



# MARKTOWN UPDATE

A publication of the Marktown Preservation Society

April 2007

## RESTORE MICHIANA CONFERENCE A TREMENDOUS SUCCESS

What a great day for historic preservationists in Indiana! The event was the **2nd Annual Restore Michiana Conference & Old House Fair: Preactical Preservation Solutions**. Once again it was an all day event beginning at 9:00 AM and concluding at 4:00 PM that day. And again the Northern Regional Office of Historic Landmarks Foundation of Indiana (HLFI) teamed up with the Historic Preservation Commission of South Bend and St. Joseph County, Indiana.

Participants came from far and wide, as Tiffany Tolbert from the Calumet office of HLFI made it in as well as at least one historic preservation student from Ball State in Muncie, Indiana. For those of us coming from Northwest Indiana it was a long day as the drive to South Bend, together with a one hour time change meant that leaving at 5:30 AM was a must. But it was well worth the effort for all in attendance.

The conference was held at the HISTORIC Madison Primary Center within sight of the St. Joseph River. This remarkable 1928 red brick and Bedford limestone building is a wonderfully functional elementary school center. You see, rather than razing the older structure and building a new elementary school, HLFI worked with the local Historic Review Board Commission and the School District to restore the exterior of the building while renovating

and expanding the structure in a compatible fashion as to maintain the architectural elements while bringing the building into the 21st Century. As I walked the halls and visited the lunchroom, gymnasium and

class rooms I could not help but think of the possibilities lost in my own home town of East Chicago. But I digress. Back to the conference!

The halls of the school were filled with more than twenty displays set up by vendors, non-profit organizations and public service groups. The displays included: Bix Furniture Restorations, Chapin Park Neighborhood, IUSB - Extended Learning, JC Lauber Sheet Metal, Land Grant Title, Lowe's, Marktown Preservation Society (that's us), Master Gardners (Purdue Extension SB), Miles Distributing, Neighborhood Resources Corp., Notre Dame Federal Credit Union, The Paint Guy, St. Joseph County Health Dept. (lead and your home), St. Joseph County Public Library, Schoberg Restoration, Inc., Slatile, Sherriff Goslin Company, The

Troyer Group, and Warner Construction.

The opening remarks began in the gymnasium at 9:15 and were provided by Todd Zeiger of HLFI and Timothy Kluszczinski of the Historic Preservation Commission of South Bend & St. Joseph County. Their remarks were brief enough for the participants to have ample opportunity to stop by a display or two



*Two of the many display tables set up in the halls of the historic Madison Elementary School in South Bend. Above is the display representing Historic Landmarks Foundation of Indiana while below is the display for the Marktown Historic District. In all there were more than 20 displays throughout the halls of the school.*





*Charles F. Lehman of Lehman & Lehman, Inc. discussed landscape design as it applies to historic properties.*

before making it to one of the three lecture sites in the school.

The presentations were held in two class rooms and the school gym where we started out at. With three presentations scheduled each hour, participants had to choose which one they wanted to attend, and then get there early enough to find a seat. While they had planned on about 75-80 par-



*The father and son team of Steve & Jeff Schoberg provided detailed information on the window restoration process and cost effectiveness of restoring your original windows as opposed to installing replacement windows in your home.*



ticipants, they ended up with well over 100 for the day.

The 9:30-10:30 topics included:

**A) Wall Finishing:** Various painting techniques, faux finishing and wallpapering were demonstrated



*Krupali Uplekar, Assistant Professor at the School of Architecture at Norte Dame discussed historic structure assessment.*

and discussed.

**B) Outdoor Home Maintenance:** Maintenance tips were included in a program that covered everything from energy efficiency to increasing curb appeal.

**C) Landscape Design:** Ornaments, ground cover & annuals were just a fraction of the presentation and ongoing discussions.

After about a fifteen minute break the second session ran from 10:45-11:45 and included:

**D) Plaster and Wall Repair:** Have problems with making repairs to older plaster? Then this seminar was for you.

**E) Tile and Hard Surfaces:** The tools and techniques for working with a variety of surfaces and materials was discussed.

