

The Dearborn Historian

Quarterly of the Dearborn Historical Commission
Winter 2018 Volume 55, Number 4



Celebrating
100 Years of the Ford Homes
Historic District



Let's Celebrate Dearborn's 90th Birthday

Dearborn might have been settled in the late 18th Century, but it didn't become a city until January 1929, after residents of Dearborn, Fordson (east Dearborn) and Dearborn Township voted to merge. To celebrate the occasion, the Dearborn Historical Museum is planning a Roaring 20's-style speakeasy gala on July 19th at the historic Commandant's Quarters, which underwent \$88,500 in renovations this fall, as well as a strolling dinner, music and entertainment on the rooftop of the beautifully renovated Wagner Hotel. Find out below how you can be part of the celebration.

Join Us for Over the Top at the Wagner

WHEN: Friday, July 19, 2019 starting at 6 p.m.

WHERE: Wagner Hotel Rooftop and the Commandant's Quarters

Strolling Dinner on the Rooftop of the historic Wagner Hotel complete with music, entertainment, and a variety of optional activities

WHO: Sponsors & Benefactors

WHY: To help preserve the wonderful history of Dearborn for years to come.

HOW TO OBTAIN TICKETS: There are a variety of ways in which you can attend this unique event. To become a sponsor or benefactor or to find out more call the Museum office at 313-565-3000 or visit thedhm.com.

SPONSOR LEVEL INFORMATION

Event Sponsor (Bricklayer): \$750

2 event tickets. Commandant's Quarters Champagne Reception; Rooftop strolling dinner at restored Wagner Hotel, your information included in all event media (print & social)

Event Sponsor (Pioneer): \$1000

4 event tickets. All benefits include Bricklayer level plus your identity on event signage, event announcements, gift bags and DHM memberships for each ticket holder

Presenting Sponsor (History Buff): \$2500

6 event tickets. All benefits include Pioneer level plus a commemorative coin for each ticket holder.

Benefactor Ticket \$250

1 ticket Includes Commandant's Quarters Champagne Reception, Rooftop strolling dinner at restored Wagner Hotel, a copy of *The Bark Covered House* and a 1 year Pioneer Family Museum membership.

General Ticket \$125

1 ticket Includes Rooftop strolling dinner at restored Wagner Hotel and a 1 year Bricklayer Museum membership.



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ON THE COVER:

A 100 year old photograph
from a truly historic district.



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Greetings from the Editor

Craig Hutchison

Hello, Readers

I was recently asked to come onboard to be the editor of this award-winning publication. I cannot tell you how excited I am about this opportunity. As long as I can remember, I have had an intense desire to be involved in one capacity or another in the field of history, it has been a life-long dream. I have a passion for getting historical information into the hands of anyone and everyone who might have an interest. I deeply believe in the preservation of history and in communicating stories about objects and people from the past which will enrich lives in the present and bring an appreciation for what has been. I have never been far away from the history of Henry Ford and Dearborn. Dearborn has such a robust and rich history. There are so many facets to interpret and relay to readers. I look forward to the challenge.

By way of introduction, I was born in Dearborn and I have lived here my entire life. I have served in a number of different roles in the field of history. I am a historian, researcher and author, but more than anything else, a communicator who desires to convey not only the events of history, but to communicate stories of the past which will both inspire and provide an appreciate for what has gone on before. I have a deep love for both oral interpretation and the written word. I have worked in history-related positions for such institutions as the Henry Ford Estate, The Henry Ford, Wayne County

Parks and the Dearborn Historical Museum. I earned a B.A. in History at the University of Michigan. While at the Wayne County Parks, I served on the National Heritage Area project, which resulted in the Detroit Metropolitan area being named the MotorCities National Heritage Area.

Having a great desire to continue training in this amazing field, I am presently pursuing an M.A. in Public History from Arizona State University. In terms of being published, there is no greater thrill for me than to be able to share fascinating history with the public via the written word, and to date, I have had four history books published including Dearborn, Michigan and Lost Dearborn. For this opportunity to be a success for me, the most important thing I can do is to make this publication fun and enlightening to you, the reader.

I am not afraid of tackling tough historical topics, but when I do, I can promise it will be with an honest approach and for the purpose of disseminating truthful information devoid of any agenda. What I truly look forward to in this endeavor is furthering the cause of history. Thank you for your support. If you have any questions or ideas about topics that you would like to see covered, please feel free to email me at craigehutchison@gmail.com

MUSEUM GUILD OF DEARBORN ENDOWMENT FUND INFORMATION

All donations are tax-deductible.

Gifts can be made in cash, checks, stocks, bonds and other assets, as well as by a will. Checks should be payable to the Museum Guild of Dearborn, noting the Endowment on the memo line.

Checks and pledges can be mailed to:

Museum Guild of Dearborn
2612 Burns Street
Dearborn, MI 48124

For more information, contact the Museum Guild of Dearborn at (313) 363-3560.

If you would like to help us ensure the future of the Dearborn Historical Museum and its programs through a donation to the Museum Guild of Dearborn Endowment, please complete this form and return it to the Museum Guild:

Name: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Telephone: _____

E-Mail Address: _____

I would like to contribute \$_____ to the Museum Guild Endowment.

Between 1934 and 1952 the second floor of the world-famous Henry Ford Museum in Dearborn, Michigan, housed the Edison Institute High School. I was lucky enough to go to school there. Young people attending the Edison Institute participated in a program called “Learning by Doing.” Henry Ford encouraged students to select jobs from a variety of occupations. Whether it was tending a garden, homemaking, or applying textbook theory to real-life problems in a machine shop, Ford’s philosophy was that such an education would make the transition from home life to the working world easier.

One day, after spending the morning at the Edison Institute High School, I set off for my “on-the-job training” in the “engine build-up” department. Driving my Model A Ford along Oakwood Boulevard in Dearborn, Michigan, I became painfully aware of

The Day Henry Ford Borrowed My Model A

By Joseph Dulmage

the gas gauge ebbing toward the letter E. The year was 1945, and that meant gas rationing (among other things), reason enough for a seventeen-year-old-boy to worry about fuel. I arrived at the Ford Motor Company’s Engineering Laboratory, parked my car, and hurried inside.

The afternoon was going along fine until I looked out the window to check on my car. It was gone! Horrified, I ran outside and stared at the empty spot. Getting over my initial shock, I ran across the parking lot and burst into the security office.

“My car, someone stole my car! It’s a 1930 Model A Ford. I parked it right over there,” I yelled, pointing toward the parking lot. “And now it’s gone!”

The security guards started laughing. “Now settle down, son,” one of them said. “Your car’s not stolen; the old man took it.”

“Why didn’t you stop him?” I said.

“You don’t understand,” said the guard. “It’s Mr. Ford that took your car. He’s got it out on the speed oval right now.”

I ran the short distance to the test track. Sure enough, there was my Model A with Henry Ford at the wheel racing around the oval. I watched him do two laps; then he stopped, turned, and started driving in the other direction. After completing two more laps, he pulled up by a group of men, while I thought with dismay about all the gas that had just been burned. Helpless, I went back inside to my engine buildup class.

After a while Ford returned the car to where he found it and then came inside the building. He asked Mr. Todd, the head instructor of the department, who owned the Model A. Mr. Todd smiled and pointed to a nervous teenager at the end of the hall.

Henry Ford walked down the hallway. “I guess you know that I borrowed your car,” he said, shaking my hand.

“Yes, sir,” I said.

“Was that all right with you?”

“Yes, sir,” I said.

“I’ve got a special place in my heart for the Model A, and when I saw your car in the parking lot, well, I just had to drive it. You’ve got it running pretty good.”

“Thank you,” I said.

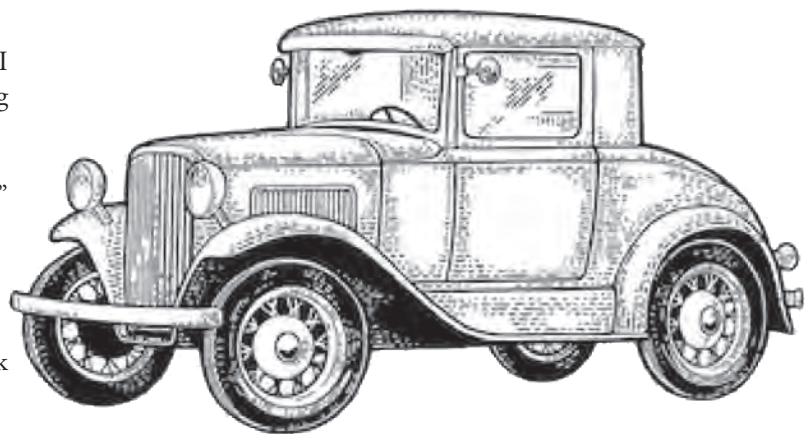
“It ran forty-eight miles per hour against the wind and fifty-three miles per hour with the wind,” said Mr. Ford. “Not bad. Not bad at all.”

