

THE VILLAGE PIONEER

Journal of the Sheffield Village Historical Society

Think Spring!



Weeping cherry tree in full bloom on North Ridge, Sheffield Village.

Cromwell Steel Company and the Lake Erie & Pittsburgh Railroad

U.S. Steel's National Tube Company is not the only steel mill that was built along the Black River in the late 1800s and early 1900s. The demand for more iron and steel during World War I was the impetus for another mill—this one to be located farther downstream on the east side of the river, near the Lorain-Sheffield border. Built on a tract of land at the foot of Euclid Avenue, it was known as the Cromwell Steel Company. To service this mill, the Lake Erie & Pittsburgh Railroad laid tracks across Sheffield, crossing Lake Breeze Road, Colorado Avenue, and Abbe Road, and finally Detroit Road just east of the Avon-Sheffield line on its way toward Youngstown. Remnants of the old rail line can still be seen in the bridge abutments at the French Creek crossing near the Metro Park's Nature Center and in the cinder ballast leading away from the crossing.

Cromwell Steel Company

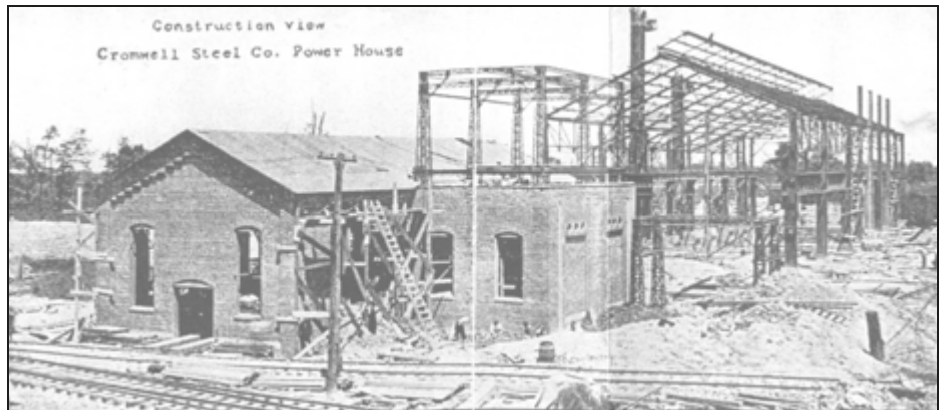
John C. Cromwell built his \$5 million steel mill in 1917 to produce steel for the war effort, but after the Nov. 11, 1918 Armistice the plant was shut down. It was reopened for several years in the 1920s—only to fail entirely. Although the mill

flourished during World War I, by 1932 the *Lorain Times-Herald* wrote, "Crumbling walls of Cromwell Plant stand like ruins of fallen empire."

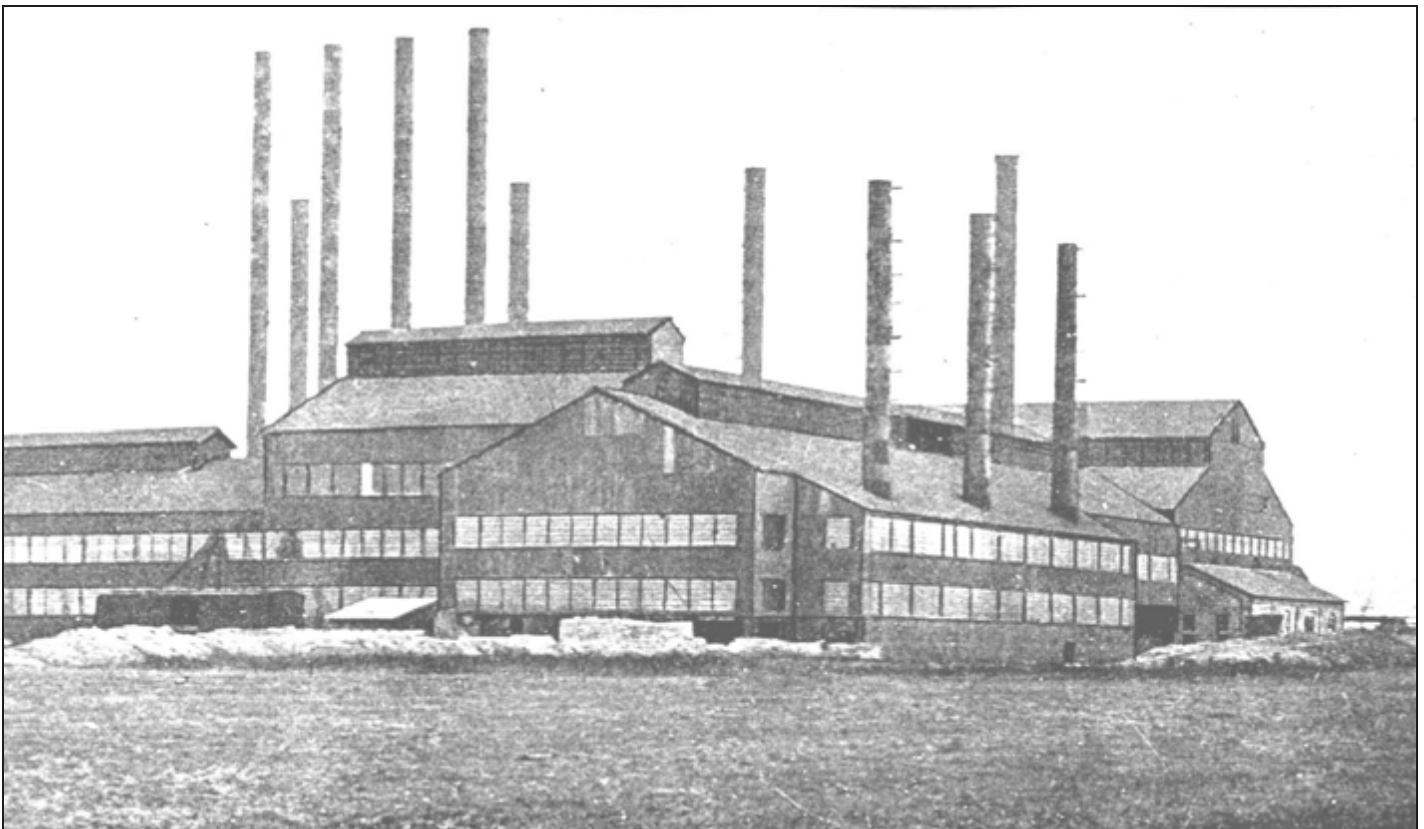
When he came to Lorain, John Cromwell's name was already well known in the steel industry. As a principal in the firm of Garrett & Cromwell he had built half a dozen plants in Pittsburgh, Buffalo, Illinois, and Ohio. In 1916 Cromwell and his associates purchased 233 acres of farmland on the Black River, directly opposite the National Tube Company, for \$140,000. The

