

The DEARBORN HISTORIAN

Volume 11

Number 1

DETROIT
YPSILANTI
ANN ARBOR
AND
JACKSON RY.



Detroit, Dearborn, Inkster,
Eloise, Wayne, Canton,
Denton, Ypsilanti, Saline,
Ann Arbor, Lima Center, Chelsea,
Francisco, Grass Lake, Leoni,
Michigan Center, Jackson.

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WINTER, 1971

Published Quarterly by
THE DEARBORN HISTORICAL COMMISSION

WHAT A MAN DOES FOR HIMSELF DIES WITH HIM - WHAT HE DOES FOR HIS COMMUNITY LIVES FOREVER



ORVILLE C. HUBBARD, LL.B.
MAYOR SINCE JAN. 9, 1942

City of Dearborn, Michigan
HOME TOWN OF HENRY FORD

MEMBER UNITED STATES
CONFERENCE OF MAYORS

Dearborn is richly and abundantly endowed with a history and heritage uniquely its own, dating as far back as 1795.

For the past several decades, the Dearborn Historical Commission has worked diligently, and often against public indifference, to preserve the records and artifacts of Dearborn's growth from earliest pioneer days.

Evidence of the Commission's dedication and perseverance is today reflected in the continued operation of two municipally-subsidized museums.

But, as in any successful public venture, the key to future achievement and civic support lies in establishing effective communication with the People. This quarterly "Historian" represents one attempt on the part of the Commission and Museum Staff to reach an ever larger audience and create a heightened awareness and sense of pride in Dearborn's past.

Orville C. Hubbard

"IF I TRIED TO READ MUCH LESS AND SWER ALL THE CRITICISMS MADE OF ME AND ALL THE ATTACKS LEVELLED AGAINST ME, THIS OFFICE WOULD HAVE TO BE CLOSED FOR ALL OTHER BUSINESS. I DO THE BEST I KNOW HOW, THE VERY BEST I CAN, AND I MEAN TO KEEP ON GOING THIS DOWN TO THE VERY END." — ABRAHAM LINCOLN.



ORVILLE L. HUBBARD, LL.B.
MAYOR SINCE JAN. 6, 1942

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TRACK 'N' TROLLEY

Donald V. Baut

[EDITOR'S NOTE: How often we hear in the news today that what we need in large metropolitan areas is a good, fast, safe and dependable "rapid transit" type of transportation. There are too many cars; the parking lots are too small; etc., etc.. Well, there was this type of "people-mover" service before the turn of the century in Detroit-Dearborn and the general region.

Donald V. Baut, Curator of Research, in the following paper, portrays in two sections, the story of the Detroit, Ypsilanti, Ann Arbor and Jackson Railway (commonly called the "Ypsi-Ann"); and the Detroit Street Railway (D.S.R.) coming to Dearborn. The old interurban was the "ultimate" in its day and the streetcar became a popular economical transportation for many Dearbornites.

The selection of illustrations accompanying this article should bring back nostalgic moments and years to many of our readers. W.H.A.]

THE STORY OF THE "YPSI-ANN"

In the summer of 1952, this writer had the opportunity of riding one of the last interurban lines still in service on the North American continent - the Niagara, St. Catharines & Toronto Railway. The line operated from Thorold to Port Colborne, Ontario. This writer rode seven of the twelve miles on this line, Thorold to Welland.

It was a thrill to ride this mode of transportation, for it soon became history. The interurban was a large steel car not unlike a railroad coach. For power a trolley contacting an overhead electric wire provided the propulsion that drove the interurban at the not uncommon speed of seventy miles per hour. However, this car did not exceed a speed of thirty-five.

A ticket was purchased from the station agent at Thorold. Upon boarding the interurban, the ticket was handed to the motorman. The doors closed with a "tssh". The interurban started slowly, effortlessly. The electric motor could be heard to begin with a growl, and as speed increased, the motor would whine. On approaching a road crossing, the interurban air horn gave warning with the railroad signal of two long, one short and one long blast. The car approached the intersection at approximately ten miles an hour. At this point the motorman pulled a bell, "rrringgg". After passing the road, speed was increased as the car swayed across the countryside. Occasional stops were made to disembark or take on passengers. Small parcels and packages were dropped at stations along the line. To accomplish this, the front door was opened and the bundle tossed by the motorman into the shed-like station.

Approximately a half-mile from Welland, the brakes were applied as the interurban approached a trestle over a small creek. At the east end of Welland, a quarter mile east of the Welland Canal, the passengers alighted at the station. It was the only time this writer rode on an interurban. In March, 1959, the Niagara, St. Catharines & Toronto Railway discontinued service.

The interurban era brought the rural and city dwellers together. The popularity of the interurban extended from about the mid-1890's to approximately the early 1930's. The automobile and the motor bus were the primary reasons the interurban became outmoded and died. However, for its time, it was rapid and inexpensive public transportation - a subject that had been discussed recently.

The Detroit, Ypsilanti, Ann Arbor and Jackson Railway, or as it was nicknamed the "Ypsi-Ann" and later the Detroit, Jackson and Chicago Railway, played a major role in providing excellent transportation to the areas it served. It was one of the better interurban lines built and a great deal of traffic passed over the system daily.

It was the "Ypsi-Ann" that commenced the interurban system in Michigan. The Michigan Central Railroad carried approximately forty passengers a day between Ann Arbor and Ypsilanti. However, in 1890 the promotor of the "Ypsi-Ann" announced he would soon be carrying hundreds of passengers daily. There was a snicker and a scoff from critics. Before 1895, the year the line was electrified, however, the small naphtha steam locomotive was carrying six hundred passengers a day between the two college cities. Since the University of Michigan had an abundance of young men and Michigan State Normal College in Ypsilanti a sizable female population the ten cents per passenger was a bargain with hourly service to boot.

As the steam railway line matured, the owners experienced problems especially with the farmers' livestock and outbuildings. For example, barns were set afire by sparks from the locomotive, and cattle occasionally wandered upon the tracks only to reach an untimely end. There was, also, little to prevent a farmer from pushing an old, unproductive bovine into the road of the small engine and later receive prompt reimbursement from the company for the loss.¹

The steam railway was electrified in 1895, and in 1897, Samuel F. Angus and John D. Hawks bought the line and reorganized the company into the Detroit, Ypsilanti & Ann Arbor Railway. By late 1897 the Railway was being extended from Detroit.

On November 18, 1897, a meeting of the Dearborn Township Board lasted eight hours, from 10 A.M. to 6 P.M. It is interesting to note some of the conditions the Township placed on the Railway. The franchise granting was no problem. The fare the company would charge was another matter. From Detroit to Dearborn, fifteen cents would be charged, and a round trip ticket would cost twenty-five cents. Ten tickets would be sold for \$1.30 and School

children would be able to purchase eight tickets for twenty-five cents. Stipulations were placed on the interurban line. The roadway would have to be twenty feet wide and the company would have to place a \$75,000 bond to "indemnify the township against any suit that might be brought by the company..."² Considering the franchises the interurban line received from other townships and cities, the terms from Dearborn were moderate.

By December 3, 1897, the Railway had been completed from Detroit to the eastern town line of Dearborn (Greenfield Road) with the grading and poles set to the Village of Dearborn. By the 16th the rails and poles had been laid to the Haigh home (Haigh and Michigan) and the ties laid as far as the Tompkins House (Michigan between Howe and Haigh). On December 24, the first electric car passed through Dearborn. Pictures were taken by William Cogan, the local photographer, at Michigan and Centre (Monroe) Street.³

In March, 1898, it was decided by Samuel F. Angus, president of the "Ypsi-Ann", to erect a powerhouse in Dearborn. The property selected by Henry Haigh, an attorney who was renowned for his electric railway experience, was owned by Mrs. Mary L. Snow, widow of Dr. Herbert M. Snow. The property was purchased by the Railway on October 19 for five hundred dollars.⁴

The 1899 financial report of the Railway was sufficient to give the stockholders a substantial dividend. Two hundred local passengers was the daily average for the year, and over the entire forty mile line, four thousand commuters were carried per day. In September it was figured the average fare per passenger was 15.9 cents.⁵

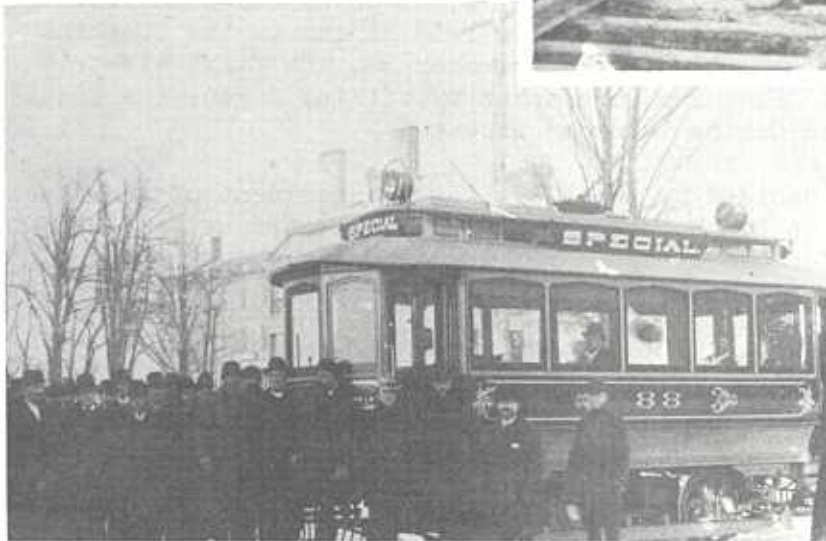
In January, 1901, the Railway decided to extend the line from Ann Arbor to Jackson. On the 21st, the articles of association were drafted by the company's attorney, Henry Haigh, and two days later were filed in Lansing. The name of the electric line was changed to the Detroit, Ypsilanti, Ann Arbor & Jackson Railway. A thirty thousand dollar mortgage was written and handled by the Dime Savings Bank, Detroit. A contract with the Central Construction Co. was signed on February 6, 1901, to build the line to Jackson.⁶

The schedule for the "Ypsi-Ann" in the summer of 1902 reveals the frequency of service. Through cars from Detroit to Jackson were hourly, from 6 A.M. to 9 P.M.; cars to Ann Arbor were advertised every half hour, from 6 A.M. to 10:45 P.M. The first Sunday car was an hour later.⁷

Between April and July, 1905, negotiations for selling the Railway were conducted with George L. Lewis of Buffalo and Henry Haigh, acting in behalf of the D.Y.A.A. & J. These talks were not fruitful and were broken off. Meanwhile, consideration was given to extend the line from Saline to Adrian. This idea was abandoned when it proved to be too far from Detroit.⁸

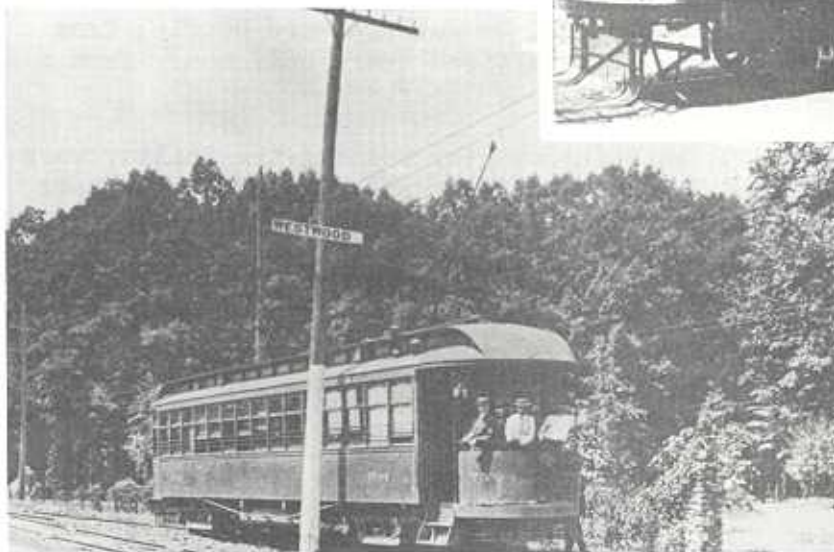
In June the same year, the D.Y.A.A. & J. received a contract to carry one hundred sixty tons, or between four and five million bricks, from the west end of Detroit to Kalamazoo. This was the first time the Railway's freight cars

Laying tracks for the Detroit, Ypsilanti, Ann Arbor and Jackson Railway just east of Center (Monroe) Street on Michigan Avenue in December of 1897. [Museum Collection]

