Chapter 5. Schools, Churches, and Cemeteries
—Learning, Worship, and Interment in the Wilderness

SHEFFIELD SCHOOLS

As one looks back across the 200-year history of the Sheffield communities, the educational and religious heritage stands out as a dominant factor in their success. The first proprietors of Township No. 7 of Range 17 of the Connecticut Western Reserve, Captains Jabez Burrell and John Day, traveled through the wilderness in 1815 to this Ohio township. They selected lots for themselves and friends and returned the next year with their families to establish the settlement they named in honor of the Massachusetts town they left behind. As proprietors, they were duty bound to provide a gristmill, sawmill, and a school for their fellow settlers. They faithfully honored this commitment. With pride, we can celebrate our Bicentennial by honoring those members of our communities who through the years have strived to provide a quality education for our children.

Sheffield's First Schoolhouse

The first schoolhouse in Sheffield was a small log building at the crest of the south bluff of French Creek valley. Built in 1817, it served as both a church and school. Dr. Preston Pond who came from Keene, New Hampshire taught the first classes held there in 1817-1818.

Sheffield Manual Labor Institute

Sheffield played a brief but important role in the formative years of Oberlin College (known then as the Oberlin Collegiate Institute). Here in Sheffield at the Burrell Homestead on East River Road in 1836, some 40 students began their college careers at a branch campus of Oberlin College, known as the Sheffield Manual Labor Institute. The Institute's radical aim was to offer practical agricultural education to women as well as men, and to students of all races. One of these students was James Bradley, the first African American student at Oberlin College. The names of all of the Institute's students are listed at the end of this article. Matt Kocsis, Historian for Lorain County Metro Parks, Tom Hoerrle of the Lorain County Historical Society, and Patricia Murphy, Executive Director of the Oberlin Heritage Center, provided substantial information for this article.

But just how did Sheffield and the Burrell Homestead become associated with a fledgling Oberlin College? The story is indeed a fascinating tale of pioneering visionaries. In 1832 John Jay Shipherd, a Presbyterian minister from Elyria, and his longtime friend Philo P. Stewart, a missionary to the Choctaw Indians, made plans to found a college where both men and women might be educated. They envisioned a college that would provide an education based on the principles of moral reform and physical labor, supporting both the improvement of the mind and health of the students. They selected a wilderness site on Plum Creek

near the center of Lorain County, and in December 1833 Oberlin College opened with 29 men and 15 women students. In the spring of 1834 the State of Ohio granted a charter to the new institution under the name Oberlin Collegiate Institute. The policy of the founders, in offering education to young women on the same terms as young men, had the immediate effect of drawing intelligent and ambitious young women from the East to Oberlin. At first the women were eligible only for the preparatory course, but in 1837 four female students were accepted for the regular college course—thus Oberlin became the first co-educational college in the world. Three of the women went on to graduate in 1841, becoming the first women in the world to receive a collegiate Bachelor of Arts degree.

To secure the future of his idealistic school, Rev. Shipherd set out to find candidates for the college presidency and potential financial supporters. In Cincinnati, he discovered a situation at the Lane Theological Seminary that reinforced his concept of education for all races. Rev. Asa Mahan and his students had decided to leave the Seminary because in 1835 the authorities of that institution forbade the discussion of the slavery question and abolitionism. Shipherd offered Rev. Mahan to the Oberlin Board of Trustees as his presidential choice and after much discussion, the Board narrowly approved Mahan along with a provision to enroll students regardless of color. The Board's decision was mostly influenced by the sentiment of the wealthy Tappen family who were eager to financially support a school that would accept the refugee Lane Seminary students and their anti-slavery beliefs. Oberlin received some 30 of the former Lane Seminary students as the Tappens funded a theological department [Oberlin Theological Seminary] and buildings for the school's new pupils. General Jacob D. Cox (1828-1900), Civil War general and Ohio governor, graduated from Oberlin in 1851. General Cox was a prolific chronicler of the Civil War period and contended that the anti-slavery position of Oberlin was a deciding influence in turning northwestern and western States against slavery, thus leading to the election of Abraham Lincoln and the eventual emancipation of the slaves.

With Oberlin's sudden enrollment growth in the institution's second year, the founders began a search for ways to deal with student overpopulation and lack of physical resources. A particularly attractive proposal was for Oberlin to start a branch school that could receive students from the parent college. This idea became a reality when Jabez Lyman Burrell of Sheffield (son of Sheffield's founder Capt. Jabez Burrell), a former student of Rev. Shipherd and charter member of the Board of Trustees, offered the Jabez Burrell Homestead as the location for the

branch campus. The Board of Trustees quickly approved the proposal so the new school could open immediately and address the pressing situations. With the death of Capt. Burrell in 1833, Jabez's older brother Robbins became the head of the homestead. Jabez asked his brother to open the school on the extensive family farm with its rich bottomlands, pastures, woodlots, barns, and stately 15-room brick house. Robbins accepted the idea and was appointed to the position of Practical Farmer for Oberlin College in March 1836. By June the school was ready to open and the first students of the Sheffield Manual Labor Institute attended classes in Robbins Burrell's front parlor and received practical agricultural training in his farm fields. The Burrell farm served as classroom, a place to work, and a dormitory. Nearby homesteads were used to house students that could not be boarded on the farm. Educational appurtenances such as books, charts, papers, and other necessities needed to teach Greek, mathematics, and natural philosophy were obtained from Oberlin. In addition to Robbins Burrell leading the farming operation, Jabez Lyman Burrell and Lorenzo Dow Butts served as instructors for the new students.

The Sheffield Manual Labor Institute was a leader in agricultural experimentation. In 1836 the Trustees of the Oberlin Collegiate Institute embarked on a grand project to raise money for both Oberlin and Sheffield—the manufacturing of silk. Since silk is obtained from silkworms (*Bombyx mori*), and silkworms eat mulberry leaves, vast groves of mulberry trees were envisioned for both Oberlin and Sheffield. Caterpillars of this moth species produce a 1-inch cocoon that contains about 1,000 feet silk. Steaming and soaking in hot water softens the gum that binds the treads, permitting unrolling of the silk and its spinning into threads. This labor-intensive process yields about 1,000 miles of silk per pound of raw material. Early in the spring of 1836 some 39,000 mulberry trees were purchased from a grower in New York and shipped in 20 boxes, each 6 feet long, 3 feet wide, and 3.5 feet high. Ten teams of horses were required to transport the boxes to the port at Buffalo; from there a schooner carried them to Cleveland where they were transferred to a smaller boat for the short trip to the Black River. On June 3, 1836 the trees were landed only a mile from the Sheffield Institute. Oberlin sent a plow and yoke of oxen to Sheffield to help break the ground so the trees could be planted immediately. Some 17,000 mulberry trees were soon planted on the Burrell farm, while on June 28, Jabez Lyman Burrell secured about 7,000 Chinese mulberry seeds that were also planted.

Attending the trees was the job of the male students. Oberlin's silk agent, E. E. Coleman, noted that the silk preparation process is "…particularly well adapted to female labor," however, the Oberlin Trustees were insistent on keeping the Female Department from the "promising plantation." The male students submitted bills for their work at various tasks, such as: "setting out mulberries—11 hours x 8¢ = 88¢ and plowing drains in mulberry lot—5 hours x 10¢ = 50¢." Later in the summer more

Burrell Homestead, built circa 1820, was home of the Sheffield Manual Labor Institute.

trees were added at Sheffield, bringing the total to 25,000, while Oberlin planted 30,000. The Oberlin venture was weighted down with several problems. Management was lacking, the trees did not fare well in the heavy clay soil of the glacial till plain in Oberlin, and cattle were let into some patches where new shoots were browsed down. In addition, the summer of 1836 was extremely dry and the chances of survival were further reduced. Sheffield fared somewhat better, but the summer drought took a heavy toll.

At Sheffield the summer progressed with the students attending to the mulberry trees, planting and harvesting other crops, and pursuing their academic studies. Although some students could use the manual labor system to earn money, several suffered financial problems and had difficulty paying the $150 tuition. The Sheffield Manual Labor Institute also had its financial problems, particulary during the winter. A barter system was established with Oberlin, whereby stoves were furnished to Robbins for a large quantity of apples. In December, Sheffield borrowed 32 chairs and Jabez Lyman Burrell sent one hog each to Asa Mahan and Charles G. Finney, supplying them with a total of 300 pounds of pork. In January, Robbins bartered for 8 tables, 6 from Cincinnati Hall. However, the New Year dawned with new hope for Sheffield—it was decided that the time had come to firmly establish Sheffield as its own educational facility by the process of incorporation.

The Sheffield Manual Labor Institute mirrored the objectives of its parent college with its devotion to "…the plainest living and higher thinking" for the purpose of extending "…the blessings of education to the teeming multitudes of the Ohio and Mississippi valleys." The Oberlin motto—*Learning and Labor*—was also a perfect fit for the Sheffield Institute. Thus, in 1837 Oberlin College applied to the State of Ohio for a incorporation charter to operate the Sheffield Manual Labor Institute. On March 7, 1837 the General Assembly of the State of Ohio voted to charter the Sheffield Institute with Robbins Burrell, Lorenzo Butts, William Day, Milton Garfield, Frederick Hamlin, Rev. John Keep, Peter P. Pease, and William H. Root appointed to the Board of Trustees. The Board was a blend
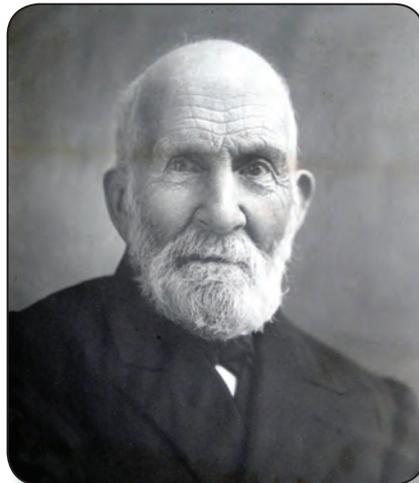
Jabez Lyman Burrell, founder of the Sheffield Manual Labor Institute.

of Sheffield and Oberlin appointees—Burrell, Day, Garfield, and Root owned farms in the surrounding community, while Hamlin, Keep, and Pease were also trustees of the Oberlin Collegiate Institute. Butts, originally from the Lane Institute in Cincinnati, had migrated to Oberlin in 1836 to fight against slavery.

Unfortunately, downstate politicians were much less sympathetic to the abolition movement than were the citizens of northern Ohio. The chartering act, known as incorporation, contained an amendment restricting the "…benefits of the school to whites and Indians." The end for the Sheffield Manual Labor Institute came later that year because the Ohio Legislature refused to grant a charter unless the Sheffield Institute excluded black students. Rather than betray their founding doctrine of admitting all races, the Board of Trustees decided to close the Institute. Many of its students continued their studies on the Oberlin campus. Some of the attendees of the Sheffield Institute remained in Oberlin and took part in the famed Oberlin–Wellington slave rescue of 1858. Others moved on to become missionaries, ministers, teachers, and lawyers. Still others found romance—student Jane Strong married Jabez Lyman Burrell and they took up residence in Oberlin in 1852, while her classmate Mary F. Kellogg married James H. Fairchild, who would later become president of Oberlin College. Trustees Milton Garfield and William Root continued to be successful farmers,

North parlor of the Robbins Burrell home where Sheffield Manual Labor Institute classes were held. Note commercial candle molds at the left foreground.

South parlor fireplace of the Burrell home.

each building fine Greek Revival-style homes—one on North Ridge and the other on the lakeshore—both still standing. Robbins Burrell also continued to farm the land, where his homestead is now part of the Lorain County Metro Parks. From 1840 until the Civil War, Robbins operated a station on the Underground Railroad, hiding runaway slaves until he arranged for ship captains, such as Aaron Root, to carry them safely across Lake Erie to freedom in Canada.

SHEFFIELD MANUAL LABOR INSTITUTE STUDENTS AND FACULTY

Name	Home City	Career Notes
Phillip Adams	Newbury, Massachusetts	In charge of saw gang at Institute; teacher
James Bradley	Cincinnati, Ohio	First African American to attend Oberlin College
Chauncey F. Carrier	Oberlin, Ohio	Mulberry farmer
Nathanial Chamberlain	Manchester, New York	
Sarah Culver	Elyria, Ohio	
Kellogg Day	Sheffield, Ohio	Marries Mary L. Ingalls; Cherokee Indian missionary (1841)
William R. Ellis	Brookport, New York	
James M. Fitch	Lima, New York	Missionary to Jamaica; participant Oberlin-Wellington Rescue of 1858
George S. Harris	Troy, New York	
Harrison Hobart	Chester, Ohio	
Mary Hosford	Oberlin, Ohio	Among 4 female students [with Mary F. Kellogg] accepted for entrance into the regular course of the Collegiate Department at Oberlin in September 1837, thus beginning the actual college education for women and the beginning of co-education at the college level
Oramel Hosford	Oberlin, Ohio	
Thomas Howells	Putnam, Ohio	
Loisa Humisted	Elyria, Ohio	
Henry E. Hunt	Perrysburg, New York	
Hiram B. Hunt	Perrysburg, New York	
Mary L. Ingalls	East Evans, New York	Marries classmate Kellogg Day
Charles A. Kellogg	Jamestown, New York	
Mary F. Kellogg	Jamestown, New York	Teacher in Louisiana; returns to Oberlin, marries James H. Fairchild—later Oberlin College President (1866-1889)
Jebeze Knapp	Geneva, Ohio	
Charles Langston	Virginia	African American
Gideon E. Langston	Virginia	African American
Charles D. Martin	Bath, New Hampshire	
Phineae Pease	Oberlin, Ohio	Methodist minister
Charles Plumb	Curtissville, Massachusetts	
William Plumb	Curtissville, Massachusetts	
Jennett Raymond	Lodi, New York	Teacher in Louisiana; returns to Oberlin to attend classes
Jane Sackett	Sheffield, Ohio	
John P. Sill	Warren, Pennsylvania	
Joseph Sill	Oberlin, Ohio	
Ezra Stevens	Oberlin, Ohio	
Abel Stockwell	Bainbridge, New York	
Luke I. Stoutenburgh	Pleasant Valley, New York	Minister, Oneida Institute
Jane Strong	Portage, New York	Marries Jabez Lyman Burrell, Oberlin College Trustee
James F. Stuart	Oberlin, Ohio	Sea voyage (with James M. Fitch); returns to Oberlin; later practices law in San Francisco, California
William H. Swift	Falmouth, Massachusetts	
Angelin L. Tenny	Plainfield, New York	Later writes (November 1837) "Sheffield is to me a beloved place…They endeavoured to correct our faults and improve our habits."
John Todd	West Hanover, Pennsylvania	
Isaac Tupper	Sandusky, Ohio	
Oliver Watrous	Sheffield, Ohio	
Urana C. White	Winsted, Connecticut	Teacher in Michigan; dies August 5, 1839
Mary Ann Whittlesey	Brownhelm, Ohio	Marries Lorenzo Butts, Instructor at Oberlin College
FACULTY		
Robbins Burrell	Sheffield, Ohio	
Jabez Lyman Burrell	Sheffield, Ohio	
Lorenzo Dow Butts	Cincinnati, Ohio	

SHEFFIELD MANUAL LABOR INSTITUTE FEMALE CODE

"Young ladies of good minds, unblemished morals and respectable attainments, are received into this department, and placed under the superintendence of a judicious lady, whose duty it is to correct their habits and mold the female character. They board at the public table, and perform the labor of the Steward's Department, together with the washing, ironing, and most of the sewing for the students. They attend recitations with young gentlemen of all departments. Their rooms are entirely separate from those of the other sex, and no calls or visits in their respective apartments are at all permitted."

Sheffield's District Schoolhouses

Designated as Sheffield District School No. 1, the 1817 log schoolhouse was replaced in the 1880s with a red brick schoolhouse—the sandstone foundation and basement walls of which can still be seen on East River Road across from the Burrell homestead. Upstairs were grades 1 through 8 and the basement served as headquarters for the Board of Education. Early teachers at the District No. 1 School included Mary [Steele] Day, wife of William Augustus Day. Mary's homestead was just south of the District No. 1 Schoolhouse where she taught for several decades in the late 1870s to early 1900s. Her daughter, Maude Day (born 1862), taught at the same school in the 1880s.

