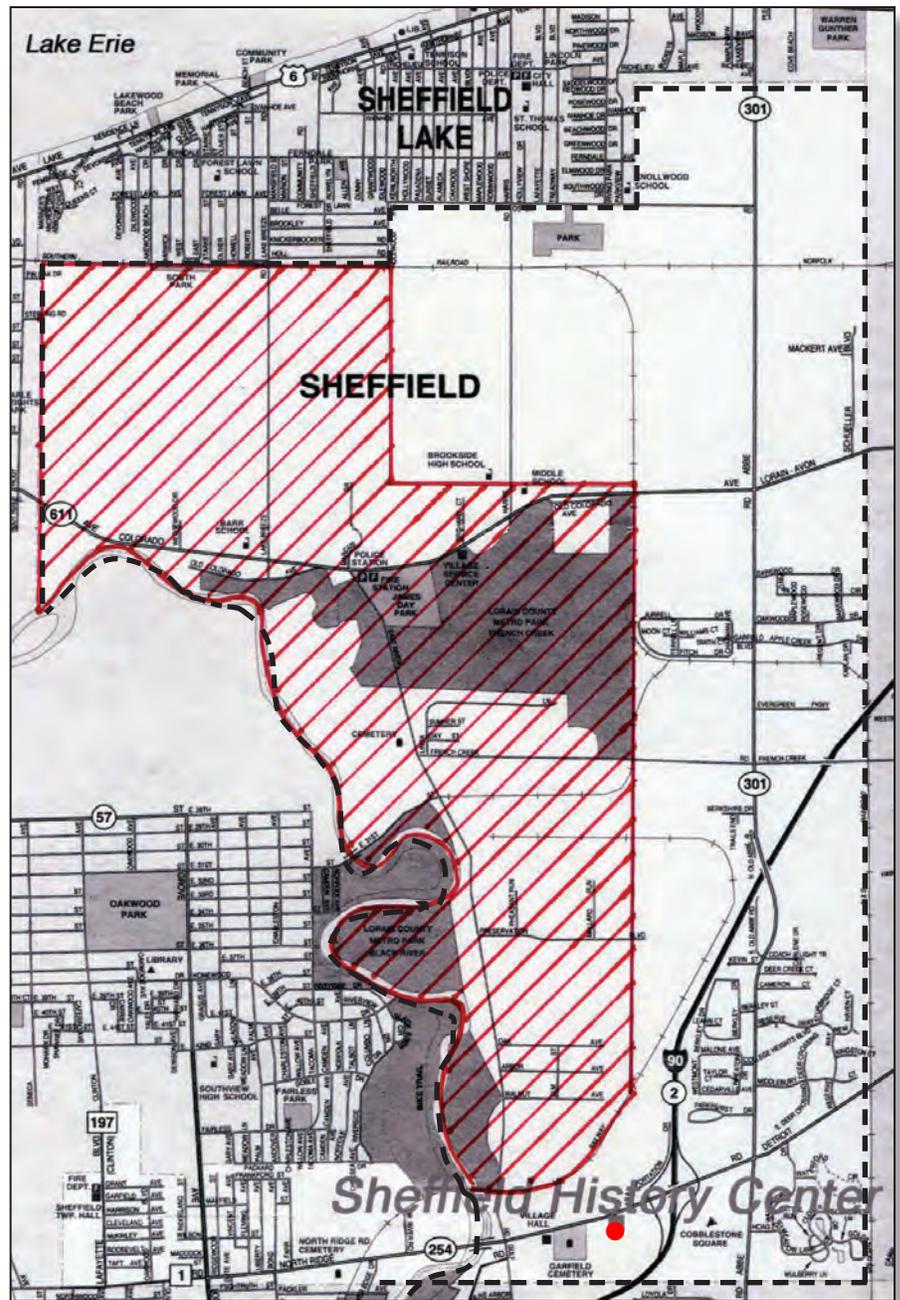


*Map of Sheffield Village showing the proposed 1956 annexation area in red.*

On August 14th the special election was held at Brookside High School. Only Village residents within the proposed annexation area were permitted to vote. Lorain's annexation bid was defeated by a vote of 173 to 129, with 11 votes uncounted because of errors in marking ballots. The election was remarkable in that 95% of the eligible voters cast a ballot.