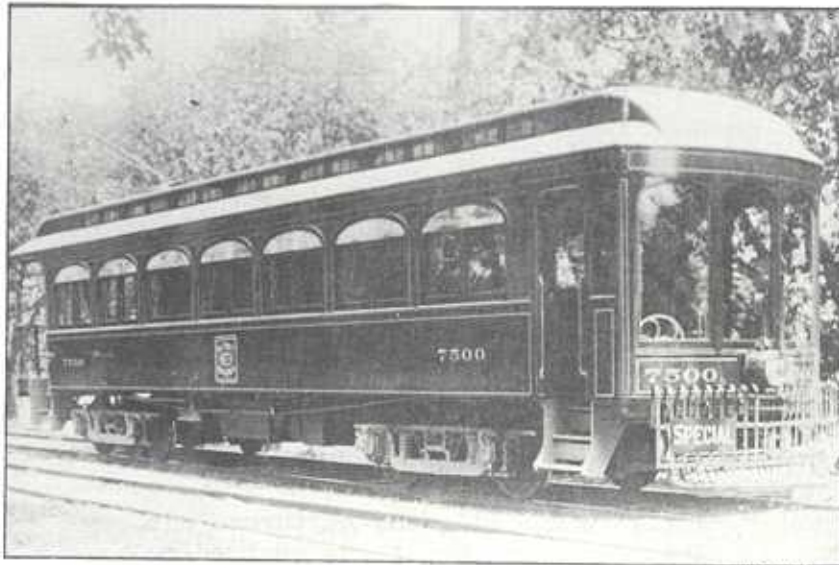


First "interurban" into Dearborn - December 24, 1897. This was the "pay car". Note the chimneys in background of the Armory (left) and the Commandant's Quarters of the 1833-1875 Arsenal. [Museum Collection]

Detroit, Ypsilanti, Ann Arbor and Jackson Railway express car. [Erkfitz Collection]



Interurban Car No. 7794 going past Westwood Station in Inkster along Michigan Avenue. [Erkfitz Collection]



Car No. 7500. Note double tracks which passed through Dearborn about 1912. [Erkfitz Collection]

Facsimile of "transfer" used on the Detroit, Ypsilanti, Ann Arbor and Jackson Railway. Note the Ten Eyck, Duffield, Dearborn, Telegraph and Gullett Stations. [Erkfitz Collection]

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NOT TRANSFERABLE

JACKSON
JUNE, 1904
ANN ARBOR
PORT HURON
ST. CLAIR

ELECTRIC RAILWAY SERVICE

DEARBORN - YPSILANTI - FARMINGTON - BIRMINGHAM - ROCHESTER - DETROIT - MT. CLEMENS - WYANDOTTE - WINDSOR-AMHERSTBURG - LAKE SIDE - ALGONAC - MARINE

DETROIT UNITED RAILWAY,
RAPID RAILWAY SYSTEM
AND
D.Y.A.A. & J.R.Y.
OFFICIAL ELECTRIC RAILWAY GUIDE
PUBLISHED BY ELECTRIC RAILWAY PUBLISHING CO.
DETROIT, MICH.

November, 1903, Detroit United Railway (D.U.R.) offered this attractive schedule. [Museum Collection]

were brought to Detroit. Each freight car was to carry forty tons.⁹

Meanwhile, the Village of Dearborn was having problems with the "Ypsi-Ann". The dispute concerned the Railway keeping the tracks in good repair.¹⁰ In November, a complaint was lodged by the Village when the Railway workers removed several planks and replaced them with cinders. By mid-December, the planks had not been laid due to the company's lack of lumber.¹¹ Although just an episode, a conductor failed to stop while passing through Dearborn until a passenger pulled the emergency cord.¹²

In mid-September, 1905, Samuel F. Angus became ill, and he turned his power of attorney over to Mr. Haigh. In early November, Mr. Angus retired to California for the winter.¹³

Disputes between the Village of Dearborn and the Railway continued to mount until June, 1906. At that time the Village invited Mr. Millspaugh, a representative of the Railway, to remedy the difficulties between the two. Among these grievances were: the company's failure to keep the electric lamps at the crossings in repair; a drain under the tracks at Brady Street had not been constructed; and the Railway's freight cars blocked the streets. The Village Council had written several letters to the company to fulfill certain agreements in the franchise. However, the last grievance, the company seeking to cut their valuation on the tax rolls of the Village, caused the most discussion. Mr. Millspaugh agreed to redress the Railway on all these problems except the last.¹⁴

By August nothing had been done about the planks.¹⁵ When September came, the rail company began working on this, but instead of replacing them as stipulated in the franchise, the planks were replaced with gravel. The Village took the Railway to court.¹⁶ Finally, Mr. Millspaugh returned to the Council meeting in October. He was told if the gravel was replaced by planks, the court suit would be dropped.¹⁷ Apparently this was done. Before the end of the month, the Village "fathers" gathered for the purpose of composing a march (music) for the D.Y.A.A. & J.¹⁸

Meanwhile, negotiations were in progress by the company officials in an attempt to sell the railway. John D. Hawks had conversed with Jere C. Hutchins, president of the Detroit United Railway, as early as November, 1905. The Detroit United Railway controlled all the streetcar and interurban lines in the metropolitan area with the exception of the D.Y.A.A. & J. Through 1906, there were discussions between Mr. Hutchins and W. C. Wetmore, president of the North American Co. of New York, and the "Ypsi-Ann" officials. However, the offers were unsatisfactory, and Messrs. Hawks and Haigh, the latter representing Mr. Angus, held out.

At this time the officers of the Detroit, Ypsilanti, Ann Arbor & Jackson Railway were: John D. Hawks, president; Samuel F. Angus, vice-president; William A. Comstock, secretary; Henry Haigh, secretary-treasurer and A. L. C. Henry.¹⁹

It was not until December, 1906, that an agreement was finally reached with the D.U.R. The price was \$850,000 subject to \$2,600,000 bonds for a total of \$3,405,000. On December 22, 1906, the newspapers made the announcement of the sale. However, it was not until February that the final business transactions were completed.²⁰

In the biography of Jere C. Hutchins, printed many years later, it was remarked of this sale:

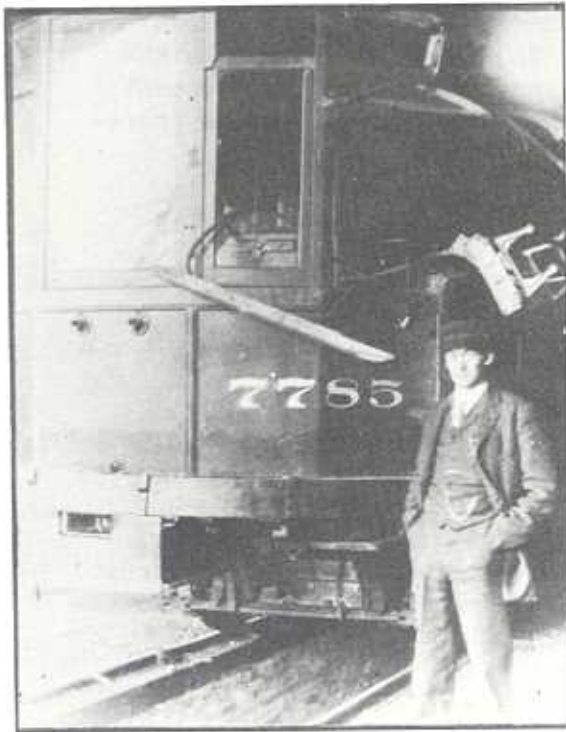
...Hawks and Angus made for themselves an unfortunate decision; they turned down an offer of five hundred and twenty thousand dollars in cash for their company's twenty-six thousand shares of stock, practically all of which they themselves owned. Two or three years later their property was taken over by assumption of its bonded debt with no profit to them whatever. ...²¹

There were other holdings the Detroit United Railway acquired in this purchase of the "Ypsi-Ann". Among them were the Ann Arbor and Ypsilanti street railways and a branch interurban line, the Detroit, Wayne, Farmington and Northville. This latter went from Detroit to Wayne and north to Farmington and Northville.

As a sidelight, another railway was attempting to bring a line into Dearborn. This led eventually into a court case. It came about when the 1901 Michigan State Legislature increased the powers of the township highway commissioner. Dearborn's Township Highway Commissioner was Fred E. Gregory. He used these powers to arrange for laying track on Fort Street and Dearborn Boulevard. This was done without the knowledge of the Dearborn Township officers. Two-thirds of the property owners had to sign a petition of consent before any construction could begin. This was obtained on July 20, 1906. The railway secured the right to use twenty-four feet of Dearborn Boulevard. However, it was found necessary to grade the width of the street. When the Township officers learned of this agreement and how far work had progressed, an injunction against Mr. Gregory was served on November 17. However, the rail company continued work without permits until the Township procured a second injunction against the company. Whatever the outcome of the court case, the railway was never completed.²²

Under new ownership, the Detroit, Ypsilanti, Ann Arbor & Jackson Railway became the Detroit, Jackson & Chicago Railway of the Detroit United Railway. Other interurban lines within the D.U.R. system were: the Detroit & Northwestern (the Orchard Lake Division); Monroe & Toledo; Detroit & Pontiac (Pontiac Division); Detroit & Port Huron (Rapid Railway) and Detroit & Flint (Flint Division); plus the street railways of River Rouge. Most of these lines were acquired in 1901 and 1902.

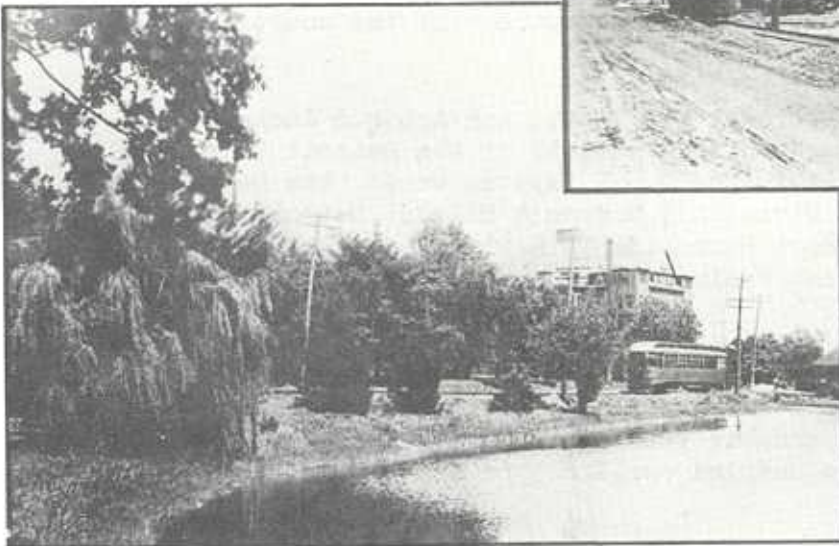
The next ten years would be the "golden age" of the interurban and the D.U.R. The automobile was in its infancy, and trucks and buses were in the future. Thus, for fast and dependable transportation, people depended on the electric railway, and the fares charged could not be beaten.



Top: Two cars involved in an accident along the route in Dearborn.

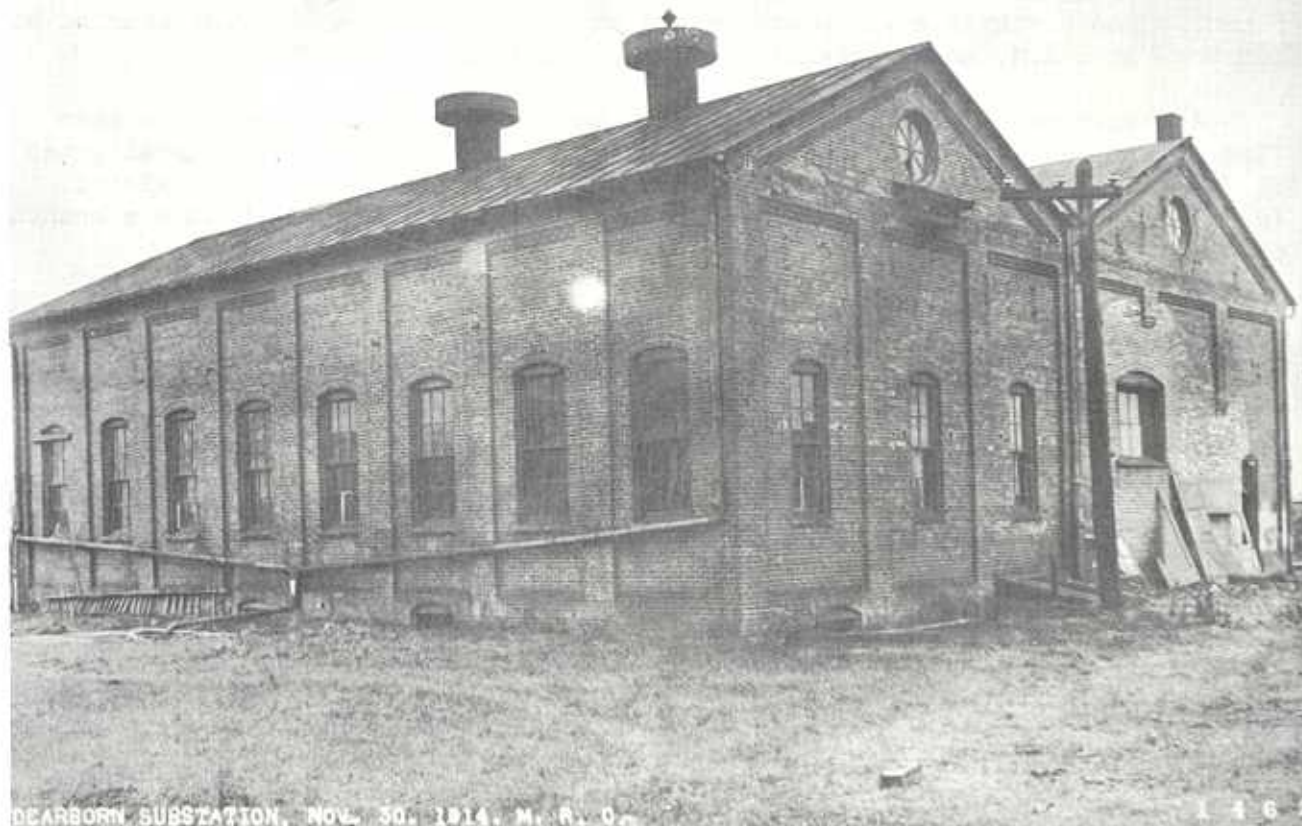
Left: Floyd Maxwell, a conductor for the line, is standing next to wrecked car No. 7785.