As he was speaking, Henry Ford was writing a note on a small card. “Do you know where the company gas pump is?” he asked.

“Yes,” I said.

“Take your car there and give them this.” He handed me the note. “This should take care of the gas I used.”

The attendant at the gas pump didn’t even ask for a ration coupon. Driving home that afternoon, I couldn’t remember the last time I’d seen the gas gauge register full.



Editor’s Note: This story was written by Joseph Dulmage. His father, John Dulmage, who actually experienced the events, related it to his son. Joe’s family has a rich legacy in the area. Both his mother and father attended the Greenfield Village Schools at The Edison Institute from 1st grade through 12th grade and both were guides at Greenfield Village. In addition, Joe’s grandfather was the powerhouse manager at the Henry Ford Estate and was close friends with Henry Ford.

Ford Homes Historic District History

by Joseph Oldenburg

Editor's Note: To celebrate and commemorate the 100th anniversary of the building of the homes in the Ford Homes Historic District, a reprinting of an article by historian Joseph Oldenburg appears below. It was first published in the 1980 Volume 2 Edition of The Dearborn Historian. The development of this neighborhood is unique to Dearborn and certainly groundbreaking for the time period. This article is very thorough in articulating the reasons why.

In late 1918 the Henry Ford & Son tractor plant, located south of the present Conrail tracks and east of present Oakwood, employed some 400 men. The plant had been started in 1915 to build a tractor that Henry Ford hoped would help his friend, the American farmer. The tractor sold well and brought prosperity to the tractor plant workers, but the workers faced other problems.

Most of them were forced to rent homes in Detroit for the then high rate of \$75 a month and spend an hour each day on a crowded Detroit United Railway streetcar to get to work. Rents for the few houses in Dearborn were very high, and a general building slump had hit the country as World War I was winding down.

At this time someone approached Henry Ford with the idea of solving Dearborn's housing problems and also showing the rest of the country that home building was feasible despite the economic climate. E.G. Liebold, Henry Ford's personal secretary, may have been the person who suggested it to Ford. It is also said that possibly Clara Bryant Ford, Henry's wife, was an early advocate of the idea. Whoever initiated the idea, Ford gave his 'hearty approval' as long as his name was not connected with the project in order that it could succeed or fail on its own merit. Henry Ford also gave three suggestions to the project planners. First, the group of homes should be sufficiently different in appearance to avoid the thought



Ford Homes under construction on Park Street in 1919

that they were machine made. Second, that they be of suitable size to accommodate an average family in ample comfort. Third, the best materials be used.

On January 10, 1919, the Dearborn Realty and Construction Company was incorporated with a capital of \$100,000 consisting of 1,000 shares of stock worth \$100 each. The purpose of the company was to 'acquire, subdivide, improve, lease, sell, and convey real estate.' The shareholders were Clara Ford, 400 shares, Edsel Ford, 400 shares, E. G. Liebold, 150 shares, and C. R. McLaughlin, 50 shares. At the first Board of Directors meeting of the new company, E. G. Liebold was



Ford Homes used production line methods originally developed for the automotive industry.

elected president, Edsel Ford, vice-president, and C. R. McLaughlin, secretary treasurer. The company was chartered for 30 years and in fact existed until December 29, 1943, when it was dissolved by mutual agreement of the Directors. All assets and property were transferred to the Ford Motor Company and final liquidation occurred August 1, 1951.

Between January and May 1919 the Dearborn Realty and Construction Co. purchased 312 lots in the J.B. Molony Subdivision. The subdivision was bounded by the Michigan Central Railroad tracks, Military (then Lapham), Nowlin and Monroe. The philosophy of the project was outlined by E. G. Liebold in an article in the Detroit Journal, April 11, 1919. It is quoted, in part, below:

"An interesting experiment in standardizing house construction with a view to cheapening the cost and at the same time maintaining the quality at a high point, will be undertaken in the interest of employ-

ees of the Henry Ford & Son tractor plant at Dearborn by a company comprised of members of the Ford organization."

"The object is to furnish to the employees a modern type of house, well equipped and tastefully designed, and thus lay the foundations for a large city which Dearborn is confidently expected to become."

"If the Ford Motor Company was a sufficient influence to cause the influx of population which made Highland Park a city of size, the Henry Ford & Son tractor plant will be a greater influence in making Dearborn one of the thriving industrial cities of the state," said a tractor plant official today."

"A number of influences will combine to this end and are, indeed, operating today. The streetcar congestion is one thing. Large numbers of our employees live in Detroit and its suburbs, necessitating a long city and interurban car ride to and from work every day. No matter how good the streetcar service - and we must acknowledge that the D.U.R. has cooperated with us very efficiently in this matter - it will never be possible to move such large bodies of men for so long a distance at rates of fare such as the working man could pay without feeling it."

"The real estate situation in Dearborn itself has been such as to render settlement of new families very slow, because of the high prices at which property is being held for rental or purchase. Dearborn people see that their town is going to increase immensely and they are holding their property for boom prices. The fact that property assessments have not been raised encourages them in this policy. For that reason, we have been compelled to start the ball rolling ourselves, both to afford our employees suitable dwellings and to protect them from the real estate speculators."

"It is our intention to begin immediate construction of 150 houses on a subdivision of 300 lots," said Mr. Liebold. "We have land enough to be subdivided for large extensions to the housing facilities of Dearborn, so that the initial block of 150 houses is only a beginning. Next year we shall probably erect 250 houses."

“At first we thought of selling lots to our workmen, but as it seemed likely that some would buy and let the lots lie idle, and others would have no means to build after paying for the lots, we decided to build the houses ourselves so that the purchaser could have a home ready to live in.”

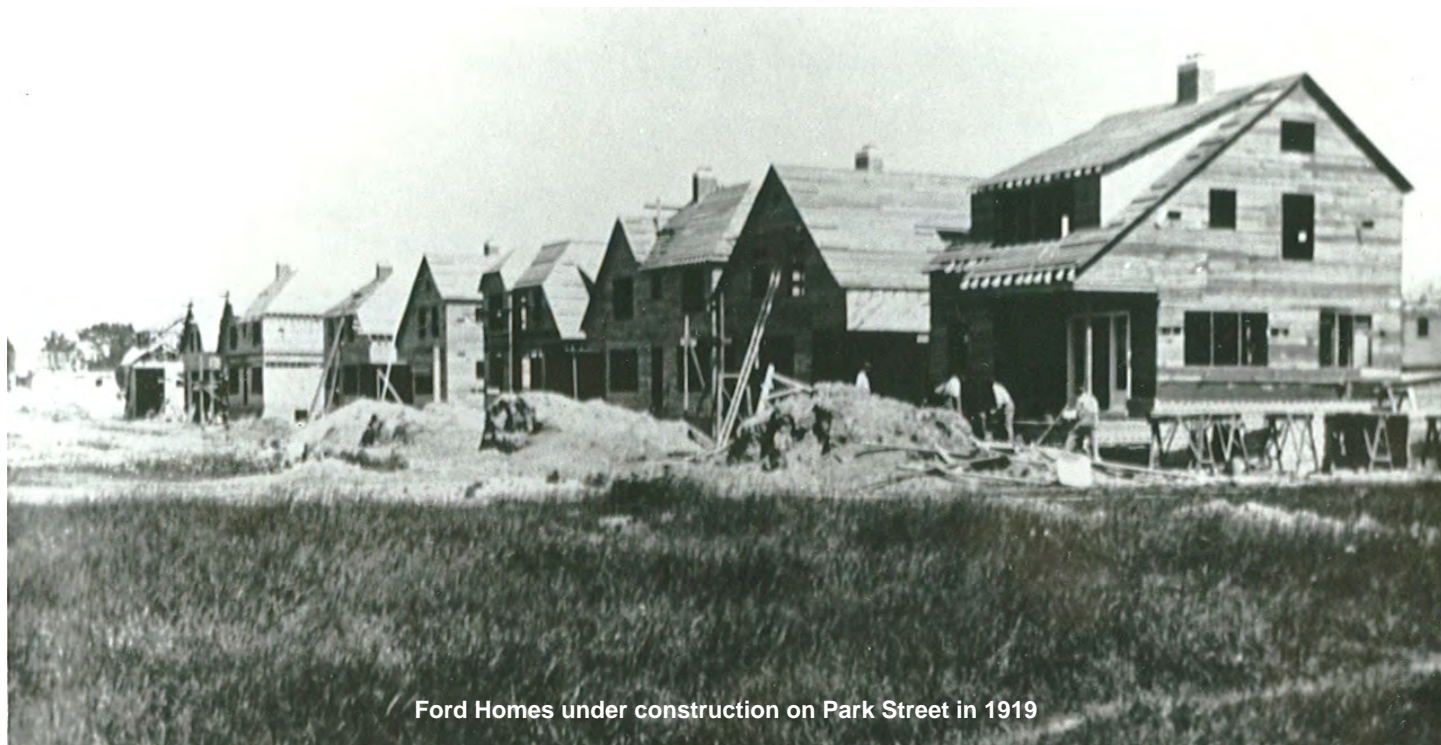
“By doing this we prevent speculation, for we are resolved to do at least that. We will not sell a house to a speculator on any terms. No one will be permitted to buy a house to rent it out. On all houses sold we reserve the right to repurchase within five or seven years at the price originally paid for it. This is to prevent the houses falling into the hands of real estate exploiters.”

