

THE VILLAGE PIONEER



*Journal of the Sheffield Village Historical Society
& Cultural Center*



Entrance to the William Augustus Day House, 2837 East River Road, Sheffield Village. In July 2011 the William Augustus Day House, built in 1879, was awarded Lorain County Historic Landmark status. The history of this house is presented in the lead article (page 2).

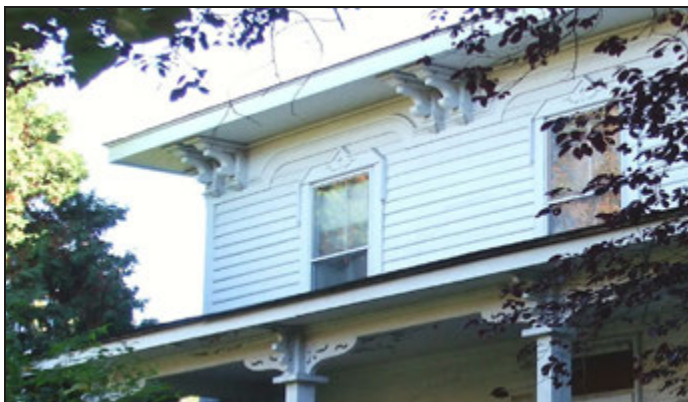
William Augustus Day House Awarded Historic Landmark Status

On July 28, 2011 the Lorain County Historic Preservation Network voted to designate the William Augustus Day House a Lorain County Historic Landmark. Located at 2837 East River Road, this house is an elegant example of Italianate-style architecture, rare for Sheffield Village. Constructed in 1879 for William Augustus Day, its façade is virtually unchanged from that time. It is the only home in the Village still occupied by a descendant of Sheffield founder, Capt. John Day. William Augustus, grandson of Capt. Day, married Mary Steele of Oberlin in 1861. He became a prosperous farmer and real estate entrepreneur, and he and his wife were considered to be prominent residents of Sheffield Township. The Days commissioned architect E. Terrell to design and construct this elegant home on the original family plot. Once the home was built, the Days traveled to Europe where they purchased musical instruments and other furnishings for their new home. The house has a formality and dignity not usually found in farm homes.



Architectural drawing of the side elevation for the William Augustus Day House (E. Terrell, architect 1879).

Architect Terrell also designed the Sheffield Village Hall on Detroit Road (1883) that originally served as a district schoolhouse. This building is listed on the National Register of Historic Places. Terrell utilized Queen Anne-style Victorian ornamentation on the schoolhouse trim, which he had also incorporated in the porches of the Day House four years earlier. The accompanying illustrations show the elaborate detailing surrounding the windows and porches. Typical of Italianate design, the windows are long and narrow.



Recent photograph showing the ornamentation of the front porch supports, cornice, and eave brackets on the William Augustus Day House (2008).



Home of William Augustus and Mary (Steele) Day as it appeared in the early 1900s (illustration by O. H. Monroe 1906).

The widely overhanging eaves are supported by sturdy decorative brackets, which are grouped in pairs. The brackets extend upward from a wide ornamented cornice. Also common in Italianate-style homes of the period (1840-1885), the façade openings are three-ranked. In this case, two windows flank a central main door on the first level while three windows are found on the second level.

The interior is equally impressive. The main section of the first floor contains a large parlor separated from the dining room by an arched, double pocket door as well as two bedrooms and a pantry. The ceilings are ten-feet high. In the late 1800s, the parlor served as the Sheffield Center Post Office, as the nearby Jabez Burrell house had done earlier in that century. A 14-step staircase leads from the main entrance to the second floor where four bedrooms are located in the main section. The kitchen and a woodshed are located on the lower level of a rear wing and a bedroom and storage room are on the upper level. A rear stairway leads from the woodshed to the storage room.

Another feature of the Day House is the attractive wooded setting of the property. A long driveway with a stone bridge that crosses Day Brook leads from East River Road to the house. The house currently sits on a five-acre parcel of land that adjoins the Lorain County Metro Parks' French Creek Reservation. Today, William Augustus Day's great granddaughter, Carol (Day) Minda, and her husband, Andrew Minda, dwell in this home.

Day Allotment History

Today, the Village of Sheffield has some 15 separate housing subdivisions. But back in the 1920s the idea of housing developments was just getting started and only two were in existence: (1) Acre Farms on East River Road along Arbor and Walnut Avenues and (2) Day Allotment off French Creek Road near East River Road. The Farm Realty Company acquired 108 acres land in 1921 with the idea of subdividing the land into several-acre plots (Acre Farms) for dwellers that would like to operate small farms. A description of the Ferguson House (1926), one of the first to be built in the Acre Farms Subdivision, can be found in the September 2010 issue of *The Village Pioneer* (Vol. 5, No. 3, pages 12 & 13). At about the same time, Sumner W. Day was creating his own subdivision, one offering smaller plots that took advantage of the relatively new “Catalog Homes” concept being promoted by Sears, Roebuck & Company (see June 2008 issue of *The Village Pioneer* Vol. 3, No. 2, pages 14-16).

Sumner William Day (1899-1983) was the great great grandson of Capt. John Day (1774-1827), founder of Sheffield Village. Sumner’s grandfather, William Augustus Day (1835-1910), built in 1879 the grand Italianate-style home that still stands at 2837 East River Road. This is where Sumner dwelled and where his daughter, Carol (Day) Minda, now lives. The property where the house sits, as well as the land to the southeast that now comprises

Day Allotment, were part of the plot settled by Capt. John Day in 1816. In the early 1920s, Sumner’s father, William Steele Day (1863-1941), gave him the 25-acre plot on which to develop an allotment.