[Both views from the Museum Collection]

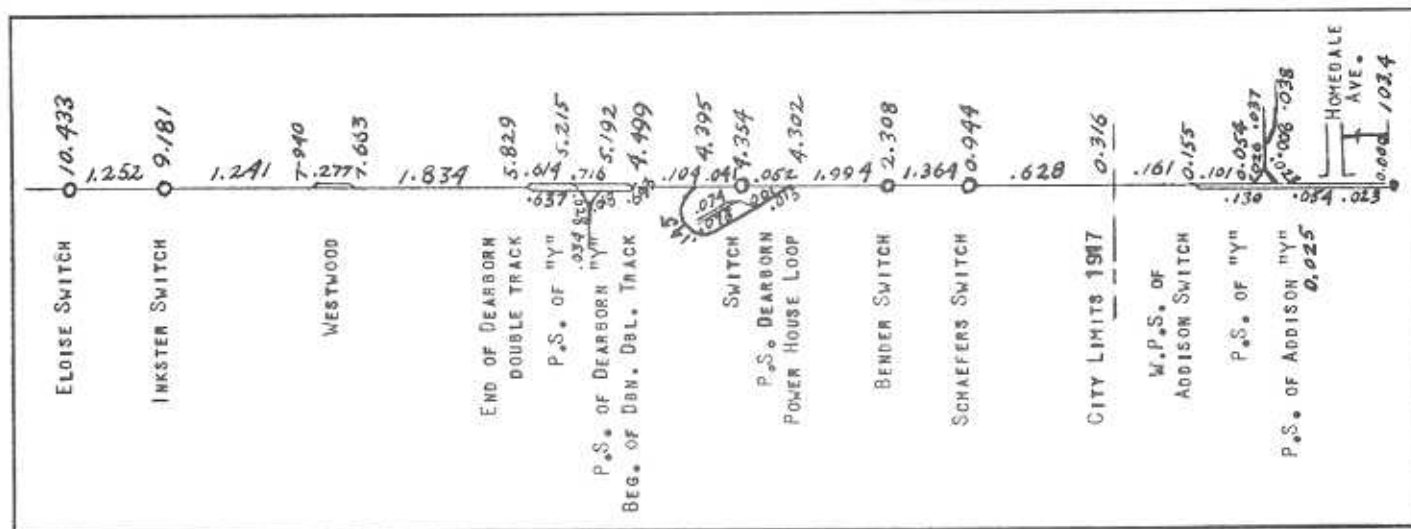


Rural views of the interurban at Eloise (Wayne County General Hospital). Note the dirt road next to tracks - today Michigan Avenue.

[Both photos from Erkfitz Collection]



The Dearborn (Duffield) Substation was located just east of Elm Street and Michigan Avenue. This structure served as a place where the equipment could be serviced. Photo taken November 30, 1914. [Museum Collection]



Detroit, Jackson and Chicago Railway mileage map of 1922 showing various stops between Detroit and Eloise. [Credit: *Electric Railways of Michigan*, Central Electric Railfans Association, 1959]

In March, 1908, a new freight express service was offered between Detroit, Plymouth and Northville via Dearborn and Wayne. Freight car service started at Dearborn at 6 A.M. and proceeded to Plymouth and Northville.²³

An experimental service from Detroit to Saline was begun about the same time. This was a six month trial. However, Saline people invariably alighted at Ypsilanti, and the service hampered the Plymouth and Northville Division. In October, it was discontinued, and the Ypsilanti-Saline route became a branch of the D.J. & C.²⁴

In December, 1908, the "theater cars" were initiated. Those wishing to go to Detroit to attend the stage plays could return home on the 11 P.M. electric car. Originally cane-seated cars were used, but when it was discovered that the caning damaged the ladies' gowns, plush-seated interurbans were substituted.²⁵

Two-hour limited service was inaugurated from Detroit to Kalamazoo in April, 1911. Mayor William B. Thompson of Detroit opposed this move by the D.U.R. because it meant that the Michigan United Railway electricians would be operating on Detroit streets. The M.U.R. cars were equipped with shoes that were supposed to have extended beyond the wheels of the interurban. Thus, these shoes were harmful to the passengers when they boarded the M.U.R. car. This objection by Thompson was unfounded.^{26,27} However, stops on the Detroit-Kalamazoo line included Ypsilanti, Ann Arbor, Jackson and Battle Creek. At the same time, another line was begun between Detroit and Lansing via Jackson. The running time on the latter system was three hours fifty-five minutes.^{28,29}

At the end of April, 1912, a referendum vote of Dearborn gave the right for the D.U.R. to double track through the Village.³⁰ Just prior to the election at the Village meeting, permission was granted to have this referendum vote. The company wanted to double track through Dearborn and promised to aid the county good roads commission in paving half of Michigan Avenue. However, the Village wanted some concessions. It wanted two additional cars to lengthen the hours of service.³¹ This was granted by the D.U.R. In June, 1912, work had begun on this project.³²

In May, 1912, it was announced by A.D.B. Van Zandt, publicity agent for the D.U.R., that Dearborn would practically become the eastern headquarters for the Detroit, Jackson & Chicago line. A midnight electric was added at this time.³³

In May, 1913, land was purchased from Dr. Louis Burdeno on the south side of Michigan, west of Mason Street.³⁴ A new station and a loop known as the "Y" were built. Thus, cars could leave Michigan Avenue and enter the "Y" to pick up passengers and freight. This construction took almost the whole summer.

The rains of March, 1916, caused the River Rouge to overflow its banks on Michigan Avenue. Interurban traffic was halted, and people commuting through Dearborn had to be ferried by Walker's large milk truck at the flooded

area. By the 27th the cars returned to normal operations.³⁵

In February, 1917, eight new cars were delivered to the D.U.R., six of them for the Detroit-Kalamazoo line. It took over a year for the D.U.R. to receive delivery on these electrics. The delay was largely due to the lack of motors from the manufacturer. Upon delivery of these cars, eight more were ordered.³⁶

During the summer of 1918, the D.U.R. raised the straight cash fares from ten to fifteen cents one way. When the franchise was first adopted, St. Joseph's Retreat was the zone change. From this point westward, the zone fare increased five cents. However, on this latest increase the zone was moved east to Duffield Station, not far from Henry Ford & Son Tractor Plant (Michigan near Elm). The tractor workers refused to pay the additional five cents. They left the car at Duffield Station and walked the short distance to the plant.³⁷

In 1918 the D.U.R. began experiencing financial reverses. It was primarily due to the rise in operating expenses during World War I. The D.U.R. was still charging, on many routes, pre-war fares. In Detroit there was increasing talk in political and other circles to have a municipally owned transportation system within the confines of the City. This idea was not new. Former Mayor Hazen S. Pingree, Detroit's chief executive in the early 1890's, advocated this plan. In 1919 James Couzens became Mayor of Detroit. He was a strong advocate of municipal ownership - or M.O. as it was termed. On May 15, 1922, at 12:01 A.M. the Detroit Street Railway took over all the City streetcar systems. The amount paid by the D.S.R. to the Detroit United Railway was \$19,850,000 with a \$2,770,000 down payment.³⁸

Meanwhile, in the spring of 1919, Henry Ford asked for a thirty-year franchise to operate an interurban line into Dearborn. The proposed route was to operate out Fort Street to South Dearborn Road, thence into Dearborn on the latter thoroughfare. Ecorse Township was also involved in this plan. The cars were to be gas-propelled with overhead wires eliminated. The Dearborn and Ecorse township officers met at the Elk's Club in Detroit, and with modifications and discussions on fares, the franchise was granted for twenty years.^{39,40} Although a few of these cars were built, the line was never built.

In March, 1920, the D.U.R. asked for a franchise to loop into the Ford Tractor Plant. This proposed loop would proceed from Michigan and Porter (Oakwood), to Mechanic (Newman), to Gray (Mulligan south of Michigan) and return to Michigan Avenue. This plan was never realized. Within a short time the Tractor Plant was moved to the Rouge.⁴¹

In the depression year of 1921, the Michigan Utilities Commission refused the D.U.R. permission to issue a stock dividend. The company's income was not sufficient.⁴² In 1922 the D.U.R. issued a dividend, but the motor bus was already beginning to make inroads on the interurban passenger service. The automobile and improved highways were also damaging the electrics. These relatively new modes of travel operated parallel to the interurban lines and were more flexible than the tracked electrics.

However, Elliott Stevenson, president of the Detroit United Railway, was still optimistic in keeping the company solvent. In 1923 he visualized a future elevated railway operating into downtown Detroit.⁴³

As passenger traffic dwindled, the D.U.R. increasingly relied on its freight service. Freight had always played an important role in the electric lines. In November, 1923, a door-to-door package service was offered by the D.U.R. A shipper could load a specially-designed casement, furnished by the D.U.R., load it on a truck and take it to the freight station. The casement was placed aboard an interurban and later delivered to the consignee by truck. An agreement was reached between the D.U.R. and several other electric systems in the Midwest. Thus, these casements could be shipped to Paris, Illinois; Milwaukee; Cincinnati, Ashtabula and Warren, Ohio and Bay City. It was determined that by the use of this method at least eight handlings were eliminated.⁴⁴

The D.U.R. income dropped for the recessive year of 1924. Increasing competition was given as the reason. The decrease was \$568,024 over the previous year and a fall in net earnings from 8.53 in 1923 to 5.36 cents per mile in 1924.⁴⁵

Still optimistic, the D.U.R. entered the motor coach field. Business did not increase. Finally, on petition from the Yellow Coach Manufacturing Co. of Chicago, the Detroit United Railway was placed in receivership on March 10, 1925. Although the assets were valued at fifty percent above the indebtedness and liabilities, the Railway had no immediate ready cash to pay its debts.⁴⁶ The Wall Street Journal thought the receivership was good because... "in an area of 100 square miles, having about 1,200,000 population without steam commuter service of any kind, is hardly sound."⁴⁷

A. L. Drum became the new manager of the system, and one of his first acts was to ask the Michigan Public Utilities Commission for an increase in fares. This was granted.⁴⁸ In October, 1925, the United States District Court allowed the D.U.R. to abandon its Ypsilanti-Saline branch.⁴⁹

On August 12, 1925, commuter tickets were placed on sale. Although the D.U.R. was allowed to increase its fare three cents a mile, it was only raised two and three-fourths cents. A purchaser of a twenty ticket ride book could travel for two cents per mile. There was a thirty ticket family book and a packet of twelve tickets. These books had to be used within thirty or ninety days.⁵⁰ The D.U.R. was out to regain its lost patronage. However, it was of little use.

