

Nelson J. Brewer

Nelson J. Brewer, the son of a blacksmith, was born in Euclid, Ohio and served for a number of years as Village Clerk when Euclid incorporated.

Although never a resident of Richmond Heights, he became an important figure in its growth. In 1917 when incorporation was underway, Nelson Brewer contributed much of his knowledge to this undertaking. He served as solicitor for the new village for 16 years, until 1933 when Governor White appointed him as a Probate Judge.

Due to his vigorous efforts in 1925 when he represented the Board of Education, Richmond Heights won their court case to stay an independent school system rather than merge with the So-Euclid-Lyndhurst district.

Judge Brewer's home was at 21900 Euclid Avenue where the Brickman funeral home is now located. He died several years ago.

Congressman Frances P. Bolton



Frances P. Bolton
22 District Congressman Since 1939



Judge Nelson J. Brewer
First Solicitor—Served 16 Years

Chester C. Bolton began his political career in 1921 by election to the Lyndhurst council. Two years later he went to the Ohio Senate and served for four years. In 1928 he went to Washington to represent the 22nd Congressional District. Except for the Democratic sweep of 1936 in which Anthony Fleger won a single term, Bolton continued in Congress until his death in 1939. In a special election called by Governor John W. Bricker, Mrs. Frances P. Bolton beat Fleger and took her husband's seat. She has held it ever since. Mrs. Bolton is regarded in Richmond Heights as a good neighbor and able congressman and has been a frequent visitor here.

In 1952 her son Oliver was elected to Congress in the newly created 11th district which includes Lake and Geauga Counties. After serving 2 terms he retired due to ill health, but was elected again in 1962 and served another term. He and his mother were the only mother-son combination to serve in Congress.

John Edward Janowitz — FBI Spy



John E. Janowitz
FBI Secret Agent

Few citizens, however patriotic, possess the strength and courage to bear the awful burden that John E. Janowitz carried for eight years.

A machinist at the Reliance Electric Company, and active union worker, he was asked by union officials in August, 1943 to become an international organizer for the United Electrical & Radio Workers Union. They discussed rumors that Communists were running the union, and it was then that John was contacted by the FBI and asked to join the Communist Party and report back on their activities in the union.

John told no one what he was doing — not even his wife. He was scorned by his fellow-workers and his neighbors. His friends gradually drifted away, but he could give no explanation. He kept his silence for 8 years. Then in February 1952, John Janowitz testified before the Subversive Activities Control Board in Washington, D.C. He was a surprise witness and a very helpful one, revealing names of Communists in his own local and also in the Cleveland area union.

Five years later, he had moved to 26612 Chardon Road in Richmond Heights, and again was called to testify regarding communism in Cleveland.

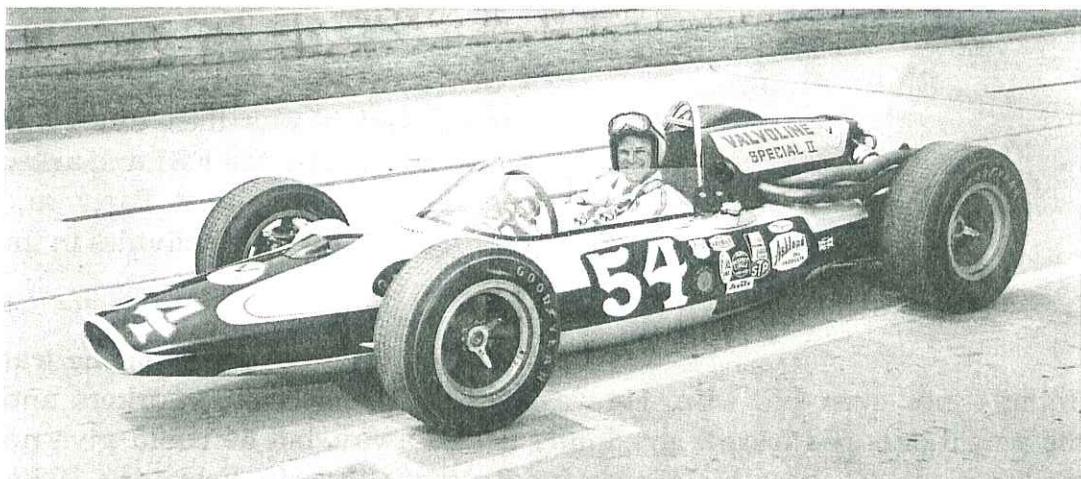
In June 1966 he went on sick leave from Reliance Electric, and officially retired after 27 years, in September. He had heart trouble and it caused his death in January of this year. His obituary stated, "A quiet hero died this week after leading two lives. He deserves a respectful salute from a grateful community and country."

Eddie Johnson — Racing Car Driver

Eddie Johnson will long remain in the record book at the Indianapolis Speedway. He had competed in 15 consecutive Indianapolis 500 races — more than any other active driver — and ranks 5th among all-time mileage leaders at this famous track.

Eddie was born in Richmond, Virginia but grew up in Los Angeles, California where he began his racing career in the midget class. A machinist by trade, he took his racing hobby very seriously. His first year at the Indianapolis 500 was 1952 and he was awarded 16th position. After the race in 1954, he qualified for membership in the exclusive Champion 100-mile-an-hour Club. He finished 6th in 1960, the closest of his 15 races; but he continued until 1966 when he announced his retirement from the racing field.

Now a resident of Richmond Heights, he, his wife, and their two children live at 365 Claymore Blvd. His time is pretty well taken up with operating his own plastics business.



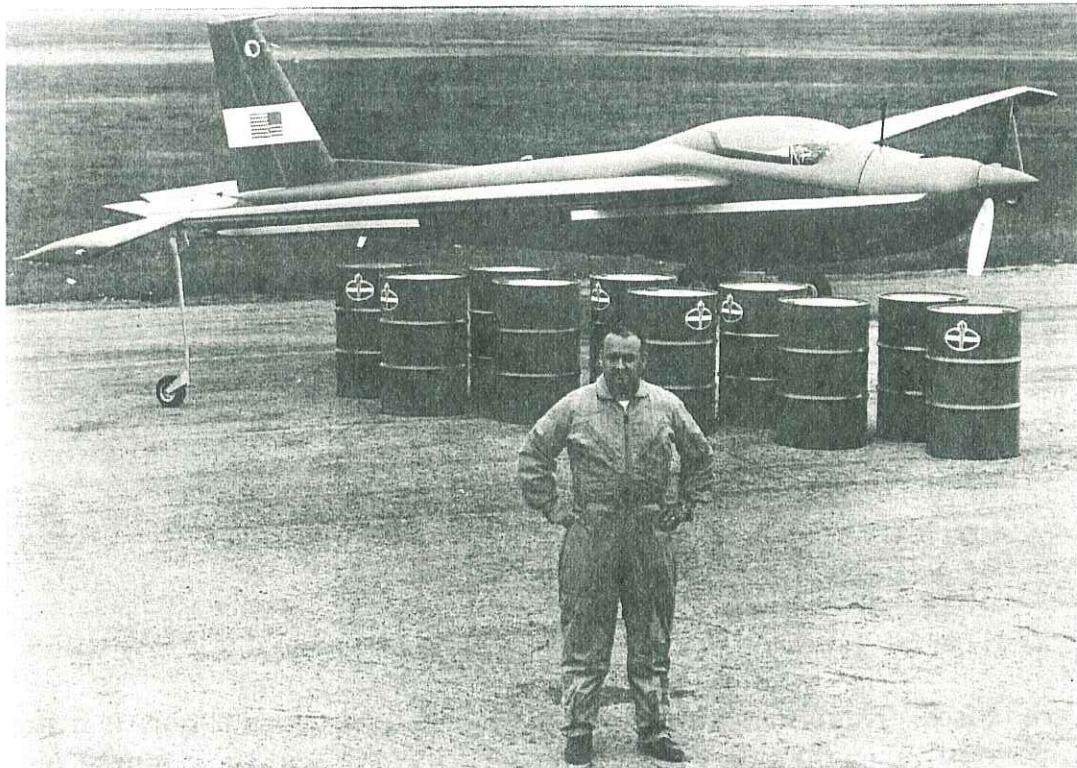
Eddie Johnson—Indianapolis 500 Racer-1966

James R. Bede

A name which keeps popping up in the newspapers recently is that of Jim Bede. His pet project is almost a reality. He has designed a special aircraft the BD-2, to fly non-stop, non-refueling around the world. The plane looks almost like a glider with its 63 foot wing span. He figures he can make a complete circle of the earth in 154 hours, or 6-1/2 days.

Jim was born in Erie, Pa., but was raised in Cleveland. He attended West Technical High School, Fenn College, and finally received his Aeronautical Engineering degree from the University of Wichita (Kansas) in 1957. He's married, has four children, and lives at 24836 Rockledge Rd., Richmond Heights. He formed the Bede Aviation Corporation in 1963 to manufacture the BD-1, which is a small, highly maneuverable

plane which he had hoped to sell at a low enough price to allow more people to own their own plane. This company is located at the south-east end of the Cuyahoga County Airport on Bishop Road.

