

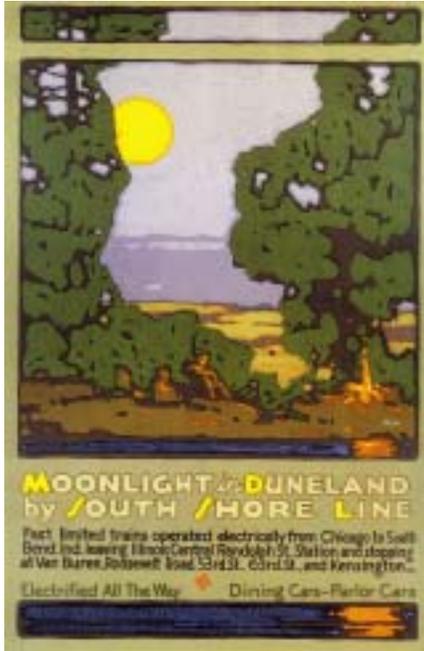


# MARKTOWN UPDATE

A publication of the Marktown Preservation Society

October 2006

## The Calumet Region, East Chicago & Marktown: Yesterday, Today and Tomorrow!



### Yesterday

It's difficult to think that just over 100 years ago, East Chicago, Gary, Whiting and much of the Calumet Region was one of the most pristine, natural settings in the Midwest. The land that Marktown was built upon wasn't land at all but marsh lands and a series of little lakes where hunting and fishing were prevalent.

All of that was about to change as heavy industry, no longer welcomed in Chicago, decided to relocate in Northwest Indiana. Why didn't Chicago want the heavy industry and all of the jobs associated with it? Quite simply, they realized at the turn of the last century that they needed to address quality of life issues. As a part of that they needed to reclaim their lakefront property from the highly industrial rail yards and shipping docks.

It is difficult for many of us to

understand that just 100 years ago, what we now see as Grant Park in Chicago was one of the most unfriendly industrial eyesores in America.

How important are the quality of life issues addressed by the city of Chicago all those years ago? Quite simply, they are more important than all of the industrial jobs put together.

Let me give you a good example from here in the Calumet



### Still Today

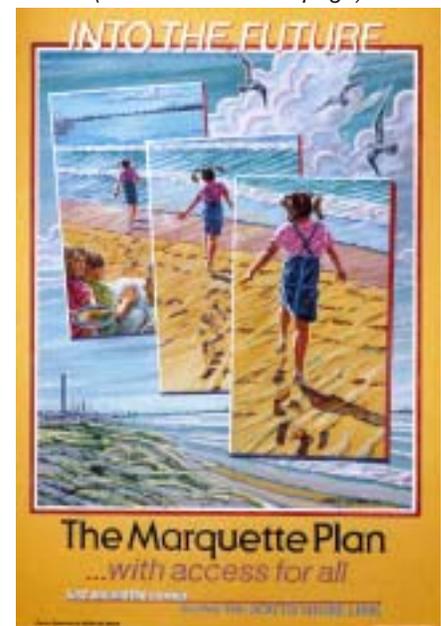
Region. Several decades ago Standard Oil built a major research facility just across from their Whiting Refinery. While the facility was fully functional for a number of years, management found it more and more difficult to hire qualified research personnel with senior degrees in chemical engineering to work at that ultra modern facility.

Realizing that technology

would be the key to the future of their industry, they purchased a very large tract of land in Naperville, Illinois and built a new, even more modern facility.

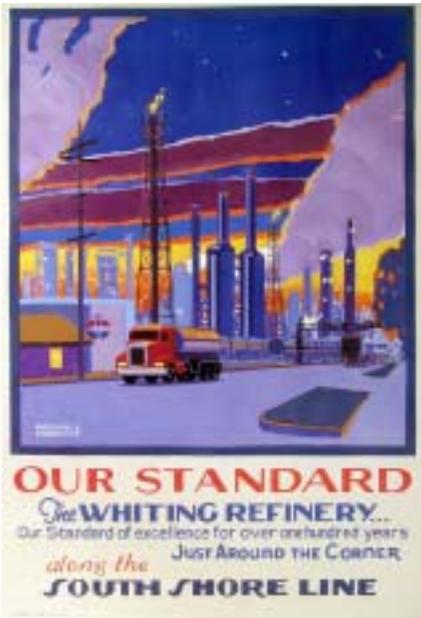
Today, that facility employs literally thousands of highly educated, highly qualified personnel from across this great nation and yes, around the world. Why are they willing to work at the Naperville facility? Quite simply, the western suburbs of Chicago have addressed the quality of life issues that are so vital to sustainable growth. Those research and technical support personnel can do their jobs quite nicely without ever having to see an oil refinery.