Day Allotment originally had only one east-west street, Day Street. To get to Day Street, a short connecting way, Wright Avenue, was constructed in a northerly direction from French Creek Road, just a few hundred feet east of the East River Road intersection. The origin of the name Day Street is obvious, but Wright Avenue takes more speculation. As it turns out, William Augustus Day had a sister, Huldah Maria Day (1833-1899), who married prominent Oberlin College Professor, Rev. G. Frederick Wright (1838-1921). Professor Wright was a veteran of the Civil War, served as a glacial geologist for the U.S. Geological Survey (1884-1892), and was president of the Ohio Archaeological and Historical Society (1907-1919). He also authored *A Standard History of Lorain County, Ohio* (1916), in which Sheffield was prominently featured. Being a favorite great uncle who passed away the same year Sumner was planning his allotment, Wright Avenue was named as a way to honor Professor Wright. To learn about G. Frederick Wright, see the March 2010 issue of *The Village Pioneer* (Vol. 5, No. 1, pages 8-11).



Aerial view of Day Allotment and Linda Lane in 1964 (courtesy of Lorain County Engineer).

In 1929 when the Suchey family moved to Day Allotment only half a dozen or so homes were located on Day Street. Historical Society member, Elizabeth “Betty” (Suchey) Naso, was only three years old when her parents, Michael and Elizabeth, and her two-year-old brother Mike moved into the tiny house Michael had built. The Great Depression permeated the country and money was scarce for the family. Fortunately, Betty’s grandparents, Stephen and Mary Toth, had given her

parents enough land next to their home to build their house (see accompanying photographs graciously provided by Betty Naso). The little house had no bathroom, only an outhouse. Michael repaired shoes for a living and operated “Mike’s Shoe Shop” on 28th Street in South Lorain. The family didn’t have an automobile in the early years, so Michael walked to his shop and the whole family walked to St. Ladislaus Church on 29th Street on Sundays, a distance of several miles.



Suchey House on Day Street in 1935 with the Suchey children seated in the front yard.



The tiny house on the right was built by Michael Suchey in 1929 on Day Street. The house on the left belonged to Betty Suchey’s grandparents, Stephen, Sr. and Mary Toth.



Mike and Betty Suchey at the front portico of their grandparents Toth’s home on Day Street in 1929.



Elizabeth “Betty” (Suchey) Naso holds a photograph of her and her brother Mike taken in the 1930s, a few years after her family moved to Day Allotment. Both Betty and Mike graduated from Brookside High School after attending all 12 grades there.



Suchey House, 4547 Day Street, has undergone considerable changes over the years. This recent photograph shows the expansions that have taken place.

Stephen and Mary Toth’s son, Stephen Toth, Jr. and his wife Mary bought a house from Rocky and Lillian Zicarelli in the early 1940s on the south side of Day Street directly across from the house of his sister, Elizabeth (Toth) Suchey. Their daughter, Mary Ann (Toth) Nemeth, grew up there and recalls good times with the other children living there and playing games on a vacant lot next door. Her family had a large garden on two other vacant lots for years. She remembers doing a lot of weeding and

guesses that's why she still loves to weed now! There was house-to-house delivery in those days and Mary Ann mentioned the milk truck, the bakery truck, and even the beer truck coming to the house. An iceman would also bring ice for the icebox; Mary Ann still calls refrigerators "iceboxes." At Brookside High School, Mary Ann and two friends from Day Allotment (Connie Stewart and Elaine Zicarelli) were

varsity cheerleaders. Her closing comment says a lot about the Allotment, "I don't know about you, but I had a happy, great time growing up in Sheffield Village!"

In the 1930s, a few houses were added to the Allotment along French Creek Road, and in the 1940s homes were built along Day Allotment's second east-west street, Sumner Street, except for the Revta House, which had been built on the corner of Wright Avenue and Sumner Street in the late 1920s. Paul Smith recalls moving into one of several new houses built by Alfred Wharton on the north side of Sumner Street in 1948. He still lives there and considers himself to have the most longevity in Day Allotment of any of the current residents. Paul also recalls that both Day and Sumner Streets once had fairly steep hills along the roadway that have long since been graded flat.

In the 1950s, Sheffield Village Mayor Paul Poor, acquired property to the north of Day Allotment and initiated his own development on a road four times longer than Day Street. He called it Linda Lane for his eldest daughter and connected it to the north end of Wright Avenue. As time went on the old Wright Avenue sign disappeared and most people now think of Linda Lane as connecting directly to French Creek Road. Even the Lorain County Engineers' map erroneously shows it this way.



Day Allotment children in 1946, (left to right) Mary Ann Toth, Joan Toth, Carol Day, Elaine Zicarelli, Rosemary Zicarelli, and Sumner Wayne "Sonny" Day.



Day Allotment girls in 1953, (left to right standing) Cathy Alteri, Connie Stewart, Andrea Minda, Jean Fields, Elaine Zicarelli, Mary Ann Toth, and Sandra Belu; (kneeling) Nancy & Lois Nemeth (Elaine's Lorain cousins) and Loretta Schwartz.



Brookside High School varsity cheerleaders (~1953) from Day Allotment, (left to right) Elaine Zicarelli, Connie Stewart, and Mary Ann Toth, seated on the back steps of the Zicarelli House.

Day Allotment Families in 1948

By 1948, Day Allotment was two decades old. The Lorain County, Ohio Directory for that year, published by the Page-Baldwin Company of Columbus [with supplemental information provided by current and former Day Allotment residents], shows that 15 families lived in the Allotment, 9 on Day Street, 3 on Sumner Street, and 3 on French Creek Road. The house numbers given in the Directory (those listed below) are not the numbers in current use. Only 7 of the homes in the Allotment had telephones in 1948, but 14 of the families dwelling there owned their own homes:

Day Street (west to east):