Another one-room school building Sheffield District No. 2 School was located on North Ridge in the 1870s according to an 1874 tax map of Sheffield Township. This presumably wood frame

Sandstone foundation of District No. 1 School (2012).
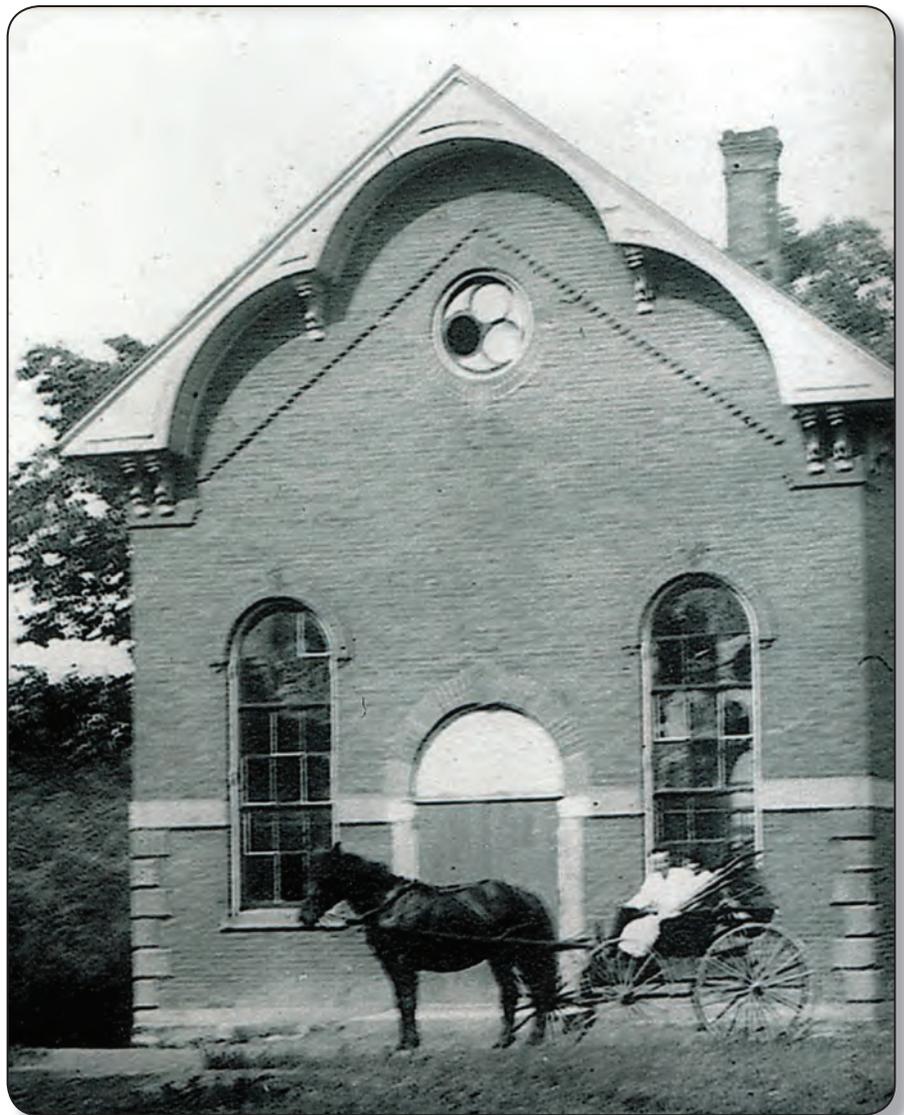
Sheffield District No. 1 Schoolhouse (circa 1890).

Teacher Mary [Steele] Day and her students at District No. 1 School (1893).

Teacher Maude Day with her students (circa 1880s).

structure was replaced in 1883 with the red brick building that now serves as the Sheffield Village Hall, housing the Village Treasurer's office and the office for Garfield Cemetery at 4820 Detroit Road. In the latter part of the nineteenth century, eight red brick schoolhouses were located in Sheffield Township—the two mentioned above plus another on Abbe Road in the Village, two along the lakeshore in Sheffield Lake, two west of the Black River in the Township (one on Elyria Avenue near North Ridge Road and another on the Black River near 28th Street), and one at Randall's Grove on the lakeshore in present day Lorain. In 1878 when the population of the Township was nearing 1,000, the eight schoolhouses were attended by 286 students and were collectively valued at $7,000.

In 1915, as part of the Centennial Celebration of the founding of Sheffield Township, Edith Austin Cuddeback read a paper on the history of the second 50 years of Sheffield (1865-1915). Her comments on the educational system in the township during that period give some insight of the teaching practices.

For the most part of our last fifty years Sheffield seems to have dwelt peacefully and serenely, each one treading the path of hard work and duty, paying off mortgages or adding more acres to the few just paid off. The large and growing families were to be cared for and educated and careers planned. Schools were just about the same, except now and then a teacher with a new vision and once in a great while a school director broad-minded enough to let them try it out. Our easy access to Oberlin [College] has brought many teachers and preachers of greater ability than is probably allotted to most townships, although the dear old saints tired often of being Oberlin's "calf pasture."

In 1920, the people east of the Black River withdrew from the Township government, forming Sheffield Lake Village, but the schools remained under the jurisdiction of a single school board. In 1921 the voters supported a bond issue for $180,000 to centralize the education by building three new schools to replace the old ones. By 1923, Brookside, Highland (later Clearview), and Vincent Schools were opened for the lower grades (1 through 8) and students were transported by buses.

Brookside School

Brookside School was designed to serve the people of the incorporated Village of Sheffield Lake. The building itself was a one-story school located on a five-acre plot on the north bank of French Creek—thus the name Brookside. It was originally constructed with 6 classrooms and a combination auditorium/gymnasium. At the dedication of the school on September 7, 1923, Mayor A. R. Jones of Elyria was the principal speaker and devotional exercises were given by Rev. J. A. Scott of Lorain. Rev. Scott's church choir

Brookside High School (1930).

sang for the assembled proud residents of the Village.

On July 28, 1924 a disastrous tornado struck northern Ohio, causing wide-spread damage in both Erie and Lorain Counties, killing 65 persons, and resulting in property damage amounting to more than $20,000,000. In Lorain it destroyed 200 homes and damaged an additional 600—the entire business district of Broadway was wrecked. The tornado passed through Sheffield at 5:30 p.m., severely damaging the newly constructed Brookside School. The roof was torn off and school board members had to drill holes in the new gymnasium floor to allow the rainwater to escape. The wooden plugs used to fill the holes could still be seen in the floor until 1955 when a new gymnasium wing was constructed.

Brookside High School's new gymnasium built in 1955.

In repairing the tornado damage, two more classrooms and a manual training room were added. New equipment included a radio with a loud speaker in each classroom and electric tools for manual training. The repairs were completed in time to welcome grades 1 through 8 to the new school in September.

Three buses, installed with heaters and ventilators, were used to transport students living more than a mile from the school. High school aged students from the Village continued to attend classes in Elyria or Lorain until 1929 when a Senior High School was organized.

In December 1929 the State Department of Education issued a Class "A" high school charter to Brookside and the first senior class graduated in May 1930. Brookside had 220 students that year, 60 of which were in high school. The 8 graduating seniors included: Carl Bacher, Walter Day, Alicebelle Drompp, Charles

Brookside School buses (1924).

Gubeno, Philip Hladik, Wayne Inslee, Kenneth McAllister, and Ruth Root. James A. McConihe was principal and members of the school board were Mrs. Harry Burrell, Mrs. F. Field, H. Gang, Henry G. Root, and J. Townsend. *The Leader* yearbook was also initiated in 1930 and has been published by the Senior Class each year since then except in the mid-1930s when lack of funds during the Great Depression caused it to be cancelled.

The year 1935 was also important in the history of Brookside for another reason. Students who entered Brookside School as first graders the year that it opened (September 1923), were the first class to complete all 12 grades in the same school building and graduate as seniors. Of the seven graduates in 1935, only two attended all 12 years at Brookside: Kathryne Root and Edwin Miller. Kathryne Root was a basketball star—during the four

Kathryne (Root) Herdendorf—first woman to be inducted into the Brookside High School Hall of Fame

years she was on woman's varsity basketball team, Brookside won the Lorain County Championship each year. She personally netted 23 points in a single game and averaged 17 points. In 1991 Kathryne (Root) Herdendorf was the first woman to be inducted into the Brookside High School Hall of Fame.

Brookside High School Orchestra (1930).

Brookside's Bus Guards

If you attended Brookside or any of the Sheffield Lake or Sheffield Village schools after the 1960s, you probably don't know what I am talking about, but for years bus guards were an essential part of the transportation of students to and from school. It all started with a horrible tragedy when Brookside School was only a year old.

On Friday afternoon, October 23, 1924, a happy group of school children heading home from their studies was converted into one of grief and hysteria when a westbound Lake Shore Electric Railway interurban trolley car (see page 275) crashed into a Brookside School bus at Stop 73, killing three children instantly and injuring 20 others, several seriously. Some 30 first

151

and second grade pupils were on the bus heading toward the lake on Bennett Road [now Abbe Road] when the crash occurred; none escaped without scratches or other minor injuries. A fourth

Brookside school bus after the tragic crash on October 23, 1924 (Mike Rumancik).

Newspaper account of the tragic railway crash (Sandusky Register, October 24, 1924).

died in the hospital. The dead were all seven- and eight-year-old boys—Albert Owen, William Rath, Frank White, and Andrew Doza. The injured bus driver, 35-year old Elmer Owen, was the father of Albert who was killed in the crash.

The dead and injured were rushed to hospitals in passing automobiles and ambulances from surrounding cities. Scenes at the hospitals upon their arrival rivaled that of the night of June 28, 1924 when the disastrous tornado struck Lorain just four months earlier.

On October 24th four probes were initiated in an effort to fix responsibility for the accident. The investigations were conducted by M. J. Brennan, inspector of the Public Utilities Commission; Dr. Miles Perry, Lorain County Coroner; Sheffield Lake Board of Education, owner of the school bus; and the Lake Shore Electric Railway Company, whose car crashed into the vehicle. The day after the crash, the Board of Education announced that an extra man would ride with the driver of the bus in the future as a precaution against a similar accident—"Each of the three Sheffield Lake Village school buses will carry a guard whose duty will be to watch the children and guard railroad and street car crossings.while the bus crosses." *Thus began the tradition of Brookside Bus Guards that continued for four decades and for three years the author was one.*

The Monday following the tragedy, Brookside, as well as Highland and Vincent, the other two Sheffield Lake Village schools remained closed out of respect for the dead children and their parents. The flags at the schools were lowered to half mast.

At an investigative hearing, school officials and persons of the community testified to the carefulness of the bus driver, Elmer Owen. Elmer was aware of the westbound trolley's schedule and assumed the car had already passed the Harris Road crossing. The trolley had been delayed between Cleveland and Sheffield Lake, arriving at the crossing later than usual.

The Lake Shore Electric Railway Company's general manager, F. W. Coen, disclaimed all responsibility for the accident following a personal inspection of the wreck scene and hearing statements from the car crew and passengers. He stated, "I am positive now from testimony I have obtained from witnesses that the school bus absolutely did not stop before going onto the tracks. The motorman blew his whistle before reaching the crossing. He said he didn't see the bus until it was too late to stop the heavy car."

At the hearing, School Board members expressed the opinion that the County Commissioners should have filled the deep ditch in which the bus was thrown, as the Sheffield Lake Council had requested a year earlier, implying that if this had been done none of the children would have been killed. They pointed out that only the portion of the bus crushed in was jammed down against the side of the ditch. At the same time, the Board members spoke in high terms of Elmer Owen, driver of the bus, whom they considered one of the best that had ever been hired. S. B. Wilmot, father of one of the students in the bus, stated, "Elmer Owen was one of the best drivers I have ever seen."

Newspaper account of the railway's position on the crash and Brookside's plan to carry bus guards (Lorain Journal, October 25, 1924).

A personal connection to accident was related to me years ago by my mother. In October 1924 she was a second grader at Brookside. Her name was Esther Kathryne Root, "Kate" to her friends. She lived on North Ridge Road [now Detroit Road] and the bus involved in the tragedy was not the one she normally took home. That Friday, she had made plans to spend the weekend with a girlfriend that lived in Sheffield Lake and rode the bus that crashed. For some reason that mom was never able to explain, she decided not to go home with her friend. Luckily, her girlfriend escaped serious injury in the crash, but heaven only knows what my mother's fate might have been if she were on that bus.

A sorrowful footnote to the tragedy was reported by the *Elyria Chronicle-Telegram* on April 16, 1939, fifteen years after the accident:

A school bus tragedy in 1924 is indirectly blamed for the death of Elmer Owen, 50, the driver of the ill-fated bus, who took his life at his home in Sheffield Lake. Owen shot himself with a shotgun during the brief period that his wife, Frances, was out of the house to go to the mailbox. Family members stated that he was in ill health ever since the 1924 school bus tragedy when an interurban street car hit the school bus, killing 4 children, including his own son.

To his credit, Elmer Owen served successfully as Sheffield Lake Village's fire chief for eight years. Unfortunately, in 1947 his wife Frances was killed in an automobile accident on West 21st Street in Lorain and his son Richard died at age 45 in 1956. They are all buried along side young Albert in Garfield Cemetery, Sheffield Village.

Gravestone of Elmer Owen (1889-1939) in Garfield Cemetery, driver of school bus struck by the interurban trolley.

So what was it like to be a Brookside bus guard? First, one would have to get up very early and find a way to the bus garage at the corner of Colorado Avenue and Harris Road by the time the drivers arrived. If it had not been done the afternoon before, the seats would have to be brushed off and the floor swept. The buses would pull out about 7:15 a.m. and start the first of two runs. In my case, Bus No. 7 with my hero, Al Frankovich as driver, would pick up students from Sheffield Lake first, deposit some at St. Teresa School, drop off the rest at

Brookside's 3rd grade class, 1925-1926. Several of these students were onboard the ill-fated school bus two years earlier. From left to right, top row: Margaret Forster, Leo Bacher, Robert Storch, Mary Fair, John Temkovich, Kathryne Root, Fred Ward, Mary Hoff, Ouffelt Huff, Mary Huebuer, Howard Carrick, Miss Shingledecker; bottom row: Phyllis Gebhart, Olga Dotzlaf, Margaret Latrain, Naomi Timmons, Elmer O'Neil, Lillian Bauman, Josephine Tarnosky, Helen Poleski, Eugene Lehuishi, Alberta Linsley, Thelma Gebo, Carl Cunningham, Vivian Molenbrock, and Bob Burch (Garfield Farms Landmark Foundation).

Brookside, before heading south to Sheffield Village. This was in the mid-1950s. Years later, at the 50th reunion of my class, the topic of "Who did you learn the most from during your years at Brookside?" came up. Without hesitation my answer was "Al Frankovich"—after all, for three years I spent over three hours with him each day, more than with any teacher.

Aloysius Frankovich was a handsome man in his 30s with a well-manicured, thin black mustache. He was tall, slender, and very fit. His black hair was combed back and he looked quite the "dude" in his typical dark attire and low boots. Al worked the night shift as a truck driver at U.S. Steel's National Tube Plant in Lorain. He made arrangements so that he could punch out of the mill in time to drive the school bus. He taught me a lot about driving, but even more about life and the management of people—lessons that paid great dividends when most of my career, from age 24 on, was in supervisory positions. I also learned logistics. At the start of each year new students would usually come to the road in front of their homes unless they learned from older pupils where we had set up stops the year before. So, Al and I would make head counts on a map and select stops that would make the run efficient without requiring the students to walk too far— never making them cross the highway on their own.

There were certain requirements to be a bus guard. You had to be an upperclassman, at least a sophomore and in good physical condition—able to jump out of a moving bus, run up to the railroad tracks, look both ways, signal the bus to advance, and catch the door with your right hand propelling you back into the moving bus as it crossed the tracks. Sorry, at the time girls need not apply. At each stop I would again jump out as the bus slowly came to rest. If the students were on the opposite side of the road, I would station myself in the center of the road with my yellow caution flag displayed until I was sure traffic in both directions was stopped, then I would signal the students to cross.

We only had one instance were this plan failed. It was an afternoon run in the spring of 1956. Coming from the west, the bus was rolling to a stop on Colorado Avenue in front of St. Teresa Church. The students were gathered across the street on the sidewalk leading to the church. I was just rounding the front of the bus to take my position in the center of the highway when a car flew by from the east, nearly clipping me. I had preached to the students never to start across the street until I gave the signal and this edict was religiously followed, except on that day.

Not waiting for my signal a young girl, Karen Krasienko, dashed out in the street just as the car zoomed passed the front

Brookside school bus (1944). A high school student bus guard is standing at the side as elementary students board the bus.

Brookside School buses (1956). Al Frankovich is the third driver from the left, standing at Bus No. 7.

of the bus. The car didn't hit her head on, actually Karen ran into the side of the car and ended up a crumpled heap at the side of the road. When I got to her I could see she was battered, but unbelievably not seriously injured. Fortunately, Sheffield Village police officer, Joseph Temkiewicz, was following the bus that day, as he often did, and was able to apprehend the driver of the driver of the transgressing automobile. *The Lorain Journal* reported the incident this way:

SHEFFIELD—A nine-year old child escaped serious injury yesterday when she was knocked down by a car which police said passed two stopped school buses and skidded toward a group of children at a crossing. The child is Karen Krasienko of 4576 Linda Lane, Day Allotment. She was treated for brush burns and bruises on her legs at St. Joseph Hospital.

The girl was struck by a car driven by Mary Bucci, 24, of 453 Oberlin Ave., Lorain. Deputy Marshal Joseph Temkiewicz, who was stationed near the intersection where the accident occurred, charged Mrs. Bucci with passing two stopped school buses. Police said both buses were eastbound on Rt. 611 about 3:30 p.m. The first, driven by Michael Hanko, was about to turn left onto Abbe Rd., police said, and Hanko had the bus' flashing lights and turn signal operating.

The second school bus, operated by Al Frankovich, was stopping across Rt. 611 from St. Teresa Church to pick up about 15 children from church school who were on the other side of the road. The second bus was 50 feet behind the first, also had its flashers in operation.

Police said Mrs. Bucci, a clerk at Avon Lake Drug store who was driving a store car, came from the opposite direction and went by the turning bus. Then the driver realized that she should have stopped and applied her brakes, police said. The car slid 52 feet toward the group of children. It knocked the young girl down. Officer Temkiewicz took Karen to the hospital. Police said a bus guard, Eddie Herdendorf, a junior at Brookside High School, was in the middle of the road at the crossing with his signal flag when the accident occurred.

On the Sheffield Lake run, Al had a particularly difficult maneuver to perform. At the east end of Sheffield Lake the bus had to pull into the 103rd Ohio Voluntary Infantry camp ground and pick up several students before heading back west to the school. Unfortunately, there was no way to turn the bus around in the narrow drive, so I had to stop traffic on Lake Road (at the time a very busy U.S. Route 6), then signal Al to back out onto the highway. All went well for months until an icy day in February. I half skated to the center of the road. No traffic was coming from the west, but several cars were down the road to the east.

I successfully got the first car stopped okay, but the next two were traveling too fast. Crunch, crunch—the cars collided. The first car slid toward me, but halted at a safe distance away. There wasn't much I could do at that point—no one seemed to be hurt—so I signaled Al to back out. As he swung backwards on the highway, I jumped onboard and we were on our way to school with our precious cargo.

Brookside majorette, Karen Krasienko of Linda Lane, Sheffield Village (1964). Eight years earlier, while a student at St. Teresa School, she was struck by a car while she was waiting to board a Brookside School bus.