“Another advantage in our doing the construction ourselves is that we shall prevent any monotony or cheapness of style. We have worked with a view to making our streets most attractive. We will not repeat the error of other towns where rows of houses, all looking alike, giving a monotonous tone to the neighborhood. Our houses are designed with regard to the position they will occupy on the street. They are in the best architectural taste. They offer an attractive variety. They will be modern and homelike in every respect. Our aim has been to take the highest type of homes and redesign them for the use of an average family.”

“Not the least advantage of all is the economies we hope to introduce into the actual work of construction. We shall eliminate the contractor’s profit by using our own men to direct and do the construction. Carpenters, bricklayers, stonemasons, plasterers, and decorators now at work in the factories will be given an opportunity to work outdoors at their trade during the building season, if they wish. This is in accord with Mr. Ford’s belief that men ought to spend part of the year outside the factory walls. The excavations will be made by Ford tractors. The staff that made the designs of the Ford Hospital, having completed their work, will be transferred to this house building job. Our materials will be purchased in very large quantities in those markets where the prices are not as high as elsewhere.”

“We are working on certain improvements in heating, ventilation and sanitation of houses which, we believe, will set a new mark of progress in these fields.”

“We are not catering to the thriftless peoples in building these homes. We are seeking to serve only those people who want a good home, who expect to pay for one, and who will appreciate one after they get it. The prices will range from \$4,500 to \$5,500, but these figures are not fixed. Our plan is to build at cost. If in building the first 20 houses we perfect



Ford Homes under construction on Park Street in 1919

a new economy, which will decrease the cost of the next 100 houses, we will not charge the cost learning that new economy against the first 20 houses, but will give the benefit of it in the prices charged for them. We want to spread the saving over them all, so that all the purchasers may be the gainer.”

“In the absence of definite figures of cost, we are allowing the purchaser the right to set the price he is willing to pay. If the actual cost of the houses exceeds that limit, he is under no obligation to buy.”

“This is strictly a non-profit plan. We are interested solely in enabling our workmen to live in Dearborn without paying the excess tax which all real estate speculation imposes on home buyers.”

Liebold instructed Albert Wood, an architect on the Ford Motor Company staff and chief construction engineer of the Henry Ford Hospital, to design various models to comply with Henry Ford’s ‘suggestions’ and at a price the average working man could afford. The result was six different models designated A, B, C, D, E, and F. All were two story homes and the original six models were limited to a living room, dining room, kitchen, 3 bedrooms, a bathroom, and a porch. The only four-bedroom model, of which only 13 were built, was a replacement for the D home in the first group.

Construction began in May 1919, with a work force of about 400 men. The first building to go up was the construction firm office, which was on the east side of Nowlin between the railroad tracks and Park. Later in 1919 a planning mill, lumber warehouse, and plumb-

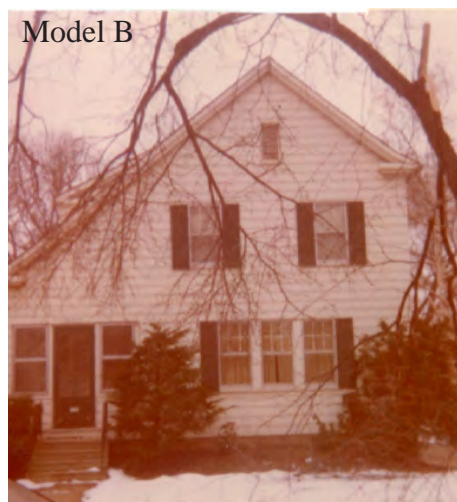
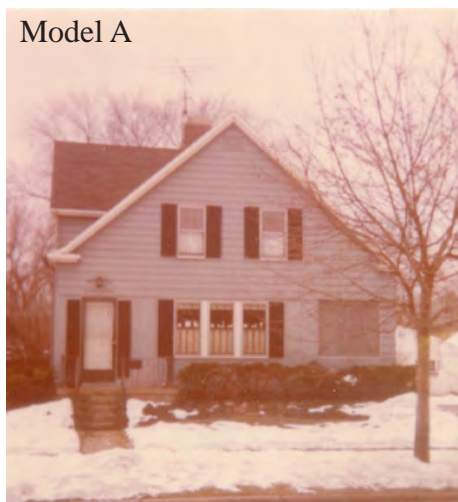
ing and tin shop were erected on the property east of Nowlin, between Park and Nona.

The first houses were put up on Park and Nona between May and October 1919, when 94 houses were completed. At various times 200 to 350 homes were planned for 1920 and beyond, but only 156 houses were actually built after 1919. These 156 houses put up in 1920 were erected on Beech, Edison, Francis, Gregory, and Military.

Ironically, the boom that the war ignited, that led to larger food production and demand for Ford tractors was to end the building in the Ford Homes District. The war was over and like any post-war period a cutback was needed. Henry Ford & Son began to see a drop in sales. Dealerships who handled both autos and tractors were unfamiliar with farm machinery plus the farm market was depressed throughout the 1920’s. As a result of the slowdown, in September 1920 the machinery at the tractor plant was moved to the Rouge Plant and by February 1921 all of the work force was moved to the Rouge Plant.

Today it is rather easy to commute from the Ford Homes District to the Rouge Plant, but in 1921 it was very difficult. Since there were few other jobs in Dearborn near the Ford Homes District, we can conclude that the moving of the tractor plant was the main brake in stopping additional building in the Ford Homes District.

Additional home building took place in the Ford Homes District on the lots not owned by Dearborn Realty and Construction Company. These additional homes were put up after 1921 and reflect the tastes of the period



At the suggestion of Henry Ford himself, a number of different basic styles were used to avoid monotony of appearance and a “machine built” look. These photos from 1974 show three of the six models.

in which they were designed and built. Although these later homes added a new flavor to the district, it is still the Ford Homes that give the area its unique character. It is their distinctive architecture that separates this area from any other in Dearborn, from any other in the metropolitan area.

The J.B. Molony Subdivision

The J.B. Molony Subdivision was platted by John B. Molony. John B. Molony was born August 20, 1849, in Belvidere, Illinois. Mr. Molony arrived in Detroit in 1865 and received his education at the Classical Academy for Boys in Detroit and Bishops College in Lennoxville, Quebec. He was also trained to be an attorney but instead took the position as Clerk of the Superior Court in Detroit in 1877. He held this position until 1884 when he was appointed by President Grover Cleveland as the Collector of Internal Revenue for the First District of Michigan. In 1889 Benjamin Harrison was elected President and Molony was not reappointed as Collector. Immediately on leaving the Collector position Molony was appointed Controller of the City of Detroit. Molony had been involved in real estate since he had come to Detroit and on October 30, 1890, he purchased 100.4 acres in the Old Military Reserve in west Dearborn from David P. Lapham and his wife Nettie C. for \$15,000. Molony proceeded to subdivide the plot and register it with the Wayne County Register of Deeds on February 25, 1891. The J. B. Molony Subdivision was platted with 502 lots, the majority of which were 50 x 125 feet. The lots were 9 blocks with 8 streets. The streets were Farland (Park), Nona, Molony (Beech), Lapham (Military), Frances (Francis), Adeline (Edison), Foley (Gregory), and Olmstead. Cass and Haigh were not on the original plat. There were 20-foot alleys down the center of each block and streets were 60 feet wide.