- No. 102 — Samuel & Blanch Zicarelli (now No. 4507)
Samuel was a Great Lakes freighter seaman for the Pittsburgh Steamship Company and drove a 1940 Pontiac sedan. The family had 2 children. Their Sears house, *The Mitchell*, was built ~1925.
- No. 103 — John & Anne Wharton (now No. 4508)
John was originally from England, served as a Village Councilman, worked as a machinist at the National Tube Company, and drove a 1946 Plymouth sedan. The Whartons had one daughter in 1948 and 2 sons later. Their Sears house, *The Claremont*, was built ~1925.
- No. 107 — Mathew P. & Margaret L. Kelling (now No. 4513)
Mathew was a fireman for the Ohio Public Service Company of Lorain and drove a 1934 Dodge coupe. At one time this house was owned by Sumner Day. In poor repair, this Sears house, *The Dundee*, was demolished in 2007.
- No. 111 — Fidel & Mary Gude (now No. 4519)
Fidel worked at the National Tube Company and drove a 1941 Studebaker. Their Sears house, *The Rochelle*, was built ~1925.
- No. 121 — Stephen & Mary J. Toth (now No. 4537)
Stephen was retired from the National Tube Company. Their Sears house, *The Berwyn*, was built ~1925.
- No. 121a— Colin & Elizabeth McLean (now No. 4547)
Elizabeth was the widow of Michael Suchey who built the 1927 house. Michael owned Mike's Shoe Shop on 28th Street & Grove Avenue in South Lorain; he died in 1935. Elizabeth was the daughter of Stephen and Mary Toth. The Suceys had 2 children, Elizabeth "Betty" and Michael "Mike."
- No. 128 — Stephen, Jr. & Mary J. Toth (now No. 4542)
Stephen was a chauffeur for the National Tube Company and a vegetable farmer with one acre of land. The family had a 1936 Ford sedan and 5 children, Joan, Steve, Mary Ann, John, and Richard. Mary Ann was a varsity cheerleader at Brookside High School. Their Sears house, *The Dundee*, was built in the late 1920s by Rocky Zicarelli (Sam's brother)—Betty (Suchey) Naso recalls scraps from other houses were used to build it. Rocky and Lillian Zicarelli raised 7 children in the house.
- No. 137 — Louis A. and Anna Diosy (now No. 4553)
Louis was retired from the National Tube Company. Earlier, the Diosys raised a family of 7 children. Their Sears house, *The Winona*, was built ~1925.
- No. 208 — Boris & Lucy E. Pando (now No. 4564)
Boris was a welder for the Nickel Plate Railroad and drove a 1940 Nash sedan. The Pandos were the only family in the allotment that did not own their own home.

Sumner Street (west to east):

- No. 102 — Mrs. Mary Revta (now No. 4508)
Mary was the widow of John Revta who was a mill worker at the National Tube Company. Her Sears house, *The Maplewood*, was built in the early 1930s.
- No. 103 — LeRoy M. & E. Jean Rourke (now No. 4507)
LeRoy was a machinist at the NACA (National Advisory Committee for Aeronautics) facility in Brook Park and drove a 1937 Pontiac coupe. Later, the NACA facility became the NASA Glenn Research Center adjacent to Cleveland Hopkins International Airport.
- No. 107 — vacant (now No. 4515) [built by Alfred Wharton and later owned by Walter Ponner]
- No. 111 — Alfred & Olga I. Wharton (now No. 4523)
Alfred, son of John Wharton, was a contractor. The Whartons had 2 children.
- No. 115 & 121—vacant (now No. 4531 & 4537) [built by Alfred Wharton and later owned by Paul Smith and Delbert Fres]

French Creek Road (east to west):

- No. 3202— Howard & Helen Knipper (now No. 4587)
Howard was a switchman for the New York Central Railroad and drove a 1938 Oldsmobile. This house was built in 1935 by Maxwell and Helen (Day) King. Helen, younger sister of Sumner Day—creator of Day Allotment, graduated from Kent State University and married Maxwell King. Sumner gave the new couple a lot as a wedding present on which to build their Sears house, *The Berwyn*. Helen was a teacher and became principal at Tennyson School in Sheffield Lake. The Kings eventually sold the house to the Knippers who in turn sold it to Andrew A. and Helene Minda in 1948. The Mindas had 2 children, Andrea and Andrew. Andrew, Sr. was a plant manager for Lake Engineering in Lorain. Young Andrew and his wife Carol (Day) bought the house in 1997.
- No. 3424— Merle R. & Clara J. Shuster (now No. 4553)
Merle was a mechanic at Glenn Rogers Motor Sales and drove a 1938 Chevrolet.
- No. 3438— John J. & Margaret C. Klein (now No. 4529)
John worked at Western Automatic Screw Company in Elyria and drove a 1937 Dodge coupe.

In 1956, Aloysius “Butch” and Elaine (Roth) Klingshirn built their home at 4531 Day Street, one of the few early homes on the street that was not a Sears kit house. Shortly after the house was completed, Butch was drafted into the U.S. Army and stationed in Germany. The couple had an \$8,000 mortgage on the house and Elaine was pregnant with their first son. If Elaine hadn’t been able to get a job to make the \$50/month mortgage payment they would have lost the house. The Klingshirns raised their family of three sons and two daughters: Glen, Ray, Gene, Barb, and Sue here on Day Street. Butch died on April 5, 1998 and sadly, loyal Historical Society member Elaine passed way on July 4, 2011. Elaine’s family has graciously provided the accompanying photographs of the construction of her home.

Today, Day Allotment has some 40 homes: 15 on Day Street, 16 on Summer Street, 7 on French Creek Road, and 2 on Wright Avenue. Linda Lane, excluding those on Wright Avenue, has 48 homes. At least seven Sears Catalog Homes are still in existence in Day Allotment dating from the 1920s and 1930s. One of these is the Stephen & Mary Toth house—Betty Naso’s grandparents paid \$3,000 for kit and to have it built in 1927.



Elaine Klingshirn (1934-2011) and her daughter, Sue DiVaccaro, attending a 2008 piano recital given by Sue’s daughter, Stephany.



Construction of Butch and Elaine Klingshirn’s home at 4531 Day Street in 1956. Butch (right) and his brother Dub are shown attaching siding. The cellarway in the second view did not pass a code inspection because it was too close to the septic tank and had to be abandoned. The third view shows the house nearing completion in October 1956 (courtesy of Bruce and Sue [Klingshirn] DiVaccaro).



Kitchen of the Klingshirn House in October 1956.



Current photograph of the Klingshirn house at 4531 Day Street.