**F) Window Restoration:** It was a full house for the window restoration presentation as the father & son team of Steve & Jeff Schoberg

discussed the how's and how not's of window restoration.

Between the end of the second session and lunch, participants once again had the opportunity to tour the various displays and make those important business contacts that conferences such as this are so well known for.

An outstanding box lunch was provided in the school cafeteria where Bill Barnard, AIA, of Troyer Group provided an outstanding program on **Building Green Techniques** and how green techniques apply to older homes and historic preservation. It is nice to see that not even the lunch hour goes unnoticed or wasted on just a meal.

Following lunch we were back in the classrooms for the first of



*Bill Barnard, AIA, of the Troyer Group provided the lunchtime program titled Green Building Techniques.*





two afternoon sessions. The 1:30-2:30 classes included:

**G) Masonry:** Russ Luchies of Slatile discussed repointing and other maintenance strategies to keep chimneys and other structural elements safe and sound.

**H) Wood Refinishing:** Have a great chair or table that needs refinishing? Then Kevin Howell's presentation on refinishing furniture and found treasures was the place to be.

**I) Historic Structure Assessment:** For cities and towns like East Chicago, this most unique presentation by Notre Dame professor Krupali Uplekar was a must attend event.

Once again a brief 15 minute break provided time to talk with

vendors and newly found friends and historic preservationists before heading back to the classrooms for the final sessions which included:

**J) What Style Is It?** Todd Zeiger of HLFi enlightened a most atten-



*Todd Zeiger, Director of HLFi's Northern Regional Office in South Bend presented a program titled "What Style Is It?" that defined the styles of American architecture.*



tive audience on the various styles of American architecture through the ages.

**K) Electrical Challenges:** Timothy Kluscinski discusses the problems and solutions to bring older historic properties up to current electrical code.

**L) New Tools and Toys:** Paul (The Toolman) Elston of Lowe's Commercial Services discussed some of the new tools that make restoring your home easier.

All in all it was an absolutely



*Paul Hayden, Community Preservation Specialist of HLFi South Bend Office presented on getting plastered the fun and easy way.*



outstanding conference. But what about next year? While Restore Michiana will continue in South Bend, look for a **Restore Calumet** program to be held in March or April next year - right here in the Calumet Region!



*Paul (The Tool Man) Elston who serves as the Commercial Sales Specialist of Lowe's in South Bend, Indiana gave a great presentation on new power tools on the market.*



*Timothy S. Kluscinski, a Commissioner with the Historic Preservation Commission discussed electrical challenges in historic properties.*

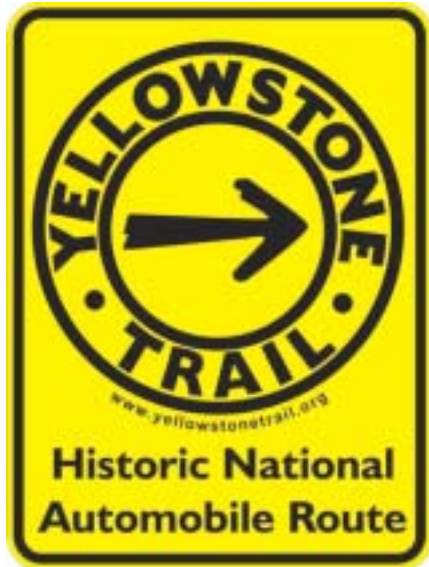


# The Yellowstone Trail From Plymouth Rock To...

Early in the 20th century, tires had the life expectancy of a fruit fly. Starter cranks broke your arm. Mud came up to the running boards. But still auto sales burgeoned and autoists risked life and limb to seek adventure on the open road. Since there wasn't much "open Road" available, citizens mobilized on many fronts to create good roads and cross-country routes. The Yellowstone Trail was the result of a grass roots effort to "get out of the mud."