And what did they do with their Whiting Research Facility? They DONATED it to what is now Calumet College. For those of you who may remember, Calumet College had owned a number of buildings  
*(continued on next page)*



### Tomorrow!

visit us on line at [www.marktown.org](http://www.marktown.org)



## Industrial Heritage

in downtown East Chicago.

For the last 100 years, the economic engine for Northwest Indiana has been industrial jobs. As my grandfather used to say "Son, as long as you see smoke coming from those mills, there will be jobs for everyone."

Don't look now but the smoke and the stacks it came from are gone and so too are the highly industrialized jobs, and neither are coming back to this or any other area of the United States in future decades.

In the 1940s through the 1970s 65% of the American work force worked in heavy industry and while the remaining 35% were either in the service or professional fields.

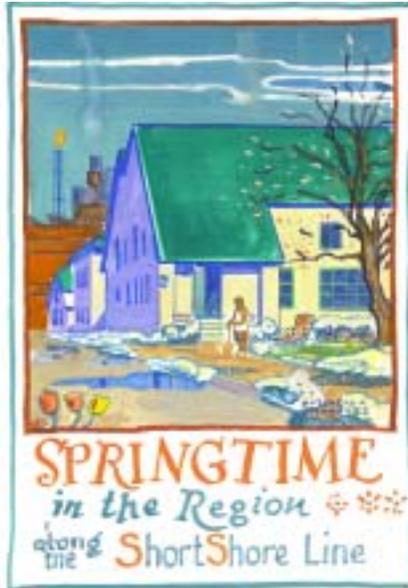
Today, and from here forward it will take at least a 2-4 year college degree to hire into any of the manufacturing jobs in this nation. Last year Mittal Steel announced that it will require at least an associates degree to hire into their company in ANY position. BP has echoed that exact same sentiment this past month.

The local steel manufacturing facilities have a greater tonnage

capacity today than ever before, and yet their work force has been reduced in some cases by as much as 90%.

Two decades ago Congressman Visclosky announced the Marquette Greenway concept to the nation. While some may think that this is a relatively new approach to resolving regional issues related to the various quality of life initiatives, it is not.

If it was from this concept that the Hammond and East Chicago marinas were developed. It was from those initial marina initiatives that river boat gaming made its



## Historic Preservation

debut not just on Lake Michigan, but on the various rivers that border Indiana. The concept at that time was "Steel is in a permanent decline and we need to replace our tax and employment base." Today, Resorts East Chicago employs more people than the old Youngstown Sheet & Tube Co. (now Mittal Steel West.)

No, they are not the \$50.00 per hour jobs with full benefits and 13 weeks of PAID vacation that helped to bring the steel mills to their knees, but they are sustainable jobs in the service industry.

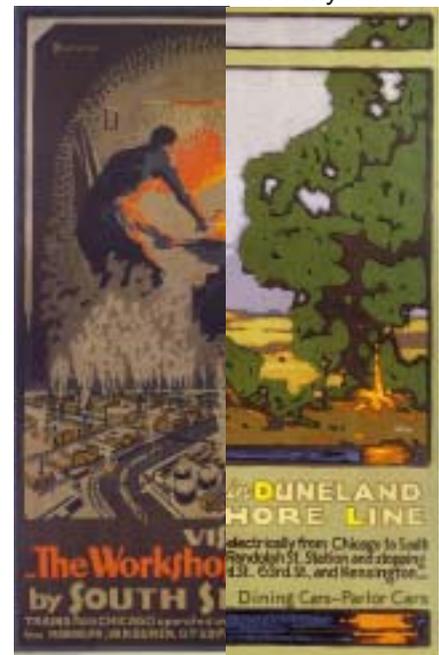
So, where do we go from here? To begin, we need to take a closer look at the Marquette Plan and realize that there are more opportunities in the health care, service and tourism industry than there ever will be in the industrial sector again.