Karen [Krasienko] Verespe and her former bus guard, Eddie Herdendorf, meet for a Brookside luncheon reunion at The Legacy in Avon Lake.

Al was quick to let me know when I was not at my best, but just as quick to let me know when he was pleased. One warm fall day we were cruising up River Road with the side windows open. All of the sudden a hat went flying out the window from somewhere toward the back of the bus. Al, with his ever-watchful eyes, caught a glimpse of it fluttering to the pavement. He pulled the bus to the side of the road and like a shot I was out the door, down the road, and back in a flash with the rescued cap. Al smiled, "Yeow…you run like a jack-rabbit."

Special events were great and a chance to get out of class. I particularly liked the field trips to the Cleveland Art Museum where the display of Medieval armor and weapons was outstanding. Sport events were fun too, especially the spring track meets at Oberlin College where the buses had to transport both the track athletes and the school band. And for all this, the bus guards even got paid—as I recall, something like 90¢ at day.

There was something very special about Bus No. 7—it was the only Brookside bus with a radio. In the mid-1950s *Rock-n-Roll* was just bursting onto the scene and the kids were all talking about the new music on the radio station. Al and I had an idea—let's put a radio on the bus, but how are we going to finance it? "Milk money," I said. It wasn't really extortion, but close to it. I made a pitch to the kids on both runs and in a few weeks Al said we had enough to buy the radio. The next weekend I met Al at the garage and we got it installed. It was a smash hit and I had to control dancing in the aisle.

One problem though, it crackled like crazy. Al pondered awhile then said, "We need to mount noise suppressors on the spark plugs." You guessed it—another round of contributions was needed. The problem was solved and all of the students on Bus No. 7 took pride in ownership, knowing they had a part of bringing music to their ride. Years later I was talking to Jeff Warnicke, the student who took over the bus-guarding duties with Al after I graduated. Jeff mentioned, "You know, we were still the only bus with a radio."

Valentine card made for bus guard Eddie Herdendorf by Bridget Tichaur, a student at St. Teresa School in 1956.

It was May of 1957, the school year was over and I would soon be graduating. We had dropped off our last students on Detroit Road and heading back to school for the last time as a team—to me a special team. Al pulled into the SOHIO station at the corner of East River Road. I was surprised because we had just filled the tanks the day before at Johnson's Store. Al looked over at me and said, "OK, take it back to the barn!" I could scarcely believe it; I was going to get a chance to drive a school bus. Struggling a bit at first with double clutching, soon I was humming down East River Road. Al played bus guard at the railroad tracks. I carefully turned onto Colorado Road, sped past my dad's new fire station, and rounded the Harris Road corner at Brookside. A little too timid, I stopped outside the bus garage and let Al finish the job of backing old No. 7 into its stall. So ended my career as a Brookside bus guard, but not my enduring memories!

Sometime in the 1960s, Brookside abandoned the practice of placing student guards on school buses. The interurban trolleys were gone and gates had been installed at the major railroad crossings. Then to, the School Board must have been concerned about their liability for the tasks the guards were expected to perform. All I can say, it was a golden time for me and I hope for Al. He could concentrate on driving while I maintained order onboard the bus and did my best to see the students got safely to school and home again.

Brookside's 1947 Football Team— "Mythical State Champions"

From the 1944 to 1948 football seasons, Brookside had an unbeaten victory string of 25 games. The 1947 team was rated best in the State and proclaimed "Mythical State Champs" by *The Leader*.

The year was 1940, and Brookside decided for the first time to field a team in the Lorain County Six Man Football League. Alas, the team had only one victory that first year, but better seasons were yet to come—though not for several years. After getting off to a shaky start in the 1944 season—being defeated by Avon Lake and Avon—Brookside broke their losing streak by winning a grudge battle with South Amherst (20-14). From there on, still the underdog, Brookside wasn't stopped for the rest of the season, taking Ridgeville (14-2) and then beating Grafton in a hard-fought battle on their home field (21-19).

The next year, the Brookside football team battled through their schedule of five games, emerging as the undefeated champions of the 1945 season in the Lorain County Six Man Football League. In the final game of the season, Brookside battled to a 19-14 victory over Avon Lake. Brookside Full Back, Dick Ackerman made some notes in his graduation program about each game, noting that during the Avon Lake game "I was knocked out twice." Five lettermen, including Ackerman graduated in the spring, but it was hoped that the remaining lettermen, together with the rest of the squad, could uphold the fine 1945 record the next year—in 1945 Brookside compiled at total of 146 points to their opponents' 54 points.

The 1946 season was even more spectacular! In the first three games, against Avon Lake, Grafton, and South Amherst, Brookside's opponents failed to score a single point while Brookside racked up 97 points. In the final game of the season Brookside defeated Avon by a single point (20-19), winning its second consecutive league championship and its second undefeated season in a row by garnering 147 points with only 32 points being scored against them. *The Leader* described the Brookside–Avon clash as "a

fight-to the death game" with a "capacity crowd in attendance to cheer the arch-rivals in spite of the bitter cold weather." Again, five lettermen graduated.

Brookside High School's first team for the 1944 football season—the start of the 25 game winning streak. Line: Elmer Urig, Richard Bartunek and Sam Radyk. Back Field: John Jurasin, Joe Moldovan, and Lawrence Gallagher (The Leader 1945).

Brookside's 1945 Lorain County Six Man Football League championship team (The Leader 1946).

The 1947 season was down right phenomenal! Brookside started with an unbeaten victory string of 13 games and two league championships. With the pressure on, Brookside's largely untested team was expected to crack, but instead it showed its mettle by "powerhousing" its way to a third consecutive county championship and extending its winning streak to 20 games. While doing so, Brookside compiled a record of 366 points to only 50 for their opponents. This was perhaps the most enviable record in the State of Ohio, leading to the popular recognition of Brookside as the best team in the State and the title, "Mythical State Champs." Len Pando, a recent inductee to the Brookside Hall of Fame, recalls that the newspapers also ranked the team as fifth in the nation that year.

The 1948 season started off great with Brookside winning the first five games, including a 28-0 victory over Avon. Unfortunately the golden era didn't last forever. In a stunning upset, Ridgeville defeated Brookside (19-14) in the sixth game of the season, snapping the winning streak at 25. Thus, a record unequalled in county athletics was brought to an end, but Brookside still finished second in the league.

The following Brookside football players participated in the 1944 to 1948 seasons: Dick Ackerman, Ollie Ackerman, Walter

Brookside's 1947 Lorain County Six Man Football League championship team (The Leader 1948).

BROOKSIDE'S 25-GAME WINNING STREAK

1944 Season				
Brookside	20	S Amherst	14
Brookside	14	Ridgeville	2
Brookside	21	Grafton	19
1945 Season				
Brookside	22	Grafton	0
Brookside	26	Avon	20
Brookside	45	S Amherst	6
Brookside	34	Ridgeville	14
Brookside	19	Avon Lake	14
1946 Season				
Brookside	40	Avon Lake	0
Brookside	45	Grafton	0
Brookside	12	S Amherst	0
Brookside	30	Ridgeville	13
Brookside	20	Avon	19

1947 Season				
Brookside	78	Lodi	19
Brookside	46	Grafton	0
Brookside	18	Avon	6
Brookside	62	Columbia	12
Brookside	63	S Amherst	13
Brookside	49	Ridgeville	0
Brookside	50	Avon Lake	0
1948 Season				
Brookside	46	Lodi	0
Brookside	57	Grafton	22
Brookside	28	Avon	0
Brookside	36	Columbia	24
Brookside	34	S Amherst	19
25-GAME TOTALS				
Brookside	915	Opponents	236

Ackerman, Ken Alten, Carl Asp, Gilbert Barnhart, Richard Bartunek, Ralph Bring, Bud Brown, Jesse Bors, Dick Cifranic, Vernon Duffield, Glenn Fuller, Kenneth Hicks, Lawrence Gallagher, Mark Giel, Bud Gray, Albert Jordon, Tom Jordon, John Jurasin, Phil Kauffman, Chuck Leidenheimer, Dale Lloyd, Louis Logar, Douglas Lukesic, Joe Moldovan, Jack Northrup, Len Pando, Harold Parker, Sam Radyk, Charles Rahn, Joe Reiner, David Sellers, Jerry Schmidt, Frank Schwarz, Elmer Urig, Andy Vanche, Bill Weisheit, Edward Weisheit, Harold Weisheit, Bob Wharton, Joe Yuhos, and John Yuhos. Coaches were Bob Carver, Joseph Hudak, and Dimitri Kunch and managers were Kenneth Beko, Jesse Bors, and Jim Steadman.

Just What is Six-Man Football? Six-man football was developed in 1934 at Chester High School in Nebraska by coach Stephen Epler as an alternative means for small high schools to field a football team during the Great Depression when enrollments were small and money for uniforms and equipment was scarce. By 1960 there were more than 160 six-man teams in Texas alone. On October 5, 1940, Windham High School of Windham, Ohio defeated Stamford Collegiate of Niagara Falls, Ontario, 39-1 in the first international six-man football game. Brookside High School fielded its first six-man football team that year and phased it out 17 years later when the county league went to 11-man teams.

Six-man is a fast-moving game played on an 80-yard long by 40-yard wide field (instead of the normal 100-yard by 160-foot field used in 11-man football). Furthermore, the game specifies a 15-yard distance from the line of scrimmage to gain a first down, instead of the normal 10 yards. As in 11-man football, a first down must be made in four attempts or the ball is turned over to the opposing team. All six players are eligible to be receivers. On offense, three linemen are required on the line of scrimmage at the start of the play. The person to whom the ball is snapped cannot run the ball past the line of scrimmage; however, if the ball is tossed to another player, that player can run or throw the ball and the person to whom the ball was snapped is still an eligible receiver. All forward passes to the player who snapped the ball (center) must travel at least 1 yard in flight.

Scoring is the same as in 11-man football, with the exceptions being on the point after touchdown attempt and the field goal. A point-after kick is worth two points, while a conversion made by running or passing the ball is worth one point—opposite of 11-man football. In addition, a field goal is worth 4 points instead of 3. These rule changes were made because of the difficulty of successfully getting a kick off with so few blockers on the line compared to the number of defenders. In Lorain County competition, a 45-point "mercy rule" existed to prevent embarrassing, lopsided scoring deficits (no such rule exists in the 11-man game). The game is ended under this rule if a team is losing by 45 or more points at halftime or at any point thereafter. The mercy rule is alluded to in the title of the David Morse 2002 film about six-man football in Montana, *The Slaughter Rule*. Some of Brookside's wins in the mid-1940s utilized this rule.
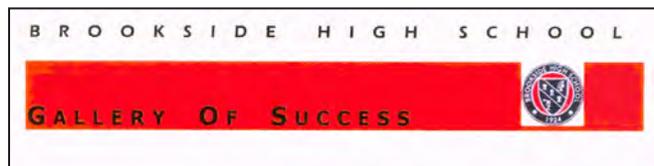
Brookside's Inaugural Gallery of Success

Brookside High School celebrated the achievements of two outstanding graduates at a brunch on Sunday, November 7, 2010 at the Oberlin Inn. Charles E. "Eddie" Herdendorf (class of 1957) and Keith Easton (class of 1958) were honored as the first inductees in the Brookside Gallery of Success. Annette Corrao, theater director and graduate of the class of 1975, founded the Gallery of Success in conjunction with the Brookside High School Alumni Association and organized the award celebration. In addition to receiving an attractively designed memento of the celebration, the honorees were presented with proclamations from Sheffield Village Mayor John D. Hunter describing their achievements and declaring Monday, November 8th as Charles E. Herdendorf Day and Tuesday, November 9th as Keith Easton Day in the Village. Herdendorf and Easton were selected from a field of 11 nominees to be the first inductees. Members of the gallery selection committee present at the brunch included

Annette Corrao, Cheryl Emery, Brookside Principal Scott Daugherty, Lorain Law Director Patrick Riley (class of 1971), class of 2010 valedictorian Rocky Radeff, and Brookside senior Arthur Howell. Herdendorf was nominated by Jack Hoag; Easton by Vivian McCullough.

Dr. Herdendorf, a professor emeritus of geological sciences at The Ohio State University and affiliate scholar in environmental studies at Oberlin College, has conducted research on all seven continents and is a one of the world's leading authorities on the Great Lakes. At Ohio State he was the founding director of the Center for Lake Erie Area Research (CLEAR) and the Ohio Sea Grant College Program.

He was science director of the seven-year SS *Central America* project to explore and recover the 1857 shipwreck of the a Gold-Rush steamship 200 miles off the Carolina coast at a depth of 8,000 feet; and the discovery of 12 new species of deep sea animals, three of which were named in his honor. Dr. Herdendorf currently serves as president of the Sheffield Village Historical Society and editor of its journal, *The Village Pioneer*.

Keith Easton, served as assistant secretary of the U.S. Army for installations and environmental planning from 2005 to 2009, after being appointed by President George W. Bush and confirmed by the U.S. Senate. He earned is B.A. and M.A. at the University of Cincinnati and law degree at the University of Chicago.

Eddie Herdendorf (left) and Keith Easton—inaugural inductees to the Brookside Gallery of Success at Oberlin Inn on November 7, 2010 (John Edwards). Keith and Eddie were roomates while attending Ohio University for a high school science workshop in 1956.

Easton is the recipient of medals for distinguished public service from the U. S. Army and U.S. Navy. Working for the State Department he spent a year in Baghdad, Iraq helping to organize that nation's Ministry of the Environment and later as vice president for strategic planning with the Louis Berger Group of Washington, D.C., where he performed damage assessments for the Gulf of Mexico oil spill. Earlier in his career, he managed the Department of Interior's restoration of the Statue of Liberty in New York harbor.

A Conversation with Brookside's Coach Sevits

Dick Sevits served on the faculty of Brookside High School from 1951 to 1984, teaching industrial arts, physical education, drafting, ceramics, civics, and driver education. During his tenure at Brookside he also coached basketball, football, and baseball, eventually serving as Athletic Director. On September 7, 1984, Brookside's football facility was named the Dick V. Sevits Stadium in honor of Dick's 33 years of dedicated service to the youth of the Sheffield–Sheffield Lake City Schools. In January 1989 Coach Sevits was inducted as Charter Member of the Brookside High School Hall of Fame. In 2005 the Lorain County Football Coaches Association inducted Coach Sevits into their Hall of Fame for his outstanding service to Lorain County High School Football.

Dick Sevits was born on Lakeside Avenue in Lorain, Ohio, 83 years ago—the second of three sons. He attended Garfield and Longfellow Schools and graduated from Lorain High School where he played varsity basketball. While he was in school, Dick and his father fished for silver catfish in Lake Erie off Lorain. They would set a line of hooks baited with soft-shell crayfish and pull them up each night. One evening at the end of the month, they launched their small boat and headed off toward the Lorain Lighthouse while Dick's mother watched from the shore. All of a sudden she saw the light on the boat disappear and called the Coast Guard to investigate. In the boat, Dick was alarmed when he found himself in water up to his knees—it seems his father had forgotten to replace the stern drain plug when the boat was put back in the water. They abandoned the boat and swam for shore, reaching it at about the same time

Coach Dick Sevits talks of his fascinating career while in his den at Vermilion.

Brookside's new Dick V. Sevits Stadium, dedicated in 2008.

the Coast Guard arrived with the nearly submerged boat. When they got home Dick's father noted that all of the insurance papers were laid out on the dining room table. Dick's dad remarked, "we weren't even drowned and you have the insurance policies out." To Dick's mom's defense, at the end of each month she had to get the papers out to pay the policies.

World War II was still raging in the Pacific and like most of his fellow graduates Dick was drafted into the Armed Services, serving with the Navy as a Seabee on Guam Island. After the war he retuned to Lorain, but decided not to follow in his father's footsteps at the steel mill. Instead he used the G.I. Bill to attend Kent State University, majoring in physical education with minors in industrial arts and driver training. Going back to Kent in the summer, Dick earned a Master's degree in industrial arts education.

In 1950 Dick learned there was a teaching position available at Brookside High School. William Barr, Brookside's Superintendent, lived on a farm in Avon where Dick's first interview took place. When Dick arrived he was informed by a woman with bright red hair that Mr. Barr was in the field behind the house. Dressed in bib overalls, Barr conducted the interview in the field. Dick announced he was there to apply for the position of industrial arts and physical education teacher. Barr instructed, "meet me in my office Monday morning." Barr hired Dick, but warned him that he would have a hard time taking Robert Deal's place because the students "loved him."

Six-man Football Coach. Dick was hired thinking he would be teaching shop, physical education, and coaching basketball—his first love in sports. However, Wallace Coleman, the other physical education teacher, had seniority and wanted to coach basketball. So, Mr. Barr assigned Dick to coach the football squad. In 1951 all of the smaller schools in Lorain County had six-man football teams. Dick had never seen, or even heard of six-man football at that time. He drove down to Kent State University to talk to his former coaches, but the best advice they could give him was to try the bookstore where he found a manual on six-man football for 65¢. He read it twice and was ready to go, thinking, "this sounds a lot like basketball on grass."

Brookside football was miserable the year before Dick arrived with Avon Lake beating Brookside 14 to 0. With not much enthusiasm for the sport, only 12 boys came out for Dick's first football squad, just enough for a scrimmage practice. Then one of boys received a failing grade and was ineligible for the team. So, Dick had to take the student's place on the second string during scrimmages with the first string. "Boy, they sure liked to hit me hard," he remembered. Even though the team only had a few victories and was once again humiliated by Avon Lake, Dick began to develop the admiration of the students and the next year 24 boys came out for the team.

This created yet another problem, with so many boys on the team there were barely enough uniforms to go around, and only enough thin leather helmets for the boys on the field, so that as one boy came off he would pass his helmet to the boy taking the field. As Dick prepared the team for the season ahead, he focused on one team—arch-rival Avon Lake. With a long winning streak,

this was the team to beat. "I don't care who you beat this season, as long as you beat Avon Lake," was his message to the squad. As it turned out, Brookside did beat Avon Lake (28-14), ending that team's 33-game winning streak. Brookside went on to be Lorain County football champions that year with only one loss—that to Grafton in the first game of the season.