location was considered ideal because shale deposits only a few feet below the surface provided an excellent foundation, the land was level and needed no grading, the river was a good docking place, and the site was well situated in respect to sources of iron ore and coal, as well as markets for steel.

Even before construction, Cromwell had secured enough orders to run the plant for six months. Construction was begun with 160 men working day and night. George Crehore, in charge of equipment, worked every day for 569 days until the plant was



Cromwell Steel Company under construction in 1917 (courtesy of Black River Historical Society).



Cromwell Steel Company operating in 1918 (courtesy of Black River Historical Society).

up and running. Because workers were hard to get during wartime, Cromwell offered high wages. With no streetcars operating on Colorado Avenue, the company bought 16 buses to carry workmen from the loop in downtown Lorain to the plant. The plant was modern in all details and could turn out 1,000 tons of finished steel in 24 hours. The plant opened with four 90-ton open hearth furnaces with plans to increase this number to 24, construct 12 blast furnaces, and build a dock on the river bank. The plant had acquired 3,000 feet of harbor frontage on the Black River.

Cromwell instituted a number of original ideas in the new plant. Instead of a blooming mill to roll metal into the desired size, he employed a 20-ton hammer to pound it into shape. This process consolidated the metal more compactly and welded any flaws. As a result, Cromwell's plant consistently produced metal testing satisfactorily at a 95% rate, while plants using rolls only averaged about 50%. He also charged the open hearths with ore at the top from a raised platform, letting gravity aid the mixing, rather than from the ground level as in other plants. Both of these innovations had some disadvantages too, and never came into universal use.

However, other circumstances conspired to weaken the competitiveness of the plant. The road from downtown Lorain was never paved and when it rained the buses got stuck in the mud and at times workers that were paid from 7:00 am didn't arrive until noon. Considerable waste and the high prices that Cromwell paid for material, coupled with the fact that the plant had to buy metal instead of smelting it, were in part responsible for the plant's eventual failure. The plant ran day and night to fill orders, but after the war there was no market for the plant's products, thus in a short time operations were suspended. A plan was developed to dismantle the plant and ship it west on 200 freight cars. It was to be reassembled in Kansas City to serve western markets, but failed when the western group went bankrupt. Later, the plant was torn down and sold piecemeal for what it would bring.

Lake Erie & Pittsburgh Railroad

The Lake Erie & Pittsburgh Railroad (LE&P) was formed in July 1903 to build a rail line from Lorain to Youngstown and eventually on to Pittsburgh. The 105-mile

projected route ran in a direct line between Lorain and Youngstown, passing through Berea and Ravenna. It was not intended as a passenger route, its clear purpose was to form a direct link between the Lake Erie steel industry and the coal reserves of the Mahoning and Ohio valleys. The section between Berea and Ravenna appears to have been completed early on, but the portion in Lorain County was not completed until 1917, in conjunction with the new Cromwell steel mill.

After passing over French Creek and Colorado Avenue in a northwesterly direction, the tracks arced to the west, crossing Lake Breeze Road less than half-a-mile north of the Colorado Avenue

intersection. Continuing westward for three-quarters of a mile, the LE&P connected with a north-south spur owned by the Cromwell Steel Company that ran for about a mile into the plant.

The Cromwell spur also extended another three-quarters of a mile, to the north of the LE&P connection where another connection was made with the Nickel Plate Railroad (NKP). To the southeast of the French Creek crossing, the LE&P made connection with the South Lorain Yard of NKP, located just south of French Creek Road. This portion of the LE&P line, from Cromwell Steel Company to the NKP connection, is recorded as being active during the period 1917 to 1928.



Location map of the Cromwell Steel Company and the Lake Erie & Pittsburgh Railroad in the early 1920s. The map shows the present-day location of the Lorain County Metro Parks' French Creek Nature Center where the abutments for the railroad bridge over the creek can still be seen (base map courtesy of the Lorain County Engineer).



Lake Erie & Pittsburgh Railroad trestle over French Creek on the James Day farm in April 1917 (courtesy of Lorain County Metro Parks).

When the LE&P trestle and track was planned in 1916, it cut across the northeast corner of the James Day farm, then managed by Andrew and Emma Conrad. The Conrad family had been operating the farm for the Day family for 15 years when the railroad was built. Way back in 1904, the heirs of James Day had sold some seven acres of land to the LE&P for \$6,500 and now the Conrads would have to accommodate the rail line. The old barn was in the right-of-way and a new one would have to be built. Emma was worried that the disturbance would stop her hens from laying eggs. Even the outhouse had to be moved. The Day family had a new kitchen wing built on the house to make Emma's life easier. Andrew learned that the primary purpose for the rail line was to carry coal to the Cromwell plant.

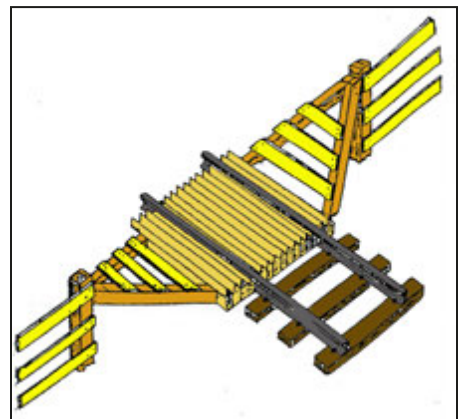
The trestle over French Creek was constructed of wood beams delivered to the edge of the valley by rail car. The trestle was completed in April 1917 and was still standing in the 1930s. The workers had their living quarters in a boxcar that moved along as the track was completed.