In October, 1927, Mayor Clyde M. Ford of Dearborn notified the company that the City would not reconsider the renewal of the expiring franchise in November.⁵¹

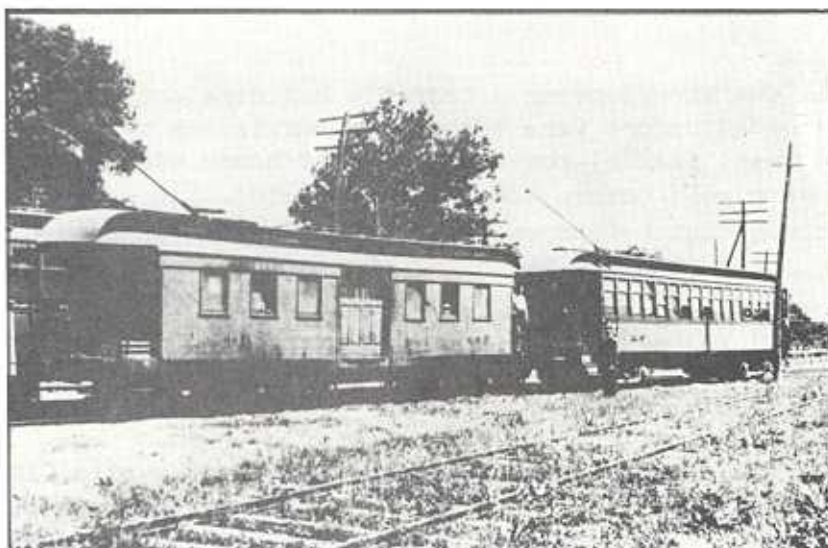
In order to continue in business, the D.U.R. had to curtail or suspend

operations on many lines. The complete system was sold to Edward W. Darner of Princeton, New Jersey, on September 5, 1928, for \$575,300. The electric systems involved in this purchase were the Detroit, Jackson and Chicago Railway; the Flint; Pontiac; Farmington divisions and the Wyandotte, Monroe and Toledo route. The following bus lines were also included: Peoples, Star, Wolverine, White Star, Blue Goose, Highway and Detroit Trackless Coaches. All of the electric and bus lines were reorganized into the Eastern Michigan Railway Company with A. L. Drum as its president.^{52,53}

Under new ownership the following schedules were maintained by the Railway on the Detroit, Jackson and Chicago route: Eastbound to Detroit: +*5:14 A.M.; *5:56; 6:39; 7:05; *7:33; 8:06; 9:06; 10:20; 11:20; 12:20 P.M.; 1:20; *1:50; 2:20; 3:20; 4:20; 5:20; *5:50; 6:20; 7:20; 8:20; 9:20; 10:20 and 12:20 A.M. Westbound to Jackson: *6:20 A.M.; #*7:00; 7:37; #8:36; 9:37; @*10:01; #10:37; 11:37; #12:37 P.M.; φ*1:01; 1:37; 2:37; 3:37; @4:01; #4:37; *4:37; φ*5:01; 5:37; φ*6:01; #6:37; 7:37; #8:37; 9:37; #10:52; #12:03 A.M.⁵⁴

At midnight, September 11, 1929, the last Detroit, Jackson and Chicago interurban passed through Dearborn and thus ended thirty-one years of fast, reliable transportation.⁵⁵ Truck and bus transportation was maintained by the company. In November the electric railway equipment of the old D.J. & C. was sold to the Woodmere Scrap Iron and Metal Company.^{56,57}

[+Key: * - daily except Sunday and holidays; φ - Wayne only; # - Ann Arbor only; @ - Ypsilanti only.]



Rear views of cars at the Duffield Station in Dearborn.
[Museum Collection]

THE D.S.R. COMES TO DEARBORN

The story of the traction system into Dearborn would not be complete without including the Department of Street Railways. With the conclusion of service by the Eastern Michigan Railway in 1929, Dearborn was not left destitute as far as electric transportation was concerned. The D.S.R. took over the Dearborn area by operating streetcars. It came about in the following way.

Before January, 1929, the east and west sides of Dearborn were separate communities. Each had its own city government. Springwells, later Fordson, was the east side, while the west end had always been Dearborn.

Robert Oakman and others had incorporated an electric railway company starting at the Ford Highland Park Plant, and it was the intention of Mr. Oakman to run this streetcar line to the Ford Rouge complex. The lines were to follow what today is Oakman Boulevard. Public transportation was not only to be provided by Mr. Oakman, but he also was to develop the properties and tracts of land he had purchased near the proposed streetcar line. Thousands of Ford workers were to be transferred from the Highland Park to the Rouge Plants, a distance of twenty miles. Sixteen miles of tracks had already been completed.

In April, 1922, the Detroit United Railway went before the Michigan Utilities Commission to obtain authority to issue ten million dollars in bonds. The Railway officials wanted to issue \$1,500,000, ten-year bonds at seven percent immediately. This bond issue would be on the Detroit & Highland Park Railway.⁵⁸ Apparently the D.U.R. did not receive the Commission's permission.

The Oakman Boulevard streetcar lines remained in this situation for the next three years. This line only went as far as Warren Avenue and Oakman Boulevard.

Springwells was experiencing a terrific building boom. Areas where farms had been a few months before were becoming subdivisions with streets cutting through the old wheat fields; rows upon rows of homes were being erected, and in many cases, were sold before they were completed. It was apparent to the City Administration that better public transportation was needed other than on Michigan Avenue. One plan was extending the Warren Avenue streetcar from the city limits of Detroit to Schaefer Road, south on Schaefer to the Ford Plant. This would entail a construction over Oakman's private right of way.⁵⁹ Ford was also transferring thousands of workers from the Highland Park Plant to the Rouge.⁶⁰

In January, 1925, Henry Ford went before the Springwells City Council with a plan to build, at his expense, an extension of the Warren Avenue car line from the Detroit city limits to the Oakman Boulevard car line. The Council gave Mr. Ford a thirty day permit to execute his plan. At this meeting Robert Oakman addressed the Council in regard to extending the Oakman line over his private right of way to Michigan Avenue. The City felt they would have no

control on Oakman's private line.⁶¹

It resulted in the trolley being built down Oakman Boulevard to Michigan. It was officially opened on June 13, 1925, with City officials from Detroit and Dearborn beginning a parade of three streetcars at the Fordson City Hall, proceeding to Miller Road, having a lunch under an open air tent, reboarding the streetcars and riding to Oakman and Grand River. The first streetcar line in Springwells was ready for business.^{62,63}

Bus lines began operating in Springwells. The Detroit Motor Bus Co. built a terminal on Ford near Miller road, and the City Council gave approval to the D.S.R. to operate buses on Warren, Michigan and Schaefer Roads.^{64,65}

For a year and a half, the public transportation situation remained in this order: the Detroit, Jackson and Chicago Railway Division of the D.U.R. operated the interurban line from Springwells west. The D.S.R. had the Oakman line along the private right of way which provided bus service on Warren and Michigan Avenues as far as Schaefer.

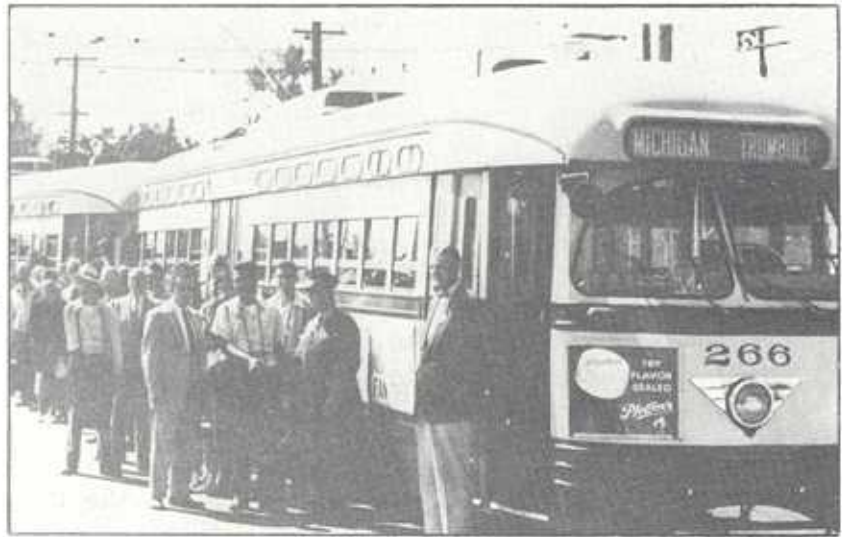
In April, 1927, the Detroit Motor Bus Co. announced it would operate service from Warren down Schaefer to Michigan and on to the Ford Plant during the shift changes.⁶⁶ However, the D.S.R. did not fully commit itself to operating in Fordson or Dearborn, although there were many discussions between the mayors of the two cities and Del A. Smith, general manager of the D.S.R. Apparently, there was a twofold reason. First, the D.U.R., and later the Eastern Michigan Railway, was still in operation and owned the right of way through Fordson and Dearborn; second, there was considerable discussion concerning the consolidation of Fordson and Dearborn. The D.S.R. was waiting the outcome of this proposed amalgamation.

On March 1, 1928, the Detroit Motor Bus Co. commenced the operation of two lines, one from Michigan and Division (Greenfield) Road to Ford and east on Ford into Detroit and eventually downtown. The other started on Warren Avenue and serviced the south side of Fordson. These new bus routes were largely through the efforts of Fordson's Councilman Anthony M. Esper's negotiations with the company.⁶⁷

The D.S.R. opened a streetcar line from Michigan south to Wyoming to Mulkey to Eagle and the Rouge Plant on July 8, 1928.⁶⁸ A bus line was started in September that operated from the Rouge plant, up Schaefer to Six Mile (West McNichols) Road and was maintained only during the Ford shift change and school hours.⁶⁹ However, the Fordson people wanted streetcar service on Michigan Avenue. Late in September, the D.S.R. opened the Michigan Avenue car lines to Schaefer. There was a great fanfare when this event occurred. Joseph M. Karmann, former Mayor of Springwells, was the motorman on the first streetcar to arrive at the intersection in front of the Fordson City Hall.^{70,71}

The extension of the Warren Avenue car line to the southern edge of Rouge Park started service in early October, 1929.⁷² This line was later known as the Crosstown and terminated at Barham and East Warren near Grosse Pointe.

P.C.C. (President Conference Car) of the D.S.R. It was originally designed in Ann Arbor. View is of the last run on the Michigan Avenue Line, September 11, 1955.



Reminder of a World War II car on the Oakman Line. Note passengers board car in rear.

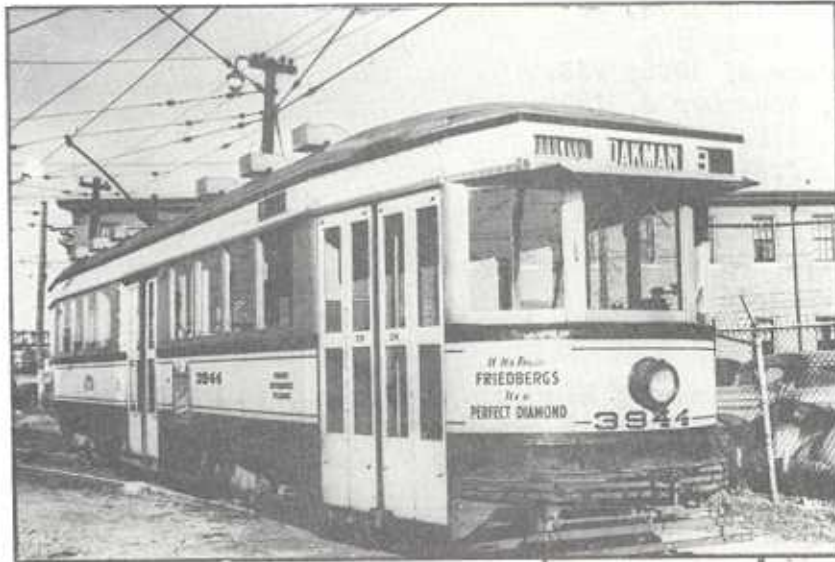
A P.C.C. on the Wyoming Loop south of Michigan approach to Car Barns, July 22, 1954.



P.C.C. at Eagle Pass - Miller Loop, January of 1956.



Miller Road - Ford Rouge Plant Station in late 1930's.



Peter Witt Car on the Oakman Line.

P.C.C. at the Gratiot-Eight Mile Loop. Note the Michigan - Rouge Sign.



This was the longest run the D.S.R. electric system had.

With the suspension of the Eastern Michigan Railway's interurban services on September 11, 1929, and the consolidation of Fordson and Dearborn, the D.S.R. was free to extend its streetcar line to the west side of Dearborn. With the usual celebration of an opening of a new route, the first D.S.R. car made its appearance in west Dearborn on October 16, 1929. The western terminal of this line went to Telegraph Road.^{73,74} The D.S.R. electric system was complete.