Six-man football had some interesting rules—one was known as the "Mercy Rule." If one team was ahead of the other by 45 points at the end of the first half, the game was declared over and the losing team was said to be "sent home." Also if one team's score exceeded the other team's score by more than 45 points during the second half, the game was declared over. During that second season, Dick's team was within one touchdown of exceeding the 45-point margin against Avon at halftime. Mr. Barr approached Dick and told him not to score any more points because he didn't want to humiliate Avon—perhaps because Mr. Barr was a resident of Avon. Obliging Mr. Barr's request, Dick sent in his third-string squad, which included an underclassman named Jerry Hicks. Hicks had a uniform, but no belt to hold up his trousers. Brookside kicked off and Avon began to march down the field. Avon tried a long downfield pass. Hicks, defending on the play while holding his pants up with one hand, intercepted the pass with his free hand and ran the ball in for a Brookside touchdown. The game was over. On Monday morning Dick was ordered to the Superintendent's office to explain why he sent

Brookside's Varsity Basketball team 1953-1954. Left to right—Tom Stanley, Jerry Clites, Don Savinsky, Dick Rakovan, Jim Blazina, Tom DeChant. Jerry Hicks, Steve Bodnar, Ronny Jaehn, and Mr. Sevits.
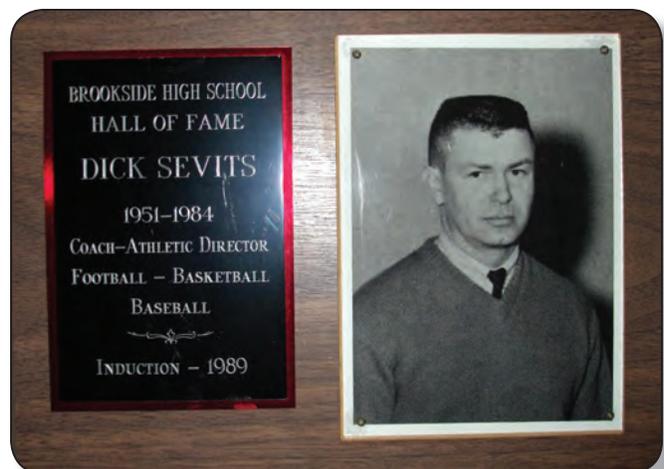
Dick Sevits' induction to the Brookside Hall of Fame.

Dick Sevits honored by Brookside's first 11-man football squad at the team's 50th Anniversary (2007).

Avon home. All Dick could say was, "it was what is was, how could I know Hicks would score."

School Bus Driver. In the early 1950s, a coach's duties didn't end with coaching a team, it also included driving a school bus in the morning and afternoon. At that time Brookside had three school buses, two new 65-passenger buses and an old 35- passenger Dodge. The newer buses were driven by regular drivers hired to do the job, while the coaches drove the old bus. In the fall Dick Sevits made the morning run and Wallace Coleman took the afternoon run while Dick was coaching football. In the winter, during basketball season, they reversed the order when Coleman was coaching.

Being smaller, the old bus was loaded more quickly at the end of the school day and headed north on Harris Road before the bigger buses. This seems to have irritated the other drivers because Harris was a narrow gravel road at the time and the bigger buses could not pass until Dick turned his bus onto Ferndale. Apparently they didn't like to eat his dust, but they never mentioned it to him. One day when Dick was heading back to school on Ferndale he saw both of the other buses parked bumper-to-bumper, blocking the roadway. Dick stopped several hundred feet back and sent his bus guard, Jimmy West, ahead to see what the trouble was. Jimmy came running back saying, "they want to clean your clock." Dick sized them up as the drivers approached his bus. One was a slight man that Dick thought he could take with one hand tied behind his back, but the other was large burly fellow who worked as a nightclub bouncer. They shouted, "get outa that bus we're gonna clean your clock." Dick grabbed the safety axe from its rack as he came to the bottom step and answered back, "if you want me come and get me."

The two men stopped, looked at each other as they exchanged a few muffled comments, then returned to their buses and drove off. "If only they would have asked me to wait until they were loaded, I would have gladly done so."

When Dick got home that evening he telephoned Mr. Barr. He described the incident to his Superintendent and demanded a meeting of the school board to discipline the drivers. The next morning Mr. Barr sent the principal, John Verbanek, to talk to Dick and try to convince him to forget about it because there was only six weeks left in the school year. Dick wouldn't back down and the incident was finally brought before the school board. After the board meeting, Barr called, "now we have a problem Dick, you are going to have to drive one of those big buses—the board fired both of them." Dick found out later that the board voted 4-1 to fire the drivers—the one vote to keep the drivers came from a man who had a business connection with one of them. For the next six weeks Dick had to drive one of the new buses and Coleman drove the other—morning and night. Reflecting back, Dick said, yeah, that was a luxury!"

However, that wasn't the only trouble Dick had driving the '38 Dodge bus. While heading down a rutted gravel road in Sheffield Lake the steering linkage went out and he nearly lost control of the bus. "I really spun it" and Dick thought, "what in the heck am I going to do?" He was able to aim the bus toward a deep ditch on the right side, which kept the bus going in a straight line until he could get it stopped. With the bus door jammed against the bank, the only way out was through the rear emergency door. Unharmed, the students had to walk home that afternoon. Dick called up Barr to tell him the steering apparatus was out. "Boy was that a piece of junk!"

Industrial Arts Teacher. When Dick took over the Industrial Arts program he wondered how Mr. Deal got to be so well liked. Dick soon found out—Deal let the students get away with everything. It turns out that while Dick's predecessor was off working on repair projects for friends with a small group of students, the rest of the class was left to their own devices in the adjoining band room, often playing basketball by throwing erasers into a tuba.

On first day of class, Dick walked into shop to find all of the students sitting on top of the worktables, swinging their feet, and kicking in the doors of the storage cabinets below. Dick told them get off the tables and that he had ordered stools them, but in the meantime each day they were to get a folding chair and take it to a table that would be their assigned station and then return the chair at the end of the period. The next day all of the students complied except a six-foot-two senior who sat on a table swinging his feet. When Dick asked him to get off the table he said, "make me." Dick hauled off and rapped him in the mouth, sending the boy flying off the table. Dick expected some retaliation, but the student meekly got a folding chair and took his assigned position. Word of the incident spread like wildfire throughout the school, as did the growing respect for Dick Sevits and his insistence on doing the right thing.

Brookside Freshman Industrial Arts class (circa 1930).

The equipment and tools in the industrial arts room were in a deplorable condition when Dick arrived. The table saw wobbled so bad that it couldn't be used. Dick brought this to attention of Mr. Barr and requested a good commercial saw, but all the school could afford was one from Sears, so Dick decided to have the class make something that could be sold to raise money for better tools and lumber. He got a pattern for a wooden lawn chair from Abbe Road Lumber and the donation of some wood. The students were put to work cutting and assembling the chairs, which turned out to be popular. The first few were a bit rough, but by the time they had made 60 of them, Dick thought, "they were looking pretty good." The school sold them for $4 apiece and the tool budget was increased.

Another problem Dick encountered was a messy shop and the theft of tools. Dick was told he would never be able to stop the disappearance of tools, but he said, "yes I will." For each class he appointed a student shop foreman to oversee work, a clean-up foreman to see that the room was tidied up at the end of each period, and a toolroom foreman to make sure that all tools were returned to their proper storage places. If a tool came up missing the foreman had to report it to Dick. In this way Dick knew which class was responsible for a missing tool and the penalty was no work in the shop—strictly bookwork—until the tool was either returned to Dick's desk (no questions asked) or a collection was taken from the class to pay for the missing tool. A missing pair of pliers never was returned, but it didn't take long for the class to come up with 23¢ each to pay for a new pair.

As a freshman at Brookside, the author was enrolled in Dick's shop class. We weren't permitted to use power tools as freshmen, except on special occasions like using a joiner to shape waterfall edges on the step stools we were building. Our stools had four legs, each attached with two countersunk screws. When completed they were rather handsome pieces of furniture, except for the visible screw heads. Dick promised to find wooden buttons to cover the screw heads, but they never arrived and the school year ended. I was taking a college-prep curriculum, so there wasn't an opportunity for me to take the advanced industrial arts courses, and the button issue was not pursued. Still, proud of my accomplishment, I presented the stool to my parents where it saw many years of service in helping to reach the upper shelves throughout their home. Now that they have passed away the stool, is back in our home. Then, Dick and Eleanore Sevits were guests at a fish fry for the 50th Reunion of the Brookside Class of 1957 held in our barn. I brought out the old stool and set it on the workbench with a note attached: "Hi Dick, where are those buttons?" A week later a package of wooden buttons arrived in the mail with a note: "Better late than never."

Drivers Training Teacher. Dick initiated driver's training at Brookside and eventually taught after-hours driver education courses at seven Lorain County schools. During her first lesson, a nervous young girl safely came to a stop at a traffic light, but when the light changed she sat motionless, causing Dick to comment, "it's not going to get any greener." She said she was thinking about a question her father had asked, "what protection does your instructor have to keep you safe while you are learning to drive?" To this Dick answered, "I have three things—a kill button on the dash to stop the engine and an extra brake peddle on my side of the car." Puzzled, she inquired, "what is the third?" Dick said dryly, "a Bible in the glove box."

On Monday evenings Dick taught the book course for driver education to about 125 students in the Brookside gym. His daughter, Randy, was 16 years old at the time, so Dick brought her along to sit in

on the instruction. The course was a standardized program from the State of Ohio, with weekly examinations. On the way home from about the third week of class, Randy mentioned to father, "a girl asked me tonight if I would like to buy a copy of the exam answers for 50¢." Dick said, "next week point her out to me." It turned out that the girl worked as a student office aide assigned to making copies of the exams. Dick noted, "she was out of the program." Thinking for a moment he said, "I wondered why I had so many students with an 'A'."

Years later when Randy was grown and had a daughter of her own, Dick and his wife were visiting them in California. Randy's husband was on leave from Korea and his plane was scheduled to land at the Los Angeles airport. En route to the airport with the family—Randy driving while Dick was in the back seat—heading along a seven-lane freeway at 70 mph, Randy slumped into unconsciousness. Dick, reaching from the back seat, grabbed the wheel and eased the car, lane after lane, toward the shoulder. Finally, getting the transmission into neutral and pulling back on the emergency brake, he was able to bring the car to a safe stop. As it turned out, Randy was suffering from a brain tumor that didn't manifest itself again for several years. Today she is doing fine, living on her horse farm near San Diego.

Then there was the day when the English teacher, Mrs. Garber, came down to the shop and asked Dick to look at her car—one of the wheels was making a strange clinking sound every time she drove it. It didn't take Dick long to discover that some of the boys had removed a hubcap, packed it with a few small stones, and replaced it.

One of Dick's favorite stories, although amusing, demonstrates some parental naiveté. It seems a Brookside student from Sheffield Lake was arrested in Avon Lake for stealing hubcaps. The Sheffield Lake police were called to come and pick him up. They in turn called the boy's mother, advising that her son was in custody for stealing hubcaps. She answered with surprise, saying "oh no it can't be my son. He would have no reason to steal a hubcap—he already has a basement full of them."

These are just a few of the stories that make up the rich life of Coach Sevits. In recognition of his dedication to professionalism, over the years Dick has received many awards, commendations, and proclamations in his honor. These have been not only for his teaching and sports accomplishments, but also for his years of service as Amherst Parks Director.

The walls of Dick's office are covered with these awards and photographs of his family, which now includes two great grandchildren. Dick can well be proud of his career and the legacy of student athletes who learned the value of honest hard work to reach a goal.

Highland and Vincent Schools

Highland School (now Clearview High School) was built on North Ridge Road at the western edge of the Township in 1923 to accommodate grades 4 through 8, while grades 1 through 3 attended Vincent School built the same year on North Ridge Road near the Lorain-Elyria interurban railway crossing. Highland School consisted of six classrooms, an auditorium/gymnasium, office, and two restrooms. In 1927 six additional classrooms were added.

In 1930, the name was changed from Highland to Clearview to reflect the new school district. The same year the auditorium was remodeled to seat over 500 people and rooms were added for home economics, manual training, and mechanical drawing—doubling the size of the original school. A year later (1931) Clearview received a Class "A" high school charter and the first 11 seniors graduated with a high school diploma.
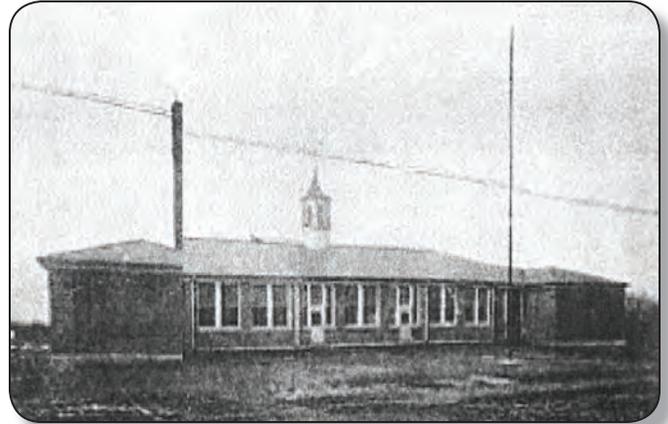
Highland School (1923).

First grade class at Vincent School (1923).

Ninth grade class at Highland School (1924).

The football field (Tom Hoch Field) was built in 1937 and a new gymnasium, junior high school wing with nine rooms, cafeteria, music/band room, and offices were added in 1957. In 1961 a new science wing was constructed and in 1968 a new library, art room, and several classrooms were added. In May 1961, arsonists set a fire in the attic of the 1923 section of the school that caused major damage to the auditorium, classrooms, hallways, and roof of the old section of the building.

The most recent renovations to the school were completed in 2004. The Ohio School Facility Commission granted $23 million to the district renovate Clearview High School and construct Durling Middle School adjacent to Clearview. The old sections of Clearview, built 1923-1940, were demolished to make way for new classrooms, an auditorium, music room, and band room. Clearview was transformed to a facility for grades 9 through 12 and junior high students are housed in the newly formed Durling Middle School.

Notable alumni from Clearview include Charles J. Berry, Class of 1941, who was posthumously awarded the *Congressional Medal of Honor* after giving his life to save fellow Marines at the Battle of Iwo Jima in World War II. The bascule bridge over the Black River in downtown Lorain (East Erie Avenue) is named in Lt. Berry's honor. Dick Worden, Class of 1964, was captain of The Ohio State University's National Championship team (1968), coached by Woody Hayes.

In the later part of the twentieth century both school districts expanded continuously to meet the needs of the growing "baby boom" population by adding several new buildings. Thereafter, school enrollments declined—current Sheffield student numbers are only about two thirds of those in 1970, numbers have been relatively stable over the last several years. A new high school/middle school building is currently being constructed adjacent to

Brookside High School in Sheffield Village. Completion of the new school is anticipated in time to be part of the Bicentennial Celebration. The following table lists the various public schools in greater Sheffield and their enrollments in 1970, 2007, and 2013:

Sheffield-Sheffield Lake School District	1970	2007	2013
Brookside High School (built 1967)	786	604	541
Sheffield Middle School (Brookside, 1923-1966)	694	481	423
Tennyson Elementary School (built 1948)	514	259	267
William Barr Elementary School (built 1961)	231	126	302
Knollwood Elementary School (built 1957)	470	268	138
Forestlawn Elementary School (built 1957)	375	140	124
Joint Vocational School (south of Oberlin)	---	65	69
TOTAL	3,070	1,943	1,864
Clearview School District	**1970**	**2007**	**2013**
Clearview High & Middle School (built 1923)	919	---	---
Clearview High School	---	575	582*
Durling Elementary School (built 1953)	519	---	---
Durling Middle School	---	496	547
Vincent Elementary School (built 1923)	479	572	640
TOTAL	1,917	1,643	1,769

*includes 85 students enrolled part or full time in Joint Vocational School.

Vincent Elementary School (2014).

Clearview High School (2014).

Durling Middle School (2014).

Tennyson School

From 1923 to 1948, all public school students in the Villages of Sheffield Lake and Sheffield attended Brookside School. Soon after the end of World War II, Brookside became overcrowded with most classrooms hosting two grades at one time. The Sheffield-Sheffield Lake School Board decided to construct a new elementary school on the northeast corner of Kenilworth and Richelieu Avenues in Sheffield Lake. The site for the new school was once the location for the Cleveland Beach Dance Hall. The new school was named Tennyson Elementary School and opened its doors to students in 1949.

The old Cleveland Beach Dance Hall, located a short distance south of the Lake Erie shore, was part of the community known as Lake Breeze, a popular summer resort in the late 1800s and early 1900s. The Great Depression of the 1920s and 1930s took its toll on the resort and the dance hall was closed. Many of the resort cottages were remodeled and converted to year-round homes. Nick Kelling, a farmer from Sheffield Village purchased the old dance hall, dismantled it, and rebuilt it as a barn at his farm on the northeast corner of Abbe and French Creek Roads. His son, Cyril Kelling, took over operation of the farm in the 1950s. On May 5, 1955 the barn caught on fire. The fire was small and the barn could have been saved by the Sheffield Village Fire Department if it hadn't been for a spectator that threw a rock through a window. Brisk westerly winds whisked in the hole and fanned the embers inside causing a roaring blaze that quickly consumed the building.

Cyril Kelling farm in 1952; barn at far right was once the Cleveland Beach Dance Hall.

Cyril Kelling barn on fire (May 5, 1955).

Tennyson School Students (1950).

Tennyson Elementary School (2013).