Sears Catalog Houses of Day Allotment



Dehl Schwarz (left) and Jim Miller hold a catalog showing *The Parkridge*, the style of the Zicarelli House, owned by Dehl.



Zicarelli House, 4508 Day Street, a Sears house—*The Parkridge*, was built by Samuel Zicarelli ~1925.



Wharton House, 4507 Day Street—a Sears house, *The Claremont*, was built by John Wharton ~1925.



Kelling/Day House, 4513 Day Street, a Sears house—*The Dundee*, was built ~1925 and demolished in 2007.



Gude House, 4519 Day Street, a Sears house—*The Rochelle*, was built ~1925.



Toth House, 4537 Day Street, has retained much of its original character. A Sears house—*The Berwyn*, was built by Stephen Toth, Sr. ~1927.



Zicarelli House, 4542 Day Street, a Sears house—*The Dundee*, was built by Rocky Zicarelli in the late 1920s.



Diosy House, 4553 Day Street, a Sears house—*The Winona*, was built by Louis Diosy ~1925.



Revta House, 4481 Sumner Street, a Sears house—*The Maplewood*, was built by John Revta in the early 1930s.



King House, 4587 French Creek Road, a Sears house—*The Berwyn*, was built by Maxwell and Helen (Day) King ~1935.

The Editor thanks Historical Society members Betty (Suchey) Naso, Mary Ann (Toth) Nemeth, Andy & Carol (Day) Minda, and Bruce & Sue (Klingshirn) DiVaccaro for the use of their photographs and for their reminiscences of growing up in Day Allotment. Thanks also to Paul Smith for his recollections of the 1940s houses on Sumner Street.

The Rider Family in Sheffield

The September 2010 issue of *The Village Pioneer* (Vol. 5. No. 3, pages 4-7) told the story of Tom Johnson and the building of the first steel mill on the Black River in 1894. On the west side of the river, Johnson purchased tracts of land totaling 8,400 acres in Sheffield Township, later annexed to Lorain, to build the mill and create a neighborhood for the steelworkers and their families. On the southern portion of the tract, his Sheffield Land and Improvement Company laid out orderly, rectangular city blocks, unlike the “hodge-podge growth” that typified the old town to the north. The new section soon came to be known as South Lorain. As plans for the mill were being formulated, Johnson advertised for experienced steelmen to oversee the mill’s construction.

Harry Nichol Rider of McKeesport, Pennsylvania answered the call. He had worked for a decade in the steel mills along the Monongahela River just south of Pittsburgh. In 1894 he journeyed to Lorain leaving his family in back in McKeesport. Harry was assigned to the team with the important task of overseeing the construction, and later the operation, of the Bessemer furnace. After traveling back and forth between the Ohio and Pennsylvania mills for over a decade, in about 1906 he moved his wife Maude Myrtle (Dillon) of 18 years and children into a new home on 12th Avenue (later renamed 30th Street), just two blocks south of the mill and one block north of Oakwood Park. At that time their family included three girls

and five sons: Ada Isabel (17), Edith Elizabeth (16), Clarence Alexander (13), Frank Andrew (10), Harry Nichol, Jr. (7), Walter Kirk (5), Sara Edna (2), and Philip Ruric Nevil (1). Three more children were born to the family in Lorain, Leon Archie Paul (1909), Margaret (1914), and Connie (1915).

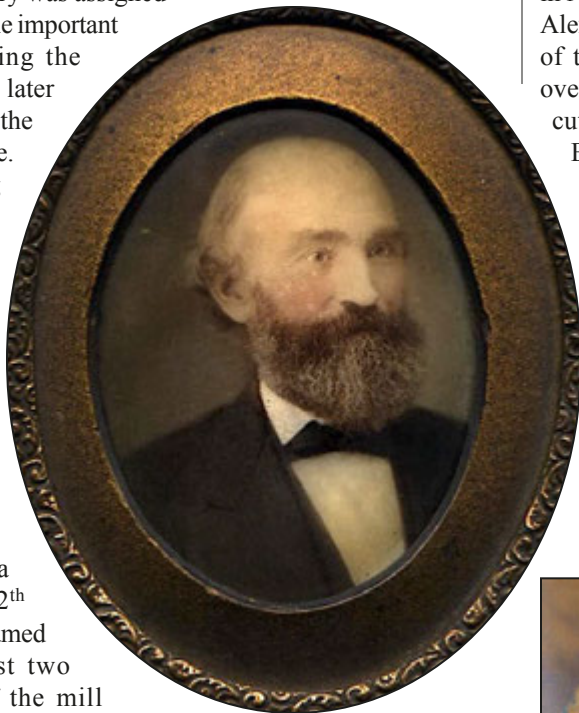
Harry Rider came to work in Lorain with very respectable credentials. Harry’s father, Alexander Kirk Rider (~1820-1893),

was a prominent inventor and industrialist who had emigrated from Ireland in 1841. Alexander’s father, Job Rider (1757-1833), was born at Broomhill, England and died at Belfast, Ireland.



Alexander Rider’s model of his steam engine valve system used to obtain U.S. Patent No. 35,176 in 1861. Rider’s system was used in Capt. John Ericsson’s design of the USS Monitor.