The key to the future of Marktown, East Chicago and the Calumet Region must be built in the concepts of sustainable growth as fostered by the various quality of life issues.

Brownfields from industries past and present must be looked upon as opportunities for green, environmentally friendly development. Even if we reindustrialize sectors of our city, the jobs will not be for East Chicago residents. In Lake and Porter Counties the average drive distance to work each day is 20 miles. The jobs being created will be for the most qualified of applicants and not for those who live closer to the job.

Park lands must replace brownfield while new neighborhoods must replace light industrial sites of past generations.

Paul A. Myers



## A Transition To Green!

# Historic Preservation In East Chicago



*Above: The classic entrance way to the bank is flanked by Ionic columns and pilasters executed in Indiana Bedford limestone.*

Since the interior of the Riley Building is no longer viable, the exterior can and should be restored to reflect the original intention of the architect while the interior can be modernized for any purpose what so ever.

Several years ago the building was considered for the home of a Historic Preservation & Cultural Affairs organization. Since then several businesses have expressed interest in the building. It is now being considered for use as a home and training facility for the Jobs, Education and Training (JET) program.

With a little hard work and research we hope to place this building on the National Register of Historic Places within a year.



*Above: While simpler in design than the main entrance, the office entrance was the only access to the second floor.*



*LEFT: Important people from around the world came to see for themselves the phenomenon that was the Twin City. On May 22, 1929, Dr. Rudolph Krohne, minister of transportation for the German republic, inspected the harbor facilities of the Twin City. He arrived with Dr. Werner Schuller, acting German Consul-General of Chicago, and H.N Roeser, an official of the North German Lloyd Steamship Lines. Alfred Jones (third from right) received them, and H.R. Packard (left), secretary-manager of the Chamber and J.C. Forbes, superintendent of the O.F. Jordan Company, accompanied the visitors. The group is shown here in front of the Calumet Trust and Savings Bank.*

*Top Illustrations: On the left is a vintage postcard of the First Calumet Bank and Trust Building while on the right is a current photo of the same building now known at the Riley Bank Building.*

# THE MARQUETTE PLAN AND MARKTOWN.....

"*Make no little plans*" said Daniel Burnham "*for they fail to stir the hearts of men.*" And so it was back in 1985 when the then freshman Congressman, Peter Visclosky initially proposed the Marquette Greenway (now the Marquette Plan) on the floor of the U.S. House of Representatives. Now, nearly twenty years later, that concept, that vision will hopefully become a reality.

Lake County has approximately 21 continuous miles of Lake Michigan shoreline. From the historic State Line Marker to the county line on the

recreation, tourism and yes commercial redevelopment.

In 2004 there was a series of public meetings that encouraged residents to make suggestions as to what the plan could or should be. While the list of suggestions is rather long, I will restrict my comments to those that will directly affect the Marktown Historic District and the citizens of East Chicago.

To begin, the section of beach that is nearest the Marktown Historic District along with a section of the Mittal Steel property is slated for restoration and inclusion under this project. That means that public access areas on Lake Michigan will be within walking distance for the residents of the Marktown Historic District.

Another suggestion was to resolve the parking issues at the Jeorse Park Beach area. While the vast majority of the beach between Resorts E.C. and Buffington Harbor lies in Gary, the only access is through the parking lot at Resorts East Chicago. 90% of that parking lot is restricted to their employees. If a remote parking lot were made available to their Resorts East Chicago, the public would have greater and less restricted access to the lakefront and that great, relatively undeveloped section of beach.