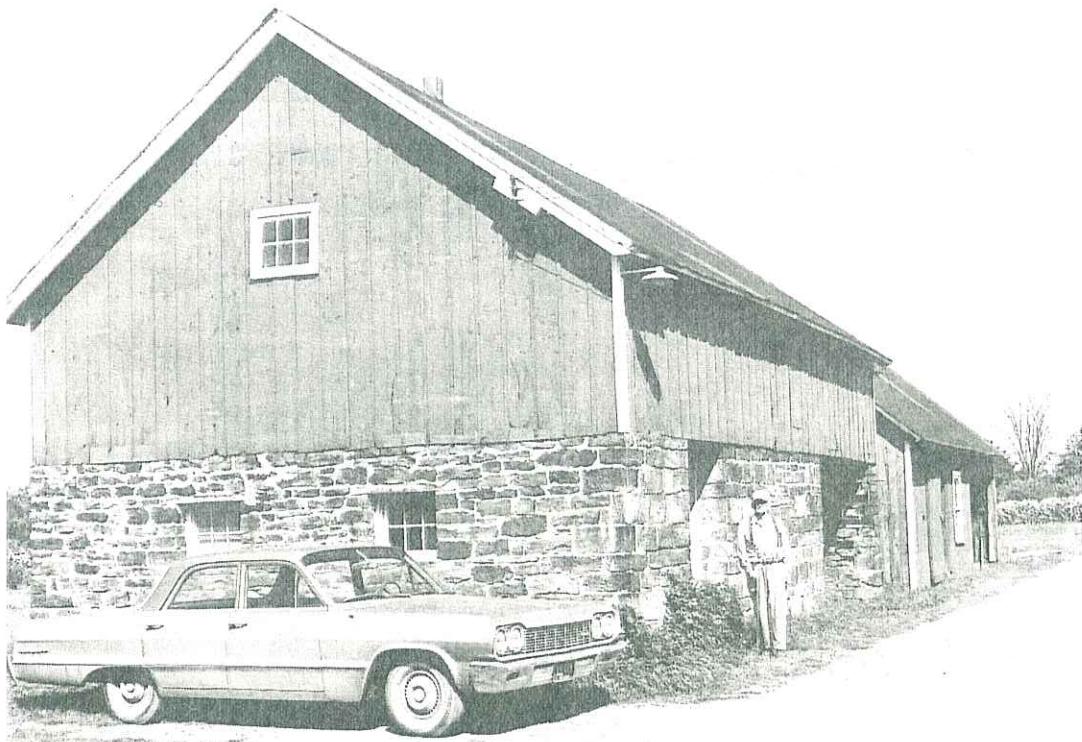


James A. Bede—Ready to Take Off on Non-Stop, Non-Refueling Flight Around the World

Business and Industry

Richmond Heights from its earliest days was never just a sleepy farm section. It fairly bustled with many types of industry—some associated with farming, and others not.

One of the oldest "industries" here was the charcoal pits. This area was blessed with millions of hard maple trees, beech, oak, elm, hickory, walnut, butternut, chestnut, birch—and the Mighty White Wood called Linn which often grew to 120 feet and 2 to 4 feet thick. Cleveland industry was growing fast and the demand for charcoal was great for the making of steel and cast iron products. The soft coal came to Cleveland by canal boats from Southern Ohio before the railroads were built. Richmond Heights did its share of supplying this vital product and the pits could be found all over. They were made by splitting wood 2" to 8" thick and 4 feet long. A pole, maybe 30 feet high, would be placed vertically in the center of a pit and the wood laid around in a large circle. The second layer moved inward until the mound was sometimes 10 layers thick. It was then covered with dirt and a small vent left in the center of the top. It was then fired and when burning good, the holes



One of the Few Barns Left in Richmond Heights—At Shebanek Home at 475 Trebisky Road

were closed. There was always a man on duty to close a hole if a fire broke out. When the wood was completely charred, and the fire was out, the pit was collapsed and it was easy to separate the "coal" from the dirt.

Highland Road was the main artery for the wagons loaded with the charcoal on their way to the Cleveland mills. This type of charcoal was used until the end of the Civil War. Many people used it in their fireplaces as it produced a blue flame.

"Up on the hill" was known far and wide for its grape vineyards. The clay soil seemed ideal for the grapes and the lake breezes kept the frost damage to a minimum. They were packed in grape baskets and shipped out by the boatload from a dock at the foot of Neff Road before the railroads came to Euclid. Fruit orchards were also abundant and a cider mill was operated by the Keyerleber family where the Cuyahoga Tractor building now stands. It was operated by steam power, and was later moved around the corner to 26375 White Road. The last cider mill to be built was in the early 1920's by John Marvar on the SE corner of White and Richmond. It was powered by electricity from a Delco generating plant. The fruit orchard belonging to George Berg included all the property which is now the Richmond Mall. Next to the Berg family home was a spring house where bottled water from a deep spring was sold. Until just recently the White's Fruit Farm existed on Chardon Road east of Brush, at 27127 Chardon and the surrounding 100 acres were planted mostly in cherry trees. White's Fruit Farm was noted for

miles around for the loganberry juice which he sold. Behind the orchard were many sugar maple trees and for years maple syrup was made in a small building at the edge of the woods. The land dipped to a pond which was a favorite spot for ice skating in the winter.



Keyerleber Cider Mill-1900—White Road—East of Richmond



East of 6439 Wilson Mills First White Maple Sugar House with Alva Stevenson's Team of Mules—Similar Buildings Stood at 562 Richmond and Another One on the Site of Hillbrook Apartments

There were saw mills, too—one at the corner of Richmond and White, south of Euclid Creek and one west of Richmond, which was operated by water power from a dam in the creek. Stones were quarried from the

creek for many years. There was also a petrified spring on the property. The 1874 map shows a saw mill on the creek which now crosses at Karl Drive, known as Ferguson's.

A blacksmith shop stood on the northwest corner of Highland and Richmond at the turn of the century. On the next lot north, the Gent Machine Shop was started in the middle 1930's in a barn behind the house. This Company is still going, but is now located on the corner of Green and Glenridge in South Euclid.



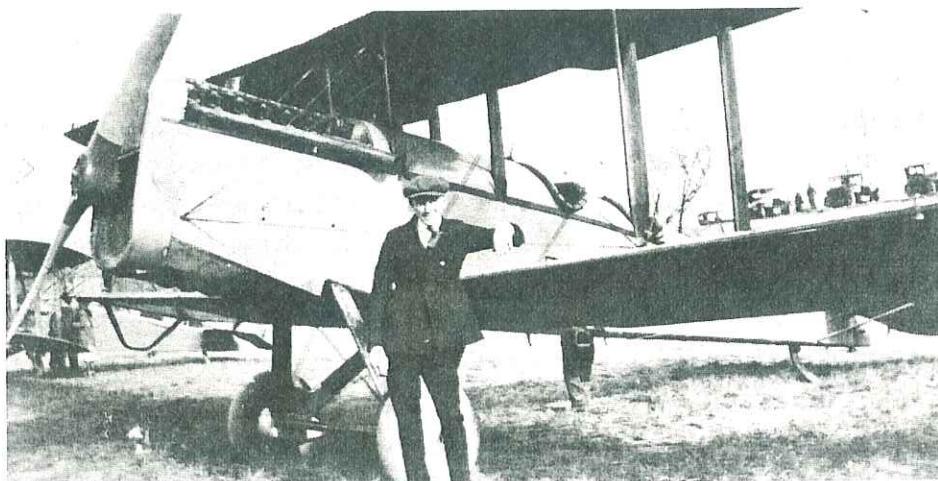
Gent Machine Co.—Across from Richmond Heights School—1933

The community offered several grocery stores along the main roads. Scotty's Tavern at 26901 Chardon Road was originally built in 1920 by George Owen as a grocery store. Another such retail business was carried on in the building at 505 Richmond Road. It was constructed by George Stevenson, but was later converted into a residence.

The large farm tracts were gradually sold off as residential lots along the roads, but some of the owners kept enough to do their farming on a smaller scale. The southwest corner of Richmond and Highland Roads had been a sheep pasture for many years and the soil was very rich. Some of the original sod planted in the Cleveland Stadium when it was first constructed came from this section of ground.

This corner was also known in the early days of aviation as a good spot to land a plane.

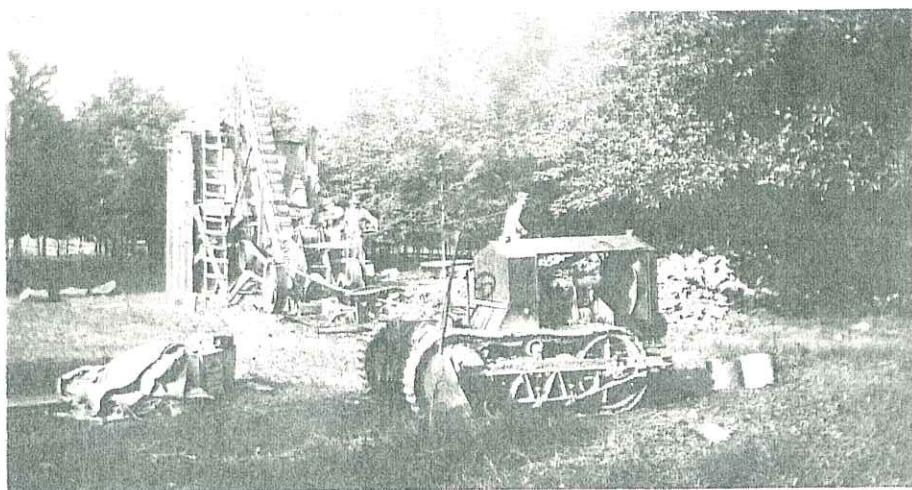
Wild life has always been in abundance and our ravines and open spaces still conceal deer, raccoons, skunks, and a wide variety of birds, although the bear and the rattlesnakes reported in early history have disappeared. The farm animals have slowly disappeared also. The last cow was owned by Everett Stevenson until 1964, and motorists traveling along Richmond Road were often surprised to see "a real cow" grazing in a field between new homes. There are still residents who own horses and you may see youngsters riding along the side streets where there are still open fields.