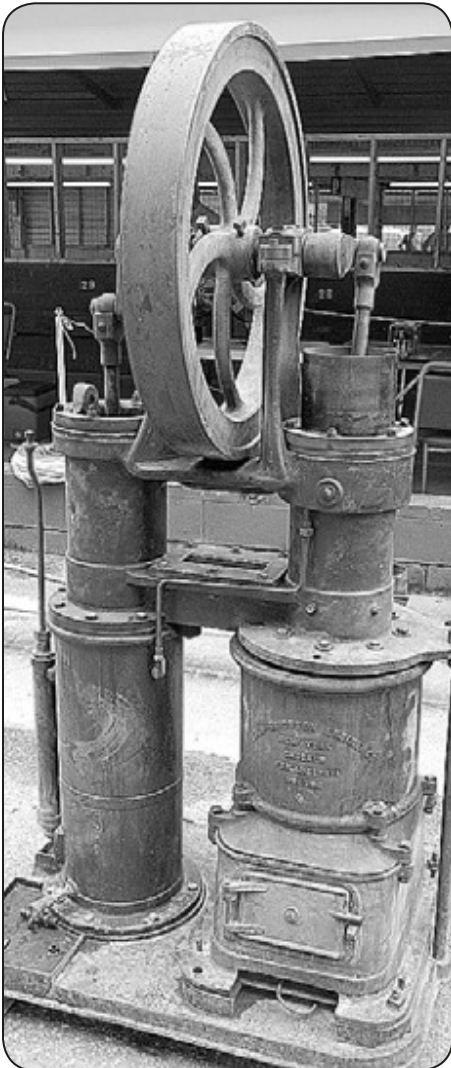
In Belfast, Alexander had worked as an iron founder and he soon found work in the United States at DeLamater Iron Works in New York. In the early 1860s, while at DeLamater Iron Works, Alexander became associated with Capt. John Ericsson, designer of the Civil War ironclad, USS *Monitor*. Alexander obtained over 35 patents during his lifetime; one was for an improved cut-off valve system for steam engines that found utility in Ericsson’s *Monitor*. In the early 1870s, Alexander formed his own company, the Rider Engine Company in Walden, New York, where he improved on a 1816 concept by Scotsman Robert Sterling and patented the *Rider Hot-Air Pumping Engine*, a revolutionary design that became very popular for pumping water to the upper floors of multistory homes and buildings, and for filling railroad water tanks and watering cattle on western ranches. Rider engines, energized by heat from a slow burning wood or coal fire, utilized expanding and contracting air to produce power, rather than steam that was considerably more dangerous. These imposing machines operated quietly, had few moving parts, and were simple to use (in fact Jay Leno has one in *Jay’s Garage* that



Alexander Kirk Rider (~1820-1893), American founder of Sheffield’s Rider family.



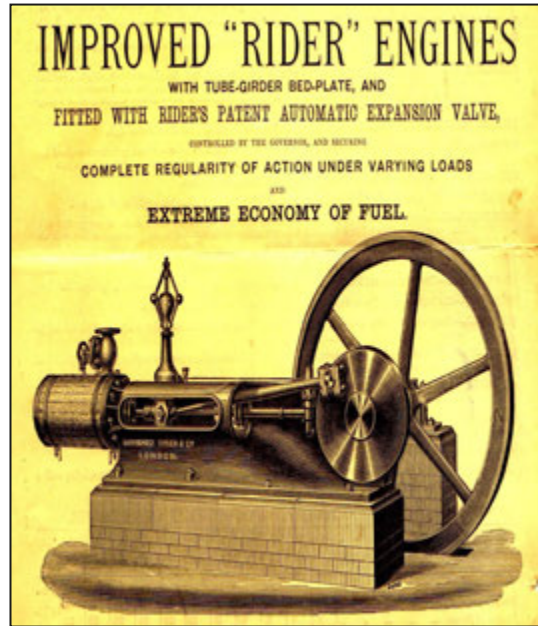
Battle between the Union Monitor and the Confederate Merrimack in Hampton Roads, Virginia on March 9, 1862 (courtesy of Library of Congress).



Rider Hot-Air Pumping Engine at a vintage engine show (courtesy of Brent Rowell).



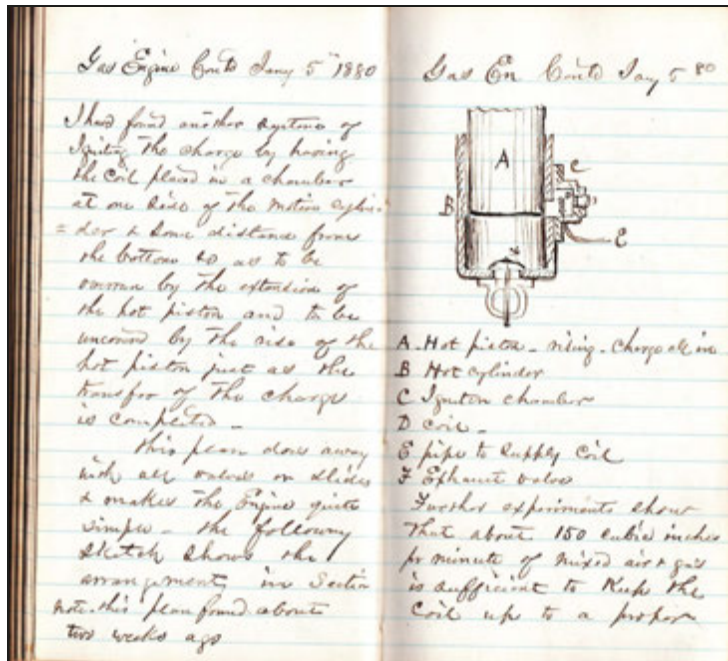
Rider-Ericsson Engine Company building, Walden, New York, in 1908 (courtesy of Marcus Millsbaugh).



Advertisement (1876) for Rider Engines manufactured by Hayward Tyler & Co. in London, England fitted with Alexander Rider's patented automatic expansion valve.

he demonstrates in a video on his website). By the early 1890s more than 10,000 *Rider Compression Engines*, as they were called, were in use and the Walden factory had 70 employees. After Alexander's death, the principals of the Rider Engine Company joined forces with the DeLamater Iron Works to form the Rider-Ericsson Engine Company. The new company produced hot air engines until 1939 when lighter-weight electric motors and internal combustion engines put an end to Alexander Rider's innovations.