## Road Life in 1912

Any way one looked at it, auto road



life in 1912 was less than good. The federal government, with the Ordinance of 1787, provided for roads along surveyed section lines in Ohio and west, and it had started building the National Road in the early 1800s. But now railroads dominated US transportation policy. Road financing was, at best, local. Rural roads were wagon roads or just prairie trails, all subject to the vicissitudes of Mother Nature. But thousands of autos were being delivered by railroad to towns and cities throughout the country and their owners soon discovered that there were few rural places to drive the fragile new beauty.

The solution to the road prob-

lem seemed to rest with ordinary citizens who had extraordinary foresight. The time had come. The pioneer attitude of "can do" and the American proclivity to associate for the purpose were alive and well. Thousands of dissatisfied bicycles and motorists joined The Good Roads Movement and, with organizations such as the National Highway Association, pushed for federal funding.

## Meet the Yellowstone Trail

A new type of organization evolved as a popular response to government's failure to meet a clear so-

continental auto route of approximately 36000 miles through 13 northern tier states. Its sponsoring organization, the Yellowstone Trail Association, did not build the road with pick and shovel, rather it built a membership of thousands of individuals, businesses, commercial clubs, and city councils to persuade county governments to connect and improve extant roads and to build new connector roads to create a route from Boston to Seattle.

The highway began when Joseph W. Parmley gathered a group together one rainy April 23,



The first of two early 20th Century trails, the Yellowstone Trail was begun one year before the Lincoln Highway to the south. Today it is a leisure tourist route.

cial need. Trail associations appeared in order to fill the gap in road building from about 1911 to the early 1920s. They persuaded local and county governments to actually build connected roads. Then, to demonstrate the need for and the economic benefits of good roads, they invited auto tourists to use the resulting trails (long distance highways). The Yellowstone Trail Association was one of the more successful organizations. It was, throughout its life, a prime example of a grass roots organization.

"A Good Road from Plymouth Rock to Puget Sound," as the association billed it during its life time from 1912 to 1930, was a trans-

1912, to discuss the woeful condition of the 26-mile road between his hometown of Ipswich and Aberdeen, South Dakota. That group was carefully selected and represented small businessmen, members of the Grange, and of the Civil Roads Association from a five-county area.

## The Yellowstone Trail Association

The idea of building a lengthy road without major government funding was impractical. Therefore, the Yellowstone Trail Association approached the problem from the local level, promoting locally-funded construction and improvement, while promoting state and federal funding. The association



# ...Puget Sound With Marktown Somewhere In-Between

encouraged tourist travel, believing it would motivate better roads. In turn, the association reasoned, better roads would stimulate tourist travel. This synergistic interaction resulted in good roads and economic benefits.

## The Popular Trail

The Popularity of the trail was quickly apparent. Businesses

proudly displayed the trail logo on their letterheads. There were Yellowstone Trail brands of flour, cigars, candy, and split log drags. Towns fought to be on the route. Grand Rapids, Wisconsin, failed in a \$1,000.00 bribe attempt to "buy" a route change. Frank W. Guilbert, arbiter of road issues in eastern Washington, founded the national Parks Highway in 1915.



The Yellowstone Trail passed on both sides of the Marktown Market Square fountain and park. The park was removed for public safety reasons in 1936. One small section of the original street still exists just across from Mr. Shaw's 1917 Market Square building.

After failing to persuade the Yellowstone Trail Association to subsume the trail under his route, he routed the NPH along much of the Yellowstone Trail.

## Death of the Yellowstone Trail

The trail experienced growing pains, then fame (but never fortune) for sixteen years before the signs of demise appeared. Beginning in 1928, dues collections fell off and membership dwindled. The usefulness of trail organizations had faded as their missions were replaced by governmental road building and route marking and by professional travel agencies. The organization disbanded on March 30, 1930, mortally wounded by the federal road numbering system which replaced hundreds of named roads in 1927. The Great Depression made it impos-

sible for businessmen to support the endeavor. In reality, it was progress that overran the Yellowstone Trail.