John B. Molony sold some of the lots in his new subdivision, but on July 27, 1898, he was forced to relinquish his ownership of the remainder of the lots to David P. Lapham, who foreclosed on Molony's unpaid \$15,000 warranty deed. Molony remained in Detroit in the real estate business but later moved to Massachusetts where he died at his niece's home December 30, 1922.

David P. Lapham, who had reacquired the majority of the J. B. Molony subdivision through foreclosure, held on to the land until November 18, 1910, when he sold it to Henry Ford for \$20,000. Between January

and April 1919, the Dearborn Realty and Construction Company bought 312 of the lots in the subdivision from Henry Ford and others to construct the Ford Homes.

Dearborn Realty petitioned the Dearborn Village Commission in April 1919 to change the name of Farland to Park because its plan called for the lots on the north side of Park, on the railroad tracks, to be retained as a park for the neighborhood with playground equipment and tennis courts. The Dearborn Village Commission minutes state that Farland, Molony, and Foley were changed to Park, Beech, and Gregory, respectively for the sake of uniformity, in August 1919. Apparently these three streets had various names over a period of several blocks and the name changes would solve that problem.

In 1919 the Village Commission changed the original Frances to Francis, but no reason was given. At a later date, April 1932, Adeline was changed to Edison with no reason given in the Dearborn City Council minutes. It was probably because the street ran from Beech southeast to the newly opened Edison School on Elmdale and Edison. In March 1931 Lapham was changed to Military to avoid duplication of names with streets in other areas of Dearborn. Cass was named December 17, 1919, and Haigh on August 6, 1919.

Building the Ford Homes

The building of the Ford Homes began in May 1919 on Park Street. The plan was to put up 94 homes the first year. A Detroit Journal article of July 21, 1919, states that 40 homes were then under construction on the Dearborn Realty property. Between May and October the 33 houses on the south side of Park were completed and ready for occupancy. The remaining 61 homes on Nona, which had also been started in May 1919, were completed by November 1919 and were sold and occupied immediately. Albert Wood, the Ford Home architect, bought a home at 22685 Nona and lived there until 1925 and Harry C. Vicarey, head of the mechanical work on the construction, bought the home at 22645 Nona and lived there until late 1978. In 1920, from May to November the remaining 156 Ford Homes were built on Beech, Military, Francis, Edison, and Gregory.

The Ford Homes were not placed an even distance from the street but were staggered. Three houses would be put 24 feet from the street, and the next four would be 32 feet from the street, the next three again

24 feet and so on up the block so that a staggered effect would appear. The various models were also placed on each block so that it wouldn't appear that any house was like another but each was distinct. For instance, the six models could be one after another followed by a C model, followed by an A, then B, and maybe an F until the block was completed. Contrary to today's building practices, buyers were not allowed to pick their lot. At the beginning of each building year a plan was made of the lots to be built on that year and the models were assigned to each lot before they were built.

One key element in the construction was standardization. All windows, casings, moldings, frames, doors, and fixtures were standardized. Lumber was purchased from suppliers in Detroit in bulk and shipped

out to the building site by Michigan Central Railroad tracks and cut in the planing mill to make all standardized wood materials mentioned above. The piping for the interior of the houses was also purchased in bulk and cut at the plumbing and tin shop, along with the ductwork for the heating system. All of these materials were then moved to the building sites on Park and Nona via narrow gauge railway cars pulled by horses. This mini railroad ran down the alley between Nona and Park. The heating units were standardized also with one source claiming that Garland gravity furnaces and humidifiers were provided in each home along with coal bins.

Another key element in the construction was the production line approach to building. Excavation by Ford tractors began the process. After each basement was

Type	Material	Labor	10% Overhead	10% Profit	Lot & Improvement	Total	Selling Price
A-Frame	\$4,515.24	\$2,389.84	\$690.51	\$759.56	\$397.80	\$8,752.95	\$8,750
B-Frame	\$4,375.48	\$2,507.31	\$688.28	\$757.11	\$397.80	\$8,752.98	\$8,750
C-Frame	\$4,499.36	\$2,715.31	\$721.53	\$793.69	\$397.80	\$9,218.35	\$9,100
F-Frame	\$4,794.83	\$2,571.38	\$736.62	\$810.28	\$397.80	\$9,310.91	\$9,250
C-B.V.	\$4,857.53	\$2,587.41	\$744.49	\$818.94	\$397.80	\$9,406.17	\$9,500
F-B.V.	\$4,771.62	\$2,786.65	\$755.83	\$831.41	\$397.80	\$9,543.31	\$9,550
Average	\$4,635.67	\$2,593.09	\$722.88	\$795.16	\$397.80	\$9,144.60	\$9,150

		Loss	Gain
Total 'A' Houses	34	\$100.30	--
Total 'B' Houses	31	--	\$ 744.62
Total 'C' Houses	19	\$538.65	--
Total 'F' Houses	16	\$974.56	--
Total 'C-B.V.' Houses	22	--	\$2,064.26
Total 'F-B.V.' Houses	21	--	\$ 140.49
Total 'D' Houses	13	None constructed to date	
Total	156	\$1,613.51	\$2,949.37
Net Gain			\$1,335.86

Lot and Improvement Costs

Cost of Lot	\$150.37
Taxes	\$10.56
Storm Sewer	\$76.87
Fencing	\$75.00
Engineering & Drafting	\$50.00
Storm Sewer Connection	\$35.00
Total	\$397.80

dug, all homes were built with full basements, and special crews came in and laid the extra heavy walls, which were lined on the interior with brick, blocks, or shale tile. Next, a different crew would come in and erect the framework. A separate crew would complete the interior finishing including plumbing, heating, electrical, glazing, interior decorating, and painting. Still another group of men would complete the exterior including landscaping. Each crew had its own specialty reminiscent of Ford's

Model D



Henry Ford insisted that materials used be the best and sturdiest available.

development of the assembly line to produce cars faster. These principles are used in today's residential construction, but in 1919 they were radically different from the building style of the day. The materials used were to be the best and sturdiest available. The basement walls have already been mentioned but also in the basement, running across the foundation walls were steel girders to support the house, and laundry tubs were fixed to the cement floor. Floor joists, measuring 2 x 10 inches were made of No 1 stock yellow pine as was the other lumber for the frames. White pine was used for exterior trim and gum for doors, window frames, and interior trim. The walls were all double boarded with the best of pine and thoroughly insulated with the heaviest of tarpaper. The interior walls were covered by plasterboard which turned out to be a mistake according to Harry Vicarey who had charge of plumbing, heating, electrical work, sheet metal, and fixtures. It seems the plasterboard had an annoying tendency to crack from vibrations caused by auto traffic and steam locomotives. For roofing, extra thick Oregon shingles were selected and floors were to be of oak, which was changed to edge-grained fir in the second group of houses, when the price of oak rose to more than \$400 per 1,000 board feet. Hard Ohio brick was used for those homes where buyers requested brick veneer.

There were three variations in exterior. Wide or narrow boards or brick veneer and brown, red, or green shingles for the roofs. An unusual detail of the electrical

layout was that transformers were installed which would change current from high voltage to low, so that no batteries would be needed for bells, or other purposes where batteries had been required before.

All services including electrical and telephone were to be rendered from the alleys and a so-called 'boulevard' lighting system was installed. In this new system, the wiring was run underground to poles that stood by the curb so that unsightly wires would not be seen in people's front yards.

The floor plans for each model were different but each had a living room, dining room, and kitchen on the first floor and a bathroom and at least three bedrooms on the second floor. The living room averaged 12 x 18 feet, including a brick open fireplace, giving a floor space of over 200 square feet. It was decided that a short vestibule at the front door was needed so that in winter the cold could be kept out. The dining room averaged 10 x 15 feet or about 150 square feet. The kitchens were on a slightly smaller scale than the dining rooms. The master bedroom was about 15 x 10 feet with the other two bedrooms averaging 10 x 10 feet. The bathroom was 8 x 4 feet with a square, built in, enameled iron tub of the latest type. The toilet fixtures were of vitreous iron and the floors tiled.