Some say Tennyson Elementary School still harbors ghosts of the Cleveland Beach Dance Hall. Perhaps the "Glory Days" of the old dance hall live on in Tennyson School. Demolished over 80 years ago to make way for the new school, tales of dance hall ghosts are told by several of the former teachers and custodians. Recently retired second grade teacher Jackie [Schwartz] Dembek vividly recalls hearing the shuffling of dancer's feet above her classroom in the late afternoon once the students had gone home. On another occasion, an old penny fell from somewhere above and rolled across the floor with no apparent place of origin. Then the school clock unexpectedly fell from its prominent place on the school wall, crashed to the floor, and disintegrated. Repeated attempts to restart the clock failed—they just wouldn't work when hung in the old spot, as if time was trying to stand still so the dancers could return. However, the weirdest story comes from a former custodian who actually saw an apparition in the gym—a filmy figure cloaked in black passed mysteriously through a closed door, danced across the floor, then disappeared.

With the completion of the new Brookside High School/Middle School complex this year, and the old Brookside High School available for elementary students, the 67-year-old Tennyson School will not longer be needed. Tennyson will likely be demolished—with the school gone, where will the ghostly Cleveland Beach dancers go?

St. Teresa School

A small log school served the German Catholic population of Sheffield for a few years around 1845 with Peter Laux as teacher. The building is believed to have been located near the present Parish House. By 1874 it was replaced by a Township-owned, wood-frame school located on Abbe Road south of French Creek. Although a public school, it continued to serve the predominantly German population surrounding the school.

Sheffield Township District Schoolhouse No. 7, built 1880.

In the latter part of the nineteenth century, Sheffield Township constructed eight red-brick schoolhouses located throughout Sheffield Township—one at Sheffield Center and another at North Ridge in the Village, three along the Lake Erie shore in Sheffield Lake, two west of the Black River in the Township, and one on Abbe Road north of French Creek. At that time the population of the Township was approximately 1,000. The eight schools were attended by 286 students and were collectively valued at $7,000.

The school on Abbe Road was built in 1880 and named Sheffield Township District Schoolhouse No. 7. From its very beginning this school served the Catholic

Stone marker for Sheffield Township District Schoolhouse No. 7.

community of that part of the Township. With the knowledge and approval of the Township School Board, lay teachers, the priest, and sisters taught classes at the school, operating it much as a parochial school.

In 1921 Sheffield Township voters supported a bond issue for $180,000 to centralize education by building three new schools to replace the eight one-room buildings scattered throughout the district. By 1923, Brookside, Highland [later Clearview], and Vincent Schools were opened for the lower grades (1 through 8) and students were transported by a fleet of buses.

In 1924, with the old District Schoolhouse No. 7 decommissioned when Brookside School opened in 1923, St. Teresa parish purchased the idle building for $100. The building was enlarged to accommodate two classrooms and was formally dedicated as St. Teresa School in 1927 with an enrollment of 64 pupils. A new wing containing two additional classrooms was added in 1952. By 1955 the student population reached 220, nearly
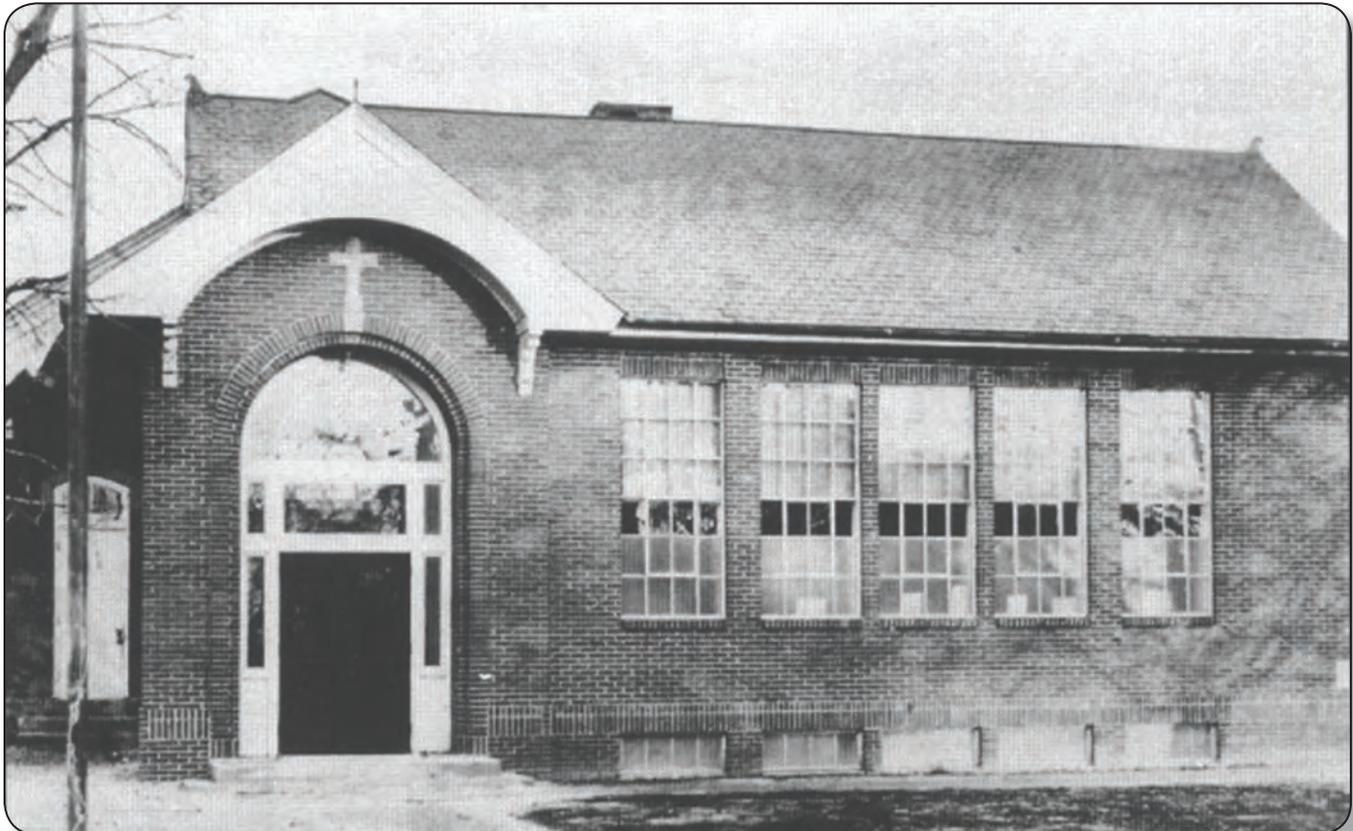
St. Teresa School (1927).

St. Teresa School students (1924).

St. Teresa students (1946).

St Teresa graduating class (1925).

St. Teresa School (July 1987).

double the intended capacity of the building. Because about 60% of the school children were from Sheffield Lake, a site for a new parochial school was selected there in 1956—St. Thomas School on Harris Road.

St. Teresa School's attendance declined when children began attending St. Thomas School and the decision to close the school came in 1967. After sitting idle for two decades, in August 1987 St. Teresa School was finally razed to make way for a parking lot. The St. Thomas School building is still standing, but the school has been closed since 2012.

Legendary St. Teresa teacher, Sister Mary Blandine (1953).

St. Teresa dedication cornerstone (1927).

St. Teresa School being burned as Gladys Wisnieski looks on sadly (August 1987).

Gulf Road School

Most likely in the 1870s, a small one room schoolhouse was built on the northeast corner of Burns and Gulf Roads in Elyria Township that had some tangential, but interesting, connections to Sheffield. The school was constructed on farmland donated to the Elyria Township School Board by Clarence J. Smith. His homestead still stands a short distance to the north. The school was typical of the period, red brick with a cupola housing the school bell. It had three tall windows on each side and roof overhangs attractively scalloped. Boys and girls entered separately through two front doors.

In the 1920s, Miss Martha Radachy taught the four lower grades and Mrs. Ethel DeVore instructed in grades five through eight. A folding partition divided the room, which could be removed for larger sessions or community gatherings. Two students, Charles and George Hammer were paid $10 a month to keep the fire going in the schoolroom. Later the neighborhood men dug a basement and installed a furnace.

When the schoolhouse was torn down in 1929-1930 to be replaced by the two-room building that still stands on the corner, the children walked about two miles to the old Sheffield District No. 2 Schoolhouse on North Ridge [later Detroit Road]. The Elyria Township School Board rented the Sheffield school, which had been idle for seven years, having been replaced by the new Brookside School.

The new Gulf Road schoolhouse on the same corner was used through the 1950s. Now it is a storage facility for Hilltop Recreation Center of Elyria's Parks and Recreation Department. High on the front façade of the building one can still read "Gulf Road School–1930–Elyria Township" carved in a sandstone block. However, the school has one more Sheffield connection.

As the population of Sheffield Lake was rapidly expanding in the late 1950s, and before new elementary schools were available, the Sheffield-Sheffield Lake School District rented the Gulf Road School in 1960 and bused fifth graders there to alleviate some over overcrowding. One of those students, David Hammer, recalls the peculiar experience of going to a one-room, something his mother had done a few years before Sheffield District No. 2 Schoolhouse closed in 1923.

Gulf Road School (1928).

Gulf Road School, Elyria Township, built in 1930.

Former Gulf Road School—now Hilltop Recreation Center storage facility (2014).

SHEFFIELD CHURCHES

Sheffield Congregational Church

In the winter of 1816, soon after the first settlers arrived in Sheffield, religious meetings commenced at the home of Captain Jabez Burrell. They consisted of reading a sermon, singing, and a prayer. As there was no minister in the settlement, Mr. Hanchett of Ridgeville, who worked for Captain Burrell, usually offered the prayer. The first sermons were preached the next year by Alvan Hyde, son of the Reverend Dr. Hyde of Berkshire County, Massachusetts. He was commissioned by the Berkshire Missionary Association to preach in the new settlements of the Western Reserve, including Sheffield. In the fall of 1817 the citizens of Sheffield constructed a log building at the crest of the hill overlooking French Creek valley to serve as both a church and schoolhouse. On May 1, 1818, the Reverend William Williams, a missionary from the Connecticut Missionary Society, assisted by Alvan Hyde, formed a Congregational Church for the community. The thirteen charter members included: Nathan Stevens and wife, Mary Burrell [wife of Captain Jabez Burrell] and her daughters Julia & Sarah, Martha Smith [widow of Capt. Joshua Smith] and her son Douglas, Henry Root, Preston Pool, William Day, William Smith, Samuel B. Fitch, and Daniel Perry.

In 1852 the congregation built an elegant Greek Revival-style Congregational Church on East River Road on the site of the original 1818 log church. The church featured a graceful bell tower capped by a sharp spire directed toward the heavens. A long row of horse barns was also constructed behind the church for the use of the parishioners. On May 1, 1898 the Sheffield Congregational Church celebrated its 80th Anniversary. Pastors who ministered to Sheffield's spiritual life were honored: the Reverends White, Walker, Gough, Right, Shaffer, Delong, Baldwin, Barnard, Deidrich, Kelsey, and Hadley. Professor G. Frederick Wright of Oberlin College, husband of Hulda Maria Day who was the granddaughter of John Day, delivered the celebration address. Thereafter, with the death of community elders and emigration of many of their children to western states, the membership of the Congregational Church at Sheffield Center dwindled to six families. The congregation could not afford a pastor and for two years Edward Burrell, grandson of Jabez, read a printed sermon to keep up the service.

In 1903 the Sheffield Congregational Church held its final service, a funeral for Edna Crehore, age 18. The congregation was merged into Lorain Congregational Church and the Sunday school moved to Vincent Congregational Church west of the Black River. When Sheffield celebrated its 100th Anniversary in 1915, festivities were held at the old church, which had been restored for the occasion.

The celebration started with a launch ride up the Black River to the Hyer Farm, then a jitney bus ride from the top of hill to French Creek Hollow for a program, followed by dancing in the grove [later to become James Day Park]. Later, Orville Root, grandson of Henry Root, called to order a general assembly held at the old Congregational Church where letters were read from past residents. The reunion concluded with a picnic on the lawn of the Harry Burrell home that was attended by more than 300 residents, former residents, and county friends.

Sheffield Congregational Church (circa 1890s).

With no further services, the dilapidated old church was torn down in the 1930s, but some pieces of the foundation can still be seen in the French Creek Reservation of the Lorain County Metro Parks, across East River Road from the Burrell homestead.

Foundation stones of Sheffield Congregational Church (2012).

St. Teresa of Avila Catholic Church (Colorado Avenue at Abbe Road, Sheffield Village)

German migration into Sheffield began in 1840 when John Forster of Bayern [Bavaria], Germany arrived and purchased 50 acres of land from Captain Aaron Root, on which he built a log cabin. Other German immigrants soon arrived, including the Ferner and Burkett families. In 1842, German Catholic settlers in Sheffield petitioned the Diocese of Cincinnati for the services of a priest. In response to this request, a mission was established in Sheffield with services in the home of Johan Muller. Father McLaughlin from Holy Trinity Church in Avon provided the services, but unfortunately he did not speak the German language. In 1844, Father Francis de Sales Brunner established a seminary in Peru, Ohio (near Norwalk) for German-speaking young men from northwestern Europe (Order of the Precious Blood). Father Brunner agreed to hold a church service in Sheffield every 6 to 8 weeks.

By 1845, the number of German families who had settled in Sheffield numbered 20 [Nichlaus Burkert, Johan Diedrich, Wilhelm Eiten, Anton Kalz, Widow Kelling, Johan Laubenthal Jr., Peter Laux, Nichlaus Linnert, Christian Merz, Johan Müller, Jodokus Otto, Nichlaus Rothgery, Peter Rothgery, Peter Schneider, Johan Schueller, Mathias Schueller, Heinrich Schwartz, Nichlaus Tannen, Joseph Tomas, and Peter Uhrig]. They decided to build a church and received help and encouragement from Reverend Peter Greist (or Kreusch) who organized a mission with assistance from Father Brunner. Each member of the church paid $1 toward the purchase of an acre of land from Captain Aaron Root with the understanding that when he sold his farm (Lot 17) he would donate another acre to the church, which he did. On this 2-acre plot, located at the corner of Conrad and Bennett Roads (present day Colorado Avenue and Abbe Road), the parishioners built a 24 x 30-foot log church. The church was named in honor of Saint Teresa of Avila.
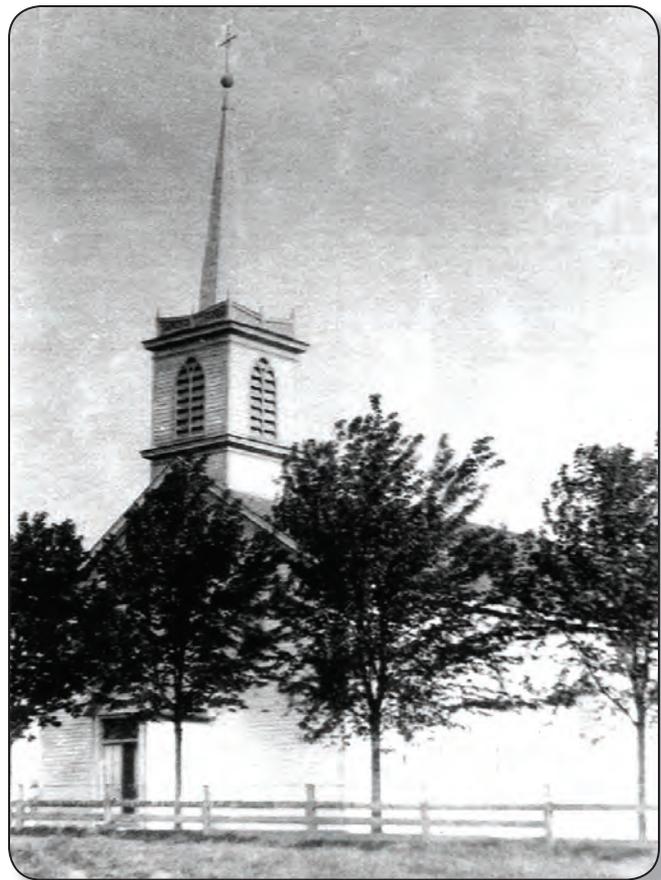
Old wood-frame St. Teresa Church (1893).

On June 2, 1846, the first mass in St. Teresa of Avila Catholic Church was performed by Father McLaughlin in conjunction with the dedication of the church. Peter Laux, Christian Merz, Johan Muller, and Peter Schneider served as the first trustees of the church.

A small log school served the German population of the Village for a few years around 1845 with Peter Laux as teacher. However, St. Teresa School did not come into existence until the public schools of Sheffield Township were centralized in the 1920s. A public school at the crossing of Abbe Road and Colorado Avenue was built in 1880 to mainly serve the Catholic community. With centralization, it was decommissioned when Brookside School opened in 1924. St. Teresa Church purchased the building for $100 and enlarged it to accommodate two classrooms. St. Teresa School was opened in 1927 with an enrollment of 64 pupils. A new wing containing two additional classrooms was added in 1952. By 1955 the student population reached 220, nearly twice the designed capacity of the building. Because about 60% of the school children were from Sheffield Lake, a site for a new parochial school was selected there in 1956—St. Thomas School on Harris Road. St. Teresa School's attendance declined when children began attending St. Thomas School and the decision to close the school came in 1967. In August 1987, St. Teresa School was finally razed to make way for a parking lot.

In 1852 St. Teresa parish built a new wood frame church (40 x 60 feet) at a cost of $1,500, which was located on the site of

the old log structure. About that time, an additional acre of land was purchased adjacent to the original site to be used as a cemetery. In December of 1880, St. Teresa parish purchased an additional one-half acre of land from John Ferner for a planned Priest House. The next year, Father Amadeus Dambach, born in Baden Germany, was appointed as the first permanent pastor of St. Teresa Church. In 1883 St. Teresa parish completed construction of a red brick Priest House at a cost of $2,700. In August of that year, Father Dominic Zinsmayer, also of Baden, Germany, replaced Father Dambach as pastor of St. Teresa Church. In 1885 Father Zinsmayer purchased two bells for St. Teresa Church from the Hy Stuckstede Bell & Foundry Company in St. Louis, Missouri at a cost of $282. The small bell weighed 184 lbs., while the larger one weighed 800 lbs. A year later the small bell was replaced with one weighing 1,350 lbs.

