



MARKTOWN UPDATE

A publication of the Marktown Preservation Society

September 2006

Lest We Forget - A Memorial To All Who Have Served

"It's time!" said Javier Madrigal. "It's time to remember all of those from Marktown who have served in the Armed Forces and most importantly, those who gave up their lives in the line of duty."

"My family and I were honored to have Spruce Avenue honorarily renamed after PFC Luis Perez who died in Iraq. But what of the seven young servicemen who died in WWII and the PFC who died in Viet Nam? And more importantly, how do we honor those who are lost in future wars?"

Following WWII the Marktown teenagers raised the funds to place a bronze marker in Marktown in memory to the seven who were lost during that war.

Fortunately, no one from Marktown was lost in the Korean War. After the Viet Nam war no effort was made locally to remember PFC John Urbellis who died during that war. And now, PFC Luis Perez died while on active duty in Iraq.

We are pleased to announce a Marktown Servicemen's Memorial Fund which has been established to hold donations for the erection of a permanent marker and three flag poles, all of which will be installed either in the Marktown Park or on one of the parkways here in the Marktown Historic District.

It's a simple concept to reserve a small plat of land that is dedicated to the memory of those who have made the ultimate sacrifice in the defense of their country. Marktown should be no exception.

The actual monument will be a granite marker. The top section will read: *In grateful appreciation to all of the young men and women of Marktown who have served in the Armed Forces of the United*

States of America and in Memorial to those who died while in military service. Below this will be the names of each of those from Marktown who died while in military service, their birth date, the date of their death and the war in which they served.

The three flag poles, the largest being placed in the center, will proudly display the flag of the United States of America. The other two poles will hold the Indiana State Flag and the official City of East Chicago flag.

The area will be planted with both annual and perennial flowers. If funds and space are available, two benches will also be installed adjacent to the memorial.

Memorials such as this are not inexpensive and we do not expect to obtain any municipal funds for this project. That leaves the cost of the project up to donations from past and present Marktown residents, profit and non profit organizations and various corporate entities.

What will it cost to erect the memorial? The best price we can get on quality flag poles is approximately \$4,000.00 for all three and that does not

include the cost of the actual flags. As for the granite memorial at a size of approximately 3'X2'X6" we can plan on spending about \$10,000.00.

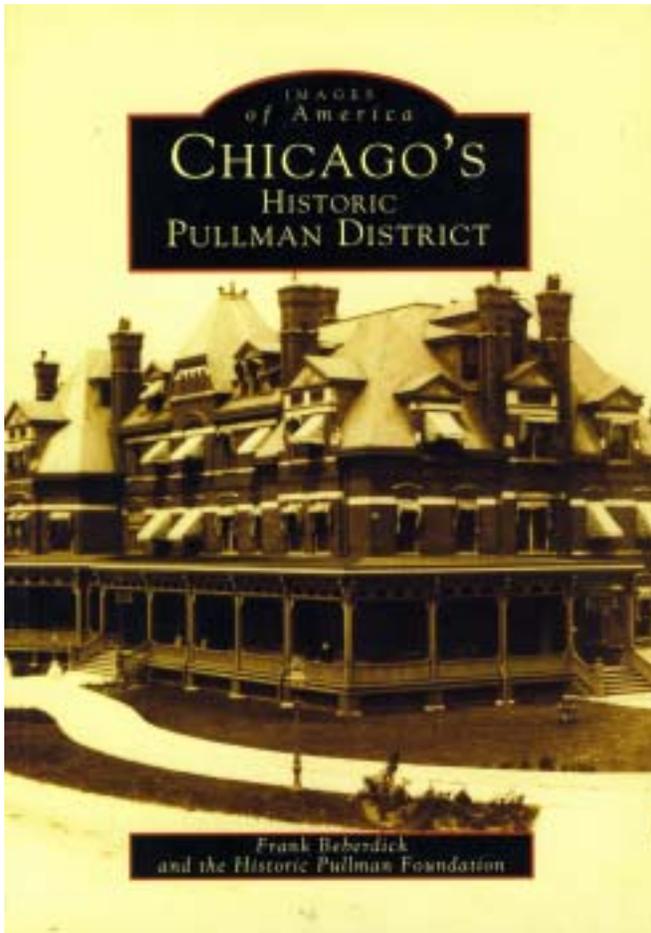
To facilitate this project a special bank account has been established at a local bank in the name of the **Marktown Servicemen's Memorial**.

For further details, please contact Javier Madrigal at (219) 805-4426. Checks may be made payable to **Marktown Servicemen's Memorial** and can be mailed to Javier Madrigal, 416 Lilac Street, East Chicago, Indiana 46312.



visit us on line at www.marktown.org

Marktown To Be Featured In New Publication!