First Plane to Land in Richmond Heights—S.W. Corner of Richmond & Highland—1918

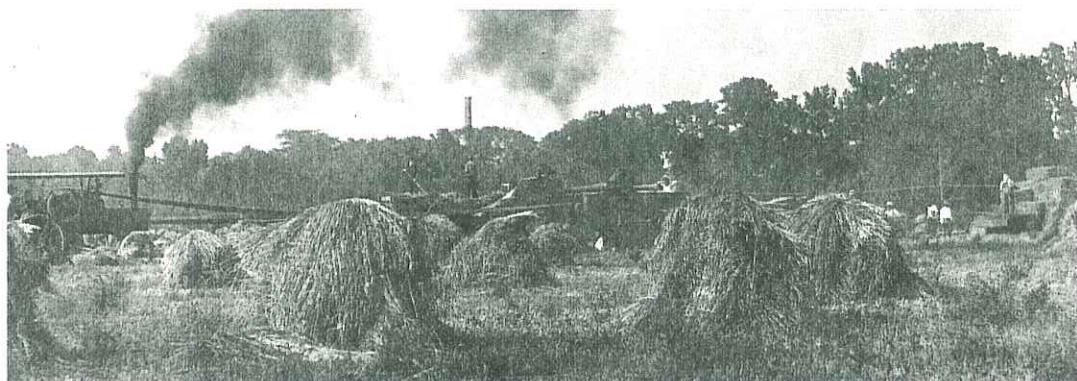


Stevenson Stone Quarry—In Use until 1930

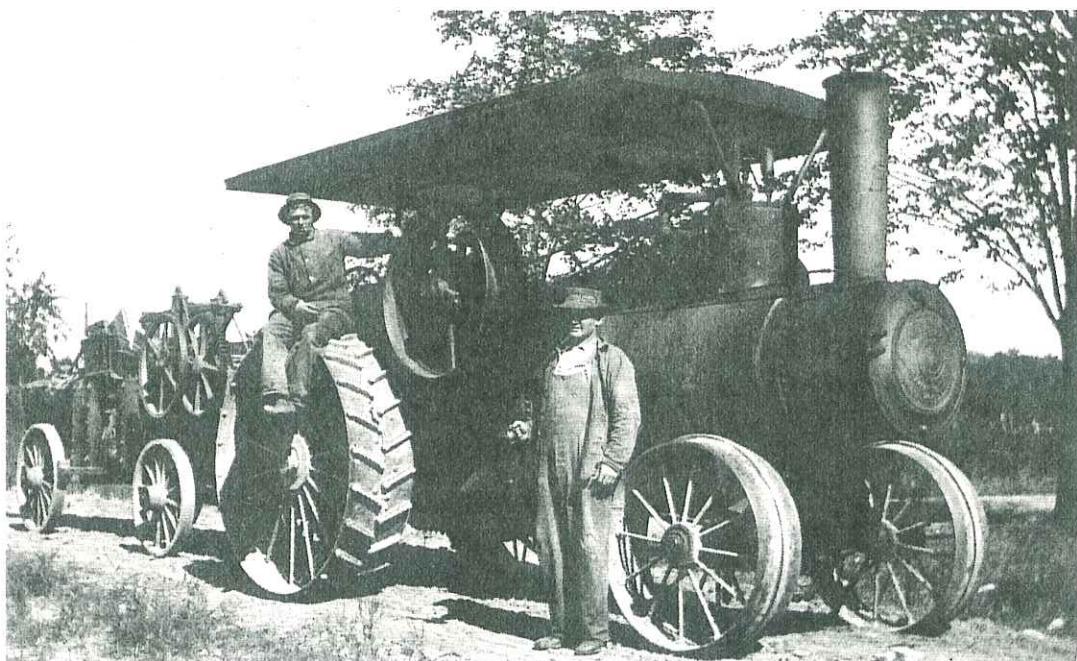


Stone Crusher—Stevenson Quarry—1917

Not to be overlooked was the thriving business of the Shebanek, Trebisky, Marous threshing team. Their equipment included a steam engine, separator, baler, and water wagon. They would move from one farm to the next to thresh the grain. Harvest time was sometimes short and neighbors would help each other and also hire teenage boys to man the equipment. The owner of the farm on which they were working would supply meals for the whole crew, and these were usually feasts. The area they served ran from Lake Shore Blvd. to Cedar Road, and to the Chagrin River. Distances were far and transportation slow, so the men were often gone for days or weeks at a time, camping usually at the farm on which they were threshing. With the paving of more roads and the incorporation of municipalities, ordinances were passed against the heavy engines with steel lugs using the pavement. With the invention of the combine, which reaps and threshes the grain in one operation, the threshing crews gradually went out of business.



Threshing—By Shebanek—Trebisky—Marous Equipment—1922



Threshing Engine—Left—James Holiday—Right—Joe Shebanek—1922

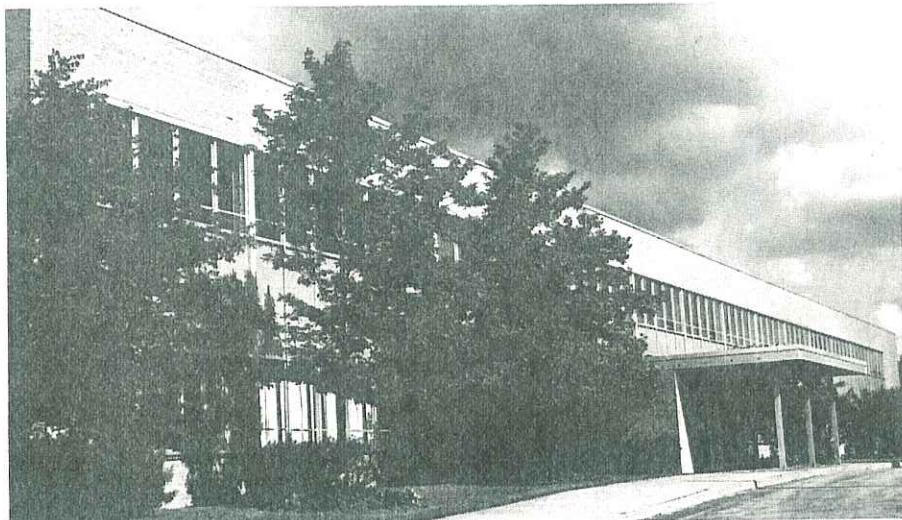


Flailing Demonstration at Cuyahoga County Fair—1939
Left to Right—Fred Grossman, John Shebanek, Joe Shebanek, Williams

Incorporated business gradually moved into the village—Cuyahoga Tractor built on the corner of Chardon and Richmond, the Meyers Dairy built a transfer station in the mid-1950's, and put up twin lion statues at the end of their driveways. Modern Power Equipment established themselves on the triangle of Old Chardon and Richmond, and, of course, the gas stations.

General Electric Company

The first, and only, industrial plant within the municipality is General Electric's Lamp Glass Department. 76 acres at Hilltop and Highland Roads were purchased from the Verbsky's in April, 1956 and ground broken in October for the 3-1/2 million dollar building. Construction was deferred for 2 years but resumed in 1958, and July, 1959 saw the beginning of occupancy. Today it houses about 250 employees and includes administrative personnel plus the engineering organization consisting of engineers, technicians and draftsmen. The chief purpose of the facility is for the development of glass products, processes and specialty process equipment related to the manufacture of glass component parts for lamps and electronic tubes. There is also extensive research and development in the fields of quartz and ceramics.



General Electric—Lamp Glass Department—24400 Highland Road

Shopping Centers

The rapid population growth of the 1950's brought with it a need for local shopping areas. The first such endeavor was Hillcrest Square Shopping Center, located at the southeast corner of Richmond and Wilson Mills Roads. Construction was begun in 1961 and completed the following year. This center consisted of ten stores, two banks, and a number of professional offices.

Across the street to the north, located on approximately seventy acres, is the Richmond Mall, which opened its doors in September, 1966. This is the largest enclosed shopping area in northern Ohio and has over seventy businesses, including the Loew's East Theatre. Built by the Edward I. DeBartolo Corporation, the Mall has over 970,000 square feet under roof and is completely air-conditioned. The Mall, valued at over twenty-five million dollars, has a five thousand car capacity parking area, and the traffic signal system installed for the Mall along Richmond Road and Wilson Mills Road is designed to handle fifteen thousand cars per day.

This shopping center idea was started by the Glazer and Marotta Co. in 1961 with an original concept of a thirty acre site and approximately 200,000 square foot center. Options were purchased on approximately twenty-two residences and three small businesses. And the Mall complex idea grew too large for the Glazer-Marotta Co. The entire assets were purchased by the Edward I. DeBartolo Corp. in late 1964 and actual construction was begun in the spring of 1965. This record breaking construction endeavor by the DeBartolo Corp. was completed in approximately 15 months and employed as many as 500 construction workers.

The focal point at the Mall is the unusual fountain in the center. Through the generosity of Mr. Edward I. DeBartolo and the DeBartolo

Corp., coins from the fountain are given to the Kiwanis Club of Richmond Heights and returned to the community through Kiwanis activities and charities.