As industry in this area grows smaller and smaller with the passing of each decade and more and more of the lakefront is made available for redevelopment of one kind or another, it will be important to remember, and yes celebrate our industrial heritage. As a part of that celebration a proposal was made to include an industrial heritage museum in the Marquette Plan. The museum would not only chronolize the history of the steel and oil in Northwest Indiana, but would also serve as a tribute to labor and

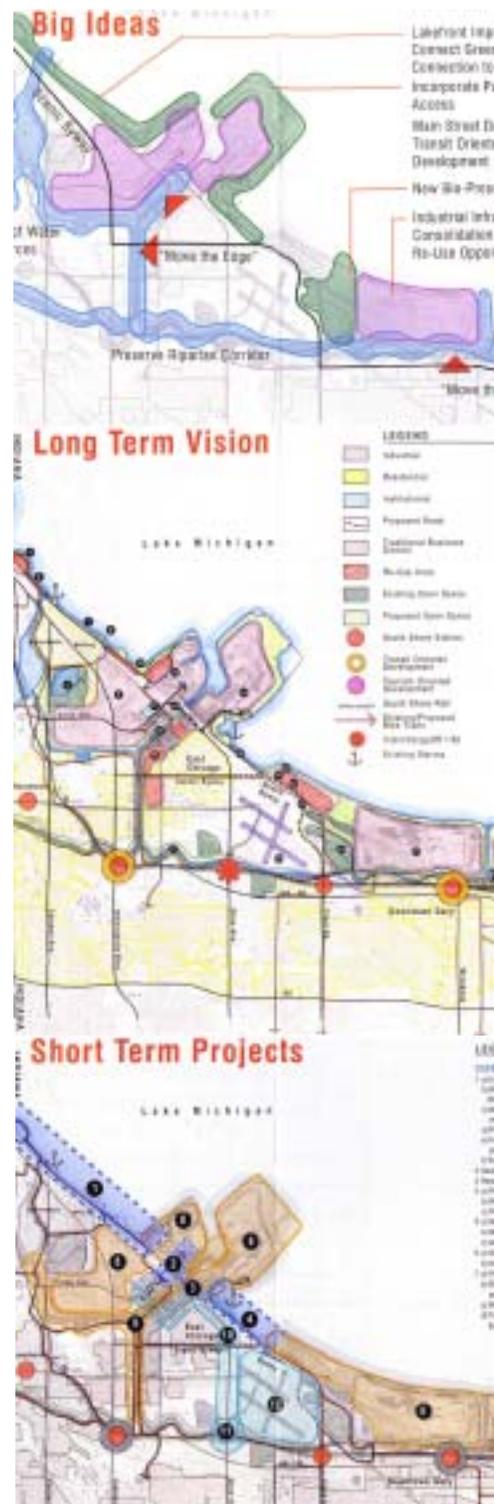


*One of the suggestions for the Marquette Plan that was made by your neighbor and friend, Paul Myers, was to utilize a slightly scaled down edition of the 1838 State Line Marker, the oldest masonry structure in four states, as a guide post throughout the entire Marquette Greenway. The original marker is located on the first solid ground south of Lake Michigan at the state line between Indiana and Illinois adjacent to Calumet Park in South Chicago.*

far east end of Gary, nearly all of what had been pristine beach has, over the past 100 years, been claimed by industry. Oil and steel came here because 100 years ago this area was open land and prime real estate for industrial expansion. What industry wanted, what they needed was access to Lake Michigan for the receipt of raw materials and an avenue to ship out finished goods.

The concept of the Marquette Plan is to transform at least 75% of the Lake Michigan shoreline into public access green space designed for