Buying a Ford Home

Ford Homes were purchased directly from Dearborn Realty and Construction Company. No banks were involved. Prices were set based on the costs involved in constructing a particular model with the exterior the buyer selected. At the beginning of the project buyers were allowed to put down as little as 5% of the total cost, but by at least August, 1921, a 10% downpayment was required. A monthly payment rate was set on the basis of the downpayment at 6% interest per year. The buyer paid monthly installments which over 5 years must equal one half of the cost of the house after the downpayment was made. After the first half of the cost of the house was paid off the remainder could be taken care of by a mortgage. An example will illustrate a sample payment situation. If a buyer selected a \$7,000 home and made a \$500 down payments then \$6,500 would be owed. The buyer would be required to pay half of this sum, \$3,250 within 5 years. That meant \$650 per year or \$54.17 per month. With 6% interest added, the payment would be \$86.67 a month, which was rounded off to \$80 per month.

In 1920 the cost of building escalated as reflected in the figures below, which are found in a letter of Albert Wood, the president of Dearborn Realty, from F. E. Eden, Head of Purchasing, dated July 26, 1920. The figures are for the first 27 houses completed in 1920. It is important to note that the selling price reflects a 10% overhead and 10% profit. Both of these were included in the selling prices for the first group of homes put up on 1919 but specific figures for 1919 are not available. The lot and improvement costs were the same for 1919.

Within the contract there was a strict provision that once a house was purchased it could not be sold again by the purchaser for at least seven years. The company retained the right to repurchase a home within the first seven years if the buyer was deemed an undesirable occupant. The option was reportedly only exercised once. It seems a Gregory resident's basement home-winemaking operation brought complaints from neighbors and his home was purchased back by Dearborn Realty.

Purchasing a Ford home from Dearborn Realty included fire insurance. In July 1919 Dearborn Realty applied to the State of Michigan to be the agent for some 13 fire insurance companies to insure their homes, then still in the early building stages. The companies had been selected from all around the United States and the homes were distributed evenly among the companies.

The homes in the first group on Park and Nona were sold even before construction was completed, but demand for a second group slackened. According to the Detroit Saturday Night of October 29, 1921, only 115 of the 250 homes were occupied by that date. Part of the original need for the homes was removed when the Tractor Plant operations were shifted to the Rouge Plant in February 1921. One source indicates all the homes in the second group were sold by the end of 1920 although prices had to be reduced \$1,000 per house to achieve this. But the financial records, kept by Dearborn Realty

indicate that the homes were still being sold as late as 1924.

Historical Significance

As one enters the Ford Homes area a part of its historical significance is apparent. All the Ford Homes are colonials which is not significant but what immediately strikes someone is the distinctive architecture of

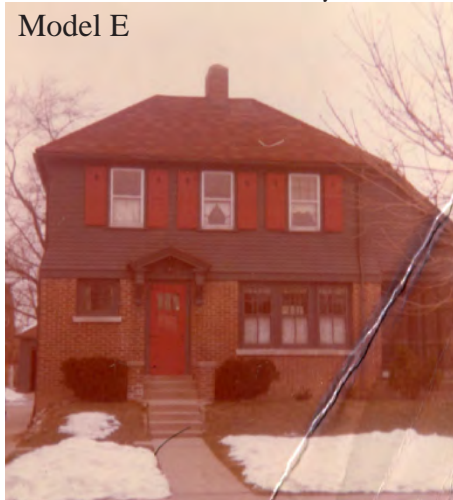
those colonials. Lines are simple with sharp roofs and very few dormers in the original construction. Each house has a porch for enjoyment of summer weather, an item sadly lacking in later homes. Each home also has a single central chimney. All of the above features were predicted as things of the future in an article published in Building Age in June 1920. But in fact these 'things of the future' were already built into the Ford Homes in 1919 and 1920.

The interiors of Ford Homes also reflected the standardized concepts in the Building Age article. All of the windows, doors, fixtures, plumbing, and heating were standardized in the Ford Homes. The lumber for the project was bought in large quantities and shipped to the project site via the Michigan Central tracks. It was then taken to the planning mill at the site and all the wood parts were cut to standard sizes for all the homes much like the techniques pioneered by Henry Ford in installing interchangeable parts in his automobile. The pipe

for the plumbing fixtures in each home was handled the same way at a plumbing and tin shop at the site along with the duct work for the heating system. In addition to standardized plumbing there was only one plumbing stack and sewer line built in each house. Finally, the interior ceilings were standardized at eight feet which compared to ceilings of ten feet in some houses of the period.

Much of the historical significance in the Ford Homes District is not visible at all. First, it was the first planned subdivision in west Dearborn. There was other housing in the area, particularly in the area south of Mich-

Model E



Model F



The photos above from 1974 show models with ample size and comfort.

igan and between Mason and Monroe in the vicinity of the Michigan Central Station. But this was not a planned subdivision. The Ford Homes District was completely planned from the start to include at least 200 homes with designs made and models placed on plat drawings before any houses were built. Financing was arranged and costs set before houses were even completed. In fact, the purchase of a Ford Home was unique in that the buyer dealt solely with Dearborn Realty and Construction Company. No banks were involved. The buyer paid monthly payments to Dearborn Realty which included fire insurance on each home. Because Dearborn Realty bought materials in bulk and used standardized construction it was able to sell its homes for \$7,000 to \$8,000 when comparable models were selling for \$10,000 to \$15,000.

In 1919 homes were generally built by a single construction crew from the ground up. The Ford Homes were different. Production line techniques pioneered by

Henry Ford in the auto industry were introduced. One crew would start by digging the basement with Ford tractors. When it was done a second crew came in and built the foundation. A third crew built the outside frame, another crew finished the interior and still another crew finished the exterior and put in the landscaping. These principles are used daily in home building today but in 1919 and 1920 these were radical departures from accepted practices.

The establishment of historical significance in an area is sometimes difficult. In the Ford Homes District the distinctive architecture is quickly apparent. The less visible firsts in constructing the homes gives a sound basis for saying that the Ford Homes District is a Historic District. [And that district turns 100 this year. Just one more unique aspect of a place that has a very rich historical fabric.]

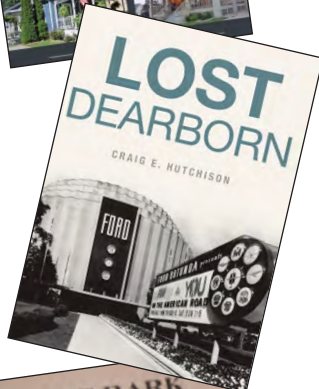
Dearborn Historical Museum Gift Shop



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Before Fair Lane

This publication was conceptualized as a project to educate the public about historic homes in Dearborn as well as to increase awareness of the Dearborn Historical Museum. The book includes photos of 149 still standing homes and 42 homes that have been torn down. The book also features 22 stories about century-old homes. \$30.00



Lost Dearborn

Throughout its existence, Dearborn has been a pioneer settlement, a multicultural hub, a college town, a major tourism center and a world-renowned industrial city. Unfortunately, due to a variety of factors, significant structures have been lost to time. Almost all of the eleven U.S. Arsenal complex buildings have disappeared since the arsenal was closed in 1875. The hallways of the Edison School and Oxford School still live on in the hearts of their students but were razed long ago. Even beloved edifices such as the Ford Rotunda and the Ford Motor Company Administration building, built by Dearborn's favorite son, Henry Ford, are now only a memory. Author Craig E. Hutchison endeavors to immortalize the important foundational building blocks of an evolving city.



The Bark Covered House

A graphic and thrilling description of real pioneer life in the wilderness of Michigan. Written by William Nowlin, one of the pioneers who came to the area with his family from the Hudson Valley in 1834. The struggles and hardships of life in the woods, noted by isolation and the need to be self-sufficient, are colorfully portrayed.

Discovering Dearborn's HIDDEN HISTORY

by Craig Hutchison

The history of Dearborn is very diverse and rich in detail. While many are aware of major players like Henry Ford and Orville Hubbard or significant institutions like the Ford Rotunda, The Henry Ford and Ford Motor Company, there are hidden historical gems which are not as well known. Three of those gems are marked by a historical marker known as the Toll Gate Marker. Located on the north side of Michigan Avenue just 0.3 miles west of M-39, thousands of cars drive by this marker every day but few take note of the area history it highlights.