FOOTNOTES

1. Robert E. Lee, The Street Railways and Interurban Lines of Michigan, "The Detroit United Railway Interurban", (Unpublished, 1958), 1-3.
2. The Detroit Tribune, November 19, 1897.
3. The first "interurban" into Dearborn was the D.Y. & A.A. pay car. It worked on a swivel whereby the wheels could be jacked and placed on a different line where there was no switch. The body also rotated. J. Harry Erkfitz, February 3, 1971.
4. The diaries of Henry Haigh for the dates indicated. Unpublished.
5. Street Railway Journal, February 3, 1900, 123.
6. Henry Haigh diaries.
7. Detroit United Weekly, July 10, 1902, 2.
8. Henry Haigh diaries.
9. Street Railway Journal, June 3, 1905, 933.
10. The Dearborn Independent, November 4, 1905, 1;2.
11. Ibid., December 15, 1905, 1;2.
12. Ibid., December 22, 1905, 1;3-4.
13. Henry Haigh diaries.
14. The Dearborn Independent, June 22, 1906, 1;3.
15. Ibid., August 24, 1906, 1;2.
16. Ibid., September 28, 1906, 1;2.
17. Ibid., October 12, 1906, 1;2.
18. Ibid., October 26, 1906, 1;2.
19. William A. Comstock, later governor of Michigan, was a cousin of Mrs. Henry Haigh (Caroline Comstock). He along with his father, William B. Comstock, Henry Haigh and Mr. Haigh's father-in-law, Andrew W. Comstock, had built the Toledo, Fremont & Norwalk Electric. See The Bellevue (Ohio) News, The Bellevue Gazette and The Fremont Daily News, 1900.
20. Henry Haigh diaries.
21. Jere C. Hutchins, A Personal Story, (Privately printed, Detroit, 1939).
22. The Dearborn Independent, January 11, 1907, 1;3.
23. Ibid., October 9, 1908, 1;2.
24. Ibid., October 23, 1908, 1;2.
25. Ibid., December 4, 1908, 1;2.
26. The Michigan United Railway operated interurbans primarily west of Jackson. These cars used a third rail rather than an overhead trolley for power and could speed along at seventy miles per hour. Thus, these

- electrics were equipped with shoes that ran on a third rail. The M.U.R. electrics were also equipped with trolley facilities and could operate on Detroit streets.
27. J. Harry Erkfitz, February 3, 1971.
 28. Ernest W. Nybeck, Interurban Transportation in Michigan, (Master's thesis, Detroit, 1938), 29.
 29. Electric Railway Journal, April 1, 1911, 615.
 30. The Dearborn Independent, May 3, 1912, 1;3.
 31. Ibid., April 26, 1912, 1;3.
 32. Ibid., June 14, 1912, 1;3.
 33. Ibid., May 17, 1912, 1;4.
 34. Ibid., May 23, 1913, 1;6.
 35. Ibid., March 31, 1916, 5;4.
 36. Ibid., February 16, 1917, 1;1.
 37. The Dearborn Press, August 23, 1918, 3;3.
 38. The Electric Railway Journal, May 20, 1922, 838.
 39. The Dearborn Press, March 28, 1919, 1;1.
 40. Ibid., April 28, 1919, 1;6.
 41. Ibid., March 20, 1920, 1;6.
 42. The Electric Railway Journal, December 10, 1921, 1045.
 43. Ibid., February 17, 1923, 307.
 44. Electric Traction, November, 1923, 583-85.
 45. The Electric Railway Journal, March 28, 1925, 524.
 46. Ibid., March 14, 1925, 431.
 47. Ibid., March 21, 1925, 485.
 48. Ibid., July 4, 1925, 29.
 49. Ibid., October 10, 1925, 657.
 50. The Dearborn Press, July 23, 1925, 1;4.
 51. Ibid., November 3, 1927, 1;4.
 52. The Electric Railway Journal, October 13, 1928, 701.
 53. Ibid., October 13, 1928, 74.
 54. The Dearborn Press, December 20, 1928, 20;2.
 55. Ibid., September 12, 1929, 7;5-6.
 56. Ibid., November 7, 1929, 2;7.
 57. Among those who worked for the various interurban companies through Dearborn and were native to this area were: Charles Brown, John Daly, "Kid" Fey, David Barker, Mr. Trollope, Floyd Maxwell, William Tillman, Roy and Larry Renton, Mildred Cronogue, January 19, 1971.
 58. The Dearborn Press, April 22, 1922, 1;6.
 59. The Springwells Independent, January 16, 1925, 1;6.
 60. Ibid., December 12, 1924, 1;6.
 61. Ibid., January 23, 1925, 1;2-3.
 62. Ibid., June 19, 1925, 1;6.
 63. This streetcar line was abandoned on August 19, 1945. The Dearborn Independent, August 17, 1945, 1;6.
 64. The Springwells Independent, July 10, 1925, 1;6.
 65. Ibid., July 31, 1925, 1;6.
 66. The Fordson Independent, April 15, 1927, 1;8.
 67. Ibid., February 21, 1928, 1;8.
 68. Ibid., July 27, 1928, 1;1.
 69. Ibid., July 10, 1928, 1;1.

- 70. *Ibid.*, September 21, 1928, 1;6.
- 71. *This portion of the Michigan Avenue line was discontinued about July 1, 1946. The Dearborn Independent, March 22, 1946, 1;3.*
- 72. *The Dearborn Star, September 27, 1929, 1;5.*
- 73. *Ibid.*, October 18, 1929, 1;2 and 8;3.
- 74. *The part from Schaefer to Telegraph Roads was discontinued in late February, 1932. The Dearborn Press, March 3, 1932, 1;3.*



Peter Witt Car at Vernor and Dix. In the background is a portion of the vast Ford Rouge Complex.



CORRECTION: In the Autumn, 1970, issue of THE DEARBORN HISTORIAN (Volume 10, Number 4, page 104), a correction concerning the former name of Joy Road should be made. Joy Road was known as Bonaparte, while Division Road today is called Greenfield Road.



THOUGHTS TO REMEMBER

"The preservation movement...using structures and objects of the past to establish values of time and place...." -- PRESERVATION NEWS, National Trust for Historic Preservation, November, 1966, Volume 6, Number 12, last page.

"...The perspective to be gained from a study of the past -- particularly from the study of the local past -- can create a new found respect for those who build the future and never get to attend the ribbon-cutting that signifies completion.. .." -- William T. Alderson, Jr., editor of HISTORY NEWS, American Association for State and Local History, Volume 26, Number 2, February, 1971, page 22.

HENRY FORD, EDUCATOR, AS I KNEW HIM

Mrs. Dwight (Carrol Jean Smith) Lewis

[EDITOR'S NOTE: In June of 1969, the Greenfield Village School closed its doors for the last time. Not since 1929, when Henry Ford conceived the idea of using the unique educational facilities of the new Henry Ford Museum & Greenfield Village for school purposes, had there been an interruption of an "education by doing" school system. Through the years we have heard so many nice accounts of the school and during the 1963 Henry Ford Centennial, headquartered at the Dearborn Historical Museum, we had the opportunity to interview alumni, and almost without exception, their statements were those of praise. Personally, it was a disappointment to the editor when the school closed as his daughter had just completed kindergarten at the place she loved to attend each day.

We are fortunate to have as a guest writer in this issue of THE HISTORIAN, Mrs. Dwight Lewis, who attended the Greenfield Village School from 1935, as a 3rd grader, through the Edison Institute's High School in 1946. Her account is based on a talk she is called upon to deliver occasionally at various meetings. It covers personal reminiscences and many little facets of the educational experiences not familiar to many people.

It is interesting to note that Mrs. Lewis' husband, as well as their two children, also attended the Village School. W.H.A.]

Mr. Henry Ford's definition of an educated person was - "one who not only knows a lot, but knows how to do a lot of things."¹ I'm sure all of you know of Henry Ford's Greenfield Village - the spacious outdoor museum of Americana - but did you realize that Henry Ford was an educator as well as a collector? He felt that in the past, education had always been looked on as a way of preparing a person for life. This viewpoint was wrong, as far as he was concerned, because he believed that it lead the pupil to regard life and education as two separate experiences. The Greenfield Village school system was built, therefore, to benefit the child rather than to fit the child into any particular system. As a student, parent, and substitute teacher at the Village, I have had a unique opportunity to evaluate his philosophy from many angles.

LEARNING BY DOING

I have given this program a subtitle - that of "Learning by Doing" which, to me, sums up Henry Ford, Educator, and which was the underlying philosophy of the program of Greenfield Village Schools.

I was fortunate to be able to attend the Greenfield Village Schools from

the third grade through the Edison Institute High School. The buildings and collections of the Village and Museum were an integral part of our education all through those years. From the time of early elementary grades when Pilgrims are studied at Thanksgiving time, to Senior High years when Chemistry and Physics are part of the curriculum, every available facility was used; and instead of just reading about the Pilgrims, we visited in the Plympton House - instead of using only the laboratories of the school for Chemistry and Physics, we spent time in the laboratories of Edison, Carver and Steinmetz - really making our studies all come to life. We were able to visually trace the course of the social and industrial development of our nation.

The ringing of the Chapel bell over the quiet Village Green is the signal that another new school day has begun at Greenfield Village. Let your minds come back with me now while I reminisce about the years when Henry Ford was alive, seeing his hobby function and grow into a most unique school system.

CHAPEL SERVICES

Two or three times a week Mr. Ford would be seated in his favorite part of the Chapel balcony enjoying the singing of the old familiar hymns, the poems and prayers and readings - all done by the students who attended the school [at that time (1935-45) approximately 230 boys and girls from the kindergarten through 12th grade.] The primary grades held their own chapel service in their school rooms, but grades four through twelve attended chapel each morning, and each child had the responsibility of participating alone in the service at least three times a year. The service was short, usually 15 minutes in length, and the hymns and inspirational readings helped to get everyone's day off to a reverent and peaceful start. Several years the chapel service was broadcast nationwide on station WJR on Sunday evenings. All the children were picked up at their homes and taken by school bus to the chapel. Nearly every week, the children who had special parts in the program would receive letters from different places throughout the country congratulating them on their presentation or reminiscing with them about that particular poem or author.

When the Fords were traveling, they always arranged to be near a radio in time for the broadcast, and often would send a congratulatory telegram to the student body in regard to the program. Many Friday mornings we had the added pleasure of having Mr. W. J. Cameron give us a short talk after our service. The message he brought us always was most meaningful and applicable to our everyday lives. It was not unusual for Mr. Ford to have famous guests with him at these services. We were fortunate to be able to meet many of these people and hear them speak after our service, authors, musicians, inventors, politicians, movie stars - people from all walks of life.

While I am reminiscing about chapel experiences, let me tell you of a very special event during the junior year in High School. The biggest single school event of the year is preparing and giving your "Chapel Talk." In English and History classes you did the research for your talk; more than likely you took a trip to the Museum and out in the Village to learn more about your

subject. Then each person in the class gave a twenty minute talk in front of the whole congregation - students, teachers, Mr. Ford and any guests he might have; a rather "frightening" experience for most, but in looking back, a truly wonderful one! These talks were analyzed and rated by the teachers and the student with the highest rating was awarded the "Lincoln Public Speaking Trophy" duly inscribed. So thorough was our preparation for this event, that (I do publicly confess this now) when I was a Freshman at Michigan State College, our second term of basic English was devoted to preparing a research paper and giving talks on it, and I used my "Chapel Talk" the whole term and received my first college "A" in the course!

On Mother's Day of 1942 the Ford Sunday Evening Hour had its final broadcast and as on many previous Mothers' Day programs, the students from Greenfield Village were the musical part of the program. This program, as you probably remember, was an hour long, twenty minutes of which Mr. Cameron spoke and the rest was musical. Every child from fourth grade through twelfth was on the program, having spent hours of memorizing and rehearsing. The Ford Symphony Orchestra accompanied us, and we all felt a great deal of pride in a job well done. Of course, we were well paid for these programs, \$12.50 each, paid in War Savings Stamps!

Music was always a big part of our school life. From the whole group who participated in Chapel, Sunday Evening Hours, Christmas programs and Operettas, a smaller group known as the Special Chorus was chosen. Each time a special event took place, the Special Chorus was to be ready to sing. Three of these are especially clear in my mind: when Edsel Ford died, all of us felt a special sadness, but were honored to be asked to present some special broadcasts. There was a three day mourning period when President Roosevelt died and all regularly scheduled radio programs were cancelled and we did several programs during that time. When Igor Sikorsky presented his helicopter to the Museum, on a half hour's notice, the Special Chorus was again called into action... although I must admit that learning a Russian folk song for him in that length of time did prove to be rather disastrous!

IN RESIDENCE AT THE VILLAGE

For the girls in the 7th through 12th grades, some weeks were very exciting - like the week they had their turn to stay at the Webster House. The Noah Webster House is one of the largest homes in Greenfield Village and except for a very large and modern kitchen, the house and furnishings are authentic in every way. Each week a group of eight girls was privileged to call the Webster House "home." There were two girls from the 7th or 8th grade, and six from the high school. On Monday morning we took our suitcases on the school busses - prepared for a grand week of homemaking experiences. After chapel on Monday morning the two girls who were in charge of menu planning and shopping met with the housemother and made plans for the meals; then a service driver drove the girls to the local market so the groceries for the week could be purchased. We were given \$25.00 a week and we did *very* well, which is a little hard to believe until I tell you that Mr. Ford had all our meat and dairy products furnished by his commissary and most of our vegetables were

grown on his farms and delivered to us without charge! Two other girls were cooks, two were table setters and servers and two were in charge of dishes and cleaning up the kitchen after meals. Jobs were rotated, of course, so you had the experience of each job. We were very well supervised and in the evenings after the dishes were finished and before homework began, we were free to roam the Village by roller skates, by bikes, or just walking in the peaceful quiet night air - always accompanied by a Village guard.