On April 1, 1895, Johnson Steel Company in Lorain made its first "blow" of steel from a Bessemer furnace. In steelmaking, the term "blow" refers to the act of sending a blast of air through molten metal in a Bessemer converter—a process in which carbon, silicon, and other impurities are removed from molten pig-iron by oxidation in a specially designed tilting retort. At this time the mill employed about 1,200 men. Harry Rider continued his association with the mill, which eventually became National Tube Company of the U.S. Steel Corporation, until he died on June 25, 1917. A steelworker's life was hard in the late 19th century, which certainly contributed to

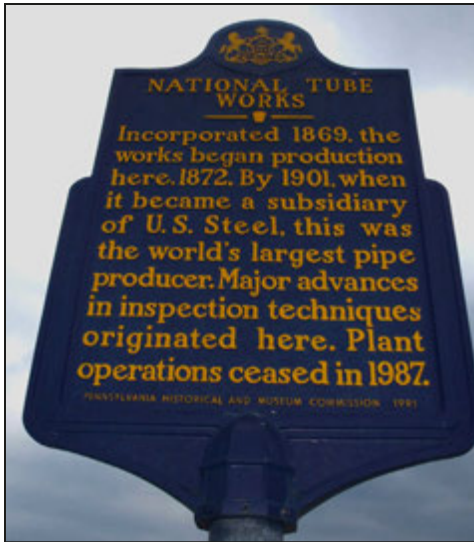


Pages from Alexander Rider's journal showing an experiment to improve the design of a gas-powered engine (January 5, 1880).

Harry's early death at age 54. By that time his family had grown to four daughters and seven sons, the youngest of which was born less than two years before his death.

On April 11, 1912, Harry Rider's eldest daughter, Ada Isabel (1889-1977) married Henry Garfield Root (1885-1971), grandson of Milton Garfield, the first settler on Sheffield's North Ridge. They made their residence in Milton's 1839 homestead, where they cared for Henry's mother Julia (1841-1923) and tended the old Garfield farm. Here they raised their three children: Ruth Tempe (b. 1913), Frank (b. 1915), and Esther Kathryne (b. 1917).

When Harry Rider died in 1917, his widow Maude (1871-1941) and her unmarried children moved from South Lorain to Sheffield to live with her eldest daughter, Ada. World War I was raging at the time and four of her sons volunteered for service: Clarence Alexander (b. 1893) served in the Army, Frank Andrew (b. 1886) as a Marine, Harry Nichol, Jr. (b. 1899) in the Army, and Walter Kirk (b. 1901) as a Marine. Walter, who "overstated" his age to get in the Marines, was exposed to mustard gas and wounded while crossing a pontoon bridge over the Meuse River in northeastern France, but recovered



National Tube Works in McKeesport, Pennsylvania where Harry Rider once worked. This plant was a forerunner of the 1894 Lorain steel mill.

to live a productive life in Lima, Ohio. The accompanying photographs show the Rider sons in uniform with their mother at the front door to the Milton Garfield House.

Frank Rider's son, Alan (born 1930), became a prominent architect for the Washington, DC firm of John Carl Warnecke & Associates. In 1963, Alan was honored to be selected as the designer of the President John F. Kennedy grave memorial at Arlington National Cemetery. The central symbolic feature of the grave is the Eternal Flame lighted by Mrs. Kennedy on November 25, 1963. The flame was sited on the hillside directly along the great axis of Washington extending from the Capital to the Lincoln Memorial and on across the Potomac River. The approaches to the grave accommodate 50,000 visitors a day, while striving to preserve for each visitor a sense of intimacy and privacy. After a long, distinguished career, Alan Rider passed away in 2010.

Harry Rider, Jr. (1899-1995) was the last of Harry and Maude Rider's children to die. Harry was a star football player at Lorain High School and later played professional football against such greats as Jim Thorp. He had an extraordinary career as an inventor and vice president of the Automatic Sprinkler Corporation in Youngstown, Ohio. He is credited with over 100 patents, and with saving thousands of lives with the fire alarm and sprinkler systems he created. He was proud to be the designer of the fire protection/sprinkler system that safeguards the U.S. Constitution, Bill of Rights, and Declaration of Independence at the National Archives in Washington, DC.



Harry Nichol Rider & Maude (Dillon) Rider of McKeesport, Pennsylvania. Harry transferred from the National Tube Works in McKeesport to the National Tube Company when it was being established in Lorain. Harry and Maude lived in 12th Avenue (now 30th Street) in South Lorain where they raised a family of eleven children.



Rider children on the steps of their McKeesport, Pennsylvania home in 1898; (left to right) Ada, Frank, Edith "Bess" and Clarence Rider.



The Rider Home on 12th Avenue (later 30th Street) in South Lorain, midway between the National Tube Company and Oakwood Park.



Maude Rider with three of her World War I soldier sons (left to right, Clarence, Harry, and Frank), at the front door of their home at the Milton Garfield House on North Ridge.



Maude's fourth son to serve in World War I, U.S. Marine Walter, "overstated" his age to enlist. Note the four stars on the banner at the front door to the Garfield House—indicating four men of the household are in the service.

Cheese Industry in Sheffield

The Jabez and Robbins Burrell House and Cheese Factory is listed on the National Register of Historic Places (No. 76001471). Located on East River Road overlooking the confluence of French Creek with the Black River, the 1820 Federal-style brick farmhouse was the first substantial building constructed in the Village. To the rear of house is an elegant, wood-frame building that was formerly used as a cheese factory. This cheese house is significant because very few of the large number of cheese factories erected for this important Ohio industry are still in existence. The Burrell Homestead is now part of the Lorain County Metro Parks system and is generally open to the public for tours at least once a month. Metro Parks' bimonthly newsletter, *Arrowhead*, lists the dates and times for the tours.

Jabez Burrell (1766–1829) was the original proprietor of the homestead, followed by his eldest son, Robbins Burrell (1799–1877). It was not until circa 1869 that Robbins' son, Edward Burrell (1835–1891), constructed the cheese factory and commenced commercial production of cheese. The cheese factory



Actress Anita Benedetti, poses as First Lady Lucretia Garfield at the basement door of the Burrell Cheese Factory (2008).

was constructed on a gentle hillside in a manner similar to a “bank barn,” in that entry to the main floor was at ground level and the basement could be accessed directly at the downhill side of the building. The dimensions of the factory are 27 feet long and 18 feet wide, with a steep-pitched gable roof. The exterior consists of wood board & batten siding on the upper level, whereas the basement walls are constructed of irregular sandstone slabs and split granite boulders

held together with wide mortar joints. For heat, a brick fireplace was constructed against the south wall of the basement. The upper level is accessed through a large doorway at the top of a six-step approach. The upper level features a giant workbench that spans the entire width of the building. In the first half of the 20th century, the Burrell family converted the old cheese house to a garage by constructing a ramp and hinged doors at the north end to drive automobiles into the building. In recent years, Metro Parks has restored the building to its original condition and conducts education programs there.