Most of the original Yellowstone Trail is now occupied by two Interstate highways, fourteen US highways and a myriad of state and county roads. But there are still places to see the old trail in its near original form.

## Yellowstone Trail In Lake County

Don't look now, but the trail doesn't end here. A number of years ago John and Alice Ridge, a retired couple from Wisconsin set out to reestablish the Yellowstone Trail as an alternative tourist route that would once again visit those



The 1930 Inland Steel Office Building was one of the Indiana skyscrapers along the Yellowstone Trail. The building was designed by the Chicago architectural firm of Graham, Anderson, Probst & White who also designed the Museum of Science and Industry, the Wrigley Building and the Civic Opera House in Chicago.

simple times and places that the original route once passed by in.

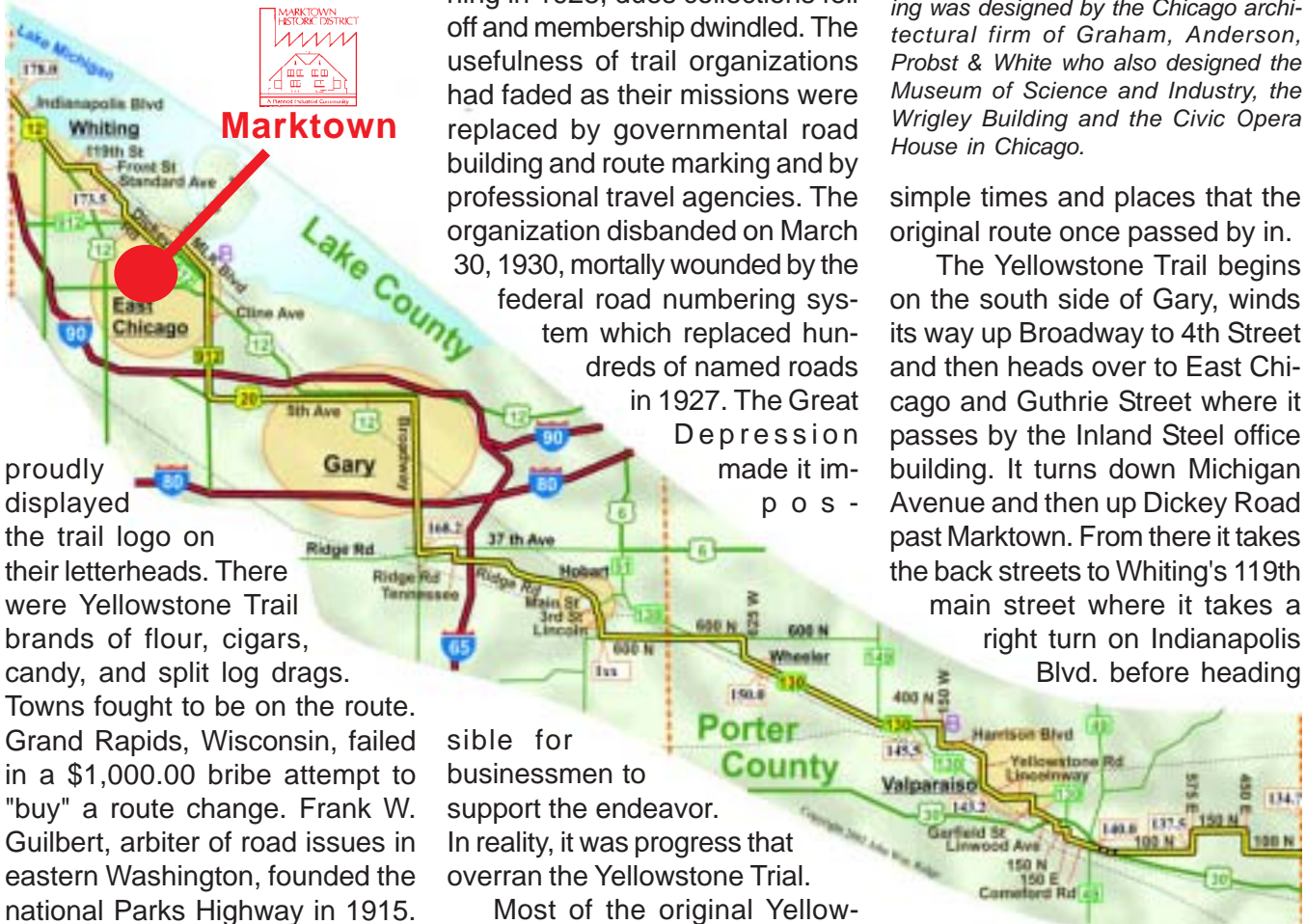
The Yellowstone Trail begins on the south side of Gary, winds its way up Broadway to 4th Street and then heads over to East Chicago and Guthrie Street where it passes by the Inland Steel office building. It turns down Michigan Avenue and then up Dickey Road past Marktown. From there it takes the back streets to Whiting's 119th main street where it takes a right turn on Indianapolis Blvd. before heading