The markers identify three lesser known aspects of the immediate area's history. A swinging wooden sign identifies a nearby location as the site of a toll gate, built in 1864, on what was then called the Detroit Chicago Military Highway (now Michigan Avenue). For early settlers or travelers to the area, the roads, if they could be called that, were barely passable. In 1848, the State of Michigan passed the Plank Road Act which granted any company a franchise for 60 years as an incentive to improve the roads. According to the marker, "the tollgate [near the Rouge River] was the third of six between Detroit and Wayne." The new plank road became known as the Chicago

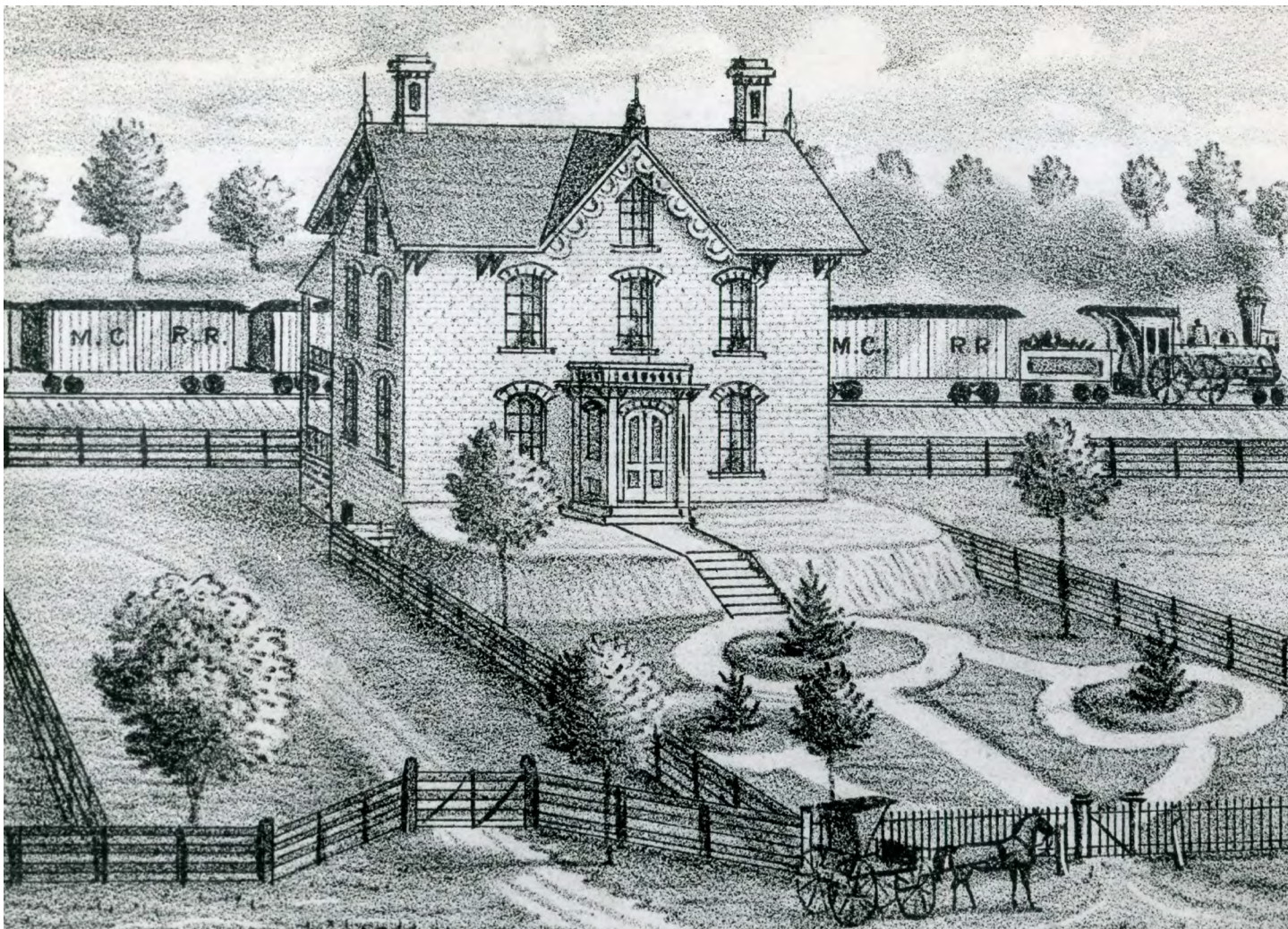
Turnpike. The historical sign states that "common charges per vehicle were a cent a mile; one-half cent a mile for ten sheep or hogs; two cents a mile for ten cattle." The tollgate ceased operation when the State of Michigan took over maintenance of the road.

The marker also draws attention to the Ten Eyck Tavern, an early pioneer inn built in 1826 on the Chicago Road (Michigan Avenue) close to the Rouge River. It was a day's journey from Detroit and weary travelers were welcomed cheerfully and with good humor by proprietor Conrad Ten Eyck. Some historians believe this is where Michigan received the nickname "Wolverine State" because Conrad would joke to patrons about "wolf steaks" being on the menu. Some travelers replied that they would then be dubbed "wolverines" if they were going to be eating wolf. Often, the inn would be crowded to the point where many had to sleep on the floor. Increased railroad travel caused a decrease in visitors to the tavern and after it closed, it was used to store grain until it burned down in 1885.

The third area related story highlighted by the Tollgate marker refers to Dr. Samuel Pierce Duffield. Duffield arrived



The marker was originally located in the median of Michigan Avenue east of Southfield Road. It was later moved to its present location on the north side of Michigan Avenue in the summer of 1951.



One of the founders of Parke, Davis & Company, Dr. Duffield's stately residence was located about one-half mile west from the present day Tollgate marker.



The dedication of the Tollgate marker took place on January 7, 1951.

in the Detroit area with his parents in the 1830s. Early on, he showed an interest in medicine and after attending several universities, he established a drugstore and laboratory in 1858 in Detroit. In 1866, Duffield persuaded Harvey C. Parke to join him and their partnership is regarded as the beginnings of Parke, Davis and Company. After withdrawing from the business, he started and maintained a vibrant medical practice in Dearborn. Well known as a physician, chemist and pharmacist, his home was located one-half mile west of the marker. According to the marker, "100 feet further west was located his laboratory where he practiced medicine . . . and carried on many experiments which have aided medical science."

The Toll Gate marker was erected in 1950 by the Dearborn Historical Commission and is a great example of hidden history right out in the open. To find out more about the three topics mentioned above, visit or contact the Dearborn Historical Museum. The staff and archives at the Museum are a tremendous resource for not only researching topics like thus, but for helping those who live here appreciate what the past was like and the foundation on which today's Dearborn was built.



125 YEARS

A Brief Overview History of Dearborn High School

by Mason Christensen

In June 1894, a procession of Dearborn school children marched up Monroe Street from the old Dearborn Upstairs Downstairs School to a new building at Monroe and Garrison Streets. The new structure housed students ranging from elementary grades to high school grades. Initially it was known in various venues as the Dearborn Union School, the Dearborn Public School, and the Dearborn High School. With the construction of elementary schools in the 1910s, the school became solely known as Dearborn High.

Dearborn's first school was a log structure opened in 1835 that could house 25 students on Monroe Street.

It was replaced in 1857 by a two level brick structure containing a room on an upper and lower level. Until the 1870s, this structure known by many as the Upstairs Downstairs School was also the home of Dearborn Township offices on its upper floor. By the 1890s, that school was running out of space and deemed completely insufficient. An inspection report an 1890 noted two students were at each desk, the building was in poor condition, and the school lacked amenities such as a dictionary. To build a new school, more land needed to be acquired in town. Fortunately, the Federal Government owned ample amounts of underused land around the site of the former

Detroit Arsenal. Dearborn's school district managed to acquire property near Monroe and Garrison Streets with the help of Congressman John Logan Chipman. Bricks from structures of the Detroit Arsenal ended up also being used for the construction of the new building.