A 100-foot-wide swath of trees was cut along the right-of-way. It was all hand labor as the workers mounded up the roadbed that would carry the rails west. When the tracks crossed Colorado Avenue (then called Conrad Road), wooden cattle gratings were installed to keep animals from straying onto the right-of-way. Because of their cleft hooves, cows and sheep are prevented from walking on the slanted boards of the grating.

With the nation being at war, steel rails were in short supply, thus once the spur was completed from the NKP yard to the Cromwell plant, there was a halt in the railroad's further progress to the southeast. Newspaper articles at the time reported plans to continue the railroad's construction to Berea. Grade work was completed in Sheffield and Avon, but rails were never laid. Eventually the right-of-way southeast of Sheffield was sold to the Ohio Edison Company to carry electric transmission lines.

The Editor is pleased to acknowledge the assistance of railroad historian Albert

Doane, as well as Frank Sipkovsky of the Black River Historical Society and Gary Gerrone of the Lorain County Metro Parks in the preparation of this article. The fascinating 1996 book by Marian Quinn, *Harvest of Memories: Andrew and Emma Conrad*, presents an interesting personal perspective of the building of the Lake Erie & Pittsburgh Railroad across the French Creek valley.



Type of cattle grating used by the Lake Erie & Pittsburgh Railroad to prevent livestock from straying onto the right-of-way.



Foundation abutments for the Lake Erie & Pittsburgh Railroad trestle over French Creek in 2011 at the French Creek Reservation.

Christmas at the Burrell Homestead

On December 19, 2010 the Lorain County Metro Parks and the Sheffield Village Historical Society hosted a Christmas Celebration for about 75 visitors at the Jabez Burrell Homestead on East River Road. The historic 1820 Burrell house was decorated in the style of several periods, spanning the time that the Burrell family lived in the house. The northeast parlor was ornamented as it would have been in the pioneer days of the 1820s. Here, Park Historian Matt Kocsis read and interpreted Clement Moore's classic 1823 poem *A Visit from St. Nicholas*, beginning "T'was the Night Before Christmas." For example, it is in this poem that for the first time we learn the names of Saint Nicholas' eight tiny reindeer.

In the southeast parlor, Historical Society president Eddie Herdendorf demonstrated how the Burrells would have decorated their house during the Victorian period and the customs used during the 1870s to celebrate Christmas. This was the time when

Christmas trees first became popular inside the home. Other traditions from this period include the first sending of Christmas cards and the hanging mistletoe—often resulting in the first kiss for the maidens of the household.

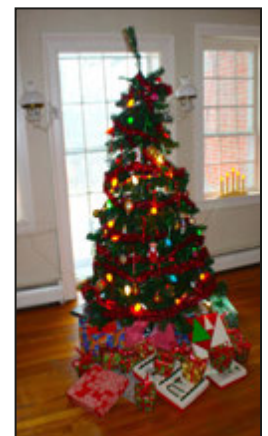
Society trustees Tom Hoerrle and Matt Bliss gave guided tours of the upstairs bedrooms, highlighting the five generations of Burrells that dwelled in the house. The main sitting room was decorated from the post World War II period of the 1940s and 1950s. This was a time of bubble lights and plastic ornaments on the Christmas tree. Historical Society Trustees Ricki Herdendorf, Jack & Patsy Hoag, Christine Huffman, Roy Kudrin, and Andy & Carol Minda greeted visitors and talked about how Christmas was celebrated half a century ago. After the open house, the Society's Board took advantage of the occasion to have a brief business meeting and enjoy fellowship at a potluck supper.



Metro Parks Historian Matt Kocsis recites T'was the Night Before Christmas in the northeast parlor of the Burrell House (courtesy of Sarah Sharp, Lorain County Metro Parks).



Historical Society president Eddie Herdendorf and vice president Andy Minda prepare for a Victorian Christmas in the southeast parlor.



A 1940s Christmas tree in the main sitting room.

The Tragedy of Young Sterling Wood

Sterling Wood was only nineteen years old when a gale roared across Lake Michigan reaching its full force on November 11, 1940—*Armistice Day*—the day World War I had come to an end 22 years earlier. Sterling had graduated from Brookside High School in May, one of four students in his 1940 senior class that had attended Brookside since their first day of school. He had been accepted to Baldwin-Wallace College in Berea and had even been awarded a \$200 scholarship. To augment this award, he had taken a job with the Cleveland-based Interlake Steamship Company; all his earnings budgeted toward a college education. On that fateful day in November he was serving as a deckhand onboard the freighter *William B. Davock*.

The *William B. Davock* was built in 1907 at the Great Lakes Engineering Works of St. Clair, Michigan. She was a steam-powered, propeller-driven bulk freighter with a wood hull. Her original dimensions were 420 feet length, 52 feet width, 23 feet depth, and 4,468 gross tonnage. From 1907 to 1915 the Vulcan Steamship Company of Cleveland, Ohio operated her. She was then acquired by Interlake Steamship Company. Over the winter of 1922-1923 she was reconstructed with a steel hull at Fairport, Ohio, reducing her gross tonnage to 4,220, but increasing her seaworthiness. On Nov. 9, 1940 she left Erie, Pennsylvania with a full cargo of coal bound for Chicago, Illinois.

Sterling was born on Sept. 1, 1921 and grew up on Pasadena Avenue in Sheffield Lake, Ohio. His father, Bertrand E. Wood, was born in 1879 and worked as a motorman on the Lake Shore Electric Railway. His mother, Jessie E. [née Flarity] Wood, was born in 1886. Sterling excelled at school, serving as President and Business manager of his class, Editor of the *Brookside Gazette* and *The Leader*, and was a member of the basketball team all four years of high school. He also participated in the Dramatic, Glee, and Latin Clubs. His

classmates described him with this quote, *Happy is the man that findeth wisdom and the man that getteth understanding*, predicting that he would carry on work that the average person would find seemingly deep, researching the proverb, *The flight of time is caused by the spur of the moment*. Sterling looked forward to a career in journalism following graduation.