to the South Side of Chicago.

With some hard work and a little luck we hope to see the Lake County portion of the Yellowstone Trail remarked with their trademarked yellow signs by the end of this summer.

And yes, the Marktown Historic District will be one of the tourist features along the trail. We wish a happy and historic journey to those traveling the Yellowstone trail once again!

Paul Myers for the MPS



# Our Historic Past Preserved In The Press...

## STEEL EXPANSION

*Manufacturers Association of East Chicago, Indiana - Bulletin January 7, 1955*

Youngstown Sheet & Tube announced plans this week for construction of the new tinplate facilities here authorized by its board last October. The project, which will require city rezoning of company property between Riley Road and 129th Street, included dedication of a 12-acre tract of land as a city playground and recreation area, besides erection of the tin mill. The proposed new unit would process steel received in coil form through cold reduction mills, cleaning and annealing facilities, temper mills and an electrolytic tinning line of the latest design. The preferred park area would be landscaped by Youngstown to form a strip of greenery between the new mill and nearby homes. ....Meanwhile, construction is well underway on Inland Steel's new building to roll wide-flanged structural "H" beams.

## YOUNGSTOWN PLANS NEW TIN MILL

*The Hammond Times January 5, 1955*

A 12-acre playground and recreation site plus new tinplate manufacturing facilities are included in plans of Youngstown Sheet and Tube Co. for development and improvement of its property between Riley Road and 129th St. in East Chicago.

Announced today, the project also calls for facilities to provide shearing, sorting, packing and warehouse operations.

Youngstown is petitioning the city for rezoning of the property for heavy industry use. Only part of the property is zoned for heavy industry now. That portion on which the rezoning is sought is currently set aside for resi-

dential purposes.

COMMENTING on the project J.L. Mauthe, Youngstown president said "We believe that the overall program we have developed for this property will be of substantial benefit to the city of East Chicago. The creation of the proposed park site will provide a desirable recreational area for residents of Marktown."

Youngstown would donate to the city the area adjacent to the Pine Avenue and Broad Street for the playground and recreational site. This area would be landscaped by the company. The balance of the property would be used for the construction of additional tin plate manufacturing operations. The mill would process steel received in coil form through cold reduction mills, cleaning and annealing facilities, temper mills and an electrolytic tinning line of the latest design.

Youngstown said that, although classified as heavy industry, tinplate manufacturing by modern methods is a finishing operation that is clean and quiet, and would not adversely affect nearby Marktown residents.

"The new mill will provide increased employment opportunities by turning an unproductive piece of vacant land into productive use for the purposes for "which it is logically best suited," Mauthe said.

THE PROPOSED park area to be landscaped and donated by the company would consist of a strip 200 feet wide the full length of Pine Avenue and an adjoining triangular section between Broad Street and 129th Street. This area Youngstown said, would constitute a buffer zone between Marktown and the new finishing mill.

In addition, any buildings contemplated would be some distance from the park and the intervening space would be used for parking areas, the company said. The parking lots would

be blacktopped.