The size of the Burrell dairy herd is not known with certainty, but probably numbered from 10 to 15 milking cows. This would



Burrell Cheese Factory, constructed circa 1869 by Edward Burrell, is listed on the National Register of Historic Places.

give a daily yield of about 30 gallons (or 250 pounds) of milk. This yield would produce about 25 pounds of cheese per day. However, Burrell family records indicate that sheep and goats were also raised for milk and cheese production. Because milking generally took place in the early morning and in the late afternoon, the Burrells would have had to store the afternoon milking overnight for processing with the morning milking. Storage was typically done in a springhouse, where cold water (~52°F) from a spring was circulated around pails of milk to keep the milk “sweet and fresh”—or as we know today, to retard bacterial action. In the absence of a spring, the milk was stored in a cistern where cold groundwater served the same purpose. Another technique that was likely used was storage in an icehouse. In winter, blocks of ice cut from backwater ponds along the Black River and from French Creek were placed in the icehouse with sawdust packed tightly around them. Handled in this way, the ice could last throughout the summer. In warm weather a block of ice could be removed, washed, and used to keep the milk cool.

In the 1870s the cheese-making process began with pouring milk from the Burrell dairy herd into large vats, then heating the milk to about 95°F (sometimes referred to as blood-heat). This causes the milk to coagulate and precipitates solids, known as curds when liquid rennet was added. Rennet is curdled milk from the stomach of an unweaned calf, containing the curd-forming enzyme, rennin. The treatment of the curds and the remaining liquid, called whey, was a slow, three-hour process. When the Burrells were satisfied with the curd, the whey was drained off and saved for feeding calves, hogs, and chickens. When the curd was thoroughly drained, it was removed from the vat to a cheese board where it was salted, coloring added (commonly a yellow bean extract), and worked into rough blocks.

The fairly dry curd was then put in a press that compressed it into solid blocks of cheese over a period of several hours. The cheese was then wrapped in cheesecloth, a thin muslin, and was ready for curing. Long wide shelves, typically of black walnut boards, permitted each block to be stored separately with free air circulation at an even temperature for several weeks of curing.



A portion of the Burrell Homestead dairy herd in 1898 (courtesy of Lorain County Metro Parks).



Eddie Herdendorf at the main entrance to the Burrell Cheese Factory (1980).

The cheese blocks were often rubbed with yellow whey-butter to improve the cure and flavor, and the blocks were turned over daily to prevent mold on the underside. When finally cured, the cheese was ready to be hauled to markets such as Black River and Elyria.

The cheese production in Sheffield was part of a much larger cheese industry in Lorain County centered in the Wellington area. Frank C. Van Cleef, in his January 1960 article in *The Ohio Historical Quarterly* titled, "The Rise and Decline of the Cheese Industry in Lorain County," reported that in the 1860s cheese sold from 4¢ to 15¢ a pound. During the Civil War, in one week in June 1862 a total of 64,708 pounds of cheese was shipped by railroad from Wellington. At that time cheese factories in the southern part of the county were designed to handle the milk of

2,500 cows. By 1877 the area had 45 cheese factories producing over 6 million pounds of cheese per year from some 20,000 cows. In the 1880s and 1890s cheese production in Lorain County began a gradual decline with the large factories closing down by 1913. One of the primary reasons for the decline was the population growth in the Cleveland, Akron, Lorain, and Elyria areas. Northern Ohio literally began drinking the milk that for so many years had been manufactured into butter and cheese to be marketed. These population centers could afford to pay more for milk than could be earned from cheese. Cheese and butter manufacturing ceased to be profitable in a district (called a *milkshed*) where there was a large enough population to consume all of the milk produced in that district, leaving little for cheese production.

Wild Turkeys in Sheffield Village

The wild turkey (*Meleagris gallopavo*) became extirpated in Ohio as its native habitat was diminished by extensive lumbering and intensive farming, as well as unrestricted harvesting of these birds. These practices spread across the state in the early 19th century. The last recorded native turkey shot was in Adams County in 1904. Wild turkeys originally thrived in all of forested Ohio. In fact, when Ohio entered the Union, an early naturalist wrote, "In all the United States, no state has more turkeys than Ohio and its neighbors." When the first settlers arrived in Sheffield in 1815, the entire township was wooded, but within a few decades nearly all of the woodlands had been converted to farm fields and pastures.

The return of forests to abandoned farmlands in southeastern Ohio set the stage for reestablishment of the wild turkey. After unsuccessful attempts to introduce game-farm birds, the Ohio Division of Wildlife transplanted wild turkeys from other states for a seven-year period starting in 1956. This program met with more success and as populations increased, turkeys were introduced to other wooded parts of the state. By 1980 wild turkeys occupied forested portions of nearly one-fourth of Ohio's counties, with an average density of about two birds per square mile. In 2009 the Division of Wildlife proudly announced that after many years of absence, the wild turkey now inhabits all of Ohio's 88 counties—Sheffield Village certainly has its share!

During winter, most turkeys congregate in flocks composed of several hens, their broods, and a few males. These flocks roam across a territory of more or less two square miles searching for food in woodlands, pastures, harvested cornfields, and backyards where Village residents have laid out some food. Turkeys are day feeders, preferring acorns, beechnuts, grass seed, wild grapes, dogwood fruits, insects, and the leaves/fruits/roots of many herbaceous plants and shrubs. The flocks remain intact until late March or early April when the males become intent on acquiring a harem, usually five to eight females per dominant male. The males maintain their breeding into May—their gobbling can be heard on warm, calm mornings, but usually they fall silent by the end of the month. Most

female turkeys are fertilized by late April and soon after begin laying eggs in nests on the ground in dense cover, often at the edge of woods. Clutches (8-16 eggs) hatch in 28 days, generally by late May or early June. The young leave the nest within a day, but remain with the hen throughout the summer and fall. Young turkeys can fly after two weeks, and are able to follow their mothers into trees when necessary to avoid predators. At 16 weeks the young resemble

adults. Females are sexually mature at one year and males at two years. The average life expectancy of a turkey is three years, although some survive until age ten. An average male turkey weighs 17 pounds and an average female 11. Keep your eyes open, turkeys have been reported throughout the Village—north to Harris Road, south to Detroit Road, east to Abbe Road, and west to East River Road.