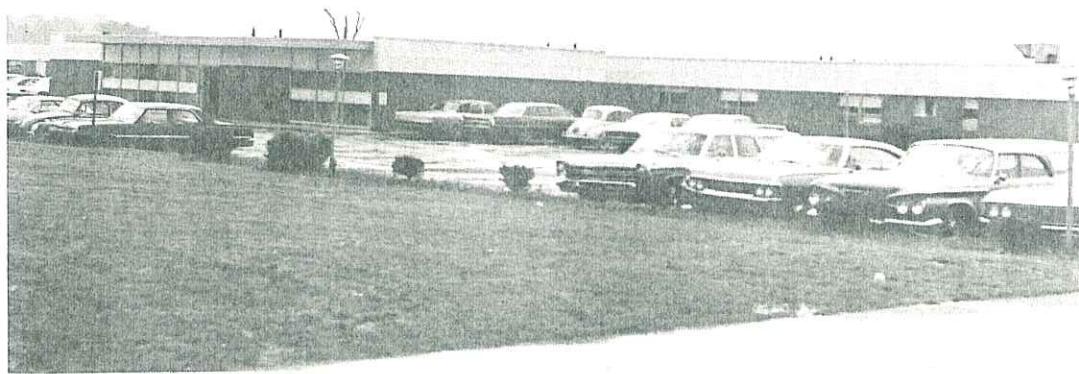


Ribbon Cutting at Loew's East Theater—*Edward J. DeBartolo, Beth and Mayor Don Zimmerman*

Richmond Heights General Hospital — 27100 Chardon Road

It was late in 1958 when a group of osteopathic doctors first approached the village officials for rezoning of 13 acres of land at the extreme eastern end of Chardon Road for a new hospital. They were operating out of the Forest Hills Hospital at E. 152nd and St. Clair and were too cramped for space.

When the word got around, many of the residents became upset at the idea of such a hospital and the fact that it would be another tax-free institution. After a lively public hearing, Council voted 4-2 to allow the hospital to come in. Immediately after the vote, however, Clarence A. Schumann announced that opponents would instigate a referendum petition, which they did. It appeared on the November ballot, but was



Richmond Heights General Hospital (Osteopathic)—Completed 1961

passed by the majority of voters and the hospital was completed in September 1961. Present day plans are for a series of expansions to an ultimate goal of an 8-story hospital. Apartments for the doctors and other professional hospital employees are being built next door.

Community Social Life

Early social life centered pretty much around the schools. Mrs. Robert Leist (Margaret Luster) whose mother, Helen McFarland, taught at Claribel school around 1883, found a program of the Literary Society which met in the Richmond Settlement School on March 18, 1864. This was the older school which stood on the site of the present city hall.

Some will remember the box socials and other festivities held at the several Richmond Heights schools.

The Mayfield Grange was organized in 1906 and held many such activities at the corner of Wilson Mills and SOM Center Road. Maple Grove Grange at River Rd. and Maple Grove Rd. (Willoughby Hills) was organized in 1896 and held oyster suppers, card parties and square dances. The Grange has also been active in performing community services, and did much to get electric power for their respective areas.

The churches in the surrounding areas did their share in supplying the social life.

Richmond Heights always had youth organizations such as boys' clubs, girl's clubs and garden clubs. Gladys Stevenson was an advisor for some of these. Eventually becoming the 4-H Clubs, more recent leaders have been Mrs. Steve Hovancsek, Mrs. William Springer, Mrs. William McMaster and Mr. John Hovancsek.

There have been a number of social and civic clubs which actually did not have formal organization; but it has been noted in Council minutes of December 6, 1920 that the Richmond Heights Social Club requested use of the Village Hall. Mrs. G. C. Palmer was president. On May 2, 1921 Council voted to paint the hall inside and out, with half the expense being paid by the Social Club.

Civic clubs were sometimes true non-partisan clubs working for the betterment of the community, but some were formed simply to oppose a certain project, or promote certain people or groups for office.

Mayfield Pioneer Picnic

An annual event that our villagers attended was the Mayfield Pioneer Picnic held on the second Wednesday of August in Leuty's Grove on Wilson Mills Road in Mayfield. Leutys were the grandparents of Gladys

UNION EXHIBITION

OF THE

Literary Societies.

ORDER OF EXERCISES.

MUSIC:

CElia L. OVIATT, LEVERN M. CROSTER, SHERMAN OVIATT, CASSIUS RICHMOND.

ORATION—“South Carolina,”	GEORGE J. WILDER,
ORATION	VIENVILLE MINOR,
RECITATION—“Woman’s Strength,”	CElia L. OVIATT,
RECITATION—“Affliction,”	EVa M. CARTER,
DECLAMATION—“Homeopathic Soup,”	ALERID STEVENSON,
RECITATION—“The Drummer Boy,”	CARRIE C. BERG,
RECITATION—“My Mother,”	ELLA C. OVIATT,
DECLAMATION—“The Glittering Blade,”	WM. J. STEVENSON,
DECLAMATION—“A Wish,”	WM. H. OVIATT,
DECLAMATION—“The Indian’s Revenge,”	Geo. T. STEVENSON,
DECLAMATION—“The Snack in School,”	JOHN BERG,
RECITATION—“The Inevitable Conclusion,”	LILLIE ROBBINS,
DECLAMATION—“Close of the Term,”	HENRY P. BERG,
DECLAMATION—“Rover,”	HORATIO STEVENSON,
DECLAMATION—“Woman’s Will,”	CLARK MINOR,
DECLAMATION—“The Contrary Wife,”	CLARK A. WILDER,
DECLAMATION—“Family Affection,”	FREDERICK H. HOWLETT,
RECITATION—“The Race for the Mitten,”	MELISSA WOOD,
DECLAMATION—“Charlie and his Shilling,”	SETH MINOR,
DECLAMATION—“Love and Kindness,”	WM. W. WENBAN,

PANTOMIME—“THE DUMB BEGGAR.”

RECITATION—“The Little Philosopher,”	Alice E. HOWLETT,
RECITATION—“The Soldier’s Grave,”	SARAH P. RICHMOND,

SONG—“Wrap the Flag around me, boys.”

RECITATION—“He Died a Union Boy,”	MARIEtte WILDER,
ESSAY—“A Leaf from the Book of Nature,”	ELLIN M. CARTER,
A POEM	ORLENA E. McELWAIN,

PAPER—*Philo Zetian Journal*,

Edited by LYDIA A. WILDER and SARAH E. WATTS.

ORATION—“The Great Question,”	GEORGE J. WILDER,
DECLAMATION—Patriotic Address,	BYRON W. RICHMOND,
GERMAN SONG,	CARRIE C. BERG, MARY ROBBINS,

DIALOGUE—“The Unfortunate Youth,”	HENRY McELWAIN,
	HERNANDO MILES,

RICHMOND SETTLEMENT SCHOOL,

On Friday Evening, — March 18th, 1864.

Newcomb & Co., Printers, 144 Seneca St., Cleveland.

DIALOGUE—"THE TRIALS OF A PARSON'S WIFE."

Mr. Snivels, (Parson) Frank L. Oviatt, | Mrs. Snivels, Adelia M. Brown,

DECLAMATION—“ Secret Proscriptive Society,” Edward S. Stevenson.

RECITATION, "The Young Patriot," Mary Wood.

A Society of Benificence, but Maledictors.

President,	Celia L. Oviatt,	Miss Granby,	Adelia M. Brown,
Mrs. Green,	Lydia A. Wilder,	Widow Bedott,	Leyern M. Crozier,
Mrs. Brown,	Mariette Wilder,	Parson,	George A. Wilder,
Miss Norton,	Sarah E. Watts,	Parson's Wife,	Ellen M. Carter,

JULIUS CAESAR,

In two Acts, three Scenes.

Julius Caesar,	Frank M. Dille	Decius Brutus, Cassius M. Richmond
Marcus Brutus,	Sheerman B. Oviatt	Lucius, Frank Miles
Mark Antony,	George J. Wilder	Arelmidorus George T. Stevenson
Cassius,	Edward S. Stevenson	Poetria, Sarah E. Watts
Cæsar,	Frank L. Oviatt	Citizens,
Metellus Cimber,	Mahlon J. Grosier	

DECLAMATION—"The Echo," Frank L. Oviatt.

PANTOMIME—SCENE, HOME OF THE INEBRIATE.

TEMPERANCE SONG, by Alice Crosier and Levern Crosier

COLOQUY--"THE ENGLISH TRAVELER."

Traveler, George J. Wilder, J. Landlord, Frank M. Dille,

PANTOMIME—"THE COUNTRY BARBER."

The Dutchman's Ghost, or All Right,

A Farce in Five Scenes.

Hans Barth, Sherman Oviatt Jones, Edward Stevenson
Mr. Burple, Frank Dille Mrs. Burple, Ellen Carter
Henry Schaeck, George Wilder Catherine, Celia Oviatt
Charley, Mahlon Crozier

INSTRUMENTAL MUSIC,

Luther Arnold and Louisa Arnold.

Stevenson. It might be interesting to note that Leuty's Grove was the present wooded property that is the northeast boundary of the North and South Freeway 271 at Wilson Mills Road.

It was a one day affair and in its early days, the 80's and 90's, families came from miles around in horse drawn vehicles. Picnic dinners were shared with friends and relatives, old acquaintances were renewed and new ones made.

In the afternoon people gathered around the open platform—grandstand and seated on benches made by placing planks on logs. They listened to reports from the Mayfield Pioneer Association which sponsored the picnic, to speeches by prominent citizens of Mayfield or from neighboring villages and to music by a band usually from Chagrin Falls, Burton or Parkman. Children rode on a merry-go-round which came just for the day but was much the same as those of today except that it was powered by a steam engine the water for which came from the nearby pond and creek.