Once a year Mr. and Mrs. Ford were guests at the Webster House and if it happened to be your week to stay there, you were responsible for the planning, cooking and serving of the meal. One evening after dinner we were sitting in the front parlor and Mr. Ford was discussing the new Bomber Plant at Willow Run. Apparently, we girls were not responding very enthusiastically to his new venture and he suddenly realized that we probably didn't know anything at all about bombers or how they were assembled. Immediately this was rectified, for from then on, each Thursday morning the group of Webster House girls were taken by service car out to the Bomber Plant and given a firsthand tour of the plant, including climbing all over and into huge bombers. After a delicious lunch in the private dining room out there, we were driven back to school and expected to settle down to the everyday routine of school work after such an exciting morning! How the boys would have loved such a trip, but they never were given the opportunity. Perhaps Mr. Ford felt the boys already knew all about such assembly line practices, perhaps he didn't want his boys to have to know about bombers at that time (during the war), but the boys had to be content to find out about this trip "second hand" from the fortunate girls who could see it all "first hand."

The trips to the Bomber Plant may have made the boys envious, but they had an experience that none of the girls had. In 1940 and 1941 each boy in the 7th through 12th grades had a turn traveling by train to the New York World's Fair, living for a month in a Long Island mansion and working in the miniature machine shop Mr. Ford exhibited at the Fair. The rest of the students back in Dearborn were kept duly informed about their activities and experiences, as part of their English assignment each week was to write letters home to us. A couple accompanied the boys to and from the Fair, were housemother and housefather for them, and helped the boys to carry on their academic subjects as well as their machine shop work. Tutors were also hired so the boys would not get behind in their school work and the needs of the boys were cared for by a household staff numbering 16!

Returning to Webster House activities - the Webster House was also used for entertaining at various times: our parents, teachers, and the mothers and students of the senior class. These parties were put on, of course, by the girls. Even the senior boys had to attend the senior mother's tea, much to their disgust!

SEASONAL EVENTS

So many seasonal events are imbedded so clearly in my memory. In the fall,

on the day before Thanksgiving, a huge turkey dinner was prepared for the school children. Each table of 8 was set with a white linen cloth and napkins and beautiful sets of dishes. One of the High School boys was host for each table and had a turkey all his own to carve! Now, turkey carving can be a rather difficult job, but after carving one since being a sophomore in High School, it does get to be less and less of a chore.

Christmas preparation for the children of Greenfield Village was an event eagerly anticipated every year. First of all, the primary grades were always taken by horse and sleigh over to the Fair Lane woods - to Santa's workshop. Waiting at the cabin was Santa himself with his workshop shelves loaded with toys. Each child was permitted to choose a gift and then invited to sit down for a chili supper with Santa before the cold sleigh ride back home. The annual Christmas play was a production so vast in scope, it is difficult to imagine. Every possible "prop" and costume was readily available and the entire student body participated in the program; complete with accompaniment by part of the Ford Symphony Orchestra. I truly believe that the Ford Motor Company could have shut down production if any part of it had interfered with Mr. Ford's attending this program. The program was always aimed at Christmas' true meaning, but also - the children in the primary grades were always happily surprised when Santa really came down the chimney with a sack full of gifts. One year McGuffey School replicas were brought by Santa and as far as I have been able to determine there were only 25 of them made - one for each child attending McGuffey School at the time. This is a real collector's item and one of my prized possessions!

In February, on Thomas Edison's birthday, the students gathered at Smith's Creek Depot in the Village and two of the boys who were especially skilled at telegraphy would send messages to all the remaining members of Edison's family. On Abraham Lincoln's birthday each year, the eighth graders, who had been busy with much research, presented an original play based on the courtroom life of Mr. Lincoln. Each member of the class was in the play - complete with authentic costumes of the period borrowed from the Museum costume shop. This play was presented, quite naturally, in the Logan County Court House facing the Village Green and the cast arrived, very appropriately, in horse drawn carriages.

One seasonal event, that only happened once to my knowledge, was the excitement one February morning in 1938 when Dearborn was all but snowed in. The children bundled up warmly and made their way to their bus stop (which was never more than a block from their home). Imagine our delight when the school busses were not able to get through, and the Village horses and sleighs picked us up instead.

The first and last birthday you celebrated while a student at Greenfield Village, brought a surprise early in the day. A service driver appeared bringing a lovely cake from Mr. Ford, and soon a telegram arrived also, wishing you a happy birthday and mentioning some personal experience you had at the Village.

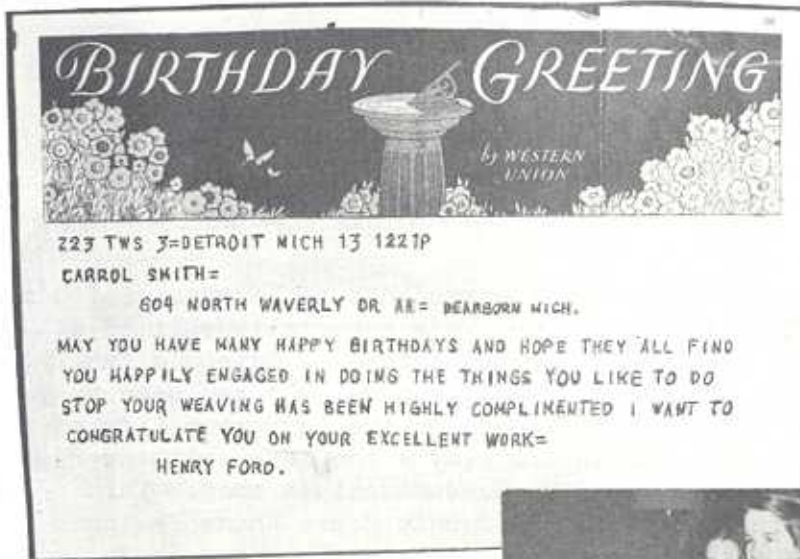
All through the winter at the Village we were privileged to have ice skating



The china head doll was a gift Mrs. Lewis selected at Christmas of 1935 in "Santa's Workshop."



Badge of the reception committee for the Federation of McGuffey Societies, July 2-3, 1938.

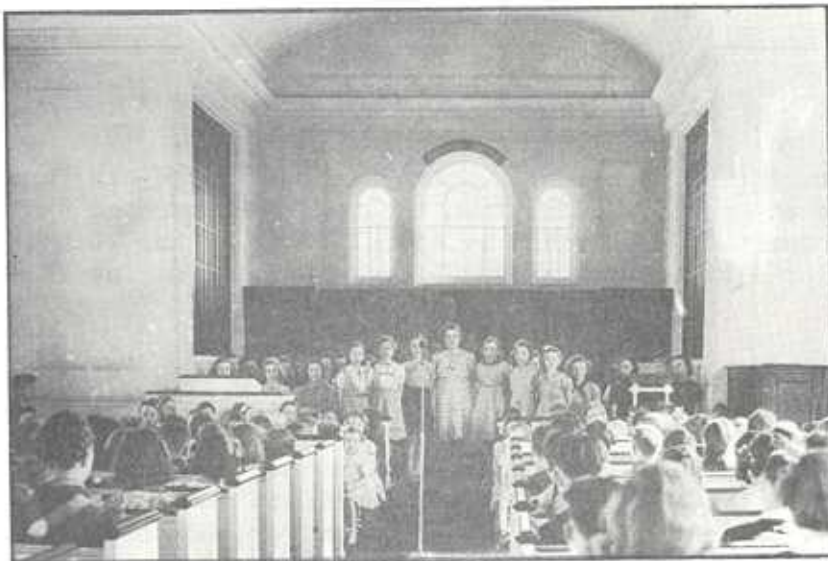


Mr. Ford sent personal telegrams to each child for their first and last birthday anniversaries which they celebrated while at the Village School.

Mickey Rooney (in foreground right of picture) made the movie "Young Tom Edison" during late 1930's. Mrs. Lewis is at the extreme left.

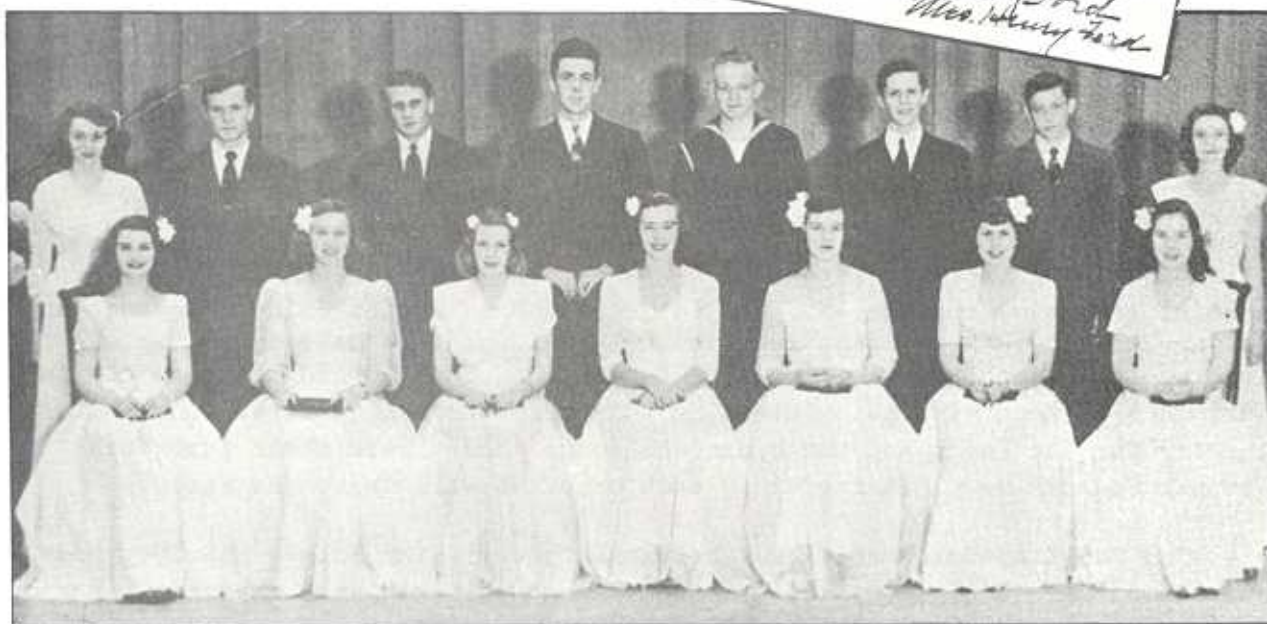


[All photographs on pages 28, 29 and 34 are from the Museum Collection and were taken of those objects or illustrations which belong to the author.]



Children at the Martha-Mary Chapel in 1936. The occasion was the 50th wedding anniversary of Henry and Clara Ford.

Facsimile of Mrs. Smith's diploma in 1945. Note the signatures of Mr. & Mrs. Ford.



This is the 1945 graduation picture at the Village. Mrs. Lewis is at the extreme left, back row.

parties on the Swanee River, or inside roller skating parties in the old Ford Airport, or theatre parties at one of the downtown theatres - chaperoned by the class advisors and transportation provided by school bus. As the weather became warmer, outdoor roller skating parties and bicycle parties at the Village were available to us.

Also - in the spring and fall and all throughout the summer, we were able to have horseback riding classes once or twice a week. We had 15 horses and 10 ponies and were instructed in the art of horsemanship - including grooming our horses. About the freedom to be at the Village all summer, Mr. Ford said: "If education is in truth a part of life itself, why should it end for the summer for two or three months? Life does not break off that way and there would be less distinction between education and life if the former process were made as continuing as the latter."² In addition to the horseback riding in the summer, we were welcome to swim, play tennis, weave, guide visitors through the Village or Museum (this job was a paying one) or just "wander" in the Village.

Concentrated work in the Spring on an operetta occupied a large part of our time. The favorite operetta of Mr. Ford was Gilbert and Sullivan's "H.M.S. Pinafore", and so every other year "The Pinafore" was produced - with costumes made for each child by the costume maker. Imagine - sailor suits for each boy in the school! This was another event Mr. and Mrs. Ford would never miss. They were in the first row of the balcony early so they would be able to greet some of the parents as they arrived for the play.

WORKING A GARDEN PLOT

As soon as spring planting time was here, each child was given a garden plot, seed and tools with which to work and from then on through the summer, we and our parents cared for the gardens and ate the produce. What wasn't used was sold at the Roadside stand and at Christmas time the next winter, garden dividend money was given to each child. One year this amounted to \$27.00. It was unbelievable to us that after furnishing the seed and the land, and being able to eat the produce, we still received this dividend!