Sterling Wood (1921-1940).

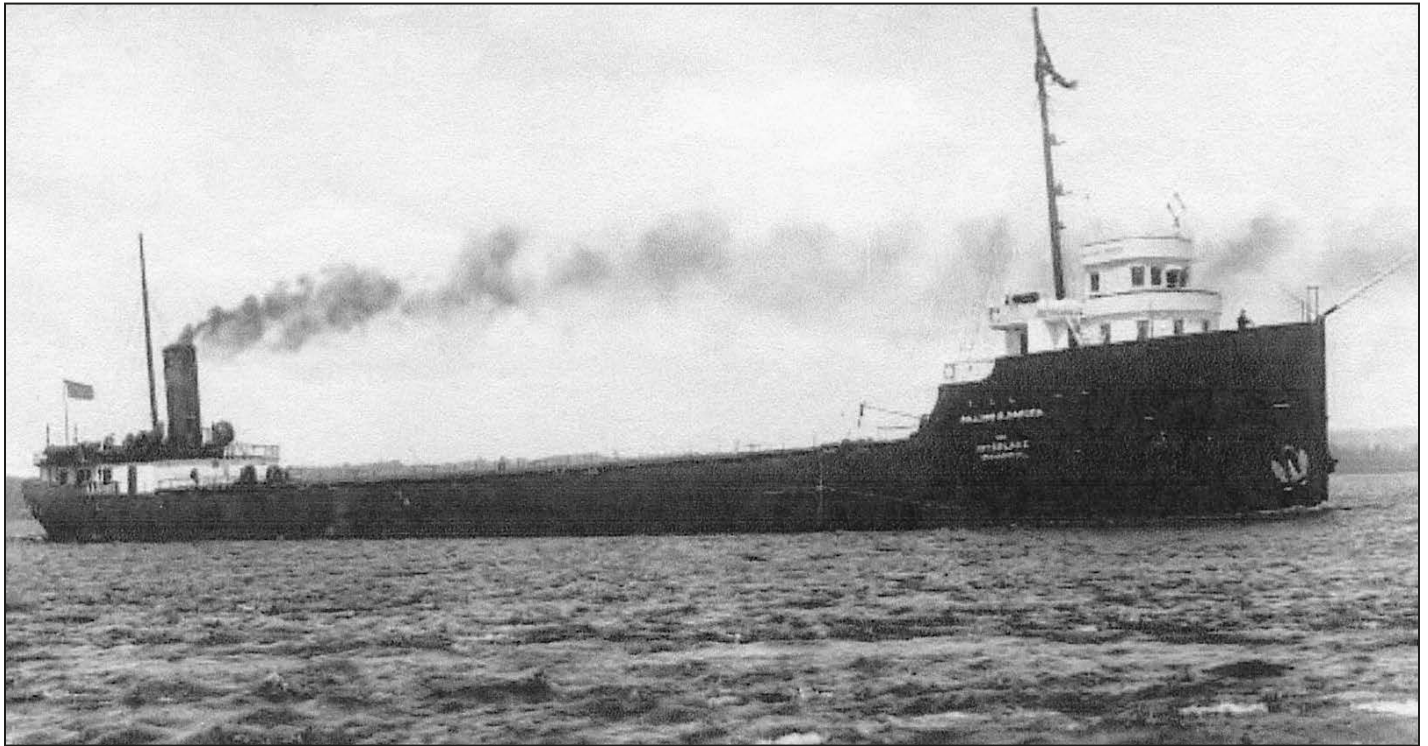
Senior classmate Harry Lloyd of Buckingham Drive in Avon remembers Sterling as being “very smart.” Harry recalls Sterling working on the lakes in the summer after graduation, but Harry was already in the Army Air Corps when the tragedy occurred. Knowing that he would likely soon be drafted, Harry volunteered for the Air Corps where he flew a P-47 Thunderbolt fighter/bomber on 60 missions supporting the British 8th Army in the battle to liberate Italy. Historical Society member Gladys [née Jungbluth] Wisnieski, a underclassman when Sterling was a senior, remembers him as a very handsome young man.

What has come to be known as the “Armistice Day Storm,” started on November 8, 1940 as a tremendous low-pressure system off the Pacific coast of Washington. Fierce cyclonic winds from this disturbance collapsed the Tacoma Narrows Bridge—frequently shown on television as an example of a dramatic bridge failure. Synoptic U.S. Weather Bureau maps of the low pressure [such as the one accompanying this article] predicted the menacing forces of the storm. In Chicago, Armistice Day ceremonies were scuttled at the Loop as power lines and trees fell, chimneys collapsed, and signs were twisted in the wind. The level of Lake Michigan fell five feet as the water was pushed eastward, causing the Calumet River to reverse its flow back into the lake. In Wisconsin, duck hunters were caught unaware along the Fox River—50 of them froze to death in their blinds and boats.

On Sunday Nov. 10, 1940 the *Davock* steamed up Lake Huron. By noon on Monday November 11 she had passed Mackinaw City, in the Straits of Mackinaw and was heading down Lake Michigan with the Canadian freighter *Anna C. Minch* only four hours behind. The early morning was bright

and sunny, but a deep cyclonic storm was brewing to the west. The full force of the storm, the most violent in decades, hit the east side of Lake Michigan with winds up to 125 miles per hour. The last reported position for the two steamers was at the Straits of Mackinaw. Neither ship was heard from again—both lost with all on board, 56 men, including young Sterling Wood.

The struggle of these ships in the center of the storm can only be surmised—the ordeal must have been terrifying. They would have been tossed about violently, vision obscured by falling snow and freezing waves that washed the decks. The pilothouses and



William N. Davock, 420-foot-long Great Lakes freighter (courtesy of Bowling Green State University, Historical Collections of the Great Lakes).