Winter flock of turkeys on Harris Road (courtesy of Rose Forster).



Male turkeys establishing their harem in spring (courtesy of Rose Forster).

Saving Daniel Garfield's Barn

Daniel Garfield (1833-1911) was the third son of Milton and Tempe Garfield who were among the first settlers on North Ridge in Sheffield. After his father's death in 1862, Daniel farmed the land on the northeastern side of the Garfield Homestead. During or soon after the Civil War, Daniel built a fine country-style barn on North Ridge. The barn's attractive roof was constructed from over 6,000 individual pieces of slate. About 75 years ago the barn was moved several hundred feet to the north, near the slope of the Ridge, to accommodate a lower level, which was added in the form of a bank barn. The barn continued to be used for agricultural pursuits for nearly a century and half, until 2004 when the ten-acre property on which it was located was sold by John Laskin to Arch Abraham for the construction of a Nissan automobile dealership.

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

In October 2004, the Village of Sheffield Council supported this effort by passing Resolution No. 459, supporting the preservation of the Daniel Garfield Barn. The Lorain County Historical Society offered to serve as broker and Ron Krystowski of Avon stepped forward and agreed to disassemble the barn and rebuild it on his property at 39036 French Creek Road. All of the timbers were numbered, each roof slate was individually taken down, and the entire barn was removed in early 2005. The next year, with the help of the Avon Historical Society, special approval was granted by the City of Avon for reconstruction of the barn on the Krystowski property. As part of the arrangement to receive the barn, Ron Krystowski agreed to "...periodically make the building available for showing to the public as a historical artifact."

After several years of painstaking work, Ron has completed the reconstruction of the barn. As the accompanying photographs attest, the barn has been restored to its original glory. All of the Historical Societies involved in this effort salute Ron Krystowski for his dedication and perseverance to complete this project in such an honorable way.



Ron Krystowski at the main door of the restored Daniel Garfield Barn. The new location is 39036 French Creek Road in Avon.



Daniel Garfield Barn, originally built in Sheffield in the 1860s. The barn is shown here in its position on the original Milton Garfield plot shortly before it was dismantled and moved to Avon in 2005.



Rear view of the restored Daniel Garfield Barn in Avon.

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 (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. Page Layout is by Ricki C. Herdendorf, EcoSphere Associates, Put-in-Bay, Ohio.

The next meeting of the Board of Trustees is October 6, 2011, 7:00 pm at the History Center. **All members are welcome to attend this meeting.** Society members are encouraged to submit items for future issues. Please send your stories or ideas to the Editor.

Charles E. Herdendorf, Ph.D., Editor
Sheffield Village Historical Society
Garfield Farms, 4921 Detroit Road
Sheffield Village, Ohio 44054

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History Center Open Sundays

The collections of the Sheffield Village Historical Society are housed in the Sheffield History Center at 4944 Detroit Road. The Center is open to members and guests by appointment—please call (440-934-1514).

Starting in August the Sheffield Village Historical Society's History Center at 4944 Detroit Road will be open for visitors on Sundays from 2:30 to 5:00 pm. Society member Kathleen Yancer will be on duty to give tours of the Center and to assist members and guests who wish to conduct historical or genealogical research. The Center has a large collection of Brookside yearbooks and information on many of Sheffield's early families and buildings. If you have information on the history of the Village, old documents, or photographs that you would like to share with the Historical Society, please bring them in on Sunday and Kathy will arrange to have them copied and returned in a timely fashion. We would be pleased to receive any items you would care to donate.



The Dome That Never Was



Artist's concept of the Dome envisioned for Sheffield Village at the I-90 interchange (courtesy of Bobbie Sheets).

In 1990, a progressive businessman from Petersburg, Virginia presented a proposal to Sheffield Village Mayor Jarrod C. Bialko and Village Administrator Leo Sheets to construct a dome structure in the vicinity of the I-90 and SR 254 interchange. The proposal by Edward Sweeny, president of E.S.E., Inc. Engineers and Contractors, included a 70,000 square-foot dome facility on a 30-acre plot of land where the Spitzer automobile dealership is now located.

The Sheffield Dome was envisioned as a versatile facility for a wide array of sporting, concert, theatrical, and community affairs events. The Sheffield Dome would have had a seating capacity of up to 9,000 and contain 100 loges (both single and townhouse-style connected by a spiral staircase). The plan was to network with some 250 other university and community domes throughout the United States and Canada to provide a full 7-day week of live and closed circuit events.

The cost of the completed Sheffield Dome facility was estimated at \$7,000,000 to \$9,000,000. The developer promoted the use of conventional revenue bonds, private investing, and loge leasing to finance the construction. Former Village Councilman and current Zoning Administrator Ron Rosso recalls that financing was the main stumbling block. After visiting the Richland Coliseum south of Cleveland and considering the prospects for funding the venture, Village Officials and Mr. Sweeny mutually agreed that the project was not feasible at that time. A recent telephone call to the E.S.E. offices in Virginia resulted in the message, "This number is no longer in service."

Attend Sheffield Village Pride Day

Saturday, September 10, 2011

10:30-4:00 pm

French Creek Nature Center

4530 Colorado Avenue

Presentation on the History of Sheffield Village by Historical Society Trustee Thomas Hoerrle at 1:30 pm.

Auction to benefit the Sheffield Village Historical Society. Come and bid on marvelous treasures such as homemade pies, Ohio State football tickets, a stay at a Florida beach house, art work, and much, much more! Visit the Historical Society booth.