For those who did not care to sit and visit there were other attractions, vendors of light refreshments, popcorn and taffy; a side show or two; a few games of chance as an African Dodger, a candy wheel, and always the man from Burton, Ohio, who sold all kinds of sea shells and souvenir novelties made from them.

In the evening a dance was held in the village hall. .

Through the years the attendance grew from a few hundred to over five thousand in the 1900's. But soon the automobile made it possible to go to places farther away, times changed and there were more places of entertainment and the older generation that had attended the picnic for years has passed on and in 1913 the Mayfield Pioneer Picnic was held for the last time.

Village Newspapers

Few people are aware that Richmond Heights has had three newspapers in its 50-year life. The MEGAPHONE, started in 1922, was the first, coming out "Fortnightly on Wednesday" and sold for five cents a copy—no advertising. It was a mimeographed paper edited by George W. Phypers and contained personal news, plus Council and school activities. It continued in existence for about five years.

In 1950, the NEWS, sponsored by the Civic League was put out by Blanche Mirsalis. This also was a mimeographed sheet with no advertising, but was delivered free to each home in the village. Publication was continued for about three years, coming out when news warranted.

Then in 1957, the PATHFINDER, was started by Helen Keidel, a new resident who became aware of the lack of communication. Assisting her were Blanche Mirsalis, Rita Bailey, Jan Murphy and Helena Viviano with Gerry Herasuta joining them several months later. This was also a mimeographed paper of eight pages published monthly and paid for by advertising, but delivered free to each home. Helen served as editor for four years, and when Gerry Herasuta took over, she changed the name to the REPORTER which continued until 1964.

Transportation

The first picture that enters the mind when you speak of early transportation is the horse and buggy. But as far back as 1875, a deluxe standard gauge steam dummy line, known as the Lakeview & Collamer Railway Co. ran from E. 71st Street to Chardon Road, just north of Euclid Avenue. The Euclid-Chardon Road area was known as Collamer at that time.

Passengers coming from the downtown area walked just one block north from the end of the Superior Street horse-car lines to catch the small trains.

By 1879 there were hopes of expanding the line eastward, and the name was changed to the Cleveland, Painesville and Ashtabula Railway Line. However, the Nickel Plate Railroad bought up their right-of-way in 1881 and the little railway faded out of existence.

The Cleveland, Painesville & Eastern line was chartered in 1895 to run interurban electric cars from the Ivanhoe terminal of the Cleveland City cars to Painesville. Two years later the cars were run to Public Square. Residents at the north end of the Village could go down Brush Road and board the big "Red Cars" at Stop 18, just west of where the Parklawn Apartments are now. South end residents could go to Mayfield Road and Richmond (Stop 12) and ride downtown on the Cleveland & Eastern Railway. Both lines went out of business in 1925 and 1926 due to competition from the buses and private automobiles.

In more recent years, the Redifer Bus Line ran from the eastern suburbs to downtown Cleveland. One bus ran out Chardon Road to Chardon Village, but was discontinued when the Cleveland Transit System bought the line. The Euclid City buses have covered a section of the north end for a number of years, and since the Richmond Mall opened, the Cleveland Transit System runs buses along Monticello to the new shopping center. CTS also has a businessmen's run across Richmond, down Highland and back to Monticello via Trebisky Road. There are two runs in the morning and two at suppertime.

Roads

The early roads throughout the area were just paths that had been cut through the forest and the trees notched for markers. Gradually these paths were widened and became dirt roads. The main roads, such as Mayfield and Euclid Avenue were later planked with huge wooden strips, and toll gates built to help pay for the planks and the maintenance which was done by private owners.

It was about 1913 when Chardon Road was paved with brick from the Euclid corporation line to the Lake County line. By necessity the workmen lived in a camp on the Keyerleber farm on Chardon Road at Richmond.

Richmond Road was next and, at that time, ended at the intersection of Chardon. It was not until 1931 that the road was extended to Euclid Avenue. This was done by the Works Progress Administration (WPA), a federal agency created during the depression years. In order to create work for the largest number of men, the digging was all done by hand and the dirt moved with horses and dump wagons. The farmers in the area rented their barns to house the horses.

At this time, Brush Road, which led straight down to Euclid Avenue, was changed to tie into North Richmond Road, as it does today. People thought this whole project was foolish and a waste of money. Today, however, it is the most heavily traveled road in the community.



Re-Location Brush Road—W.P.A. Project in the Mid Thirties

Harms Road ran from lower Highland Road up the side of a high hill. As the condition of the road became dangerous, it was cut off and Highland Road hill had to be used. One early record of Euclid Township tells of a Louis Harris moving from Put-In-Bay to Euclid because of the better soil conditions for raising grapes. This is apparently a mis-spelling of the name Harms, and is probably the origin of the name for Harris Road.



Old Highland Road Hill—General Electric in Upper Right Corner

Early residents of Dumbarton Blvd. were told of a stage coach trail which at one time went down through the woods at the end of the street (where Dumbarton circle is now). Lots on the west side of the street have a straight row of trees in their backyards which probably bordered the trail. This could have been the route to Warren which is mentioned in early histories of Euclid Township.

Roads and Subdivisions

The first two subdivisions were laid out soon after incorporation; one on the northwest corner of Richmond and Monticello consisting of Donald and Geraldine Avenue. Lots were 50 to 55 feet wide and 175 to 190 deep. The Roadway consisted of scraping off the top soil. The second subdivision was off Chardon Road and extended from the Euclid City line to Brookdale on the north and Edgemont on the South. Much of this is still vacant land with "paper streets". In the 1920's, Elsdale Avenue was changed to Beverly Hills Drive and paved to conform to the street in Euclid and provide the only access from Chardon Road to Euclid Avenue between Chardon Road and Bishop Road in Wickliffe.

New Streets

New paved streets came with new housing developments. The Council

was determined in its efforts for proper growth and proper zoning. In 1944 a developer tried to carve out Gleeten and Snavely Roads by only putting bank run gravel on them while the village building code called for black topping.

When Council refused building permits for houses, a court case ensued. The verdict was split, in that the developer could not proceed without complying with the Village ordinances, but on the other hand, the Village could not refuse one building permit for a model home. Consequently the two streets have developed slowly and are not paved today, although efforts have been started to correct the situation.

The building code was updated periodically and frontages rose to 75 feet. In 1955 developers were required to put in concrete pavements. Cary Jay Blvd. was paved that year, along with Harris and Catlin following shortly with their spanking new homes. Across from the airport was developing Swetland Blvd., Karen Isle, Nan Linn and Horizon Drive. Off Chardon Road, Sunset and Skyline blossomed forth as well as countless individual homes on other existing streets. Individuals also were building, many of them doing the work themselves. This brought an occupancy ordinance listing eight conditions to be complied with before the family could move in. These involved mostly safety items, such as backfilling completed.

Landmarks —Ohio Villa on Highland Road (present site of the Mayfair Swim Club)

In the 1920's the Italian-American Club purchased a large parcel of land on Highland Road as a recreation site for their picnics and outings. On Sunday nights, they were apt to have loud fireworks displays which brought complaints from the surrounding property owners.

The property changed hands during the 30's and became known as the Ohio Villa. At one time, it was considered the largest gambling establishment between New York City and Chicago.

Following several raids by law enforcement agents, the property changed hands and became the Richmond Country Club which was a legitimate club. In 1950 the building burned to the ground and lay empty until developers bought it up. The western section eventually became Cary Jay Blvd.

The eastern section of the land was sold to construction people and became known as the Crane and Shovel Club. In the 1950's the present owners took over the log cabin type building and proceeded to improve the site. It is now known as the Mayfair Swim Club. The original pool was enlarged several years ago and the building completely remodeled and doubled in size.

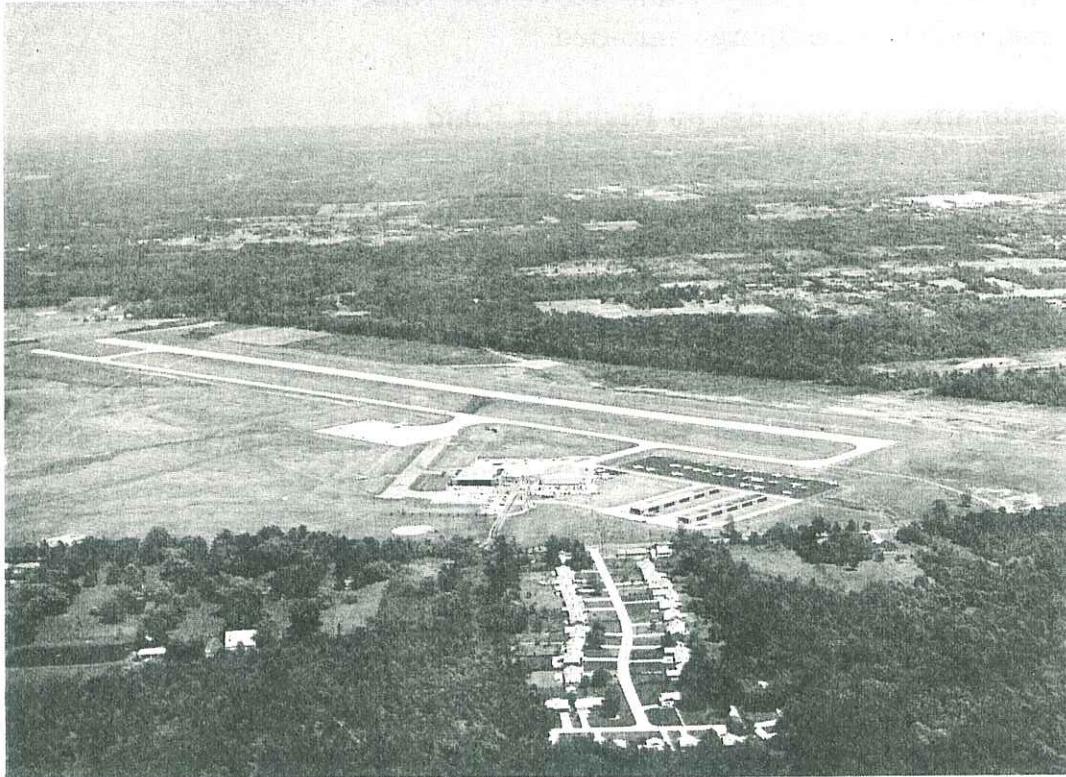
A popular picnic area for many years was Stiffler's Grove on Highland Road. Hillcrest Drive with its lovely trees behind the homes, replaced the picnic tables and play fields in 1958.