SPECIAL CELEBRATIONS

Two very special celebrations are vivid in my mind - amongst the many special events we celebrated. One is Mr. and Mrs. Ford's Golden Wedding Anniversary and the other is the McGuffey Celebration. The Golden Wedding was in 1938 and the Chapel service was a half hour long that morning instead of the customary fifteen minutes. Attending this service was the first function of the day for the Fords and the hymns and songs chosen were their favorites. The service was very meaningful to each of us as well as to the Fords.

The McGuffey Celebration was held when the William Holmes McGuffey Home and school were dedicated. All of the Village children were dressed in period clothes, equipped with hoops to roll and performed Early American dances on the Green. Movies had been made previously of the life and times of William

Holmes McGuffey, using the students as the characters. These movies were shown at the time of this great event.

Each Friday afternoon weekly spell downs were held in each of the schools from first grade right through the high school. A first and second medal were presented to the winner and the runner-up. The first medal was a silver dollar and the second was a half-dollar. In the lower grades the girls always wore the medal on a ribbon around their necks for the week following the winning of it and the boys carried theirs on key chains. At the end of the year the winners were tabulated, and those who had won the medals the most number of times were given one to keep.

Mr. Ford has said, "It is never too early for the child to learn how to do something useful and begin to earn something. Teaching the child to earn a living is an essential part of this program; not merely to earn, but to live so that what is earned may signify something. Earning a living is an essential part of life; it should have a place in every educational system. Only after you have formed an acquaintance with how to do many things, will you be able to select a single thing on which to specialize. One man's trade may be another's hobby or a third's talent."³

WORK EXPERIENCE PROGRAM

A unique experience for the High School students was the "Work Experience Program", which bore out Mr. Ford's thinking on earning a living. Two afternoons a week each student spent time on some job experience. The girls acted as student teachers for the elementary grades, sold War Savings Stamps to all students, worked as typists in various offices, learned the business of keeping a library in order and - along with the boys - worked in the Carver Experimental Chemistry Laboratory, acted as guides in the Village and Museum, and worked at Photography. The boys' work experiences included machine shop and foundry work, Village Print Shop, various Ford Motor Company engineering laboratories and electrical maintenance. We were paid by the hour for this work and were evaluated in the experiences and reports sent home with the regular academic report cards. Mr. Ford's and the school system's task was, as he put it, "to equip boys and girls to do many things, to live under a variety of conditions, under rapidly changing conditions and to be quick to make adjustments to new conditions."⁴

Each Friday the Herald [the official school paper] was published - the work of students throughout - from writing to printing. One of the High School students was assigned to write the feature article each week - this article usually being written about some Village building or some item of interest in the Museum. The elementary school students were required to write a news item or an original story or poem each week and a representative group of them would appear also. The Herald, incidentally, takes its name from the newspaper sold by young Thomas Edison on the train between Detroit and Port Huron. At the end of the school year the Heralds for that year were bound and given to each child.

EARLY AMERICAN DANCING

From the time Greenfield Village students were in the fourth grade on through their High School days, Early American Dancing was a part of their education. Once each week the boys and girls would gather in beautiful Lovett Hall and learn the dances the Fords enjoyed so much, taught by dance-master Benjamin B. Lovett and accompanied by the Early American Dance Orchestra. Once a year the older students and their parents were invited to a formal dance class and party in Lovett Hall, which was attended by the Fords. This was always a very special event for all concerned. We gave many dance demonstrations around the City and each time a special visitor or group was at the Village, they would be similarly entertained. Many times, if the visiting group happened to be all men - the girls of the Village would be their partners and all would join in the dance.

Each fall when school began, a team of doctors from the Ford Hospital came to the Village and conducted annual physical examinations for each child. In the event of serious illness or surgery, the child was taken to Ford Hospital and treated at no cost whatsoever to the parents. If a child became ill during school hours, a call to the parents was made and then a call to the service department would bring a car and the child was taken home at once. Each morning before Chapel a doctor and a nurse were in attendance to check and readmit any student who had missed school previously due to illness.

The usual school art program was supplemented by pottery and weaving, both arts being learned from the old to the new - from the hand process to the mass production process. All materials were supplied by the school, and many lovely pieces were made. My own experience in weaving, for example, was climaxed by being allowed to weave material for a coat one summer!

The many different school clubs and organizations were a part of the total program also, and monthly assemblies for the High School students were put on entirely by these clubs. Each club - whether it be radio, dramatics, Scouts, or any other - would have to study and produce the program; thus, of course, learning a great deal about that particular activity and sharing the knowledge with the other students.

Occasionally the last thing on Friday afternoon we were all taken to the Museum Theatre for a special showing of a particularly excellent movie of the day. Such films as "Heidi" and the "Andy Hardy" series, "Young Tom Edison" and "Abe Lincoln in Illinois," were shown. These movies were a real treat and very much enjoyed by all.

A brief remark or two here about a few other special educational projects. The girls were taught sewing from the seventh grade on through High School, learning on the old fashioned treadle machine before using the electric. The organ in the Chapel was available for the students to take lessons if they so desired and the Chapel organist gave these lessons after school. The boys in the High School had a wonderful experience in the radio club. I imagine perhaps that other schools had radio clubs, but not with their own station and

three large broadcasting towers like our Village boys had!

One other personal event I want to tell you about briefly was the time they were filming the movie "Young Tom Edison" at the Village in the Menlo Park Buildings. I relate this particular experience only to illustrate that there was hardly a day when something special and unexpected didn't happen! A group of four of us were walking through the Museum to a class, when a Village photographer approached us and asked us to come with him. We were rather reluctant to go, because at that time in our lives (8th grade) we were not the least bit interested in having our pictures taken and it seemed that the photographers were always around! However, we did accompany him to the Tom Thumb Carriage and there was Mickey Rooney taking some time off from the filming of the movie, waiting for some publicity pictures.

SENIOR YEAR

As the Senior year at Greenfield Village began, it was approached with excitement, of course, but with more sadness than was ordinarily experienced in most schools. Very few of the students really wanted to leave the Village, and all the friends they had associated with so closely for twelve years and all the wonderful opportunities and experiences we were just then beginning to realize we had had. With the small number of students in each class - we had only 16 in ours - many wonderful functions were prepared for us. First of all, there was a marvelous luncheon the members of the faculty put on for the Seniors; the male teachers escorted the girls in the class and the female teachers invited the boys. Each of us left our school with a very close feeling for the faculty after that event.

One night during the final week of school, Mr. W. J. Cameron was invited to a dinner with us in the Colonial Kitchen of the Clinton Inn in the Village. The informal discussion with him and his great words of wisdom gave us much to think about and always remember.

Of course, the usual June Prom, a sports banquet, a swimming show and a Junior-Senior Banquet were a part of the time leading to graduation, the whole time being climaxed with the night of graduation held in the Museum Theatre. Part of the Ford Symphony Orchestra provided the music. We did not wear caps and gowns - the girls wore white formals and the boys dark blue suits. A short program, similar to a Chapel service, was held and then Mr. Cameron gave the address. When this was over Mr. and Mrs. Ford presented the diplomas. Each of us, as our name was called, walked across the stage to receive the diploma and best wishes - the girls remembering to curtsy and the boys to bow to the Fords. Believe me, High School graduation was one of the saddest events of my life! We all soon realized, however, that our days of closeness in our feelings for the Village would never end.

IMPORTANCE OF BASIC ACADEMIC SUBJECTS

From all the foregoing you may have the idea that the Greenfield Village Schools and the Edison Institute High School did not have much time for the

teaching of basic academic subjects. Nothing could be farther from the truth! We had very few, if any, study halls, which were rather common among our friends in the Dearborn school system at that time. It was a rare occasion for those in the High School to get home in the evening after school before 6:00. Our evenings had to be spent in studying, because the time allotted to the "extra-curricular" activities at school did not permit us to have any free time while at school. The value of this system is easy for me to see - we had to learn to plan and use our time wisely. How many times I have been so grateful for that knowledge!

Several people have asked me about the transition to college life. First of all, let me say that the Village was an accredited school and any graduate whom the principal recommended for college was sure to be accepted. Having had so many varied experiences all through our Elementary and High School days really equipped us very well for the transition to college, I feel. Most every graduate was a pretty well-rounded individual, who could discuss many topics with many people and who could adapt himself very well to any new situation which arose.

HENRY FORD'S PHILOSOPHY

Mr. Ford's philosophy emphasized work, experience, service and living. He predicted a reward for those who faithfully fulfilled this program - not of money necessarily, for to him, money was a tool to be used, not a reward - but of joy in the job, joy in creating, joy in leaving the world a better place.⁵

I am sure that all his students have benefited most generously working, learning and living under his wise philosophy.



Note: All footnote references are from Henry Ford and Greenfield Village, by William Simonds, published by Frederick Stokes Co., New York, 1938. (1) p.24, (2) p.47, (3) P.27, (4) p.28, & (5) p.17.

One Christmas (circa 1936) Santa Claus presented McGuffey School models to each child in the grade in that building. Perhaps 25 were made.



News From The Museum

SPECIAL INDIAN EXHIBIT IN MAY. The Museum is scheduling a special traveling exhibition as one of its highlights for MICHIGAN WEEK - the third week in May. It is called "*Plants and the American Indian*," which comes to us from Cranbrook Institute of Science. It is one of the ways we may pay due respect and honor to the actual first citizens of our country and particularly to the region of the Great Lakes of which Michigan is the heartland.



The exhibition will be at the McFadden-Ross House, Friday, May 14 through Sunday, June 6, 1971. The regular Museum hours will prevail: Sundays: 2:00 P.M. - 5:00 P.M.; Tuesdays-Fridays: 10:30 A.M. - 5:30 P.M. and Saturdays: 9:00 A.M. - 5:00 P.M. Twenty-seven panels will depict Indian artifacts, plant specimens, wild foods, beverages, medicines, dyes, charms, smoking materials, wigwam construction and much more. Be sure to see this fine exhibition during that three week period!

The exhibition is made possible through the courtesy of the DEARBORN FOUNDERS, a Dearborn based organization whose two-fold goal is to: "Promote a historic awareness and interest in the businesses and professions which have been the foundation upon which the City of Dearborn has developed; and develop and maintain a historical educational program which will ensure the permanent perpetuation of the Dearborn story."

We will have a special illustrated article in the Spring issue of THE HISTORIAN, written by Dr. Robert N. Bowen, assistant director of the Cranbrook Institute of Science entitled "*Plants and the American Indian*." Watch for it next issue!

FLEA MARKET SET FOR JUNE 5. Mark the date of Saturday, June 5, 1971, on your calendar for the Museum Guild of Dearborn's best Flea Market yet. It will be held on the premises of the McFadden-Ross House, weather permitting, between the hours of 10:00 A.M. and 5:00 P.M. In case of rain it will be postponed until Sunday, June 6. You never know what will show up so be sure to be there and find out and not be disappointed.

TWO NEW MUSEUM BROCHURES. The Museum has two new and revised brochures ready for your convenience. One is an up-to-date folder about the research facilities of the Historical Commission's HISTORICAL RECORDS & LIBRARY on the second floor of the McFadden-Ross House. It lists the type of records available and gives a brief background as to how this all came about. The other brochure is a two-colored guide which covers all aspects of the Museum work. Should you wish to have a copy, or perhaps a number of them to give to others, please let us know at the office.

NEW EXHIBITS. There are some new changing exhibits at the McFadden-Ross House you will want to see in the near future. There are cases covering fashions of another era. You'd be surprised how fashions have a tendency to repeat themselves or to borrow from the past to some extent. Come and see:

"Tiptoe Through the Tulips"
"It's Old Hat"
"Snips and Snails" - "Sugar and Spice"
"Rock-a-bye Baby"
"Well Suited - 1922"

Also, come to the Commandant's Quarters where other new exhibits will await you shortly.

SUNDAY HOURS. Remember, the Sunday hours are again in effect from the first Sunday in March to the last Sunday in November, from the hours of 2:00 P.M. to 5:00 P.M. After a long, long winter, why not bring the family out for a Museum trip soon! There is something new or old at a museum at all times.

COMMISSIONER RECEIVES ENGINEERING AWARD. Frederick Bauer, for the past six years, a member of the Historical Commission, has recently received a Society of Automotive Engineers award for outstanding service. His recognition was concerned with the measurement of electro-magnetic radiation from motor vehicles. He is an electrical systems engineer at the Ford Motor Company.

FURTHER RESEARCH AT WASHINGTON, D.C. Historical Commission Chairman Floyd L. Haight, Chief Curator Winfield H. Arneson, and Curator of Research Donald V. Baut, are returning to Washington, D.C., in March in order to continue research conducted there in February of 1970. Their goal is to obtain more material on the man for whom the City of Dearborn was named, Major General Henry Dearborn (1751-1829); and also gather more information about the old 1833-1875 Arsenal located here. They will be dividing their time between the National Archives, the Library of Congress, and other government organizations in the area.