On Sunday March 3, 1907, a sweeping fire destroyed the St. Teresa frame church during High Mass. The fire started by a hot stove in the boy's sacristy just before the announcements were being made during the 11 a.m. High Mass. Strong winds on that day quickly spread the flames. Quickly the parishioners carried furniture, vestments, pews, and the organ out of the burning structure, but watched in horror as the two bells, with a combined weight of 2,150 pounds, crashed to the ground from the belfry. In 90 minutes the church was reduced to a pile of ashes and rubble and the bells had cracked from the fall and intense heat of the fire.

Dismayed by the loss of their church, but undaunted, the parish community quickly rallied together. Fortified with the same determination their ancestors displayed when they carved Sheffield Township out of the wilderness of the Western Reserve, they formulated a plan to build a new brick church that would hold 250 worshipers. The Bishop approved the plan and the cornerstone for a Gothic-style brick church with sandstone trim was laid on March 19, 1907, scarcely two weeks after the fire had cooled. Red bricks were kilned near the church and the construction progressed rapidly under the watchful eyes of parish pastor, Father Francis Pfyl throughout the summer. Father Pfyl was reassigned in June 1907 and was replaced by Father Adam Senger who continued to oversee the church construction.

Externally the new church measured 40 x 74 feet. Between two towers the structure rose to a gabled roof surmounted by a Latin cross. A large square tower at the southeast corner of the church housed two new bells. The smaller bell (600 lbs.) was cast with the name St. Anne on it, while the larger one (900 lbs.) was cast with St. Joseph on it. Like the early bells, these were also cast at the Hy Stuckstede Bell & Foundry Company in St. Louis. The Main and Side Altars were constructed in the nearby Ziegman Barn by John Burkart. On Christmas Day 1907, a standing-room-only crowd witnessed the first mass to be celebrated in the new church.

St. Teresa of Avila Catholic Church, built 1907.

Christmas celebration in St. Teresa Church (1982).

St. Teresa Parish House, built 1883.

On October 15, 1908, Pastor Father Senger and his Excellency, Bishop Joseph M. Koudelka celebrated the Dedication Mass. The Bishop delivered a sermon in German and extended his gratitude to the parishioners for their sacrifice and generosity in building such a beautiful shrine. From the ashes of despair, hope had sprung eternal as the parishioners admired their new house of worship. In testament to the dedication of the parishioners, it is worth noting that on the day the church was dedicated, the construction bill for $11,800 was completely paid. On Christmas Day 2007, Father Robert Franco commemorated the 100 years of worship that had taken place in the beautiful sanctuary of St. Teresa of Avila.

Vincent Methodist Church (North Ridge Road, Sheffield Township)

The Vincent Methodist Church was founded in the spring of 1897. An article in the October 23, 1937 addition of the *Elyria Chronicle-Telegram* mentions a legend that the organization of the church was brought about by the death of a child. But it may also be have its origins in the growing community that developed adjacent to Stop No. 7 on the Lorain-Elyria Electric Railway's *Yellow Line*, built in 1894 to carry workers to the Johnson Steel Company on the Black River.

The need for a church in Vincent was first brought to the attention of the ministry in 1897 by Rev. J. F. Burke of Lorain, when he was called to the community to officiate a the funeral of child whose parents had known the young minister when they lived in Lorain. While there, Rev. Burke inquired as to whether there was a church in the neighborhood. He was told that there was not, but that there was a Sunday school being conducted in Sheffield Township District No. 8 school on West River Road [later Markley School]. He immediately made plans to hold a service after the Sunday School session the next Sunday.

In August of 1897, at a community picnic held at Lake Erie, 20 persons signed as a charter members of a Vincent Methodist Church, giving their time and money to erect a church on a quarter acre of land donated by George Fleming. On Christmas Day,

Vincent Methodist Church circa 1910 (Lorain County Historical Society).

Sunday 25, 1897, the new church was dedicated. Dr. Mitchell, a Methodist minister from Cleveland, gave the dedication address. George Fleming was the father of Pearl Fleming who married William Milton Garfield. George Fleming and William Garfield are buried in Garfield Cemetery.

Several years later land adjoining the church was purchased for a parsonage. The church building was also enlarged by the addition of a large Sunday school room. The basement, containing three utility and storage rooms, was also completed. During the pastorate of Rev. G. W. Howk in 1920, the members of the Progressive Class installed a large modern furnace to replace a "round oak" heating stove.

During the 40-year period from when Rev. Burke organized the church in 1897 to 1937, a total of 19 successors served as pastor. The longest term was served by Rev. Howk from 1917 to 1924. In 1937, Rev. Theodore Paul was pastor, while at the same time serving as pastor of Avon Methodist Church. After over 70 years of serving the people in the vicinity of Vincent, a new church was built less than a mile away on West River Road in Elyria. The membership named the new building Cornerstone Methodist Church. The old church building was then converted to a preschool for Vincent Elementary School of the Clearview School District. In recent years the building has housed the Faith House Day Care facility.

Faith House Day Care Center adjacent to Vincent School (2014).

St. Mark American Serbian Orthodox Church (Lake Breeze Road, Sheffield Village)

This attractive American Serbian Eastern Orthodox house of God is located on Lake Breeze Road about a mile and a half south of the Lake Erie shore. Consecrated in May 1988, it is modeled after a 600-year-old monastery near Skopje, Macedonia (formerly Yugoslavia). Prince Marko, a hero of the Serbian people, completed the Macedonian monastery in 1372. Skopje dates from Roman times and was the captured by the Serbs in 1282. The city was the scene of the Stephen Dušan's coronation as czar of Serbia in 1346. A bridge over the Vardar River, named in his honor, is among the many ancient landmarks in the city. Today Skopje is a thriving trade and transportation center of nearly half a million inhabitants.

The Sheffield monastery church was designed by Serbian architect, Milojko Perisic. The architect and church leaders had a vision for the church—*to stand guard on the shores of Lake Erie for centuries, offering spiritual support*. When Milojko died as the church was being planned, Sheffield architect Roy Kudrin stepped in to supervise the construction.

St. Mark Cemetery, located on the monastery grounds to the west of the church, was established in 1984 before the church was built. The cemetery is designed to accommodate up to 1,000 burials. Approximately 50 burials have taken place in the 30-year history of the cemetery. One of these, Vukomir Alavanja (1927-2008), was a Serbian resistance fighter during World War II and opposed Communist rule after the war. His nephew, Fr. Leontije Alavanja, now serves as pastor of St. Mark Monastery Church.

On a visit to the impressive St. Mark Monastery Church, in the churchyard not far from the cemetery, one is likely to encounter a finely sculpted bust of General Draza Mihailovic (1893-1946) on a black granite column. To most Americans this Serbian general is unknown, but his is a story of bravery, loyalty, and sacrifice important to the American cause during World War II.

On March 29, 1948, the United States Congress and President Harry S. Truman posthumously awarded General Draza Mihailovic with the Legion of Merit for his bravery in supporting Allied forces during World War II. General Mihailovic was put to death by the Communist regime in Yugoslavia after the war. On July 17, 1946 he was executed by a firing squad.

Fr. Leontije Alavanja, pastor of St. Mark Church. Fr. Alavanja's uncle, Vukomir Alavanja (1927-2008), was a Serbian resistance fighter during World War II and opposed Communist rule after the war. Vukomir is buried in St. Mark Cemetery not far from the statue of General Mihailovic (see page 344).

St. Mark Monastery Church, built in 1988.

Construction of St. Mark Church (1987).
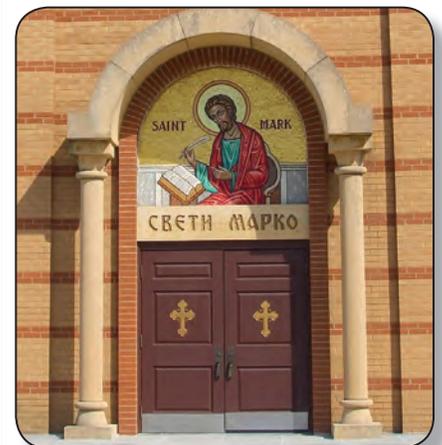
St. Mark Church façade detail.

SHEFFIELD CEMETERIES

Over the years, six cemeteries that were once located within the boundaries of the original 1815 Sheffield Township: Pioneer, Garfield, St. Teresa, St. Vincent DePaul (North Ridge Catholic), Salem, and St. Mark. Pioneer and St. Vincent DePaul Cemeteries are no longer available for burials.

Pioneer Cemetery (East River Road, Sheffield Village)

On East River Road, a short distance south of the Jabez Burrell Homestead, a small cemetery lies tucked along the west side of the road, surrounded by a wrought-iron fence. The cemetery contains only 13 burials, but the individuals resting here represent the founding pioneer families of Sheffield. The first burial was Rhoda Marie Day in 1825, only 10 years after Sheffield was settled. The gravestones are composed of white marble and time has taken its toll on the inscriptions. Originally known as the Day-Root Family Cemetery, this historic resting place is now administered and cared for by the Village of Sheffield. Later members of these founding families are buried in Garfield Cemetery on North Ridge. The following is an annotated listing of the Sheffield pioneers buried here, arranged from north to south (1 to 13):

Pioneer Cemetery on East River Road, established in 1825.

1. Henry Root (1767–1829) Age: 61
Born: Sheffield, Massachusetts, June 3, 1767;
Died: Sheffield, Ohio, April 9, 1829

Henry was the son of Colonel Aaron Root and Jerusha [Steele] Root—Aaron attained the rank of Lieutenant Colonel of the 1st Berkshire County Regiment during the Revolutionary War. Henry and his wife Mary were two of the original settlers and the first family with children to arrive in Sheffield, Ohio (April 3, 1816). Henry married Mary Day on September 10, 1800 in Sheffield, Massachusetts. They journey through the wilderness to Ohio by ox cart with six children: Aaron (14), William (12), Julia Ann (10), Jane (9), Frances (6), and Mary (4). The Root family settled on Lot 17, near where St. Teresa Church now stands. In his later years Henry lived on the lakeshore near Root Road. Henry Root was the third person to be interred at the Day-Root Family Cemetery.

2. Mary [Day] Root (1772–1859) Age: 87
Born: Sheffield, Massachusetts, April 26, 1772;
Died: Sheffield, Ohio, February 11, 1859

Mary, wife of Henry Root, was the daughter of Capt. William Day and Rhoda [Hubbell] Day. Her father was a naval hero of the French and Indian War, capturing four French frigates and bringing them safely into Plymouth Harbor, England. Her brother, Capt. John Day, was one of the original owners and founders of Sheffield Township, Ohio. Mary Root was the thirteenth and last person to be buried in the Day-Root Family Cemetery. Many of the other members of the Day-Root Family are buried in Garfield Cemetery, established on North Ridge in 1851.

Graves of Henry and Mary [Day] Root at Pioneer Cemetery.

3. Sarah Eliza [Case] Root (1808–1833) Age: 25
Born: New England, 1808;
Died: Sheffield, Ohio April 29, 1833

Sarah Eliza Case of Avon, Ohio was the first wife of William H. Root, second son of Henry and Mary [Day] Root. They were married ~1827 and had three children at their farm on the lakeshore: Maria (November 27, 1829), Harriet (June 17, 1831), and Sara (April 6, 1832). A year after Sarah's death William married Fanny Day (April 15, 1834), fourth daughter of Capt. John and Lydia [Austin] Day. The second marriage also produced three children: Orville (October 23, 1837) and twins Walter and William (December 4, 1847). In 1845 William built the Greek Revival-style house that still stands at 3535 East Erie Avenue, at the foot of Root Road, which is named for him (annexed from Sheffield to Lorain in 1894). He served as auditor of Lorain County from 1855 to 1861. William died on June 27, 1889 at age 86. He and Fanny are buried in Garfield Cemetery. Sarah Eliza Root was the fourth burial to take place at the Day-Root Family Cemetery.

4. Capt. John Day (1774–1827) Age: 53 years
Born: Sheffield, Massachusetts, February 3, 1774;
Died: Sheffield Ohio, October 8, 1827

John was the first son of Capt. William Day and Rhoda [Hubbell] Day and brother of Mary [Day] Root. He married Lydia Austin in Sheffield, Massachusetts in 1794. Capt. Day received his rank for military service in the War of 1812. In January 1815, he and Jabez Burrell purchased what would come to be known as

Sheffield Township (township No. 7 in the 17th range of townships of the Connecticut Western Reserve) from Gen. William Hart of Saybrook, Connecticut. On July 27, 1816, Capt. Day and Lydia arrived in Sheffield, Ohio with their nine children: William (19), Rhoda Maria (17), John II (15), Norman (13), Fanny (11), James (8), Lydia (6), Kellogg (3), and Frederic (1) and established their homestead along French Creek. Capt. John Day was the second person to be buried in the Day-Root Family Cemetery.

5. Lydia [Austin] Day (1775–1854) Age: 79
Born: Sheffield, Massachusetts, May 22, 1775;
Died: Sheffield, Ohio, October 9, 1874

Lydia Austin was a member of the prominent Austin Family of New England. Her ancestor, Richard Austin (born 1598 in Bishopstoke, England), came to America in 1638 aboard the sailing ship *Bevis* from Southampton, England. Her father, Joab Austin (born 1740 in Sheffield, Massachusetts) married Eleanor Kellogg Day (daughter of Deacon Silas and Ruth [Root] Kellogg) on May 24, 1769. Lydia Austin married John Day in Sheffield, Massachusetts in 1794. John Day was one of the original owners and settlers of Sheffield Township. John, Lydia, and their nine children arrived here on July 27, 1816, by traveling overland, while their household goods and farming equipment arrived on August 11, 1816 via the lake schooner *Black Snake*. After settling in Ohio, Lydia bore two more children: Edmund A. (February 24, 1818) and Eleanor (July 13, 1820). Lydia's brother, Henry Austin (born December 26, 1770) and Capt. James Austin (January 2, 1791), also settled in Sheffield, Ohio—1817 and 1834, respectively. Henry's daughter, Mary Ann (born August 20, 1817), is the first child born to a Sheffield, Ohio family. Lydia Day was the twelfth person to be interred at the Day-Root Family Cemetery.

6. Rhoda Marie Day (1799–1825) Age: 26
Born: Sheffield, Massachusetts, March 29, 1799;
Died: Sheffield, Ohio, October 10, 1825

Rhoda Marie was the second daughter of Capt. John and Lydia Day. Their first daughter was also named Rhoda, but only lived two days shy of one year (November 26 1794 to November 24, 1795). At that time it was customary to use a favorite name of a child lost in infancy for a later sibling. Rhoda Marie never married and she was the first person to be interred at the Day-Root Family Cemetery.

7. Frederic Day (1815–1840) Age: 25
Born: Sheffield, Massachusetts, February 12, 1815;
Died: Sheffield, Ohio, August 11, 1840

Frederic was the sixth son of Capt. John and Lydia Day. He was only one year old when the family made the overland journey from Massachusetts to Ohio in 1816. Frederic married Mary Ann Sackett of Avon, Ohio on August 18, 1835. They had two children: Helen Amelia (born May 5, 1836) and Frederic II (born March 2, 1840). Frederic Day was the tenth person to be interred at the Day-Root Family Cemetery.

8. John Ingersoll Day (1832–1838) Age: 6
Born: Sheffield, Ohio, September 4, 1832;
Died: Sheffield, Ohio, October 15, 1838

John Ingersoll was the first son of John II and Cornelia Ann [Sackett] Day. John II (born March 23, 1801) was the second son of Capt. John and Lydia [Austin] Day. He married Cornelia Ann Sackett of Avon, Ohio, on March 24, 1831. John Ingersoll Day was

Graves of John and Lydia [Austin] Day at Pioneer Cemetery.

the eighth burial to take place at the Day-Root Family Cemetery and the second of three children to die in this family within a span of one year. The parents also named their third son John Ingersoll (born November 27, 1838), who survived to wed Mary Elizabeth Brown of Denmark, Iowa on February 7, 1870.

9. Sophia Ann Day (1834–1838) Age: 4
Born: Sheffield, Ohio, May 21, 1834;
Died: Sheffield, Ohio, October 26, 1838

Sophia Ann was the first daughter of John II and Cornelia Ann [Sackett] Day. John II (born March 23, 1801) was the second son of Capt. John and Lydia [Austin] Day. John II married Cornelia Ann Sackett of Avon, Ohio on March 24, 1831. Sophia Ann Day was the ninth burial to take place at the Day-Root Family Cemetery and the third of three children to die in this family within a span of one year. Her parents named their third daughter Little Sophia (born January 31 1856), who survived to wed Sidney Freeman of Columbus on February 28, 1884 and later James A. Barnes of Greeley, Colorado on February 21, 1886, producing one child: Ralph Emerson Barnes (born January 23, 1890).

10. Robert Ithamar Day (1842–1850) Age: 7
Born: Sheffield, Ohio, November 16, 1842;
Died: Sheffield, Ohio, June 7, 1850

Robert Ithamar was the fourth son of John II and Cornelia Ann [Sackett] Day. John II (born March 23, 1801) was the second son of Capt. John and Lydia [Austin] Day. John II married Cornelia Ann Sackett of Avon, Ohio on March 24, 1831. Robert I. Day was the eleventh burial to take place at the Cemetery and the fourth child to die in this family without reaching the age of 8.

11. Mary [Abbot] Betts (1813–1837] Age: 24
 Born: 1813;
 Died: Sheffield, Ohio, June 27, 1837

 Little is known about Marry Abbot and her association with the Day-Root Family, other than she was the wife of Lawrence Betts who may have been employed as a worker on the farm of a family member. She was the sixth person to be buried in the Day-Root Family Cemetery.