Marvar's cider mill and farm on the SE corner of Richmond and White was the scene of many Slovenian picnics until the early 1940's. Senator Frank Lausche was a frequent visitor in the 1920's before he became a public figure.

"Grapevine Park" was the name given to the land where our new Recreation Park is being built. In the 1920's it had an outdoor dance floor.

Cuyahoga County Airport

In the late 1920's Curtiss-Wright, Inc. purchased 274 acres of land on Richmond Road and built the hangar which still serves as the main hangar of the present airport. In 1932 the Swetland family, who lived across from the airport, brought suit against Curtiss-Wright stating a nuisance. On January 8, 1932, the U.S. Circuit Court of Appeals upheld the nuisance complaint and flying operations were ceased.



Cuyahoga County Airport

Following World War II the County Commissioners put on the November 1946 ballot, a bond issue for \$500,000 to establish additional airport facilities in the county. The bond issue was passed and the

Commissioners purchased the acreage from Curtiss-Wright. The airport was opened as a secondary type landing facility on May 30, 1950 and was used mainly by private and company-owned aircraft.

In 1956 a Master Plan was adopted by the County Commissioners for the future development of the airport. To carry out this plan, it was necessary to acquire an additional 200 acres. A county bond issue for \$3 million was put on the November 1957 ballot, but was defeated.

County officials continued their plans for expansion, and gradually acquired the houses which stood in the path of their plans for a 4000 feet paved runway in a southwest-northeast direction. One of their stumbling blocks was the Village who had purchased a 23-acre tract of land on June 25, 1956. It lay several hundred feet to the south and east of Allendale Drive. A Village Hall and recreation bond issue in the amount of \$175,000 was defeated by the voters in November 1956 by only 35 votes. It was re-submitted in November 1958 and this time it passed.

However, the County had filed suit in the Court of Common Pleas on January 30, 1957 to appropriate the land for county airport purposes. The case was brought to court in 1959 and Judge William K. Thomas ruled on April 15, 1959 that the County could purchase all but 1.8 acres fronting on Richmond Road, which would allow the Village to build their Village Hall.

The Village continued their case through the Ohio Supreme Court but the original ruling was upheld and the County purchased the land from the City in 1961 for \$38,000. The remaining 1.8 acres remained as City property. This last piece was purchased by the County this spring.



Robert D. Shea
County Airport Manager Since 1949

Police Department

The first "policemen" were elected officials and carried the name of Marshal. Edgar Heiss was elected first marshal, followed by Frank (Jack) Trebisky in 1919. A list of Deputies appointed in October of 1919 are: G.C. Palmer, H.E. Palmer, Frank Berg, George Berg, Herman Keyerleber and John Shebanek. Jack Trebisky won re-election until 1929 when Yaro Sojka was voted in. He served as marshal until Earl

Richmond was elected in 1939. Part-time patrolmen under Richmond's supervision were Harry Daus, George Shepard, Floyd Neiderhiser and Tom Gosney. Joseph Kne became the second full-time policeman in 1954 and three years later was joined by Frank Erjavec and Val Petac. 24-hour protection was added in 1956.

Robert Smoltz joined the police force in 1958 and replaced Earl Richmond as chief on January 1, 1965.

As Richmond Heights developed into a City, more "rookies" were added and the new Civil Service Commission was kept busy holding tests and keeping an availability list. Today we have eleven full-time policemen and four patrol cars.



Police Department

Rear Row—M. Laro, F. Lerz, D. Carter
Second Row—R. Dietz, P. Ward, J. Ventura
Front Row—J. Collins, F. Erjavec, R. Smoltz, J. Kne, V. Petac, F. Brundic

Police Department

Police Chief

Robert C. Smoltz

Lieutenant

Joseph Kne

Sergeants

Frank Erjavec

Val Petac

Joseph Collins

Patrolmen

Martin Laro

Robert Dietz

Dale Carter

Franklin Lerz

Joseph Ventura

Perry Ward



Earl Richmond
Chief 25 Years

Marshals & Police Chiefs

Edgar Heiss	1918—1919	2 yrs.
Frank Trebisky	1920—1929	10 yrs.
M. Yaro Sojka	1930—1939	10 yrs.
Earl Richmond	1940—1964	25 yrs.
Robert Smoltz	1965—	

Fire Department

In 1931 after a disastrous field fire in one of the ravines near Highland Road, Councilman William Zeitz, a former Mayor, introduced an ordinance to create a volunteer fire department.

Charter members were:

Axel Anderson	Thurlow A. Phypers	Joe Shebanek
Frank Berg	Earl E. Richmond	Albert Sojka
George M. Berg	J. E. Rowlands	Yaro Sojka
Russell R. Fair	Bert Somnitz	Edward R. Trebisky
Russell W. Hanslik	Forest Somnitz	Lawrence E. Trebisky
Elmer P. Merchant	Otto Somnitz	Charles Trebisky
Herman Muehle	George J. Stevenson	Albert J. Verbsky
Frank Petrovsek	John Shebanek	Edison G. Williams

Most of their "work" was confined to field fires as the Village had contracts with South Euclid and Lyndhurst Fire Departments to come with their equipment should there be house fires. The men elected their own chief who was then officially appointed chief by the council.

Their early community affairs were started in 1931 and were held on the school grounds and consisted of games, contests, ball games, short speeches, drawings for prizes and dancing. They were not money raising affairs, but more for family picnics and re-unions. The first turkey raffle was held in the fall of 1931. In the early 1950's the fire department introduced games for the purpose of raising money. These "Home Days" were held on the village hall property.

In 1955 the Council moved to reorganize the fire department to bring it directly under the control of Council to conform with the new State statute. All current firemen were given an opportunity to apply for membership in the reorganized group. However, about 10 men refused to apply and claimed that they had been fired by the Council. A sum of approximately \$8,000 was in their treasury—monies which had been accumulated by the department over the years, and earmarked for fire equipment. They refused to turn over the money to the Council or the newly formed fire department, but settled the dispute by putting the money into a special fund earmarked for recreation. Trustees of this

fund were Charles Reed, William Roscoe, and Arthur Weber. In March 1967 the fund was dissolved and 1/4 given to St. Felicitas School for recreation, 1/4 to St. Paschal Baylon School, and the balance to the Kiwanis Club of Richmond Heights to be used for a recreation project. Kiwanis has put the money into savings bonds and will add to it for a suitable project in the New City Park.

Meanwhile, as to organizing the department in 1955, Council appointed Albert Bailey as the "first" fire chief. Some of the old fire department members did join the new group and new men were added to keep the number near 30. Home days were continued each July on the Village Hall property and turkey raffles were held just before Thanksgiving to acquire a fund for fire equipment.

Several years later, they talked Council into letting them have the 2 year old police car (which was usually turned in on the new one) and painted it fire-engine red. Remodeling of the basement of the Village Hall was begun. They cut out a driveway (similar to the present one) and knocked out part of the basement wall for a garage door on ground level. They partitioned it off for a garage and meeting room and put in a concrete floor. All work was volunteer by whatever members of the fire department were available.

Their Home Days became bigger each year, and they added a Beauty Queen contest in 1958. Miss Andrea Prachar was the first Miss Richmond Heights.

In 1961 the firemen said it was their last Home Day—so Council asked the City's Recreation Board to take over. Permission was granted by the County Commissioners to use the front section of the airport and Kenny Bass, Chairman of the Board that year, went all out. Canvas type booths were rented out to the various clubs and organizations in the City. It did not make money that year, but it started a precedent. The following year, Recreation Board had it again, but in 1964 the Kiwanis Club took over the annual event and has handled it since then.

The first piece of equipment was a \$37,000 engine ordered in 1959.

A pre-fabricated steel building was built to house the first truck and this same building was moved to become our service building today. That same year, the fire department ordered a jeep and remodeled it themselves to fight fires where the heavy truck would be unable to go. This equipment sufficed until this summer when the new type snorkel truck became the third piece of equipment. This has a 75 foot extension arm with platform to enable the men to fight fires "from the top" or rescue people from high places.