## The Marquette Greenway P The Vision: To Create a L

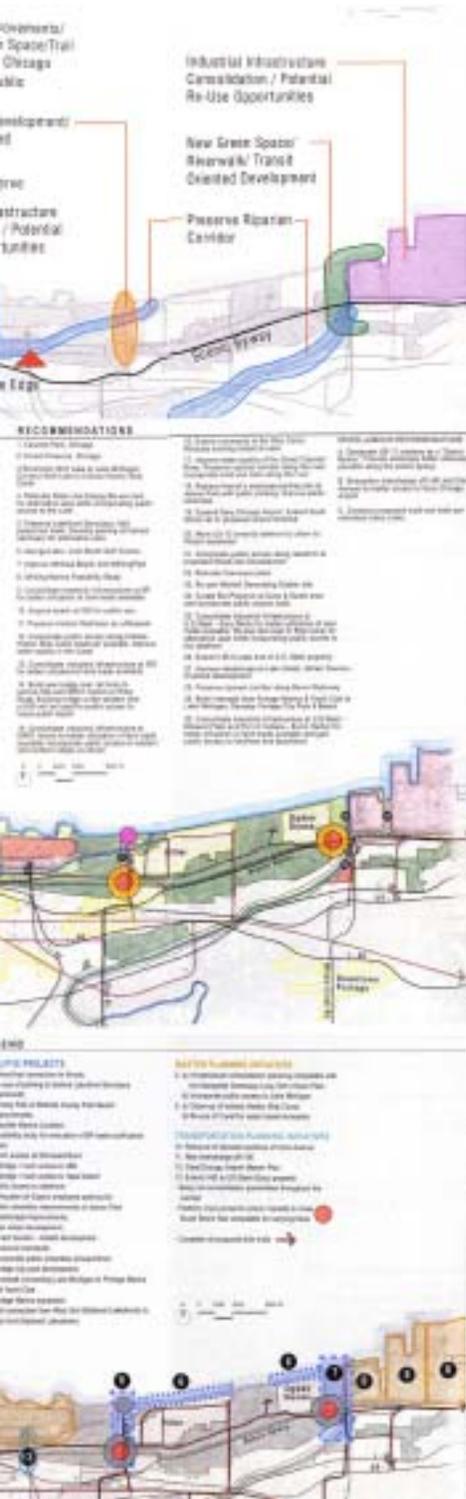


*The three proposed phases of the Marquette Plan greatly reduced illustration. They are: Big Ideas, Long Term Vision, and Short Term Projects. The Marktown Historic district is shown in this plan that is executed in East Chicago for not only Marktown, but all of the great*

***The Marquette Plan will provide a vehicle for quality of life issues to be addressed on a regional basis. It will redevelop the shore of Lake Michigan with a new vision!***

# .....A LOCAL PERSPECTIVE ON A REGIONAL PLAN

## lan iveable Lakefront



the unions that helped to build and run the great steel mills of the past.

While we are sure that US Steel in Gary would like to see a museum of this nature in Gary, the most logical location is East Chicago. Why? This last year saw the Big Three (US Steel, Mittal Steel and BP) reduced to the Big Two. The face of steel has changed forever and that means that an industrial heritage museum could take on a very international direction that would encompass our history from what is now an international perspective.

Just how big is the proposed area for the Marquette Plan? As we noted, it stretches from the Indiana-Illinois boarder clear to the Lake and Porter County line. It will also extend south to the Little Calumet River just south of I80/94.

Up here on the lake shore, one of the problems is connecting all of the various sections of the project together. It will not be financially feasible to build a bridge over the Indiana Harbor Shipping Canal at the northern edge of the two properties. That means those traveling along the lakefront from the western section to the central and eastern section of the Marquette Plan will have to come past tiny little Marktown.

As we all know, the Marktown Historic District is surrounded on three sides by steel and by the BP refinery on the fourth side. But if you look closely at a section map of this area you will note that just north of us, in the area bounded on the east by Riley Road and on the west by Dickey Place, there is an area that measures a quarter-mile by a quarter-mile that is virtually undeveloped. For those of us who know this area, we also know that unlike most of the industrial areas around us, this particular section of land has never been developed. In

1955, just before the current baseball park was installed, the area just across 129th Street and Dickey Road was marsh lands and woods. What is important to remember is that it not only borders on Lake Michigan, but it also links Marktown to the proposed redeveloped areas along the shoreline at Mittal Steel West and Whiting.

What does all of this mean for tiny little Marktown? Greater public exposure for one thing, and public exposure equates to reinvestment opportunities in the Marktown Historic District.