## YOUNGSTOWN PLANS DUAL PROJECT

*The Gary Post Tribune January 7, 1955*

A petition from the Youngstown Sheet and Tube Co. to rezone 12 acres of its property for a proposed new tinning facility and a park site will be considered next Monday night by the East Chicago City Council.

Details of the new tinning mill were not disclosed by Youngstown officials but they revealed that the project would include shearing, sorting, packaging and warehouse operations.

The petition seeks the rezoning of the property between Riley Rd. and 129th Street. In return, Youngstown would donate to East Chicago the area adjacent to Pine Avenue and Broad Avenue for the playground and recreational site.

While part of the 12 acres is presently zoned for heavy industry, Youngstown officials seek the rezoning of that portion now set aside for residential use.

The balance of the property would be used for the construction of additional tin plate manufacturing operations. The mill would process steel received in coil form through cold reduction mills, cleaning and annealing facilities, temper mills and an electrolytic tinning line of the latest design.

## YOUNGSTOWN ZONE PLEA TOPS HURDLE

*The Gary Post-Tribune January 11, 1955*

Youngstown Sheet and Tube Co.'s petition to rezone 12 acres of its property passed the first hurdle last night when the East Chicago City Council gave preliminary approval of the plan and recommended to the City



# ...The Y.S.&T. Tin Mill Expansion of the 1950s

Planning Commission for further action.

The plan group is expected to give public notice for remonstrances sometime next month and if the commission approved the rezoning plan, it will be returned to the council for final approval.

Youngstown wants the acreage rezoned for its proposed new tinning facilities and a park site. The location is between Riley Road and 129th Street.

The Company will turn over to East Chicago the area adjacent to Pine Avenue and Broad Street for the play ground and recreational site.

The balance of the property would be used for the construction of additional tinplate manufacturing operations.

## INSTRUMENT OF DEDICATION

*Filed in the  
Lake County Recorders Office  
on April 24, 1957  
Book 994 page 531  
(excerpts thereof)*

This grant and dedication is made subject to the following express reservations, terms and conditions:

- (1) That said real estate shall be used and maintained solely as a public park:
- (2) Subject to existing easements and the right of the Party of the First Part (the steel mill), its successors and assigns, at any time hereafter to install and maintain underground pipes, wires and conduits;
- (3) Party of the First Part, its successors and assigns, shall be free at all times hereafter to make use of its lands immediately adjoining the land hereinabove described for heavy industry use without any restrictions or limitations by the party of the Second Part (the city of East Chicago)
- (4) The Mark Subdivision shall at all



*The Calumet News - Wednesday, January 5, 1955. The Youngstown Sheet and Tube Company announces plans to donate a part strip of 12 acres to the residents of Mark Town in East Chicago, and landscape the area to provide a recreational site and attractive playgrounds. At the same time, the company announces reserving a site for the construction of additional tinplate manufacturing facilities, and will ask the city council to re-zone that proposed site for the heavy industry location. The Above photograph provides a picture of the areas and site proposed by the steel company.*



*This classic 1950s aerial photograph of Marktown and the newly constructed No. 2 Tin Mill shows the Marktown Park in its very first years. Note the absence of trees. The mill to the right of Marktown is the No. 2 Sheet Mill constructed during WWII. Just beneath it is the slag operations of the Beemsterboer Slag & Ballast Corporation of East Chicago and Hammond. Photos from the archives of the Marktown Preservation Society, Inc.*

time continue to be occupied and used for dwelling and residential purposes.

Upon the breach of any of the above terms and conditions set forth in the above paragraphs numbered 1, 2 and 3 or in the event the Mark Subdivision shall ever cease to be used and occupied for dwelling and residential purposes, this grant shall, at the option of the Party of the First Part, its successors and assigns, become

null and void, and said real estate and all rights and interests therein shall revert to the Party of the First Part, its successors and assigns, free and clear of any and all rights of said City or the public, and said Party of the First Part, its successors and assigns, to have and own the same as fully as if this grant had not been made.