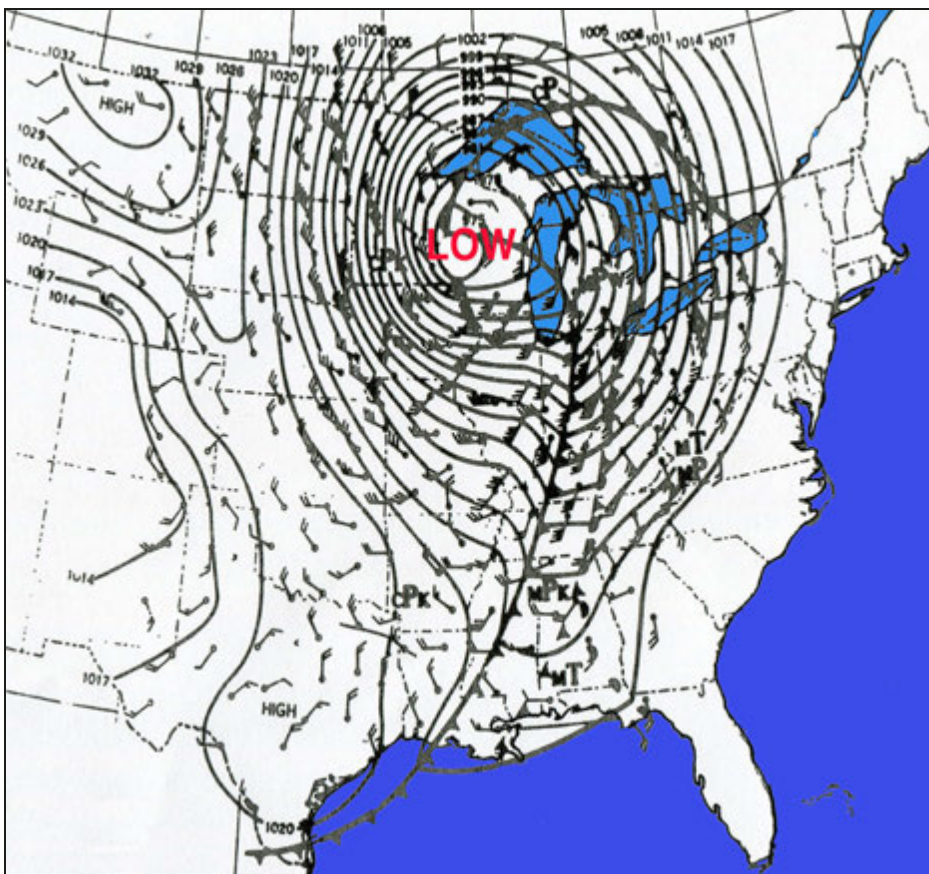
cabins were likely demolished and swept away in the maelstrom, leaving the vessels unmanageable. Ultimately the ships may have been broken as seams split open,

causing the vessels to founder in the mountainous waves. As the storm abated, the owners of the 40 freighters, ferries, and fishing tugs that were known to be plying

Lake Michigan during the storm awaited word from their ships. A few had washed ashore, but one by one they were accounted for, all but the *William B. Davock* and the *Anna C. Minch*.

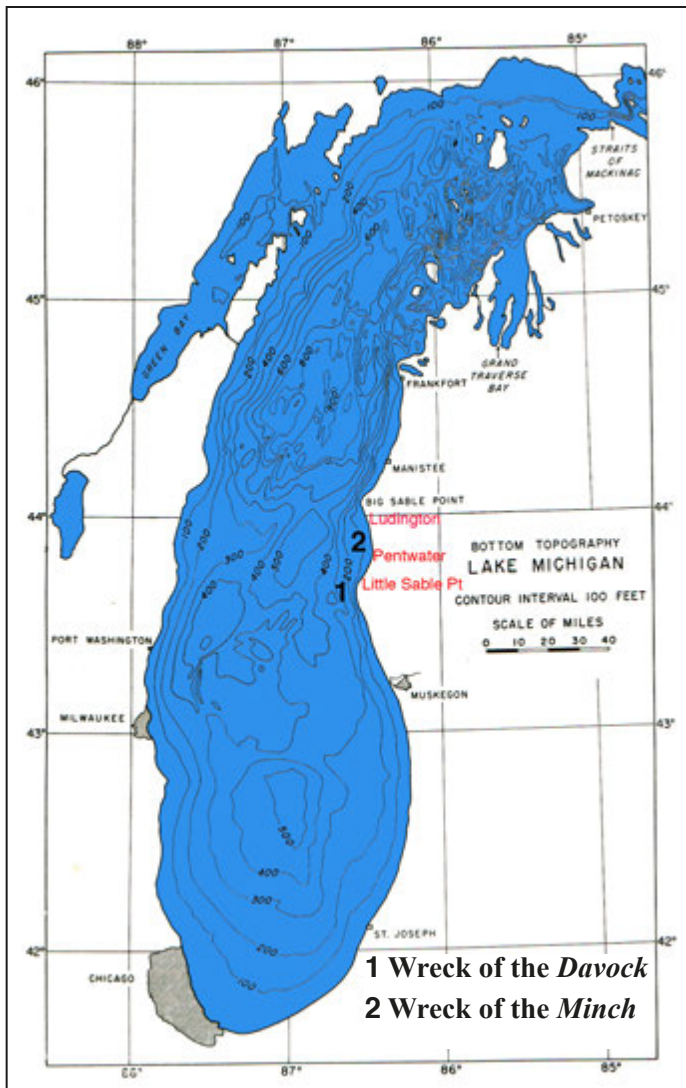
Three days after the storm, near Pentwater, Michigan a spar protruding out of the water was sighted and divers confirmed that it was the bow section of the *Anna C. Minch* in 35 feet of water, only 400 feet from the shore. The divers reported a gaping hole, 20 feet in length on her port side near the bow, with plates curved inward. Some surmised that the prow of the *William B. Davock* cut the hole there during the height of the storm. Years later, the stern section was found farther offshore, but maritime historians would have to wait another 32 years to learn the fate of the *Davock*.