Arcadia Publishing of Charleston SC, Chicago, Portsmouth NH and San Francisco CA is working with the Marktown Preservation Society, Inc. on an upcoming publication titled *"Marktown: The Architect, The Builder and The People."* The Marktown book will hopefully be a part of their *Images of America* series which features several hundred titles including *"Chicago's Historic Pullman District"*, *"Lake Forest: Estates, People and Culture"*, and *"The Prairie Club of Chicago"* to name but three with references to East Chicago and Northwest Indiana.

The books consist primarily of photos with accompanying text (captions) that depict our nation's most historic past. The Marktown Preservation Society, Inc. is honored to be working with this most prestigious firm in the publishing of this book.

While we have ample photos of the original Mark Manufacturing Co., and architect Howard Van Doren Shaw we are in search of historic and contemporary photos in reference to life in the neighborhood that is the Marktown Historic District.

Those interested in contributing materials by loaning photos or providing scanned images should contact the MPS at 405 Prospect Street, East Chicago, Indiana 46312 - telephone (219) 397-2239 or emailing us at mrmarktown@scbglobal.net.

Softball Tradition Continues In Marktown



The softball tradition in Marktown will continue for at least one more generation as we see the Rodriguez brothers are breaking Baby J in at an early age.

Paul Myers On Marktown: Past, Present & Future

According to the Oxford English Dictionary (revised 10th edition) a neighborhood is a district or community within a town or city. Don't look now but Marktown is not only a neighborhood, but more importantly it is a national historic district.

Like all cities, towns and neighborhoods, after 50 to 75 years, revitalization is usually needed in one form or another. The City of East Chicago is currently undergoing a revitalization: a renewal process. Infrastructure items such as water mains, sewer lines, and yes, streets, curbs and sidewalks are being slated for replacement.

A number of years ago even City Hall was revitalized, brought up to code and modernized at least on the interior. Just down Indianapolis Boulevard from Marktown, Tod Park is also undergoing a revitalization. And yes, the dredging of the Indiana Harbor Ship Canal can also be considered a revitalization project, especially if the concepts of the Marquette Plan are applied to the area once the environmental and navigational problems are resolved.

What does all of this have to do with Marktown? That's simple: Marktown too is undergoing a revitalization and we have been for a number of years.

It began back in 1967 when we celebrated our 50th anniversary. The streets were black-topped and the Community Center was remodeled. After we were placed on the National Register of Historic Places we began a revitalization of the 13 acres of park lands in Marktown. That was followed in 1990 with the beginning of the Marktown street project which included the



402 Park Street in 1918. Note the newly planted trees and the open front porch.



The same home in the 1980s. Note the closed porch and overgrowth of trees.



89 years after Marktown was first built, the concepts of historic preservation are filtering in as can be seen by the newly opened porch.

historic lighting and was to include unified fencing and street side gardens.

All of the various phases of the renovation and revitalization in Marktown have been well planned and thought out and each has improved living conditions here in our neighborhood.

As the street improvement project draws to a close later this year the Marktown Revitalization Plan will be released and with it, a new vision will be presented for the future of our neighborhood. While we do not know what it will include, we do know that it will probably not include a major renovation of the parks or the alteration of the streets and sidewalks.

So, what does that leave to revitalize? Quite simply the building stock in Marktown. There are three commercial buildings and 218 residential properties, many of which have suffered from deferred maintenance and neglect for one reason or another.

Just how important are the buildings in Marktown? Very important! And while each and every home needs to be brought up to code, one property owner has made a tremendous impact this past month with the revitalization of the six-room single cottage at 402 Park Street.

While thousands of dollars could have been spent in re-enclosing the front porch and installing replacing the windows, the decision was made to restore the original windows and open the porch up to the original configuration.

This simple approach has opened a number of eyes in relation to the concepts of historic preservation. You see, our future does lie in our historic past!

Historic preservation saved this community from the wreckers ball in 1975 and should be the foundation for this neighborhood for generations to come.

East Chicago's Historic Architecture



Conceived in the optimism of the twenties, Inland's six-story office building, the Twin City's second high-rise at that time, opened May, 1930, just a few months after the stock market crash of 1929. It stood throughout the Depression as a visible symbol of hope that the Twin City would once again grow and develop as the hub of the great Calumet Region. 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.

With the consolidation of ISG and Inland Steel into Mittal Steel, the building is once again in full use and will hopefully remain the tallest building in East Chicago for generations to come. Many of our older residents will remember the outstanding Christmas displays on the front lawn each December. Maybe, just maybe they will return in the near future.



**What we do for ourselves dies with us.
What we do for others and the world remains and is immortal!**

Labor Day Tour: Pullman To Marktown And Back!