Lorain County Prosecutor Paul Mikus cautioned that no waiting period was required before the highly controversial issue could be brought to life again by another petition of area residents. The Annexation Committee vowed to bring the issue to a second vote, but interest faded as the credibility of the group was brought into question. Later that year, at the urging of the Fire Department, the Sheffield Village Council approved a plan to bring water service to the entire Village and install fire hydrants throughout the community.

## The Mayors of Sheffield Lake and Sheffield Village

In 1920 the residents of Sheffield Township living east of the Black River voted to withdraw from the Township and form the incorporated Village of Sheffield Lake with Harry Woodruff as the first mayor. By the early 1930s the new Village was experiencing internal problems. The difficulties stemmed largely from differences in demographics—the southern portion of the Village had a sparse population with large farms, while the north end had a greater population living on small lots, the residents of these two segments found their interests to be incompatible. In 1933, the farmers in the south end voted almost unanimously to separate from Sheffield Lake Village. The north end remained as the Village of Sheffield Lake, while the south formed a new entity known as Brookside Township, which in 1934 was incorporated to form the Village of Sheffield. Clyde B. McAllister, a farmer from North Ridge, was elected as the first mayor of Sheffield Village.

The following individuals have served as mayor of Sheffield Lake and Sheffield Village from the origin of these communities to the Bicentennial year of 2015:

### Sheffield Lake Mayors

Harry S. Woodruff (1920-1926)
Fred B. Hosford (1927-1931)
Edward Burrell (1932-1933)
Harvey H. Dier (1934-1937)
C. W. King (1938-1939)
Wayne Inslee (1940-1943)
W. A. Holley (1944-1949)
Sidney W. Jordan (1950-1955)
James C. Markley (1956-1958)
Frank Dugiud (1958-1963)
Earl Barnhart (1964-1967)
Jack Miller (1968-1971)
Donald L. Smith (1972-1979)
Richard Ackerman (1980-1982)
Daniel N. Fragassi (1983-1989)
Charles Kelley (1989-1995)
Gary L. Mingee (1996-2003)
John J. Piskura (2004-2011)
Dennis Bring (2012-present)

### Sheffield Village Mayors

Clyde B. McAllister (1934-1946)
Arthur J. Dechant (1946-1951)
Paul Poor (1952-1957)
Walter B. McAllister (1958-1959)
Arthur J. Dechant (1960-1963)
Howard K. Bliss (1964-1967)
Lewis T. Kalo (1968-1971)
Lenin Pando (1972-1975)
John M. Romoser (1976-1979)
Lenin Pando (1980-1987)
Jerrod Bialko (1988-1994)
Darlene R. Ondercin (1994-2007)
John D. Hunter (2008-present)

## Sheffield Village Officials

The author is pleased to recognize the following individuals who have served Sheffield Village over the past eight decades and to thank them for their dedication to the well-being of our community:



*Leo W. Sheets served the Village of Sheffield in various capacities for 56 years.*

### Sheffield Village Treasurers

Andrew N. Schmitz (1934-1935)
Stephen H. Kelling (1936-1937)
Josephine Dechant (1938-1945)
Angela Winter (1946-1947)
Leona Brown (1948-1963)

### Sheffield Village Clerks

Alex M. Schmidt (1934-1935)
Andrew N. Schmitz (1936-1961)
Michael Krall (1962-1963)

### Sheffield Village Clerk/Treasurers

Michael Krall (1964-1965)
Martha Monagon (1966-1995)
Barbara Petro (1996-1999)
Timothy J. Pelcic (2000-present)

### Sheffield Village Council

Jean F. Ackerman (2006-present)
John Belu (1946-1947, 1950-1951, 1958-1959)
Jerrod Bialko (1980-1987)
Joseph Bialko (1966-1969)
Howard K. Bliss (1960-1961, 1978-1985)
Matthew Bliss (2010-present)
William D. Bodnar (1962-1963, 1967-1971)
Michael Bruder (1938-1951, 1954-1955)
Arthur Bryden (1946-1947)
Doris Burrell (1970-1973)
B. L. Canterbury (1974-1977)
Judy "Bonnie" Canterbury (1996-2005)
Carol A. Carroll (1992-1995)
Steve Chozinski (1978-1981)
Cynthia Conrad (2004-2007)
John A. Conrad (1934-1941)
Catherine Csubak (Price) (1976-1979, 1990-1997)
Dorothy M. Crawford (1988-2003)
Carl W. Cunningham (1964-1967)
Arthur J. Dechant (1938-1946)
Philip Dechant (1958-1961)
Donald J. Dobos (1966-1969, 1974-1977)
Edward J. Dugan (1998-2011)
Raymond G. Dunfee (1934-1935, 1944-1949)
Thomas F. Dunnigan (1962-1967)
Peter Eiden (1936-1937, 1940-1945)
George F. Fascko (1978-1981)
Ronald P. Foster (1998-2009)
Harry B. Garber (1948-1955)