In the spring of 1941, the U.S. Lake Survey of the Army Corps of Engineers swept the lake bottom between Ludington and Little Sable Point to determine if the wreck of the *William B. Davock* was a menace to navigation. This was done by submerging a long horizontal wire with heavy weights (supported on the surface with floats), then drawing it through the water at a specific depth. If any portion of the submerged wire struck an obstruction, the float immediately above it would be disturbed and a signal flag on a float would



U.S. Weather Bureau synoptic map of the extreme low-pressure storm on the afternoon of November 11, 1940 that overwhelmed Lake Michigan.

be deployed marking the location. No trace of the wreck was found, despite exhaustive searches along the Lake Michigan shore and nearshore lake bottom.



U.S. Lake Survey, Army Corps of Engineers bottom topography map of Lake Michigan showing the locations of the wrecks of the William B. Davock and the Anna C. Minch.

For years the theory was largely accepted that the *Davock* had collided with the *Minch*, which sank the same day in the same area. In 1972, the wreck of the *William B. Davock* was found some seven miles off Little Sable, Michigan. The wreck, lying upside down was located by sonar in 205 feet of water. Divers exploring the wreck could find no evidence of a collision. Maritime historians, such as David Swayze, now conclude that given the condition of the bow and the separation of the wrecks, the *Davock* did not collide with the steamer *Anna C. Minch* as was long thought to have occurred.

The lifeless men of the *Davock* and the *Minch* were not long in finding their way ashore. Among the eleven bodies of *Davock* crewmen found on the beach near Pentwater, Michigan, was Sterling Wood and his friend James Saunders. Another crewman, wheelsman Andy Stiffler, had apparently given his jacket to Sterling, which he was still wearing when discovered on the shore. Sterling's body was brought back to Ohio and he was buried in

Sheffield's Garfield Cemetery on November 16, 1940. Within the next eight years, both of Sterling's parents passed away and they are buried next to him in the historic graveyard on North Ridge. As this article was being prepared the Editor received word that Sterling's 87-year-old brother, John Bernard Wood, passed away on January 20, 2011 and is now buried next to his brother in Garfield Cemetery.

The 1941 senior class dedicated *The Leader* to the memory of Sterling Wood with the following passage:

Our cherished and lasting possession is the memory of days spent with Sterling here at Brookside. His eager face and sunny smile will always be an inspiration to us. Our walls will never lose the echo of his voice, nor our hearts the beauty of his noble, willing spirit. He was our friend and classmate and we loved him. He is a portion of the loveliness which he once made lovely, and our lives are fuller and richer for having known him.

The *Leader* memorial also contained an original poem by Sterling Wood.

*Trees;
Tall oaks
Bereft of leaves;
Gray sky overhead.
Streamlets covered with ice
Like the shell of a turtle;
All nature lying sleeping, dormant;
Rabbits and woodchucks hopping through fields
Blanketed with downy cotton, heaven-sent;
Curling ribbons smoke from chimneys tall,
And wind their ways into the sky.
A sparrow flits about
Seeking a crust.
Dusk, with its
Chill winds—
Winter.*



Sterling Wood's gravestone in Garfield Cemetery, Sheffield Village.

The Editor wishes to thank Historical Society member Vivian McCullough for bringing Sterling Wood's story to our attention and to member Nancy Meyers for supplying biographical information. Dana Thomas Bowen in his 1946 book, *Memories of the Lakes*, and Dwight Boyer in his 1974 work, *Strange Adventures of the Great Lakes*, chronicle the Armistice Day Storm of 1940 and the sinking of the *William B. Davock*.

Early History of the Sheffield Village Volunteer Fire Department

The Sheffield Village Volunteer Fire Department was officially established by action of the Village Council on June 29, 1934 with passage of Ordinance No. 22, "An ordinance providing for the organization of a fire department, and fixing the number, salaries and bond of the members of the fire department and to declare and emergency." At the same meeting, the following applications for volunteer firemen were received by Mayor Clyde B. McAllister and presented to Council for consideration: Arthur Dechant, Charles Gubeno, Kenneth J. McAllister, Walter McAllister, Donald Minnick, and Frank Root. The Council unanimously confirmed the appointment of these men. Arthur F. Stauder and Clarence Gilles were added to the Fire Department by Council action on July 3 and July 11, respectively. On August 7, the Village Council appointed Walter McAllister as Chief of the Volunteer Firemen, Charles Gubeno as 1st Assistant Chief, and Arthur Stauder as 2nd Assistant Chief. In November 1947, Walter McAllister resigned from the Fire Department as he was elected to the Village Council. Leroy Jungbluth was then appointed as Chief, Victor Gornall as 1st Assistant Chief, and Herb Langthorp as 2nd Assistant Chief.

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

In addition to the roster, the ledger contains entries as to the type and location of fires in the Village for the period, 1934 to 1945. During this period the Fire Department responded to a total

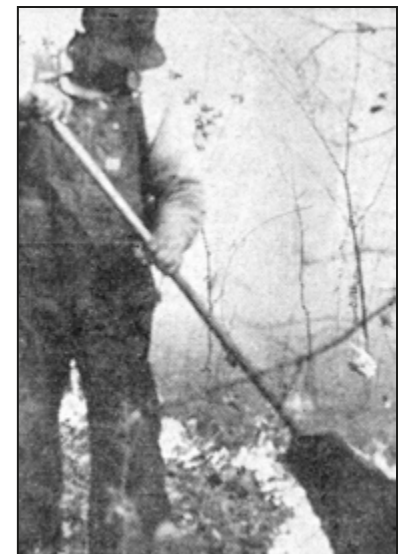
of 92 fires (see accompanying table). The types and numbers of fires responded to included:

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

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



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



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

SHEFFIELD VILLAGE FIRES 1934-1945

1934 (9 Fires)

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

1935 (3 Fires)

- May 27** – Fire at John Eiden residence on Colorado Avenue
Jun 1 – Fire at Joseph Gasper residence
Nov 8 – Fire at Stauder barn on Abbe Road

1936 (10 Fires)

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

1937 (6 Fires)