Cyclists depart the Hotel Florence a bit late due to the inclement weather. Their route took them through South Chicago and then up through Wahala Beach and then on to Marktown.

"What a GREAT way to spend a Labor Day!" noted one of the participants of the Second Annual Labor Day Bike Ride sponsored by the Pullman Civic Organization. While the rain earlier in the morning may have kept a few cyclists at home, it did not dampen the spirits of those who participated in the event.

Approximately sixty people participated in the day long event that began at the Hotel Florence in the Pullman Historic District in Chicago. They ranged in age from a 14 year old to a gentleman in his 80s. One family actually brought along their two year old son who was towed behind the bicycle of one of the parents in a rather unique trailer designed for children.

The route took them through the south side of Chicago to 106th Street, up to Indianapolis Boulevard and then to the Hammond Marina, the Bird Sanctuary and then off to



Once on the road it only took about an hour and a half to make it to the Marktown Historic District. With Spruce Avenue Closed the cyclists stayed on Pine Ave. and Broad St.

Wahala Beach, Whiting Park and the Marktown Historic District.

Due to the reconstruction of Spruce Avenue, the riders were restricted to the outskirts of Marktown on Riley and Dickey Roads, Pine Avenue and Broad Street. A brief stop at the home of Paul Myers provided them with an opportunity to learn about the unique history of Marktown and a short tour of a six room duplex home.

From here the group was off to Canal Street and a brief lecture on the 1982 construction accident that took the lives of 14 construction workers. Paul once again presented a lecture on the subject as he was a manager in the Safety Department at LTV Steel at the time of the accident and helped in the removal of the injured workers on the that dreadful day.

From Cline Avenue it was off to the Lost Marsh in Hammond and then to the west side of Wolf Lake



Paul Myers presented a lecture on the architectural and industrial history of the Marktown Historic District as it relates to the labor history at the turn of the last century.

in Illinois. Just down the street from there we stopped at the site of the 1937 Memorial Day Massacre at the old Wisconsin Steel plant at Avenue O where ten peaceful marchers were killed by police bullets. Beatrice Lumpkin, the wife of the last union president from Wisconsin Steel provided an outstanding account of what happened that day.

From there it was back to the Hotel Florence for an outstanding lunch and musical entertainment provided for the 38th Annual Love Fest. What a great way to spend Labor Day 2006!

Special thanks must go to: Pat Oyervides - Tour Organizer
John Pastirik - Tour Leader
Beverly Ash-Larson &
Caren McDermott - Sag Drivers
Paul Myers - Marktown Host and all those who served lunch and provided the great entertainment at the Hotel Florence in Pullman.



Cyclists prepare to depart Marktown for the Cline Avenue section of the tour. Once there, Paul Myers provided a fifteen minute presentation on the tragic accident that killed 14 workers in 1982.



The 38th Annual Love Fest was held on the veranda of the Hotel Florence. Paul Petraitis (left) of Pullman is seen playing lead guitar. The music continued well into the night.



Sunday morning found city workers from the Sanitary Solids Division in Marktown cleaning up branches and other debris in preparation for the Monday morning bicycle tour.

Please contact us via the internet at mrmarktown@sbcglobal.net

NIPSCO Trims Trees In Marktown Park

Trees can't defend themselves from children, dogs or insects. If they can't do that, then how could they possibly defend themselves from chain saw wielding workers? Despite the greatest of intentions, at times trees are trimmed in far too an aggressive way. Fortunately for the trees in the Marktown Park that wasn't the case this past month when Roger VanSchoyck, the Director of Forestry for NIPSCO gave the order to trim the trees under the 34KV transmission lines along Pine Avenue and Broad Street.

According to Mr. Van Schoyck, the trees had once again grown into the transmission lines that service Safety Kleen and U.S. Gypsum and had caused a power outage Monday evening. We were also informed that the E.C. Fire Department had been called to Marktown due to the problem, but upon investigation we found that not to be true.

What is most unfortunate is that when the Marktown Park was renovated in the 1980s NIPSCO had agreed to move the service lines out of Marktown and service their industrial clients from a NIPSCO easement just behind the mill. The Marktown Preservation Society is still in hopes that NIPSCO can be persuaded to move the lines and save our park trees from having to be trimmed back or removed.



Historic Preservation Display At City Hall

The recently released **"15 Most Historic Structures & Districts - East Chicago, Indiana"** was published earlier this year. We are very pleased to announce that it is currently on display in the first floor lobby of City Hall. The publication includes the Carnegie Library, Block Stadium, the Wickey House, the Inland Steel office building, City Hall, the Marktown Historic District and much, much more. If you do not get over to see the display at City hall, it is available on line at www.eastchicago.com or on the official Marktown Historic District web site at www.marktown.org.