12. Harriet Cornelia Day (1836–1837) Age 1
 Born: Sheffield, Ohio, May 2, 1836;
 Died: Sheffield, Ohio, October 26, 1837

 Harriet Cornelia was the second daughter of John II and Cornelia Ann [Sackett] Day. John II (born March 23, 1801) was the second son of Capt. John and Lydia [Austin] Day. He married Cornelia Ann Sackett of Avon, Ohio on March 24, 1831. Harriet Cornelia was the seventh burial to take place in the cemetery and the first of three children to die in this family within a span of one year.

13. Charles Eugene Day (1836–1837) Age: 3 months
 Born: Sheffield, Ohio, December 24, 1836
 Died: Sheffield, Ohio, April 13, 1837

 Charles Eugene was the first child of James and Ann Eliza [Austin] Day, and the fifth person to be buried in the Cemetery. James Day (born August 27, 1807) was the fourth son of Capt. John and Lydia [Austin] Day. He married Ann Eliza Austin on September 18, 1835, in Sheffield, Ohio. Ann Eliza (born March 15, 1815, in Sheffield, Massachusetts) was the second daughter of Capt. James and Tamar [Chapin] Austin. James and Ann Eliza had six other children—Oscar (born November 1, 1838), Franklin (born March 20, 1841), George W. (born August 25, 1843), and Celia C. (November 19, 1845), May Eliza (born October 10, 1850), and Caroline Elizabeth—that survived infancy.

Garfield Cemetery (Detroit Road, Sheffield Village)

Garfield Cemetery lies on a peaceful sandy ridge near the southern boundary of Sheffield Village. The ridge was formed as an ancient beach along glacial Lake Warren (some 13,000 years ago), a predecessor to Lake Erie. Known as North Ridge, the early settlers found this elevated area to be ideal for farms, home sites, a major east-west transportation corridor, and a place to bury their dead. After nearly two hundred years the land surrounding Garfield Cemetery retains much of its early character—still dominated by agricultural pursuits and individual homes.

Nearly one thousand burials have taken place in Garfield Cemetery. It is the final resting place of early pioneers, Civil War heroes, plague victims, infants, farmers, businessmen, paupers, doctors, nurses, carpenters, shipbuilders, steel mill workers, and men and women of many other walks of life. Decedents range from those born in the 1760s to the 1990s. Garfield Cemetery holds the history of those who struggled and found joy in the creation of Sheffield.

Original 1851 Plot. Garfield Cemetery was formally established in 1851 when Milton and Tempe Garfield sold 1.2 acres of their farmland on the south side of North Ridge Road (now Detroit Road) to Sheffield Township for the creation of a cemetery. This conveyance is recorded in Lorain County Deed Records Vol. 13, Page 587, dated December 8, 1859. In the deed, Milton and Tempe Garfield specified that the land be "used as a public cemetery...said premises to be fenced and kept in repair by said Township or Citizens as said Trustees and their successors shall direct."

Interestingly, this plot of land had been used for several decades earlier as an informal burial ground, with the first interment being that of Capt. Joshua Smith who died in 1817. In fact, records indicate that at least 56 individuals were buried on Milton Garfield's North Ridge plot before it was officially designated as Garfield Cemetery.

The original deeded plot is rectangular in shape, extending 276 feet east-west along North Ridge Road and an average of 189 feet to the south of the road. The land gently slopes to the south off the ridge from an elevation of 678 feet above sea level at the northeast corner of the Cemetery to 671 feet at the southeast corner. The Lorain County Auditor has designated this parcel as No. 0300074104020 in Lot 74 of the Original Sheffield Township.

In the early years after Garfield Cemetery was established, Family Plots were assigned to various pioneer families for the exclusive use of members of that family and their heirs. An assessment was paid by those families that wished to obtain a plot. As of 2015, several of the Family Plots are completely occupied, but about 80% of them still have one or more Grave Sites available for heirs.

Addition of 1929. Garfield Cemetery was enlarged by 0.82 acres in 1929 when land to the south of the original plot was purchased from Shirley Garfield, a grandson of Milton Garfield and son of Halsey and Harriet [Root] Garfield. The purchase price recorded in Lorain County Deed Records Vol. 250, Page 171, Dated October 15, 1929, was $487.86 (Sheffield Lake Village Ordinance No. 461, October 1, 1929). Shirley Garfield also served as Cemetery Superintendent during the first third of the twentieth century. The new addition is somewhat triangular in shape, extending 87 feet south of the eastern line of the Cemetery and 185 feet south of the western line, with these two extensions connected by a diagonal line 258 feet in length that bends 40 feet to east. The land continues its gentle slope to the south from the original plot to low point of 668 feet above sea level at the southwest corner. The Lorain County Auditor has designated this parcel as No. 0300074104019 in Lot 74 of the Original Sheffield Township.

Cemetery Administration. Starting with the formal establishment of Garfield Cemetery in 1851, administration and operation of the Cemetery was the responsibility of Sheffield Township which had been organized in 1824. In 1920, the citizens living east of the Black River voted to withdraw from Sheffield Township and to form the Village of Sheffield Lake. Thus, Garfield Cemetery came under the administration of this new Village. At about that time, Shirley Garfield of North Ridge Road was named Sexton or Superintendent of the Cemetery.

As the years went by, the community east of the Black River itself became divided. The south end of the Village remained

scattered with large farms and little growth in population. While along the Lake Erie shore, houses sprang up on small lots and new residents were moving in at a steady pace. The interests of these two segments of the Village were diverse, resulting in a growing gap between the residents. In 1934, the community officially divided into two: the Village of Sheffield Lake on the north and the Village of Sheffield on the south. Being located near the southern boundary of original Township, Garfield Cemetery came under the administration of the Village of Sheffield where it remains today.

The former Sheffield District No. 2 School House [built in 1883 on properties conveyed to Sheffield Township Board of Education by Milton Garfield on April 23, 1862 and by Tempe Garfield on May 30, 1883 subject to "right of way over the above described premises"] was sold by the Board of Education to the Village of Sheffield for $500 on December 29, 1934. The building was then converted to the Sheffield Village Hall and the office for Garfield Cemetery.

Cemetery Demographics. The term demographics relates to the structure of the population (cemetery decedents) as interpreted from statistical data gleaned from cemetery records. A total of 961 people are believed to be buried in 939 Grave Sites in Garfield Cemetery. The disparate numbers occur because in several cases infants and young children were buried together or along with an adult relative.

Birth and Death Years. As more and more New England settlers moved into Sheffield Township and began to age, the birth year of those buried in Garfield Cemetery began to rise, reaching a plateau of about 45 to 55 individuals per decade for the birth decades from 1800 to 1920. An exception to this generalization was the decade of the 1840s when 80 persons buried in the cemetery were born. This may due to a large influx of European immigrants to Sheffield and high infant mortality during this period. As would be expected, based on the typical longevity of adult persons buried in the Cemetery (modal age between 77 and 82), the number for the past 80 birth years has

declined precipitously. In general, the distinct plateau that lasted for over 100 years is indicative of a relatively stable population upon which the Cemetery was drawing.

Gender and Longevity. Of the 865 decedents in Garfield Cemetery for which their gender is known, 465 (53.8%) are males and 400 (46.2%) are females. The age at death of 719 of these individuals is also known (375 males and 344 females). These statistics permit the calculation of the mean age of the decedents by sex: males 53 years and females 56 years. A high incidence of mortality for both males and females occurred before the age of 3 (62 individuals or 8.6%), but the highest rate of death for a 3-year period occurred for ages of 75 through 77 for males (38 individuals or 10.1%) and for ages of 80 to 82 for females (33 individuals or 9.6%). The ages of those buried in Garfield Cemetery range from stillborn infants to 100 years, with the oldest male being 96 years (John Falconer Block F/Lot 50/Grave 14) and the oldest female being 100 years (Grace V. Inslee E/45/17).

Cause of Death. Cemetery records specify the cause of death for 349 decedents. Numerous medical terms are used on these records to describe the causes of death of which some are no longer in current use. The variety of causes are summarized by grouping them into 15 major causes:

Cause of Death	Decedents	(%)
1. Heart Diseases & Circulatory Failure	138	39.5
2. Pneumonia/Pulmonary Disease	49	14.0
3. Cerebral Hemorrhage & Stroke	36	10.3
4. Cancer & Tumors	24	6.9
5. Kidney/Liver/Urinary Disorder	20	5.7
6. Infectious Diseases	18	5.2
7. Natural Causes & Old Age	12	3.4
8. Gastric & Alimentary Canal Disorders	12	3.4
9. Stillborn & Premature Births	11	3.2
10. Traumatic Injuries	11	3.2
11. Mental Illness & Dementia	6	1.7
12. Suicide & Infanticide	4	1.1
13. Diabetes & Hormonal Imbalance	3	.09
14. Drowning	3	.09
15. Alcoholism & Drug Overdose	2	.06
Total	349	100

Military Service of Decedents. Garfield Cemetery is well represented by decedents who have served the United States in all branches of the military services. Veterans of all of the major conflicts since the Revolutionary War through the Vietnam War are buried in Garfield Cemetery. Burial records indicate that 54 decedents served in these conflicts and during peacetime.

Cemetery Organization Plan. The Original Plot of Garfield Cemetery is organized as a series of Blocks (A to M), which are each divided into Lots, and these Lots are further subdivided into individual Grave Sites. Each Grave Site has a nominal dimension of 4 feet by 9
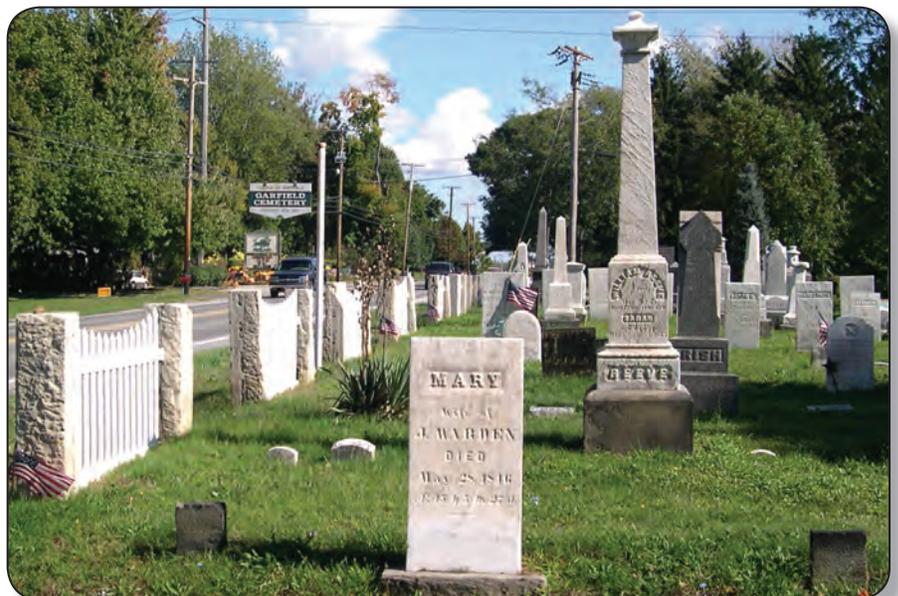
Garfield Cemetery (2006).

feet. The Original Plot, adjacent to Detroit Road (formerly North Ridge Road), contains 6 Blocks (A-F), each with 9 or 10 Lots. Arranged north to south, each Lot contains 20 Grave Sites, except for Block A, Lot 0, which has 22. The graves are oriented with their long axis in a east-west direction. The Blocks are separated by a 9-foot-wide "U-shaped" gravel roadway that extends north to south into the New Addition and a 5-foot-wide grass pathway that runs east and west. This arrangement yields 71 Lots and 1,122 individual Grave Sites.

As required by State Law, cemeteries are obliged set aside a "Potter's Field" where indigent persons can be buried at the cemetery's expense. In the Original Plot, Block E, Lot 46, Graves 1 through 11 were designated for this purpose. Records show that as many as 14 individuals were interred here, which essentially precludes any further burials. For this reason a new Potter's Field was designated in the southwestern portion of the New Addition.

The 1929 Addition, immediately south of the Original Plot, is arranged into 8 Blocks and a triangular segment known as Potter's Field. The New Addition is

Shirley Walker, digging a grave in Garfield Cemetery (1952). Walker served as Cemetry Superintendent from the 1940s to 1952.

oriented at right angles to the Original Plot, with the long axis of the graves in a north-south direction. Blocks G through L are rectangular and contain 8 Grave Sites per Lot, whereas Blocks M and N are irregularly shaped because of the curves in the Cemetery roadway and the diagonal southern boundary of the Cemetery, and contain 4 to 8 Grave Sites per Lot. This arrangement yields 56 Lots and 528 individual Grave Sites. The Potter's Field segment has not been formally subdivided, but can accommodate approximately 15 Lots with a total of 120 Grave Sites.

Cemetery Capacity and Occupancy. The total capacity of Garfield Cemetery is approximately 1,800 burial sites. Records indicate that as of 2014, 939 sites were occupied (964 individual burials including infant children with adults), leaving 861 grave sites available for burials.

Grave Markers. There are over 700 grave markers and monuments in Garfield Cemetery. Most are stone, but there are a number of bronze markers, including 20 GAR (Grand Army of the Republic) markers denoting veterans of the Civil War.

Marble and granite are the most common type of stone material used for gravestones, accounting for 43% and 41%, respectively. Many of the older stones were constructed from white and gray varieties of marble, but these have suffered considerable erosion over the years to the point were many of the inscriptions on them are difficult to read or illegible. Gray and pink granite appear to be more durable and retain their inscriptions well. Unfortunately these newer stones seldom contain the informative passages of the older ones. Gray granite stones include such varieties as *Barre Gray* and *Blue Pearl*, while pink and red types in the Cemetery are known by names such as *Canadian Pink*, *Imperial Pink*, *Pink and Gray Variegated*, *Rose*, and *Sunset*.

The next most common stone is sandstone, which comprises about 11%. These are mostly small, old markers with little or no inscription, however, a few larger ones from as early as 1834 (e.g. Theadore Bedortha: Block A, Lot 5, Grave 4) are deeply incised and clearly legible.

Only one limestone monument was found in the Cemetery, a fossiliferous variety fashioned in the shape of an elegant tree trunk (Lysander and Mary Parks: Block A, Lot 4, Graves 6/7). In addition to the 20 Civil War markers, bronze is used for military markers for the War of 1812, World War I, World War II, Korea, and Vietnam, as well markers for service in the Sheffield Village and Sheffield Lake Fire Departments, and other organizations. A total of 47 military markers were found in Garfield Cemetery: 30 bronze, 15 gray granite, and 2 white marble.

Quantitatively, the following types of materials are used to commemorate burials in Garfield Cemetery:

Marble:		
White variety	226	32%
Gray variety	79	11%
Granite:		
Gray varieties	222	31%
Pink varieties	73	10%
Sandstone	82	11%
Limestone	1	< 0%
Bronze	34	5%
Total	717	100%

Woodman of the World. Walking through Garfield Cemetery on North Ridge can be an illuminating experience. As with each cemetery in Sheffield, Garfield Cemetery is the repository of much of Sheffield's history. On a summer

Tombstone of William H. Quayle in Garfield Cemetery with a Woodmen of the World memorial symbol carved at the top of the granite stone.

Sheffield Baseball Team circa 1914. Back Row (from left to right) Frank Rider, William Quayle, Perry Taylor, Charley Gibson, George Gibson, Harry Root, Gay Johnson, Fred Henson, and Harold McAllister. Front row, Roy Taylor, Shirley Walker, and Clarence Rider. Woodman of the World, William Quayle, would die of acute gastritis that summer.

Frank Caley family at their new home on East River Road in Sheffield, Ohio (1906). Frank Caley (seated at far right) was William H. Quayle's uncle. Others in the photograph, from left to right, Frank's daughter Laura, son Fred, and wife Mary [née Kuhlow]. (Peggy Craig).

day a few years ago, the author came across an interesting monument marking the grave of William H. Quayle (1888-1914). Located in the James Caley Plot—a few rows of graves in from the Sheffield

Lysander and Mary Parks gravestone in Block A of Garfield Cemetery. This carved fossiliferous limestone marker is similar to other Woodmen of the World tree-stump stones found throughout the United States.

Village Hall—the gray granite tombstone had an elaborately carved memorial to Woodmen of the World.

In Sheffield, Ohio's Garfield Cemetery, William H. Quayle, was the son of Alfred Quayle (1852-1928) and Elizabeth [Caley] Quayle (1847-1923). All three members of the Quayle family are buried side-by-side in the James Caley Plot. James Caley (1814-1869) and Jane Caley (1824-1857) were Elizabeth's parents and are buried nearby. The Caley family has its origin on the Isle of Man, an island located in the Irish Sea between England and Ireland. Members of the Caley family settled in Sheffield in the 1830s, establishing farms on East River Road. Frank Caley (1849-1937), Elizabeth Quayle's brother, was born in Sheffield and in 1906 built the home that still stands at 3559 East River Road, where Frank's granddaughter, Peggy [Caley] Craig, and her husband Bill reside.

Interestingly, at the west side of the cemetery a limestone monument at the graves of Lysander F. Parks (1813-1883) and Mary E. [Knox] Parks (1819-1890) is carved in the form of a tree trunk with ferns at the base. The design is similar to other Woodmen of the World tombstones throughout the country. For example, in Sheffield, Texas on the Pecos River there is a Sheffield Cemetery, with a Woodmen of the World tombstone for Samuel D. Lyle (1857-1907), looking very much like the Parks' memorial in Garfield Cemetery (see page 180).

But just what is this organization? It turns out that Woodmen of the World is a non-profit, fraternal organization based in Omaha, Nebraska, that operates an insurance company for its members. A particular facet of the fraternity was the erection of numerous distinctive tombstones depicting tree stumps across the country prior to 1930.