HISTORICAL WORKSHOP HERE APRIL 3RD. Alexis A. Praus, director of the Kalamazoo Public Museum, will bring a delegation of Western Michigan University students here on April 3rd to learn first hand the operations of the Dearborn Historical Museum by various staff members. These students, who are enrolled in a museum workshop course taught by Mr. Praus, may someday work professionally in Museums in the United States. Incidentally, it may interest our readers to note that today, according to latest compiled statistics by the American Association of Museums, about six new museums open their doors every week somewhere in the United States. Museum interest is growing tremendously.

DIRECTOR OF FORT ST. JOSEPH MUSEUM RETIRES. Mrs. Joseph (Gertrude) Johnston, director of the Fort St. Joseph Museum in Niles for most of these past 18 years, retired recently. As is often true in many of the smaller communities, one person may be the main sparkplug of the operation. Mrs. Johnston definitely served in that capacity. Her wisdom and devotion to the museum world will be missed by her many Michigan associates. We wish her well in the future.

ACCESSIONS: Oct. - Dec., 1970

1969 and 1970 PIONEER, Dearborn High School Yearbooks	MR. LEONARD M. MAZUR, Prin. DEARBORN HIGH SCHOOL
History of the Taubitz family	MRS. ALVIN M. LOTHAMER
Evangelical Lutheran Church of the Atonement publications and commemorative programs	REV. EDWIN H. ROEHRS
Electric iron & deep fryer, catalogs & books	MR. WINFIELD H. ARNESON
Mail order catalogs	MRS. RICHARD C. ALVERSON
Collection of early Dearborn photographs	MRS. PAT GODETTE THE DEARBORN PRESS
Publications, directories, programs, papers, photos, doilies, china & commemorative plate collection, and miscellaneous display items	MR. FLOYD L. HAIGHT
World War I material	LT. COL. JOHN D. McDANIELS
Cherry Hill United Presbyterian Church Twenty-Fifth Anniversary publication	DR. L. WILSON KILGORE
American Legion Fort Dearborn Post #364 History (1969-1970) by Floyd L. Haight	AMERICAN LEGION FORT DEARBORN POST #364
Bound volumes of "National Geographic" magazine	MRS. HAROLD CHRISTIANSEN
LIFE OF AN AMER. WORKMAN by Walter P. Chrysler	MR. FREDERICK BAUER
Programs, memorials, directories, publications, etc.	MISS IVADEL MOORE
An extensive collection relating mostly to 1936-41 including scrapbooks, photos, official records, correspondence, documents, publications, etc.	MR. JOHN L. CAREY
1948-1961 issues of MICHIGAN HISTORY published by the Michigan Historical Commission	MRS. GERTRUDE UNDERWOOD FORDSON HIGH SCHOOL LIBRARY
Mechanical device and blacksmith drill	MR. JOE HELLIAR
Tools, farm equipment and rope	MR. GERALD J. CLARK
Mason jars, pipe rack and ladies shoes	MR. & MRS. KENNETH STECKER
China bowl and toy train set	MUSEUM GUILD OF DEARBORN

Conley View Camera, case & equipment (c.1908)	MR. WILLIAM H. DISTIN, III
Dearborn Police Sharpshooter & Marksman medals	MR. KARL PARCHERT
World War I items, awards, photos & publications	MR. ROBERT HYNETT
Boy Scout, WWI & Masonic uniform items, ladies accessories & misc. exhibit material	MRS. ROBERT COPP
Early costumes & accessories and photos	MR. & MRS. GEORGE LONGEWAY
U.S. Navy Air Force uniforms (World War II)	MRS. GEORGE W. CUBBAGE
Lady's suit, baby carriage robe & pillow cover	MRS. GEORGE BREIL
Rohrbach Genealogy by the donor	MR. LEWIS B. ROHRBAUGH
A very extensive collection of Dearborn school records & papers, personal papers, scrapbooks, photos, etc. (1847-1960), & early leather chest	MR. RAY H. ADAMS
Ford's 50th wedding anniversary celebration memorabilia and photos of Michigan Avenue	DR. G. D. ROWE
1894 Certificate to Chief Engineer on Lakes	MR. & MRS. MERWIN A. LEWIS
1942 Dearborn High photo, greeting cards, picture frames and abstracts	MR. FREDERICK G. WEIDEMAN CITY OF DEARBORN LAW DEPT.
Masonic programs, church mortgage & document	MR. WILLIAM M. HAMILTON
Paper on Henry Ford, Educator, by the donor	MRS. DWIGHT LEWIS
Book for use of U.S. Infantry Field & Staff (1874)	MR. GEORGE I. S. CORCORAN
St. Paul American Lutheran Church publications	REV. NORMAN C. SCHELLHASE
An extensive collection of World War I posters	MRS. CARL BEIER
School desk and desk inkwells	MR. HENRY GREVENGOOD
A large collection of antique bottles	MR. & MRS. CHARLES E. GILBERT, JR.
Ladies dress, towel rack and tin wall tiles	MRS. RAYMOND N. NOWICKI

THE DEARBORN HISTORICAL SOCIETY REPORTS

Katherine M. Cushman

THE FORD EAGLE BOATS

Robert E. Lee, curator for marine history for the Detroit Historical Commission and director of the Dossin Great Lakes Museum, spoke to the Historical Society in January on the subject of the Ford Eagle boats in World War I. His talk was illustrated with slides of some of the 500 photographs in the Ford Archives.

The third year of the war, 1917, was a bad one for Allied shipping, with between five and six thousand boats being sunk by German submarines. The United States Navy experimented and built a submarine detecting device to be placed in boats, but when they tried it out, they found the device detected all the thumping and bumping of the steamship machinery. What was needed, it was concluded, was a fast, light patrol boat using turbo-engines.

The Navy did not develop any plans for such a boat itself, but rather asked private boat-building companies to get the plans made and build the boats. But the builders already were more than busy, and none of them offered to build such a boat. Finally in November of 1917, Henry Ford offered to build two hundred. Ford's correspondence with Franklin Delano Roosevelt, then as assistant secretary of the Navy, is still in existence. On November 18, Roosevelt notified Ford by telegram that he could proceed to build one hundred boats. No contract was signed until later, and no financial guarantees were made. For almost five months, Ford spent his own money with no assurance that he would get it back.

Ford hired naval architect Frank Kirby to design the boat. As soon as possible, a pilot boat was being put together by hand in the basement of an old loft in the Ford Highland Park plant. After it was assembled (in about ninety days), it was taken apart again, so that the necessary mass production processes could be developed.

In the meantime a new thirteen acre plant was being designed and built on a site picked by Henry Ford on the River Rouge in Dearborn. The land was so marshy that 175 carloads of cinders had to be dumped to provide a foothold for the work machinery. Today this is the Rouge Plant.

Buildings A and B were built in about ninety days. B Building was the most important one in the boat building process. A canal also had to be dug, railroad siding, and a means to launch the boats. The launching device consisted of four towers with hydraulic hoists each of which was capable of raising 1,800,000 pounds. A dredge, the Handy Andy, was used to deepen the river and the canal.

When A and B Buildings were built, eight thousand men were transferred from the Highland Park Plant to Dearborn. Since other transportation had not been built, Ford for a time provided Model T busses which pulled trailers lined with benches.

By March 1 the government contract had arrived. Ford signed it and sent it back, only to have it returned because he had neglected to put on a fifty-cent revenue stamp.

In May, five months after Ford had received the "go ahead" signal from the government, they laid the keel for the first boat. They used a rolling platform on rails which ran the length of B Building. Holes for the rivets in the plates were pre-drilled and lifeboats and similar equipment were stockpiled.

A rather comic note was that the first Eagle Boat sank when it was launched and the elevators had to be used to raise it again.

Once the boats were launched, they had to be fitted out. The government could not find a company to build the engines, so again Ford came to the rescue, building the engines in the Highland Park Plant.

Using mass production methods which other boat builders sneered at, one boat was built in ten days. This record has never been matched. Sixty boats were built by the time of the Armistice, November 11, 1918. This record is a tribute to work and courage of one man - Henry Ford.

Unfortunately, after the Armistice there was a wrangle between Ford and the government over who was to pay for materials and supplies already bought by Ford for future boats. And of course, there was no need for the boats already produced. It is estimated that Ford received something like 30¢ on the dollar for boats already produced, and ended by buying and scrapping most of them. Several were turned over to Sea Scouts, and the government accepted and commissioned three. These were sent on a goodwill cruise to St. Petersburg, but proved to be very difficult to handle because they were topheavy and had too slender lines. They were soon decommissioned.

Several members of the Historical Society had personal reminiscences to add to the program. George Brady remembers watching William Knudsen working on blueprints, laying out the parts to be assembled. Fred Schneidewind's father, who was a loftsman at Great Lakes Engineering, worked on laying out plates at the Highland Park Plant for the prototype boat which was later taken apart and reassembled as Eagle Boat Number Seven.

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DEARBORN HISTORICAL MUSEUM AND COMMISSION SERVICES

* Exhibits

*Preservation of Two Historic
Arsenal Era (1833-1875) Buildings*
Exhibit Annex: Early Farming & Shops
Period Rooms
Changing Exhibits
Special Exhibits

* Education

Guided Tours
Local History Lectures
Pioneer & Indian Lectures
Museum Collection Lectures
School Education Program
Junior Historians Program

* Volunteer Program

* Souvenir Counter

* Special Events

* Cultural-Civic Meetings

* Research

Historical Records & Library
Local History Files
Manuscripts & Archives
Microfilms
Books & Journals
Pamphlets & Newspapers
Photographs & Slides
Tapes
Maps

* Historical Markers

* Publication Program

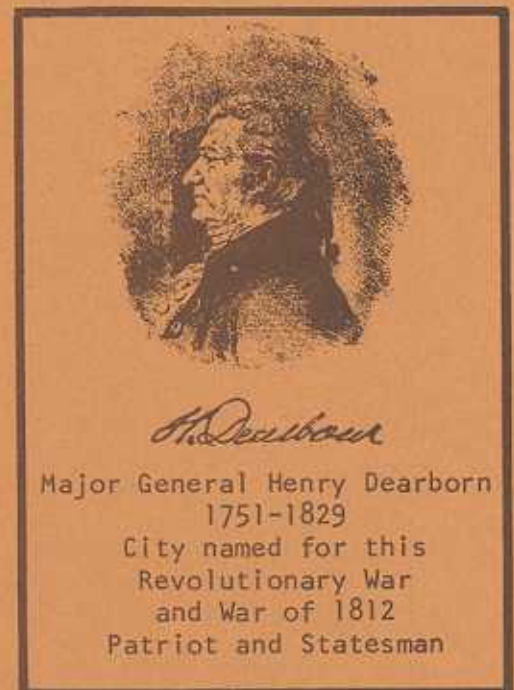
Quarterly: THE DEARBORN HISTORIAN
Book: THE BARK COVERED HOUSE
*Free Literature: Arsenal, Museum,
Research, Local History, Indian,
Dearborn Story, Dearborn's Names,
& Other Special Pamphlets*

The Museum sponsors the Museum Guild of Dearborn

The Museum is a member of:

- * *American Association of Museums*
- * *American Association for State & Local History*
- * *Dearborn Community Arts Council*
- * *Dearborn Genealogical Society*
- * *Dearborn Historical Society*
- * *Historical Society of Michigan*
- * *Michigan Archaeological Association*
- * *Michigan Museums Conference*
- * *Midwest Museums Conference*
- * *National Trust for Historic Preservation*
- * *Organization of American Historians*
- * *Society of American Archivists*

The Museum and Commission assume the responsibility of collecting, preserving and disseminating all aspects of Dearborn's long heritage by means of its educational, exhibit and research facilities.



Dearborn Historical Museum



Exhibit Annex

1853 Commandant's Quarters



Museum Office and Storage Building

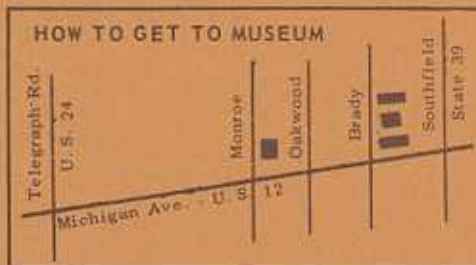


*McFadden-Ross House and Historical Records and Library
(Originally the 1839 Powder Magazine)*

*Commandant's Quarters
21950 Michigan Avenue
Telephone: 561-9735*

*Office Telephone:
274-3170*

HOW TO GET TO MUSEUM



*McFadden-Ross House
915 Brady Street
Telephone: 561-9438*

Free Admission

*Open 10:30 A.M. to 5:30 P.M., Tuesday-Friday
9:00 A.M. to 5:00 P.M., Saturday
2:00 P.M. to 5:00 P.M., Sunday
Closed Monday except for tour and lecture appointments*