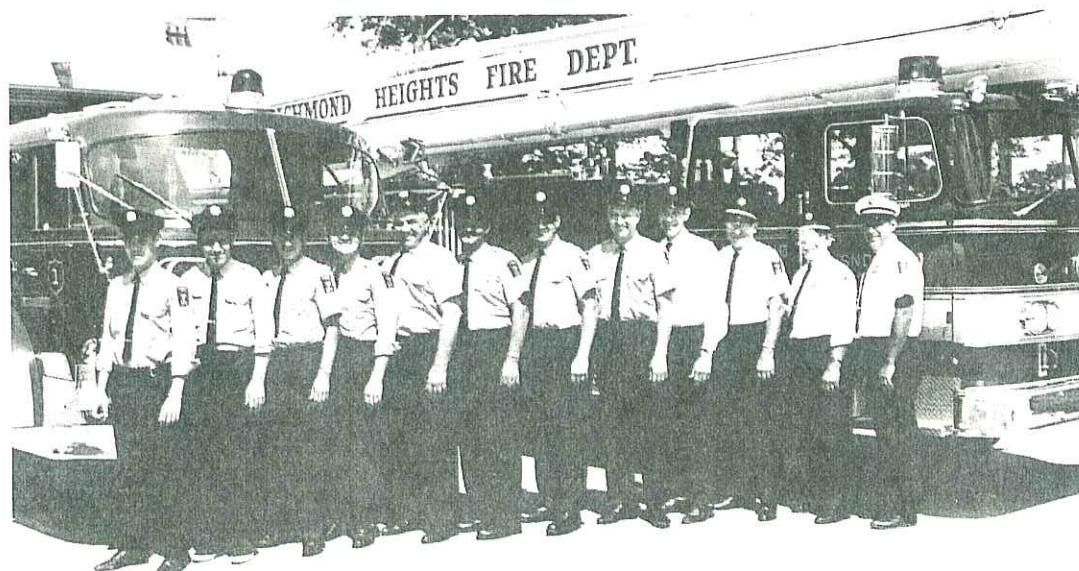
In December, of 1965, a second full timeman was added when James

Petriella was appointed driver-dispatcher. The department now has twenty-two men.

Chiefs:	Yaro Sojka	1931—1938
	Earl E. Richmond	1939—April 1950
	John P. Shebanek	April 1950—March 1953
	William E. Roscoe	March 1953—April 1955
	Albert W. Bailey	April 1955—April 1959
	William C. Stahler	April 1959—Nov. 1962 (First full-time Chief)
	Howard C. Charske	Nov. 1962—Feb. 1963 (Acting Chief while Civil Service tests were given)
	Robert Stefancik	Feb. 1963 to present time

Richmond Heights Fire Department

Robert A. Stefancik	Chief	Jack Guy	Fireman
Howard Charske	Assistant Chief	Alan Endres	"
James Petriella	Lieutenant	Ronald Snyder	"
Paul Woodrich	"	Joseph Abate	"
Robert Renner	"	Richard Semethy	"
Joseph Suponcic	"	Robert Pavlisko	"
Robert Arth	Fireman	William Bush	"
James Petersen	"	Frank Geisler	"
Byron Gray	"	Dean Ruff	"
Joseph Ahlin, Sr.	"	Clifford Ruff	"
		Michael DeSan	"

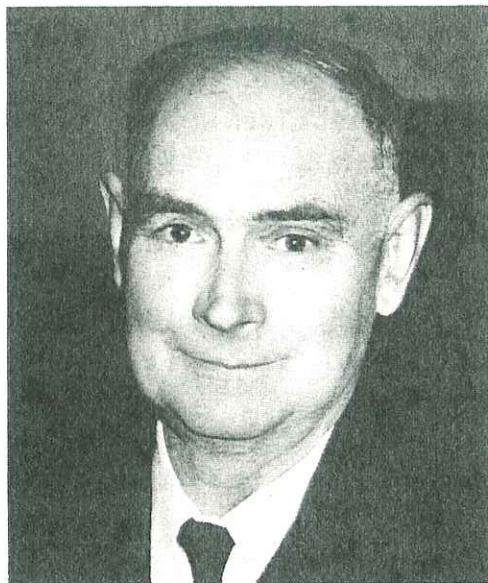


Fire Department—A. Endres, W. Bush, R. Snyder, B. Gray, J. Ahlin, F. Geisler, J. Guy, R. Pavlisko, P. Woodrich, H. Charske, J. Petriella, R. Stefancik

Service Department

Before attaining City Status Chardon and Richmond Roads were maintained by the State Highway Department and Highland, Brush, White, Wilson Mills, Harris and Harms were maintained by the County engineer. The other roads were maintained by the village.

After incorporation, the Village would hire men and equipment by the hour. In 1934 Alva Stevenson was appointed Road Commissioner. He was a one man service department for many years using his own equipment. When rubbish collection was added to his duties Ed. Trebisky worked with him and in later years John Pianecki. Alvie was a very dedicated public servant and after snow storms, he was out day and night plowing the streets.



Alva Stevenson
Over 30 Years of Faithful Service to the City

After becoming a city, Richmond Heights had to take care of their own streets which they were able to do with the increased tax money which they now received.

Rubbish collection had been done by an outside concern since 1958 until last year when the Service Department acquired the equipment to do it themselves. Rubbish is now collected every week and the Department has a total of ten pieces of equipment.

The service department does most of the mechanical repairs to city owned vehicles including the police cars.

They also maintain seven ball fields for the Recreation Board and will maintain the new 24 acre City park as well as the one on Trebisky road which is 8 acres.

The present personnel consists of seven full time men which is augmented during the summer by the "Youth Corps", College students hired for summer work.

The Service Department hopes to acquire a new building in the next few years to keep up with the expanding work load.

Michael DeSan resigned his seat in Council in 1962 to become the first full time service director and has done an outstanding job.



Service Department—R. Voss, L. Hegensbach, J. DeAngelo, T. Owens, W. Cornhoff

Our Beauty Queens

To add an extra spark to their Home Days, the Firemen instituted a beauty contest during their 1958 festivities. Five girls entered and Andrea Prachar became the first "Miss Richmond Heights". The following year, Dee Susnis was crowned the new Miss Richmond Heights, and 1960 brought Gail Krielow into the picture. Little did Gail know then that she would win many more beauty contests. She became Miss Cleveland in 1963, Miss Ohio in 1964 and Miss U.S.A. in 1965. She has a total of 20 trophies which she won at various contests.

Back to Richmond Heights—in 1961, Carol Pitt won the crown, followed by Bonnie Gelsimino in 1963, Judy Waterwash in 1964, and Jeanne Bromley in 1965. Jeanne went a little further, and walked away with the Miss Ohio title in the Miss World Pagent in August of that same year.

Leslie Stroh reigned as Miss Richmond Heights of 1966, and our beauty queen for this year is Sharon Themes.

There are others who have carried off these prized titles. In 1958 just

before the Horter family moved to South Harris Road, their daughter, Gail, won the Miss Euclid title. In 1959 she was crowned Miss Cleveland.

In another contest outside of Richmond Heights home days Karen Dietz of Willoughby won the "Miss Richmond Heights" title at Cappellis' restaurant in Wickliffe in 1966, the "Miss Ohio" 1966-67 crown at Lima and was among the finalists for the "Miss U.S.A." title in the Miss Universe pageant at Miami Beach.



Gail Horter
Miss Cleveland 1958



Dee Sussnis
Miss Richmond Heights 1959



Andrea Prchar
First Miss Richmond Heights 1958



Gail Krielow
Miss Richmond Heights 1960
Miss Cleveland 1963 – Miss Ohio 1964
Miss USA 1965



Carol Pitt
Miss Richmond Heights 1961



Bonnie Gelsimino
Miss Richmond Heights 1963



Judy Waterwash
Miss Richmond Heights 1964



Jeanne Bromley
Miss Richmond Heights 1965
Miss Ohio



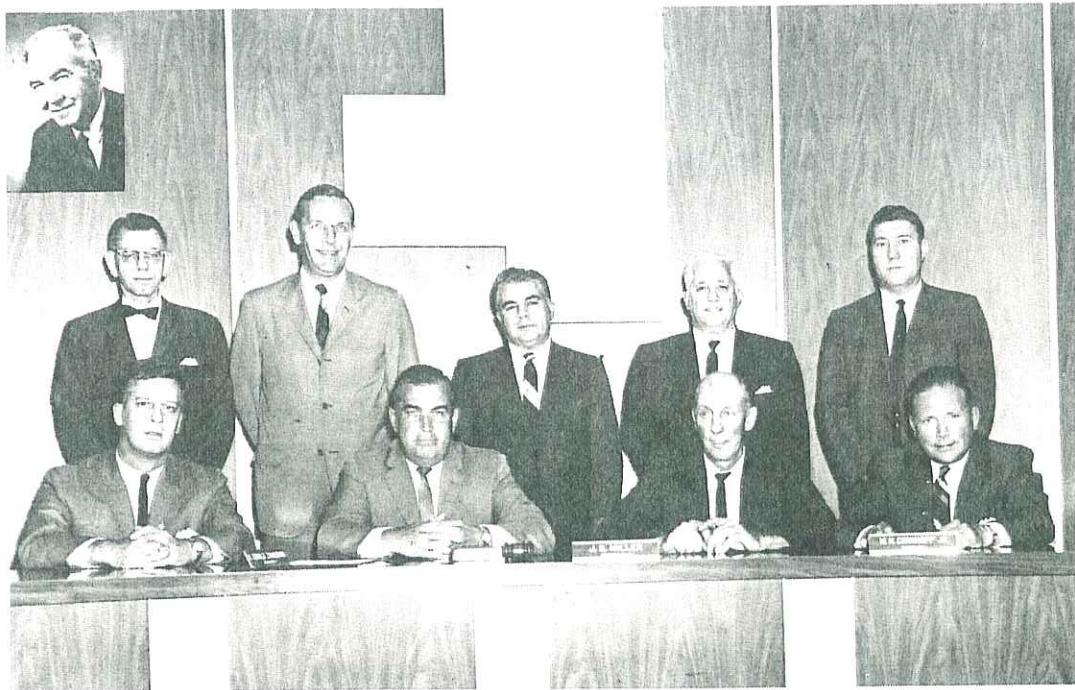
Leslie Stroh
Miss Richmond Heights 1966



Sharon Themes
Miss Richmond Heights 1967



Karen Dietz
Miss Richmond Heights 1966
Miss Ohio 1966-67—Finalist for "Miss USA"