*From the Archive of the Marktown Preservation Society.*

# A Police Call Box Now In Every Home!

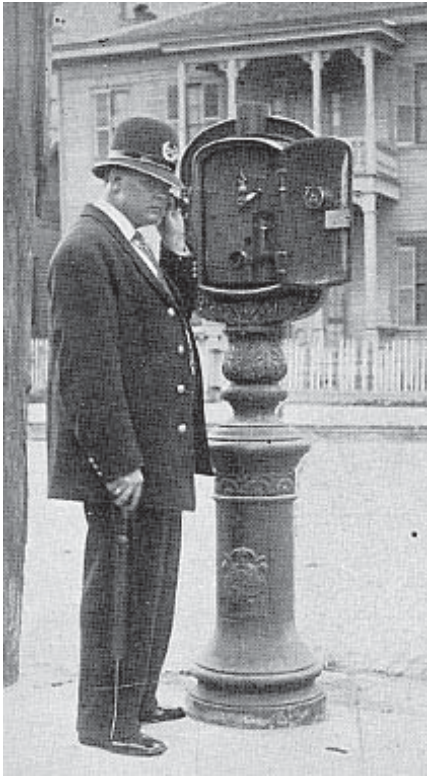


Photo courtesy of Harold Hanley. Mr. Hanley is a member of the MPS and is a Police Officer in Chicago.

We quite often take things for granted these days, and that can be a mistake. Less than 75 years ago telephones were by all means a rarity. Accounts from here in Marktown indicate that even in the 1930s and 1940s not nearly every home had a telephone. One story tells of having to walk over to Oak Avenue from the 400 block of Spring Street to call the doctor because someone was having a baby.

The same is true of police cars. At one time not every officer had a squad car. They would be dropped off in the neighborhood using a paddy wagon and then were (hopefully) picked up at the end of shift when the wagon was available once again.

How did they contact the Police Department during the shift? With a police call box.

Now, things are much easier

for all of us. We have gone from no telephones, to a few, to virtually every home having at least one - not to mention cellular phones that you can take with you.

Even the ECPD has updated their system. Each officer has a squad car and can move from neighborhood to neighborhood without problem. They can telephone or radio the police station and they now have computer communications which allows them to check on warrants and driving records without leaving the front seat of their squad car.

So, no matter where you live in East Chicago, from Marktown to Roxanna, if you have a problem that requires the assistance of a police officer, just pick up that telephone and call the ECPD at 391-8400 for non emergencies or 911 if you need immediate assistance. Isn't technology great?

## Mailbox Not Returning To Marktown Soon

Last summer when the final phase of the Marktown street project began, the mailbox in front of the Marktown Community Center was removed from the sidewalk. At the time of removal it was taken out because the sidewalk was to be removed and there would not be a place to secure it until the job was completed.

This spring, after seeing an articles in the local newspapers about mailboxes across all of Lake County being removed as a cost saving measure by the U.S. Postmaster, Paul Myers inquired about the absence of the mailbox in Marktown.

We regret to inform you that the mailbox will not be returning to Marktown at any point in the near

future. While the box may have been removed to facilitate the street project, it was not returned in order to cut costs at the Post Office.

It should be noted that while the post office says that they posted a notice on the box two weeks prior to its removal, that was not the case, as the posting on all of the other boxes occurred months after ours was removed.

How do we go about getting our mailbox back? The best way is to petition the East Chicago Postmaster and to get as many signatures on that petition as possible. But even if we are successful, we will all need to use that mailbox as often as possible if we are going to keep it in the future.



Halloween in 2004 found one Marktown goblin perched upon the Marktown mailbox. While the goblin may return, the mailbox won't be coming back soon!

**Marktown Update** is published each month by the **Marktown Preservation Society, Inc. (MPS)** from their office at the residence of Paul A. Myers. It distributed free of charge to all of the residents of Marktown. It is also distributed to more than 400 non residents via the U.S. Mail. An index to all of the past issues, as well as PDF electronic copies of each issue are available at the official

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