While the Marquette Plan is a long term plan that will take literally de-



*The detail above shows but one of the concepts for the redevelopment and expansion of Whiting Park. The section of beach closest to Marktown which has not been open to the public for more than 75 years would be redeveloped under this plan. Along with that section of beach, a major portion of the ISG property lake front would also be developed for recreational purposes. These two sections of the plan is only one-half a mile from the Marktown Historic*

cadecades to complete, the planning phase alone will help to improve the quality of life for all of our residents. Cities don't plan to fail, they fail to plan. Let's all plan together for a better Marktown Historic District. The E.C. Comprehensive Plan and the Marktown Revitalization should both support the Marquette Plan. The Marktown Historic District is an integral part of the history of East Chicago, the Calumet Region and the nation. It is also an integral part of the Marquette Plan, a plan with a Vision to Create a Liveable Lakefront.

***The Marktown Historic District is one of the key elements of the Marquette Plan. Let's all work together to see to it that the Marktown Historic District is fully restored!***

# Marktown Porches: Open and Closed!



**All of the original Mark Town Site porches were open.  
While you can never be forced to open your porch, it does make sense to do so.**

# East Chicago Promotes Fire Prevention

## The Year Round

The approach of National Fire Prevention Week, October 9 to 15, recalls the fact that every day is fire prevention day in East Chicago, where the efficient equipment and excellent personnel of the local fire department, the teaching of the fire prevention in the schools, a thorough study of the subject by private individuals and by the heads of the large industrial plants all tend to make the interest of this community in the national movement more than merely casual or routine.

In recent years many additions have been made to the equipment of the East Chicago fire department, and consistent improvement of the personnel under civic service regulations has been noted.

The department is housed in three separate stations, one in East Chicago proper, one in Indiana Harbor, and one in Calumet. Housing conditions are not ideal, as more attention has been paid to equipment and personnel than to housing. However, the station at Calumet is soon to be moved to a new building, more centrally located for the section it must serve and better designed for the housing of costly machinery.

The pump illustrated herein is one of three owned by the local fire department, all being of the same general design and scope. Other paraphernalia is of similar high class construction and modern type.

But it is not the purpose of this article to tell about the East Chicago fire department in detail, but rather to indicate how local fire fighting equipment, men and outside agencies are aligned to obtain the best cooperation in the national fire prevention movement.

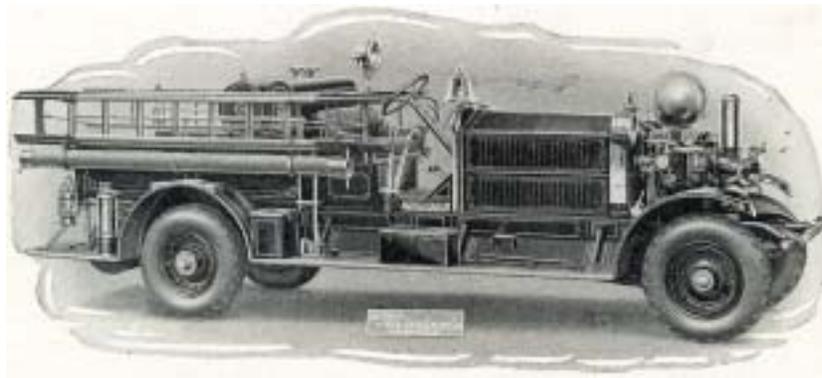
In line with the national movement, the annual clean-up and paint-up campaign, sponsored by the chamber of commerce and entered into by every branch

of municipal activity, has a beneficial effect toward permanent fire prevention.

All waste places are cleaned, refuse is carried away, and in addition to beautifying the city it is made difficult for fires to originate on account of the splendid condition that maintains with regard to cleanliness.

Water for fire fighting purposes is obtained from the mains of the municipal water works plant, which until a couple of years ago was privately owned, but which is now city property and handled so as to give the citizens the greatest safety possible, both from a fire and a health standpoint.

Conditions of water mains as shown



by the investigation of the fire prevention committee are good, and little trouble is ever reported from freezing or breaks in the piping. Hundreds of hydrants of the Ludlow, Eddy and Darling makes are located at convenient points for fire protection. The city has complete authority in ordering the location of these hydrants.

An entirely new system of fire alarms with more conveniently located fire boxes is now being studied and it is expected will be placed in complete operation within a very few months. Because this new system is to be installed, few changes in fire boxes have been made in recent months.