Steve Gasper  (1946-1947)
Michael J. Griffith (1982-1993)
Michael R. Hanko (1950-1955)
John Hoag (1994-1995)
Frank P. Hudak (1956-1959)
Joseph P. Koster (2015-present)
Michael Krall (1974-1977)
Marsha L. Labanow (1994-1997)
Stephen Less (1946-1947)
John Leven (1934-1946)
Edward Lietwiler (1952-1953)
Lester J. Mackert (1956-1961)
Robert Markovich (2011-present)
Charles D. Martin (1986-1989)
Walter B. McAllister  (1948-1958)
Donald A. Miller  (1999-2000)
Walter Min (2010-2015)
John L. Moats (1934-1939)
Darlene R. Ondercin (1994)
Lenin Pando (1970-1971)
Ruth C. Potter (1950-1973)
Brad E. Rauscher (1994-1997)
Clee R. M. Ridenour (1972-1983)
George Rieth (1960-1963)
Carol Romoser (1988-1991)
John M. Romoser (1974-1975)
Ronald C. Rosso (1986-1993)
Robert E. Rue (1936-1939)
Kenneth W. Rusiska (1984-1987)
John J. Schmidt (1960-1965)
Theodore Schmitz (1934-1939)
Rosemary K. Schwartz (1966-1981)
Elmer E. Scott (1982-1985,
 1990-2005)
Leo W. Sheets  (2006-2009)
John M. Traxler (1952-1959)
Lawrence B. Traxler (1934-1935,
 1938-1949)
Norman E. Urig (1968-1971)
Louis J. Varos (1982-1985)
Kevin S. Watkinson (2000-present)
John Wharton (1948-1951)
Carolyn White (2008-present)

### Sheffield Village
### Marshals/Police Chiefs

Fred Winter  (1934-1970)
Mike Hanko  (1970-1980)
Richard Mack  (1980)
John Csubak  (1980)
Andy Dziak  (1980-1987)
Elmer Klingshirn  (1987-1992)
Bud Anderson  (1992-1997)
Donald Sayers  (1997-2001)
Michael Gurich  (2001-2008)
Lawrence Bliss  (2009-present)

### Sheffield Village Administrators

Leo W. Sheets (1970-2004)
Kenneth Kaczay  (2004-present)

### Board of Public Affairs

Edward B. Brown (1956-1957)
Doris Burrell (1964-1967)
Walter R. Carlin (1960-1961)
James P. Ellis  (1962-1967)
George J. Fedor, Jr. (1960-1967)
Ellis D. Hoag (1958-1959)
John J. Horn (1962-1963)
Edward A. Mackert (1956-1957)
Raymond I. Potter (1956-1957)
Clee R. M. Ridenour (1958-1961)
Andrew White (1958-1959)

### Sheffield Village Fire Chiefs

Walter B. McAllister (1934-1947)
LeRoy Jungbluth (1947-1953)
Herbert Langthorp (1953-1957)
Charles E. Herdendorf, Jr. (1957-1966)
Leo W. Sheets (1966-1967)
Edward B. Brown, Jr. (1967-1990)
Leo Repco (1990)
Nick Cicone  (1991)
Michael Conrad  (1991-1992)
Joe Cook  (1992-1997)
Jeffrey B. Young  (1997-present)