- Jan 21** – Automobile fire at Round residence
Jul 20 – Grass fire
Sep 7 – Box car fire at NKP RR yard
Oct 5 – Grass fire
Nov 7 – Grass fire
Dec 13 – Fire at Hanko residence on Harris Road

1938 (10 Fires)

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

1939 (11 Fires)

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

1940 (9 Fires)

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

1941 (10 Fires)

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

1942 (4 Fires)

- Jan** – Automobile fire on French Creek Road
Mar – Fire
Jun – Fire
Oct 9 – Automobile fire on East River Road

1943 (6 Fires)

- Feb** – Fire
Mar – Fire
Jun – Fire
Jul – Fire
Nov – Fire
Dec – Fire

1944 (7 Fires)

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

1945 (7 Fires)

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



*Len Jungbulth (1 ½) and David Mackert (2 ½) in October 1948 playing on the Sheffield Village Volunteer Fire Department's 1946 Chevrolet/Bean fire truck. Both of their fathers (LeRoy Jungbluth & Lester Mackert) served on the Fire Department (photograph courtesy of Gladys Mackert). The December 2009 issue of *The Village Pioneer* (pages 2 & 3) covers the history of this fire truck, which is now being restored by the Historical Society.*

SHEFFIELD VILLAGE VOLUNTEER FIRE DEPARTMENT ROSTER 1934-1949

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



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

Directory of Sheffield Village Churches

Sheffield is indeed fortunate to have nine churches within the Village. Here are the addresses, contact information, and photographs of our religious institutions.



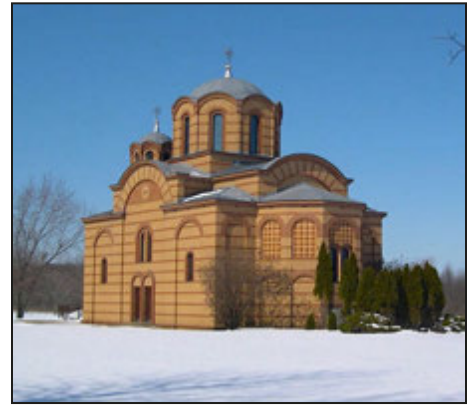
Believer's of the Spoken Word Tabernacle (non-denominational)

1530 Lake Breeze Road
Sheffield Village, Ohio 44054
Phone: 440-949-5522 www.BSWT.org
Senior Pastor: James Browning
Pastor: Samuel Browning



Lake Breeze Church of the Brethren

1430 Lake Breeze Road
Sheffield Village, Ohio 44054
Phone: 440-949-7888
Pastor: Tim Adkins



Saint Mark American Serbian Eastern Orthodox Church (Saint Mark Monastery Church)

1434 Lake Breeze Road
Sheffield Village, Ohio 44054
Phone: 440-949-7719 440-949-8595
Pastor: Fr. Leontine



Camp Blessing of Broadway Assembly Church

4751 East River Road
Sheffield Village Ohio 44054
Phone: 440-277-0200
www.broadwayassembly.org
Senior Pastor: Matt Jones
Youth Pastor: Jeremy Pinson



New Haven Baptist Church

5290 French Creek Road
Sheffield Village, Ohio 44054
Phone: 440-277-0017 440-934-4293
Pastor: Richard C. White



Saint Teresa of Avila Catholic Church

1878 Abbe Road
Sheffield Village, Ohio 44054
Phone: 440-934-4227
www.stteresaparish.com
Pastor: Fr. Edward Smith



Hope Lutheran Church

4792 Oster Road
Sheffield Village, Ohio 44054
Phone: 440-949-2620
Pastor: Gary Georgi



Open Arms Christian Church

39149 Courseview Drive
Avon, Ohio 44011
(Services held at Sheffield Village Municipal Complex, Council Chambers)
Phone: 440-821-6990
Pastor: Dennis L. Sauer



Sheffield Church of God

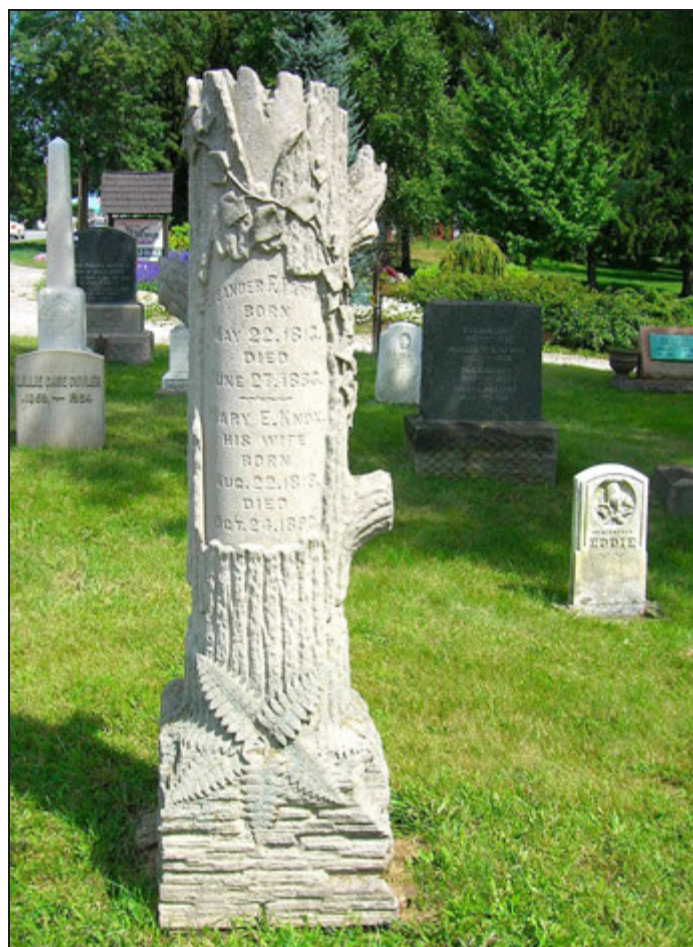
2280 North Abbe Road
Sheffield Village, Ohio 44054
Phone: 440-934-6992
www.sheffieldchurch.com
Pastor: Scott Skeens

Woodmen of the World

Walking through Garfield Cemetery on North Ridge can be an illuminating experience. As with each cemetery in our Village, Garfield Cemetery is the repository of much of the Village's history. On a summer day a few years ago, the Editor 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 Village Hall—the gray granite tombstone had an elaborately carved memorial to Woodmen of the World.