Lake Michigan furnishes an inexhaustible supply of water and facilities for obtaining sufficient quantities from the lake are normally adequate. However, the board of water works trustees contemplates the extension of mains farther

out into the lake, not only to obtain pure water but to prevent the formation of needle ice in the intake, which might constitute a fire menace.

The fire department, which has been a full paid organization since 1909, is under the supervision of the board of public safety, appointed by the mayor for a four year term.

Present members of the board are: E.T. Higgins, president: Herbert Rimes and Barlow C. Dickey. Arthur T. Newton, assistant chief since 1920, was made chief of the department two years ago. He has been with the force since 1911.

Reports of the National Board of Fire Underwriters and the Indiana Inspection

Bureau show that East Chicago is as well equipped for fire protection as any of her sister cities in the Calumet region, proportionate to population and territory, and that the department cooperates with all public movements that tend toward the lessening of fire hazards and the prevention of all kinds of ho-

locausts.

Close cooperation between the East Chicago fire department and the state fire marshal's office has brought about the detection of "fire bugs" and resulted in several incendiary blazes being traced to the perpetrators of the crime. Police aid and close contact with county and other authorities is always offered and the fire department appears to work in close harmony with all branches of municipal, county, and state government.

In anticipation of Fire Prevention Week the officials of the fire department are just now engaged in giving special drills, in talking to school children, and in other ways waging a war on extermination against the red fiend.

**NOTE:** This article was reprinted from the October 1927 issue of the E.C. Chamber of Commerce magazine.

**As October is National Fire Prevention Month we thought it only appropriate to share this rare insight into the history of the East Chicago Fire Department.**

# MPS Joins In On Air Quality Complaint

This past summer saw a drastic increase in the amount of airborne particulate matter in the Marktown Historic District. As a result, the Marktown Preservation Society, Inc. filed a complaint with the Indiana Department of Environmental Management (IDEM), and in doing so found that we were actually joining in a complaint with our neighbors to the north, PraxAir. Apparently they were experiencing the exact same problem as we were.

The morning after the complaint was filed a field agent from IDEM was here in Marktown to assess the problem. Once done, he explained that while the particulate matter was from the Mittal Steel property, it was actually coming from an independent contractor hired to process molten and solidified slag at the old YS&T facility just north of Marktown.

He went on to explain that the company was not following the prescribed procedures and

that an undue amount of particulate matter was ending up in the atmosphere as opposed to being captured on site. He also explained that he was working with the contractor and their employees to correct the problem

What is most amazing is that within three days of the complaint and subsequent visit from IDEM, the problem was virtually non-existent. We didn't have to call the press or hold a public meeting. All we had to do was define the problem and contact the right parties in order to find a viable and ready solution.

As we said before: with teamwork all things truly are possible. Remember - The Marktown Preservation Society is not here to serve our board members or their families. We are here to make the Marktown Historic District a cleaner, better and safer place to live and to raise our families. Let's all work together for those very same causes!



# Spruce Avenue Project Moves Forward

Sixteen years after the project began the Marktown Street Improvement Program draws to a close. September 27th saw the last major pour of concrete on the street, and while there are approximately two months of work remaining, the vast majority of the project is now behind us.

One of the items that delayed the project was the heavy rains in September. It wasn't actually the rain, but what the kids from Marktown had done to the sanitary sewers during the construction. For what ever reason, they decided to dump as much construction debris down the sewer manholes as possible.

This led to the water and sewage not being able to get to the pump

house on Broad Street and that led to the basements flooding in much of the neighborhood.

It took the City of East Chicago an additional 10 days to clean out the sewers and then run a video camera through the system to make sure that there was no additional damage to the sewer line.

What's next in finishing up the project? The three utility companies will begin moving their service lines from the old wooden telephone poles to the underground conduit. The new street lights will be installed soon and around the first of December the last of the concrete should be poured. A very big WELL

DONE goes out to all who made this possible!



*Marktown Update* is published each month by the **Marktown Preservation Society, Inc. (MPS)** from their office at the residence of Paul A. Myers. It is 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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