**It's never too early to plan a garden for next year.
The earlier you start, the more enjoyment it will bring you and your family!**

Lake Michigan Environmental Tours

The weekend of August 19th and 20th found several hundred environmentally conscious participants aging from 9 to well over 65 years of age at the Hammond Marina for a series of environmental tours of Lake Michigan. Alexandre de Silva, Environmental Manager who oversees the Remedial Action Plan for IDEM's Northwest Regional Office was able to secure funding for the project through the U.S. Environmental Protection Agency's Great Lakes National Program Office.

The tours, eight in total each lasting approximately ninety minutes, took participants out onto Lake Michigan aboard the W.G. Jackson, a research vessel from Grand Valley State University Annis Water Resource Institute (AWRI) in Muskegon, Michigan.

Participants were provided the opportunity to

draw water and sediment samples and in doing so learn how the water quality of Lake Michigan has been impacted by industry and industrial activities. This hands on approach permitted participants to gain a better knowledge of the various elements that impact our environment and what is being done to remediate the damage.

With the dredging of the Indiana Harbor Ship Canal beginning in just a few years, it is important to understand just how the sediments in the canal affect the overall environment of not only neighborhoods such as the Marktown Historic District, but the waters near the shore of Lake Michigan and all of the Great Lakes. If you missed out on this event then you missed an outstanding opportunity to learn about our environment and how to protect it.



The 65 foot Research Vessel W.G. Jackson is operated by the Annis Water Resource Institute of Grand Valley State University in Michigan.



"SAFETY FIRST" explained one of the crew members as he showed us how to don a life jacket in the event of an emergency. All were attentive throughout the tour!



Bottom sediment dredged up from approximately 35 feet below the surface of Lake Michigan is shown to participants with an explanation as to what may be found at that depth.



One family of participants takes a closer look and finds several types of muscle shells as well as a few examples of wormlike creatures before heading to the lab.



One of the crew members explains the various work stations in the floating laboratory where the samples were analyzed and recorded by the tour participants.

**We often take our environment for granted, that is... until it is too late to save it.
The environment is too important to be left to the environmentalists.**

Spruce Avenue Project Moves Forward

When we began the street restoration program sixteen years ago we planned on completing the project in just six years. Now sixteen years later we are completing the last street in Marktown: Spruce Avenue. Delays have been a part of the project from the beginning and the final street will be no exception. I would like to point out that the current delays are all justified and are actually needed to complete this most important street properly.

When the order to proceed with the project was issued in May of this year, the first of two phases was to be completed in but 60 days. That first phase was to do all of the prep work and pour the actual road bed. The first delay came when we ran into some unexpected sewer problems. As the photo shows, the last of the



storm sewer catch basins has been installed.

We also had about a four week delay when the East Chicago Water Department experienced problems in relocating the fire hydrants on Spruce Avenue. Had we not moved the hydrants, they would have ended up in either the new sidewalks or in the actual street. That's not good either. The next delay was in approval to relocate all of the utilities from the wooden poles on Spruce Avenue to underground conduit. This will clean up the streetscape and widen the right of way.

What does all of this mean? The actual street should be finished around the first of October, and if all goes well, Spruce Avenue should be completed sometime around the first of December. Pardon our dust and please be patient as quality work takes time!

Finishing Spruce Avenue - We NEED YOUR Help!

This is so important that we felt it deserves a special article. By the time you receive this issue of Marktown Update, the contractors will have begun pouring concrete on Spruce Avenue. The progression of the pour will begin with the curbs. Then the street bed, the secondary curbs, sidewalks and the turnouts onto the connecting streets.

It has been sixteen years since this project began and completing it properly is very, very important to the future of this neighborhood. This single street is costing approximately \$750,000.000. That includes all of the engineering, reconstruction of the storm sewer system and the removal of the three utility services from the public right of way.

Where is your help needed? That's simple. Before concrete is driven upon or even walked upon, it must have time to dry properly. Walking on fresh concrete can leave permanent marks

and it takes about a day before you should consider walking on any of the new concrete.

It will take at least five days for the concrete to dry before standard automobiles drive over it and at least 7-10 days before the heavier city trucks should be driving on it.

Trust me when I say that if the concrete is damaged, the city will probably not expend the funds to remove the damaged sections and replace them. The mark you leave on this community could be very negative and very, very permanent.

The City of East Chicago is asking all parties who reside in or visit Marktown to please refrain from driving on the freshly cast concrete until the Engineering Department officially reopens the street. If you see anyone vandalizing the concrete or driving on it before the street officially is reopened, please call the East Chicago Police Department IMMEDIATELY at 391-8400!

Office of the City Engineer

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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