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



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.

Interestingly, at the west side of the cemetery a limestone monument at the graves of Lysander F. Parks (1813-1883) and Mary E. [née 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 December 2010 the Editor was traveling through west Texas and came upon the small town of Sheffield on the Pecos River (see photos on page 15). There in the Sheffield Cemetery, was a Woodmen of the World tombstone for Samuel D. Lyle (1857-1907), looking very much like the Parks' memorial in Garfield Cemetery.

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.



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.

Returning to our Garfield Cemetery, William H. Quayle, was the son of Alfred Quayle (1852-1928) and Elizabeth [née 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 [née Caley] 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 [née Caley] Craig, and her husband Bill reside.

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.

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



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]. Photograph courtesy of Peggy [née Caley] Craig.



Frank Rider's wife and son, Agnes and Alan, on Woodman of the World log bench, Memphis, Tennessee (circa 1942). Frank Rider is the player in the far left of the Sheffield Baseball Team photograph.

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.

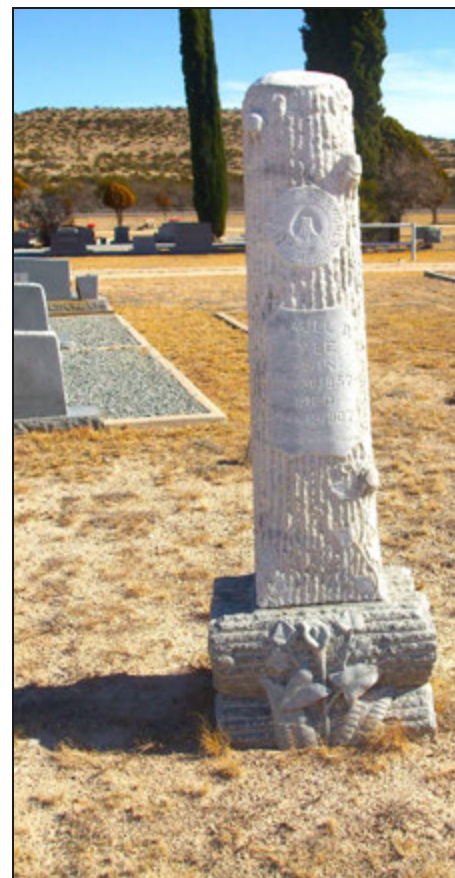


Sheffield, Texas, a town of about 600 residents, is a trading post for surrounding cattle & sheep ranches and cotton & pecan farms.

Woodman In The World in Sheffield, Texas



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.



Pecos River, on the east side of Sheffield, Texas, flows through the Edwards Plateau on the High Plains of west Texas about 200 miles northwest of San Antonio.

Society Organization

The Sheffield Village Historical Society is a charitable nonprofit 501(c)(3) and educational organization dedicated to discovering, collecting, preserving, interpreting, and presenting Sheffield's rich heritage. Membership is open to anyone who wishes to support the Society's mission. For more information contact Eddie Herdendorf, President and Editor (440-934-1514 herdendorf@aol.com), Andy Minda, Vice President (440-537-0547 anmin36@aol.com), or

Patsy Hoag, Secretary (440-934-4624 phoag@me.com). Society journals can be found on the Village of Sheffield, Ohio official website: www.sheffieldvillage.com (click on the Sheffield Village Historical Society logo). Page Layout is by Ricki C. Herdendorf. **The next meeting of the Board of Trustees is April 7, 2011, 7:00 pm at the History Center. Special guest—Dr. Will Folger, Superintendent of Sheffield Schools. All members welcome.**

New Book—Images of America: Sheffield Village

Arcadia Publishing, the leading local history publisher in the United States, announced the release of their latest book on January 24, 2011, *Images of America: Sheffield Village*. Authored by Charles E. Herdendorf in association with the Sheffield Village Historical Society, the 128-page book contains over 200 archival photographs with expanded captions that tell the story of Sheffield from the earliest Native American occupation to the modern commercial center of today. The book will sell commercially for \$21.99 plus tax, but is available to members of the Historical Society for a \$20 donation while supplies last. Your copy can be ordered by calling the Society at 440-934-1514 or email herdendorf@aol.com.

The following narrative is presented on the back cover of the book:

“The Village of Sheffield was founded on the Lake Erie plain and a sandy ridge of glacial Lake Warren. Black River and French Creek course through rich farmlands, once home to Archaic and Woodland Indians. Originally surveyed as Township 7 of Range 17 in the Connecticut Western Reserve, hearty pioneers arrived here in 1815 from the Berkshire Mountains of New England, naming their settlement Sheffield, after their Massachusetts town. In the mid-1800s another wave of immigrants arrived from Bavaria, adding cultural richness to the community. In 1894, industrialist Tom Johnson constructed giant steel mills on the west side of the river, and Sheffield Village eventually broke away, choosing to retain its agrarian identity. Today, Sheffield is in transition to a modern residential/commercial community, but keeps much of its natural character by virtue of parklands along its steam valleys. Fortunately, fine examples of homestead architecture have been preserved throughout the Village.

Charles E. Herdendorf writes this book in association with the Sheffield Village Historical Society, where he serves as president and editor of the Society's journal, *The Village Pioneer*. Dr. Herdendorf, professor emeritus of geological sciences at The Ohio State University, is a decedent of Sheffield's founding families and lives in one of the Village's historic homes. He has selected images for this book from the extensive digital archives of the Sheffield Village Historical Society.

The Images of America series celebrates the history of neighborhoods, towns, and cities across the country. Using archival photographs, each title presents the distinctive stories from the past that shape the character of the community today. Arcadia is proud to play a part in the preservation of local heritage, making history available to all.”

Order form for Images of America: Sheffield Village

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