The fraternity had its start in 1883 as Modern Woodmen of America after its founder, Joseph Cullen Root, heard a sermon describing how pioneer woodsmen cleared away the forest to provide for their families. Root, who was a member of several fraternal organizations including the Freemasons, took his own surname to heart, by creating a Society that "would clear away problems of financial security for its members." Root had a falling out with the original Modern Woodmen in 1890 that was then based in Lyons, Iowa. He moved to Omaha, where he started Woodmen of the World on June 6, 1890. As time went on his organization founded a radio station in 1922, with the call letters WOW. In 1949 it launched a television station (WOW-TV) that was the first TV station to hire Johnny Carson.

Cemetery entrance gates of Sheffield Cemetery in west Texas.

Carved Woodmen of the World tombstone for Samuel D. Lyle in the cemetery on the north side of Sheffield, Texas.

One enduring physical legacy of the society is distinctive headstones in the shape of a tree stump. This was an early benefit of Woodmen of the World membership, and they are found in cemeteries nationwide. Unfortunately, this program was abandoned in the late 1920s as too costly. Typically the headstones are elaborately hand-carved depictions of Woodmen of the World symbols, including most notably a stump or felled tree; the maul and wedge; an axe; often a Dove of Peace with an olive branch; and bearing the Latin motto *Dum Tacet Clamat* (though silent he speaks). However, Woodmen gravestones vary greatly in size and shape. In some instances the symbols are inscribed into a more generic monument (such as the one for William Quayle) rather than the entire monument being in the shape of the log or tree-stump. Woodmen gravestones were originally intended to be a uniform design sent by the Home Office to local stonecutters, but not all the cutters followed the design. Some used their own interpretation of the Woodmen design, which they felt was more appropriate. The result was a wide range of designs that reflected members' personal tastes and included elements that were symbolic of Woodmen ceremonies or rituals. A tree stump, part of the Society's logo, is the most common symbol used on gravestone designs. Many stand approximately four to five feet high.

Today, the Woodmen of the World society provides financial products to approximately 800,000 members in the United States. These include life insurance and annuities, cancer insurance, and access to mutual funds, college savings plans, and other financial services. Members are also eligible to receive a wide array of fraternal benefits. These include participation in youth programs, camping experiences for youth and senior members, disaster relief assistance, prescription drug discounts, and monetary support for members' orphaned children. Another aspect of the organization's patriotic mission is the annual *In Honor and Remembrance Program*, which pays tribute to the heroes and victims of the September 11th attacks.

One final connection between the Village of Sheffield and the Woodmen of the World, on December 17, 1946, the Sheffield Village Council unanimously passed a motion authorizing the society to hold a meeting at the Sheffield Village Hall. Woodmen of the World paid a fee of $2.00 for this privilege.

Garfield Cemetery Restoration Project. Sheffield Village Historical Society has embarked on a project to improve the appearance of historic Garfield Cemetery. Established in 1851, Garfield Cemetery was placed on the National Register of Historic Places in 1978 along with the adjacent Sheffield Village Hall. Over the years a number of historic gravestones in Garfield Cemetery from the mid- to late-1800s and a few more recent ones have deteriorated or have been damaged and are

Example of damaged grave marker— Haines Famliy in Block B of Garfield Cemetery.

Ricki Herdendorf cleans the inscription on a gravestone in Block C of Garfield Cemetery.

Michele Minda scrubs the base of a grave marker in Block C of Garfield Cemetery.

in need of repairs. At the request of Mayor John D. Hunter, the Sheffield Village Historical Society conducted a survey in March 2012 to determine the gravestones most in need of restorative actions. A report prepared by the Historical Society documented 40 candidate markers with photographs and location coordinates. The survey also noted that many of the grave markers were in need of cleaning.

Each spring Lorain County sponsors a Pride Day to spruce up public properties. Mayor Hunter decided that a portion of the restoration project at Garfield Cemetery would fit nicely into the 2012 Lorain County Pride Day. The overall cemetery project consists of three components: (1) cleaning the grave markers throughout the cemetery, (2) placing fresh mulch along the fence line and around trees, and (3) repairing fallen and damaged gravestones. The first two activities were initiated on Pride Day and the longer-term effort to repair the markers is to be undertaken by the Village Service Department. Fifteen Historical Society members and six community service volunteers from the Village Magistrate's program, with assistance from the Service and Police Departments, cleaned over one hundred markers. Village of Sheffield officials and citizens took the initiative to restore one of the hallmarks of Sheffield's proud heritage.

Andy Minda cleans one of the Day Family monuments in Garfield Cemetery.

Community service volunteers and Matt Bliss (center) load mulch for placement.

Mark Charlton wheeling mulch to the fence.

Joshua Charlton, Kevin Carr, and Tim Pelcic spread mulch along the cemetery fence.

John Day monument shines after treatment with enzyme cleaner and heated power wash.

St. Teresa Cemetery (Colorado Avenue, Sheffield Village)

Cemeteries are marvelous places to take historic walks. They are truly the repositories of a community's history. St. Teresa Cemetery, at the corner of Abbe Road and Colorado Avenue in Sheffield Village is just such a place. Founded circa 1853, this cemetery records the emigration of settlers from Germany to found a hamlet in Sheffield Township scarcely three decades after the first New England pioneers arrived.

St. Teresa Cemetery is divided into two main components—Old Section and New Section—with approximately 650 burial sites in each. The Old Section, situated adjacent to the church, is believed to have been initiated with the burial of 4-year-old Georg Friedmann who died on January 14, 1853. On September 14, 1853, Emmie Eiden—15-year-old daughter of William and Anna [Thymes] Eiden, died and is thought to be the second burial in the cemetery. However, parish cemetery records show the first burial entry as 3-month-old Joseph Kihm, the son of Georg and Margaretha [Heider] Kihm, who died on May 25, 1854. To confuse the origin of the cemetery even further, there is some information that Georg Sebastian Klingshirn, husband of Theresia Klingshirn, may have been buried in the churchyard in August 1849 and later moved to an undisclosed location in the Old Section. In any event, by the end of 1854, a total of 16 burials are documented for the cemetery.

The New Section, western half of the cemetery, was established in 1941 with the interment of Rev. Adam Senger, pastor of St. Teresa Church from 1901 to 1941. However, additional burials in the New Section did not take place until the 1950s. During the 160 years that the cemetery has been in existence, some 815 parishioners have been interred in St. Teresa Cemetery for which a burial location was recorded, about 440 in the Old Section and 375 in the New Section. Parish records indicate an addition 135 burials have taken place in the cemetery for which no location is known, presumably in the Old Section. Thus, some 350 gravesites are currently available, about 20 of which have been reserved.

Cemetery Demographics; Birth and Death Years. Of the 950 individuals buried in the cemetery, the gender of 890 has been determined from examination of records or assumptions based on given names. These data indicate that 477 (54%) are male and 413 (46%) female. The average age of males was 50.5 years, while the average female lived to 57.2 years. The oldest males in the cemetery, Anton Jungbluth (1849-1947) and Frank Jambor (1901-1999), lived to an age of 97 years. The two oldest females, Jennie Rose Schmidt (1894-1999) and Maud F. Cunningham (1898-2000) lived more than a century, 105 and 102 years respectively. Maud has the unique distinction of having lived in three successive centuries. The earliest born decedent is Ann Marie Rothgery (1783-1866). In terms of birth centuries, 10 decedents were born in the 1700s, 549 in the 1800s, 350 in the 1900s, and only one since 2000.

The age at death was found for some 900 individuals in the cemetery. Based on 10-year increments, the highest incident of deaths occurred in children under the age of 10 (18.5%) and for those in their seventies (19.2%). The lowest death rate was of individuals between 10 and 20 years old (2.7 %). Unfortunately, 105 infants died before reaching the age of one—11.6%.
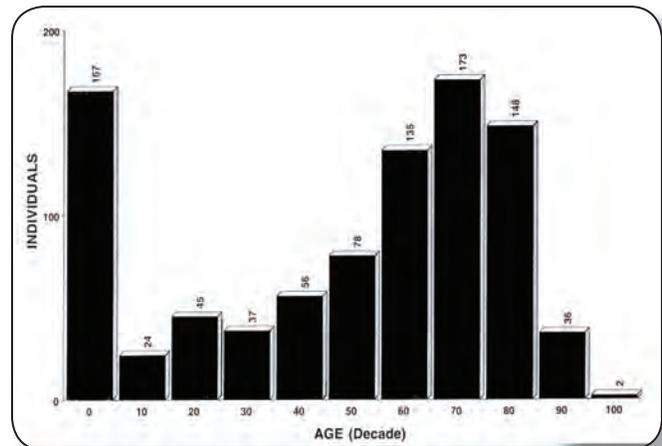
Age at death in ten-year intervals for parishioners buried in St. Teresa Cemetery.

Aerial view of St. Teresa parish property (2007).

Grave Markers. A variety of grave markers have been used over the years at St. Teresa Cemetery. These monuments are primarily composed of stone, but some metals have been used. Some 780 graves are marked with 540 monuments. Granite (73%) and marble (24%) are the most common monument materials. Most of the early gravestones are composed of marble, but this material is not as durable as granite and many of the inscriptions are now illegible. White marble and gray marble stone are nearly equal in number, while gray and black granite stones outnumber pink granite by a ratio of 2 to 1. Sandstone and metal account for only about 3% of the materials used for burial monuments.

St. Teresa Cemetery, established in 1854.

ST. TERESA CEMETERY INDEX MAP SHOWING THE LOCATION OF CEMETERY BLOCKS

Index map of St. Teresa Cemetery (2015).

German migration into Sheffield began in 1840. John Forster of Bayern [Bavaria], Germany arrived and purchased 50 acres of land from Captain Aaron Root, on which he built a log cabin. Other Germans immigrants soon arrived. In 1842 German Catholic settlers in Sheffield petitioned the Diocese of Cincinnati for the services of a priest. In response to this request, a mission was established in Sheffield with services in the home of Johan Müller. Father McLaughlin from Holy Trinity Church in Avon provided the services, but unfortunately he did not speak the German language. In 1844, Father Francis de Sales Brunner established a seminary in Peru, Ohio (near Norwalk) for German-speaking young men from northwestern Europe [*Order of the Precious Blood*]. Father Brunner agreed to hold church services in Sheffield and French Creek every 6 to 8 weeks.

By 1845 the number of German families in who had settled in Sheffield numbered 22. They decided to build a church and received help and encouragement from Father Brunner. Each member of the church paid $1 toward the purchase of an acre of land from Captain Aaron Root with the understanding that when he sold his farm he would donate another acre to the church. On this 1-acre plot the parishioners built a log church, naming it in honor of a Spanish saint. On June 2, 1846, Father McLaughlin performed the first mass in St. Teresa of Avila Catholic Church in conjunction with its dedication. In 1849, Captain Root sold the western portion of his farm to the Kelling family. Keeping his word, he donated an extra acre of land for St. Teresa Cemetery.

Jennie Rose Schmidt (1894-1999). At 105 years old, Jennie Schmidt is the oldest person to have been buried in St. Teresa Cemetery. She was born in Sheffield Township on April 30, 1894, on her parents' farm (Nicholas and Rosa Ann [Meyer] Schmidt) in the Black River valley. Later that year the farm was sold to the industrialist Tom Johnson and eventually became part U.S. Steel's National Tube Company and was annexed to the City of Lorain. The Schmidt family moved to another farm in Sheffield and Jennie attended the little red brick school that once stood at the corner of

Abbe Road and Colorado Avenue before it was acquired by St. Teresa Church and enlarged as a parochial school. The school only taught students through the eighth grade. Taking a job as a domestic, she earned her high school diploma in night school and went on to further her education at the Elyria Business College. With her education complete she was able to secure a position in the offices of the Nickel Plate Railroad, where she worked for 40 years. Jennie never married but she traveled widely, enjoying her visits to Canada and Europe. She often referred to her 11 nieces and nephews as her children, as they were so close to her. Among them were Tom Schmidt, former Sheffield Lake Police Chief, and the late Jack Schmidt, professor of English and Drama at Lorain County Community College. Jennie Schmidt died on Friday, June 11, 1999, at Avon Oaks Nursing Home. On Monday June 14, Mass was held at St. Teresa of Avila Church and burial was in the Cemetery at gravesite H- 19 next to her sister Margaret (1886-1977) and one row north of her parents.

Maud Florence Cunningham (1898-2000). Known as "Flo" to her friends, Maud F. Cunningham was one of those rare individuals that lives in three centuries. She was born in Stamford,

Maud Cunningham at age 100 (seated) with her son-in-law and daughter, John and Dorothy Hribar in 1998 (Dorothy Hribar).

Connecticut, the daughter of Anthony Palo who had emigrated from Naples, Italy. In 1921 she married John Joseph Cunningham, the son of an Irish emigrate. The couple moved to New Jersey where they had two children, Dorothy (1922) and John Joseph, Jr. (1924). John, Sr. was a Certified Public Account and during World War II, Maud worked in a General Electric munitions plant in Bloomfield, New Jersey. Maud was an avid reader and enjoyed sewing, making many of Dorothy's clothes. She was a small, but strong woman with a gentle and retiring manner. When Maud's husband died in 1963 and was buried in the Cunningham Family Plot in Springdale, Connecticut, she moved to Sheffield Lake to live with her daughter, who had married John Hribar in 1948. John served with the U.S. Army Engineers Corps in the South Pacific during World War II. Using John's veteran's allowance, the newlyweds made a down payment on one of the first houses built on Warwick Drive, one of the few paved streets in Sheffield Lake at the time. It is here that Dorothy still lives and graciously welcomed the author to have a conversation about her mother. After living with the Hribars for a while, Maud moved into an apartment next to the Antlers Hotel in Lorain, as the house on Warwick Drive became rather crowded with the Hribar's four sons. At age 85, Maud began to show signs of dementia and spent the next 17 years at Avon Oaks Nursing Home. Dorothy credits Maud's longevity to the excellent care she received at Avon Oaks. Maud died at the age of 102 on March 24, 2000, and at her request she was buried in St, Teresa Cemetery, gravesite G-63, near the grave of her son-in-law John, who had died two years earlier.

Gray granite monument for Maud F. Cunningham (1898-2000). Maud was one of those rare people whose life touched on three centuries.

St. Mark Cemetery (2011).

North Ridge Catholic Cemetery (North Ridge Road, Sheffield Township)

This catholic cemetery is no longer active. The persons once buried here have been removed for re-interment in Calvary Cemetery on North Ridge Road, just west on the Sheffield Township boundary in Amherst. A single marker on the south side of North Ridge Road, midway between the north and south arms of West River Road, marks the location of the former burial grounds. The cemetery was likely established in the late 1800s, as it is not indicated on the 1874 Sheffield Township map, but its location is marked in the 1896 map.

Salem Cemetery (North Ridge Road, Sheffield Township)

This Jewish cemetery was established in the early 1900s. The oldest grave marker is for Harry Ackerman, 1909. Harry Borenstein, buried in 1923, was a veteran of the Spanish-American War. At the entrance to the cemetery, at World War II memorial commemorates servicemen killed from injuries in action—*At the going down of the sun and in the morning we shall remember them*—Abe Becker (1915-1945), Sheldon Cohn (1924-1944), Harry Friedman (1916-1946), Jacob Karchin (1913-1947), Joshua Merves (1921-1945), Frank Rogwin (1915-1945), and Lewis Tucker (1919-1945). Throughout the cemetery, many gravestones have Hebrew inscriptions.

St. Mark Cemetery (Lake Breeze Road, Sheffield Village)

St. Mark Cemetery, located on Lake Breeze Road adjacent to the church, was established in 1984. This cemetery is designed to accommodate up to 1,000 burials. As of April 2011, a total of 31 burials have taken place in the cemetery. One of these,

Vukomir Alavanja (1927-2008), was a Serbian resistance fighter during World War II and opposed Communist rule after the war. His nephew, Fr. Leontije Alavanja now serves as pastor of St. Mark Monastery Church. A statue of Serbian General Draza Mihailovic (1893-1946) stands in the churchyard near the cemetery. President Harry S. Truman honored General Mihailovic posthumously in 1948 for his bravery in supporting Allied forces during World War II.

BIBLIOGRAPHY

Halusek, Angela Forster. 1971. The Germans in Sheffield. *In*: Burrell, Doris (ed.), *Sheffield*. Lorain County Metro Parks, Elyria, Ohio. p. 17-19.

Herdendorf, Charles E. (ed.). A Walk Through Saint Teresa Cemetery—A Guide to Burial Sites of Pioneer Settlers. *In*: *The Village Pioneer* 10(2 & 3):1-35. Sheffield Village Historical Society, Sheffield Village, Ohio.

Herdendorf, Charles, E., James A. Conrad, and Ricki C. Herdendorf. 2009. *Historic St. Teresa Cemetery 1853–2009: Historical Analysis and Information Database.* Sheffield Village Historical Society, Sheffield Village, Ohio. 61 pp.

Herdendorf, Charles E. and Ricki C. Herdendorf. 2006. *Historic Garfield Cemetery 1817–2006: Historical Analysis, Description, Maps, and Information Database*. Sheffield Village Historical Society, Village of Sheffield, Ohio. 196 pp.

Herdendorf, Charles E. and Ricki C. Herdendorf. 2011. *Historic Garfield Cemetery Addendum 2006–2011: Update of Cemetery Database and Maps*. Sheffield Village Historical Society, Sheffield Village, Ohio. 45 pp.

Herdendorf, Ricki C., Charles E. Herdendorf, and James A. Conrad. 2011. *Historic St. Teresa Cemetery 1853–2011: Cemetery Database & Maps*. Sheffield Village Historical Society, Sheffield Village, Ohio. 89 pp.

Quinn, Marian, 1996. *Harvest of Memories: Andrew and Emma Conrad*. Hedgewood Press, Westlake, Ohio. 211 pp.

St. Teresa Sesquicentennial Committee [edited by Daniel Gillotti and Cynthia Conrad]. 1995. *St. Teresa of Avila Catholic Church—Sheffield, Ohio 1845-1995*. St. Teresa Catholic Church Sesquicentennial Celebration Committee, Sheffield Village, Ohio. 51 pp.

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