### Sheffield Village
### Cemetery Superintendents

Shirley Garfield (1920s-1930s)
Shirley Walker (1940s-1952)
Edward B. Brown, Jr. (1952-1956)
Merlin Monagon (1957-1986)
Martha Monagon (1986-1995)
Scott Jenks (1995-1996)
Edward Dugan (1996-1998)
Catherine Price-Gentile (1998-2008)
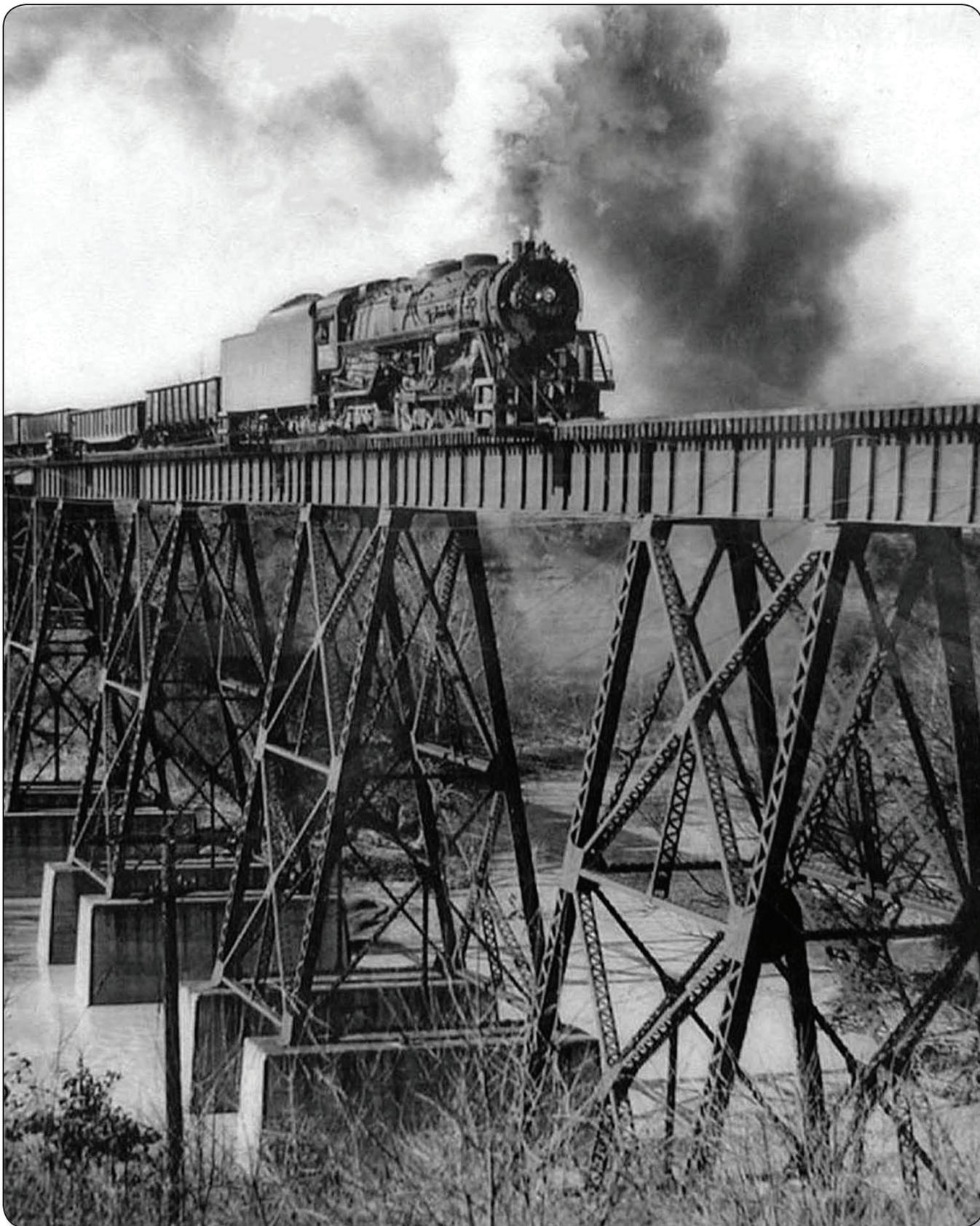Kathryn A. Keefer  (2008-present)



*Walter B. McAllister, Sheffield Village's first Fire Chief, a Councilman, and fourth Mayor.*



*Drawing of Fred Winter, Sheffield's first Police Chief by a Brookside student (Lola Smith).*



*Martha Monagon, Clerk/Treasurer for three decades (Joan Ackerman).*



*Shirley Garfield, Cemetery Superintendent in the 1920s and 1930s.*

*Lorain & West Virginia Railroad (L&WV) steam locomotive crossing the Black River trestle in Sheffield Village, circa 1934. As the Wheeling & Lake Erie Railway's subsidiary, Lorain & West Virginia operated a 25-mile long industrial spur from Wellington to U.S. Steel's National Tube Company plant in South Lorain (Lorain County Metro Parks).*