During Dearborn's early decades, a high school level of education was not available in town. As full school year attendance wasn't required in Michigan until 1905, many local children did not even attain a full middle school education during the nineteenth century. Furthermore, educational efforts were hampered by a "rate-bill" law which was in effect from 1843-1869. This law allowed school districts like Dearborn to make up funding shortfalls by charging adults fees for how long their children had been attending school that year. As a result, poor families and those lacking an affinity for education were unlikely to send their children to school for many days. A number of "rate-bill" documents show-

ing how much parents were charged in the 1800s are in the Dearborn Historical Museum's collection. Children would have had to receive schooling at private facilities in Detroit if parents wanted them to receive more than a rudimentary education. In 1858, Detroit's first public high



Edward Snow and Eber Yost at demolition of arsenal buildings for high school

9-15-1890

Springwells, *Sept 15* 1890

To *N. H. Clark*, Director.

School No. _____ Township of *Dearborn*

The condition of your School is given below:

Teacher <i>E. M. Yost, Pri</i>	P. O. <i>Dearborn</i>
Salary <i>\$65.00</i>	Term <i>10 mos</i>
House Inside <i>poor</i>	House Outside <i>poor</i>
Yard <i>fair size</i>	Fence <i>good</i>
Trees <i>good</i>	Maps <i>poor condition</i>
Globes <i>Yes</i>	Dictionary <i>no, please get one</i>
Ventilation <i>Bad, needs cleaning</i>	Well <i>Yes</i>
Seats <i>fair, double framed in single</i>	Blackboards <i>poor, need new ones</i>
Library	Text Books <i>badly mixed should be uniform</i>
Civ. Government <i>Yes</i>	Phy. and Hygiene <i>Yes</i>
Teacher take paper <i>Yes</i>	Grade Certificate <i>yes 304</i>
Certificate Expire <i>Nov/92</i>	Order <i>Good</i>
No. Pupils <i>120</i>	Material of House <i>Brick</i>
Visits by Officers <i>Clark 2, Holton 1</i>	
Miscellaneous <i>Outlines, Good</i>	

J. E. W. LUMLEY, SEC'Y,
W. C. B. OF S. E.

Nelch Classification Record used

An inspection report from 1890 noted numerous deficiencies at the Upstairs Downstairs school.

school opened to students. It took until the late nineteenth century for schools to offer high school courses in suburban Detroit communities.

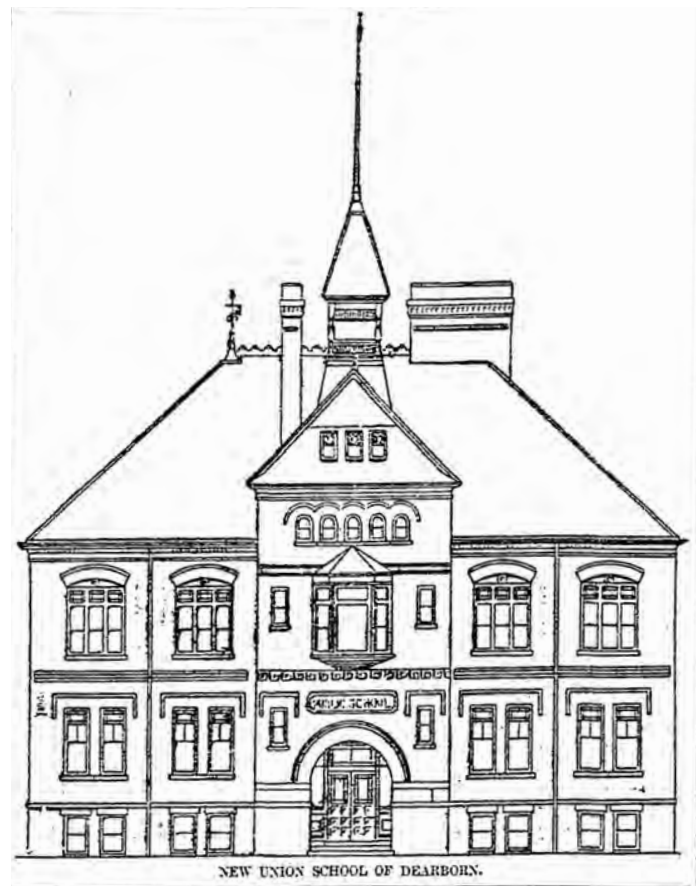
The Dearborn High School that opened in 1894 was the community's first educational building even large enough to handle the specialized courses of high school. Four classrooms existed on the first level, three classrooms and an office existed on the second level, and a furnace room and bathrooms lacking sinks were in the basement. A hall ran down the center of the school lined with hooks where students and teachers could hang items. Water for classrooms had to be fetched from a well on school property using pails. To enjoy a drink of water, students had to drink using a dipper in conjunction with each pail. Joyce Schuman who graduated from the original Dearborn High in 1916 noted that school started at 8:30 and students were released at 3:30. The school year lasted from about the second week of September until late June without many of the various vacations that exist in modern times.

As Dearborn greatly expanded in the 1910s and early 1920s, the school became extremely overcrowded. Classes were forced to meet in corners of school rooms. To offer commercial courses such as typewriting and proper



Dearborn High – circa 1908

science courses, the attic of the school had to be turned into a classroom and laboratory space. During 1919, 78 students went to Dearborn High School. By 1920, that number grew to 110 and the student body eventually grew to 158 by 1923. Fortunately, elementary and middle school students formerly going to school at Dearborn High were moved to what later became known as Salisbury and Duvall schools in the late 1910s. Even with the removal of lower grades, well over 100 students in the school's later years were forced to share approximately four classrooms, a library, assembly room, and study hall. Ray Adams became the superintendent of Dearborn Schools in 1917. He spearheaded an auditorium and gymnasium addition that was completed in 1921. This allowed for more indoor activities at the school and for Dearborn High's basketball team to become a more serious endeavor. Also in 1921, Adams allowed dancing for the first time at a school party. The uproar that ensued came close to costing Adams his job. Adams also received criticism in 1921 for introducing homemaking courses for girls which taught skills like cooking. Critics argued such skills should be taught at home.



June 8 1893 Detroit Free Press image
of Dearborn Union School



Dearborn High School interior from an early 20th century postcard



Dearborn High School Library - 1930

Ray Adams' biggest achievement as Superintendent was perhaps the construction of the second Dearborn High School building. While he was away, Dearborn school members originally motioned to have a duplicate of the eight classroom Oxford Street School constructed as a new high school. While this would have been a more modern structure, it would not have satisfied future space concerns. Adams met with architect Harry Vicary while on vacation in Battle Creek to discuss school plans. Vicary had brought plans for both the school board's idea and for ideas previously discussed with Adams. At this meeting, Adams told Vicary he would have nothing to do with the structure the board proposed and that he should transmit that message to the board. Shortly afterward, Adams received a phone call complaining that the cost of his plan was more than what the board had approved. Fortunately Ray Adams was able to share planning documents with board members and convince them of the need for a bigger school.

The original Dearborn High School closed at the end of 1925 and the structure was demolished in 1928. A series of deadly fires such as the 1908 disaster that destroyed school in Collinwood, Ohio effectively

showed that the structural plan that had been used for the original DHS had been unsound. The fires that occurred showed how the masonry walls forced flames upward, wooden interior spaces, narrow stairways and ladders, and a limited number of narrow exits contributed to disaster. Even Joyce Schumann, daughter of Superintendent Harry Salisbury noted in an oral history that “we could have had something terrible happen if we’d ever had a fire” while students were upstairs. Jack Tate, the Dearborn Historical Museum’s Chief Curator was also told by his father that the original school was shabby in appearance by the time of its closure. Furthermore, the structure was so mice infested that students reportedly hurled the animals for practical jokes. These factors lead to the building being demolished.

Some of Dearborn High School’s main traditions were developed during the last few years of this first building’s existence. Orange and Black were chosen as the school colors of Dearborn High School in 1919

according to the 1926-27 handbook of the facility. The black was supposed to suggest a “background of seriousness that has come from training and practice while the orange” was supposed to suggest victory. Dearborn High School teams have used the “Pioneer” name since at least 1921. The name was noted as representing the fine physical condition of the teams, the ability of Dearborn High teams to overcome handicaps and “the strength to fight all odds and the spirit that conquers.”