Council

Rear—W. Boone, T. Matia, L. Brescia, P. Gelardi, T. Gallagher

Front—J. Starkey, H.D. Zimmerman, J. Miller, W. Cornhoff

Insert—F. Sutton

Official Family—1967

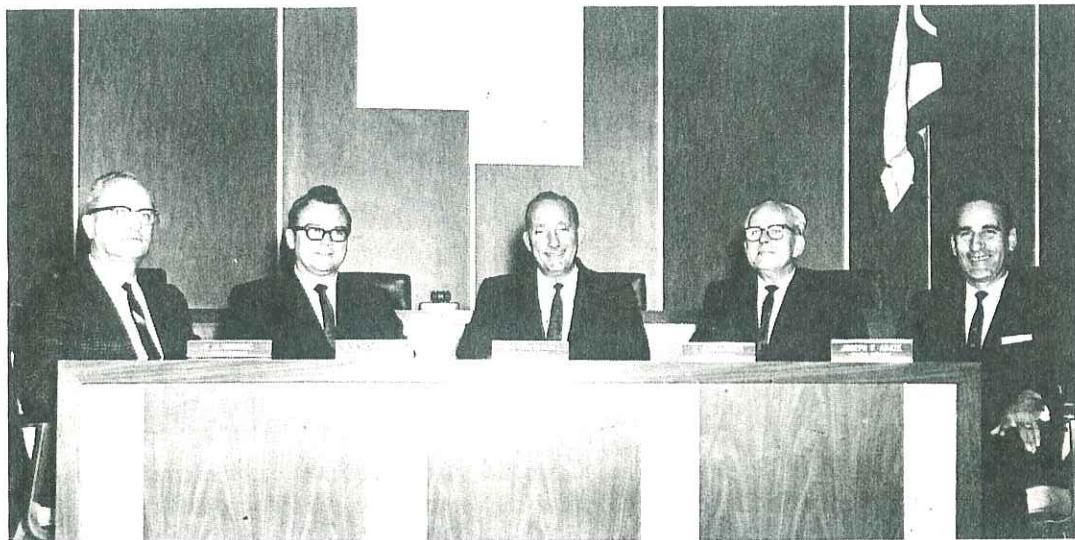
Mayor— H. Donald Zimmerman

President of Council— James B. Miller

Council— Ward 1. John H. Starkey
 2. Philip Gelardi
 3. Thomas Gallagher
 4. Louis Brescia

At Large James B. Miller
 Frank X. Sutton
 William H. Cornhoff

Clerk of Council	.....	Walter M. Boone
Finance Director	.....	Vincent I. Benander
Law Director	.....	Thomas Matia
Safety Director	.....	Frank Brundic
City Engineer	.....	Stephen J. Hovancsek
Service Director	.....	Michael DeSan
Building Inspector	.....	Joseph Abate

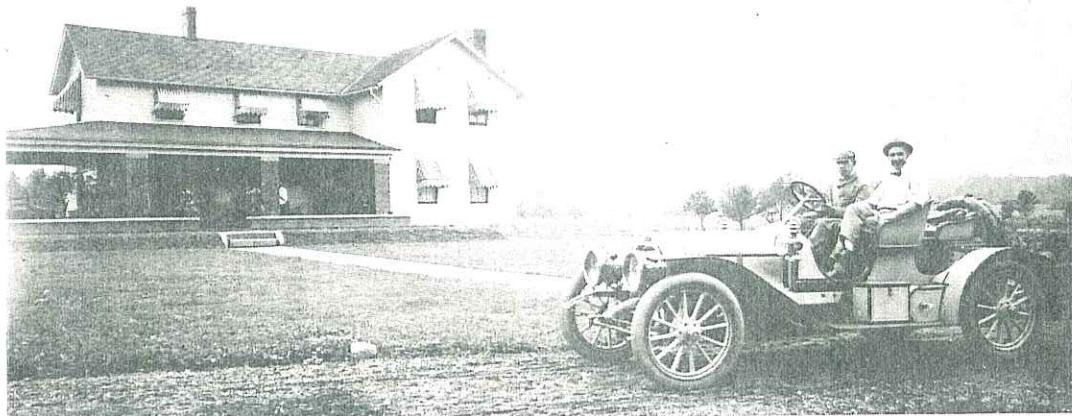


Appointed Officials—*F. Brundic, S. Hovancsek, M. DeSan, V. Benander, J. Abate*

100 Years Plus and Carrying Their Years Gracefully



25625 Highland Road—Original Part was a Log Cabin—First Home of Elihu Richmond—Now the Home of Mr. & Mrs. Burton Todd



338 Richmond Road—Built in 1842 by Levi Richmond—Picture of House after Being Remodeled after Purchase by Truman Swetland in 1908—Now the Home of Mr. & Mrs. Frank Mavec



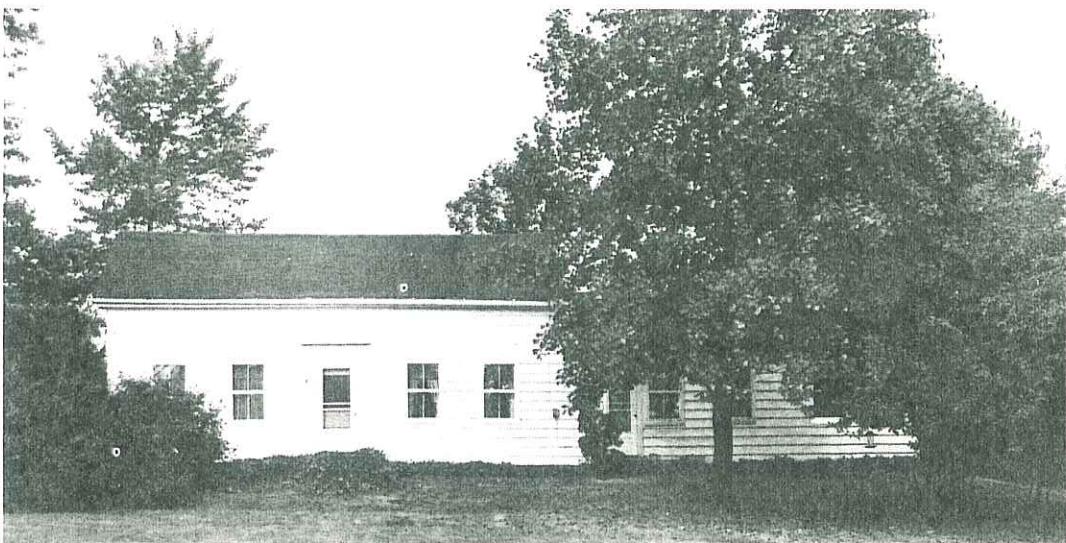
562 Richmond Road—Built in 1837 by Sidney Robbins—In Stevenson Family Since 1905—Now the Home of Mrs. Alva Stevenson



507 Richmond Road—Part of This House was Built Before the Property was Purchased in 1837 by John Stevenson—Now the Home of Mrs. Lyle Braund



475 Trebisky—Built about 1845—Home of Mr. & Mrs. John Shebanek—In Shebanek Family Since 1866



164 Brush Road—Home of George Speer—House was Standing When Bought Over 100 Years Ago by Grandfather, George Agar

Churches

We are proud of our many churches.

We are sorry that the story is not complete on some, as our requests for information were not all returned.

Although Sunday School classes were held in the Richmond Settlement School and Maple Grove School, both at Highland and Richmond Road, there is no record of any organized church within the municipal boundaries until Jan. 1956 when a Community Congregational Church started in the School Cafeteria.

Before the turn of the century, the spiritual needs of the community were served by the S.E. Methodist Church on Green Road just south of Mayfield; St. John's Evan-Lutheran Church on Mayfield west of Green; Mayfield Methodist at SOM and Wilson Mills, and the oldest Catholic Church in Ohio, St. Paul's on Chardon Road at E. 200th Street in Euclid. Euclid also had the oldest Baptist Church in Cuyahoga County, First Baptist Church on Chardon Road just north of Euclid Ave. Other churches in Euclid included Euclid Reformed & Noble Union Church.

Today we have many churches.

Faith United Church of Christ

Up to 1955 Richmond Heights had no churches within its boundaries. The first one to hold services was started by the Congregational Union who hired Rev. Dr. Charles Wallick and arranged for the use of the school cafeteria. First service was held January 8, 1956, with Mrs. Celia Roach, pianist, Bernice Barris, soloist. Carl Keidel was asked to handle the money, and his wife, Helen, to act as secretary.

A total of 100 charter members were registered by July of that year, and the official name was the Richmond Heights Community Congregational Church. That spring the 13-acre site at 575 Richmond Road was purchased and building plans discussed.

About this time, a national move was being made to unite the Congregational Christian and the Evangelical and Reformed Churches. The Eddy Road E & R. Church had purchased a site on Wilson Mills and was making plans to move their congregation to Highland Heights. As the national merger was underway, these two churches met and agreed to merge and build one church on the Richmond Road property. The first building phase was completed in September 1958 with the sanctuary following in March 1965.



Faith United Church of Christ—575 Richmond Road