While the first Dearborn High building was completely inadequate for its students by the mid-1920s, the second structure built in 1925 was state of the art. The school which opened in January of 1926 and contained approximately 50 rooms, including laboratories, a cafeteria, shower facilities, an auto mechanic shop, print shop, library, dedicated music room, and other amenities. Unlike its predecessor, the school had a central heating system with air filters and electrical wiring that permitted the use of devices at classroom desks. Originally, high



2nd Graders at Dearborn High – ca. 1903-04

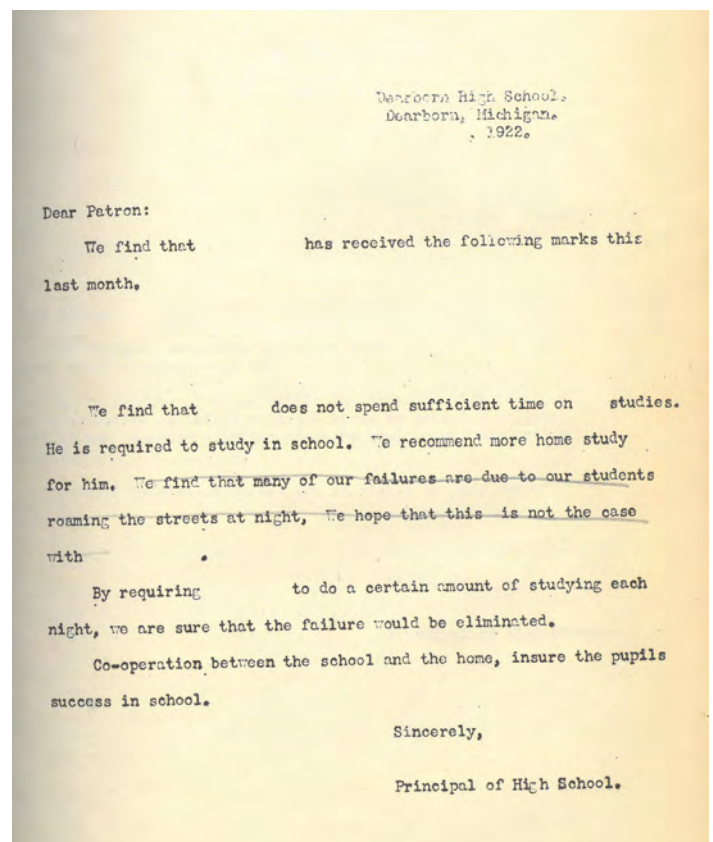


Dearborn High track athletes pictured in 1932

school and middle school students met in the building. By the 1950s, only 10th, 11th, and 12th graders went to school in this building.

Early on, students were organized into home rooms named after famous historic figures like Washington and Alexander Hamilton. Students elected officers for these home rooms in addition to class officers. These structured home rooms faded away in later decades as the influence of class officers also declined.

In early Dearborn history, Dearborn High School and schools affiliated with it were part of Dearborn Township School District #7 and eventually West Dearborn School District #7. Thanks to Ford Motor Company tax money, Fordson Public Schools ended up earning dramatically more tax money into the 1940s. To more equitably share tax money, West Dearborn School District #7 consolidated with Fordson Public Schools into one school system in July 1944. A portion of District #7 survived and became what is now Dearborn Heights School District #7 with Annapolis High School as its main building.



Template of a 1922 note sent home to parents complaining about a student's lack of attention to education

As Dearborn's population continued to grow, the 1926 building became overcrowded as well. Additions with more classrooms and a larger cafeteria were approved in 1941 and 1945. In 1955, the building reached its peak enrollment of 1837 pupils. It was evident that a new, larger Dearborn High School building was needed to replace the structure.

Land acquisition for the current Dearborn High School building began shortly before Dearborn and Fordson schools merged in July of 1944. 26 acres west of Outer Drive was purchased from the St. Joseph's Retreat Hospital for \$25,000. In 1954, 37 acres east of Outer Drive was also purchased from St. Joseph's Retreat for \$148,000. Close to half of the property purchased included low lands along the River Rouge. In millage votes held in 1951 and 1955, over 4.6 million dollars were appropriated for the construction of a new Dearborn High

School. Eberle Smith was hired as the architect of the current Dearborn High School along with Edsel Ford High School. The structure built during 1956 and 1957 ended up costing residents \$4,200,000.

The third and current Dearborn High School building opened in the Fall of 1957 for approximately 1,050 students from tenth through twelfth grade. The new building originally contained 56 "teaching spaces" including a pool and three gyms. It was staffed by 80 teachers who moved from the old school to the new structure. Explaining some of the building's aesthetics, an article in the August 22nd 1957 Dearborn Guide stated "Special Care was used to control glaring light in the classroom so that students will have the maximum visual comfort. The predominant paint, brick and tack-board colors are blends of a beige champagne color that provides a balanced light reflective surface." Furthermore



1941 aerial photo of current Dearborn High School site

it noted "Low transmission glass which cuts out many of the harsh sun rays but permits adequate light combines with the color tone of the rooms to provide rooms in which nothing will be more than 10 times brighter than the paper students write on."

Even after the new Dearborn High School was built and Edsel Ford High School was completed, a higher student population in West Dearborn resulted in a need for more classrooms. Major additions to Dearborn

and Edsel Ford High School completed in 1963 resulted in ten rooms and eleven rooms added respectively.

Unfortunately, vandalism became a problem early on with the new Dearborn High School building. The school was vandalized shortly before a dedication open house and in September of 1959, intruders came again and damaged rooms throughout the school. In the 1959 incident, twelve rooms were ransacked, paint was spread throughout the school, a few dozen windows were bro-



Firing the furnace at the second Dearborn High School



The second Dearborn High School pictured in winter.

ken, expensive machinery was damaged by fire retardant foam being sprayed, and televisions were destroyed. By 1960, significant complaints of Dearborn High School student behavior made it into Dearborn newspapers. At a school board meeting it was noted in the October 13th, 1960 Dearborn Press that nearby residents complained of students plopping themselves in their garages or cars to "eat, smoke, and neck, strewing pop bottles, cigarette butts, and lunch garbage on lawns."

Computer systems made their way into Dearborn High School for the first time in 1965. The February 11th, 1965 Dearborn Guide noted that a new IBM



Dearborn High School renovation photo from around 1962

system was used at Dearborn High to enroll students electronically for the Spring Semester. Using a computer, the process took only three minutes while previously it had taken weeks by hand. Using a computer system also allowed teachers to receive a class list before a semester started. Report cards were also expected to be processed by the computer system shortly thereafter. Dearborn High was the first of all Dearborn Public Schools to make use of a computer system.

On January 23rd, 1969, The Dearborn Press noted that drug use was spiking at Dearborn High School. An investigation launched by the Dearborn Police resulted in Chief John B O'Reilly Sr. estimating at least 5 percent of the student body had tried drugs primarily consisting of marijuana by early 1968. By early 1969, he estimated at least 15 percent of the student body had tried drugs. O'Reilly noted that the police knew where the drugs were coming from but had trouble getting dealers to sell to undercover officers so they could be arrested. Furthermore, he proclaimed in this 1969 article

that marijuana being imported into the area was “part of the communists’ plot to undermine our society through the conditioning of teenagers for a future surrender to totalitarianism.” Drugs were reportedly less prevalent at other local high schools at the time because students had less money to purchase them.

One of the more unique facilities at Dearborn High School today is the Russ Gibb Digital Media Studio. The facility’s roots began around 1977 when mass media classes taught by Russ Gibb and David Gardner developed radio broadcasts. By 1980, WDHS, a television station and video facility was born. An article in the November 11th, 1980 Dearborn Times Herald noted that students involved in WDHS classes participated in the writing, broadcasting, producing, and just about every other phase of a weekly news cast. In general, WDHS was initially viewed as a facility designed to help students obtain jobs in the television industry. Over time the focus of WDHS evolved more toward digital technology. The facility has moved locations over the years and was

renamed the Russ Gibb Digital Media Center in 2017.

Today the third Dearborn High School still operates with approximately 2000 students in recent school years. Its predecessor at Mason and Garrison Streets was reused as Ray Adams Junior High School when 7th, 8th,

and 9th graders were moved to the building starting in the Fall of 1957. Adams Junior High School closed in June 1982. The former Dearborn High School and Adams Junior High School reopened as the Dearborn Atrium Office Center after significant remodeling in 1986.



The Third Dearborn High School wich opened in the fall of 1957

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Dearborn Historical Museum Calendar of Events *2019 Summer*

June

June 8th Arts, Animals & Awakenings 12-6pm MR
 June 8th Dearborn Historical Society Bus Trip to Port Huron. Fee 8:30am
 June 15th Paranormal Event with Tennessee Wraith Chasers \$\$ 8pm to 1am
 June 22nd Historical Society's Ladies Tea \$ 1-3pm MR
 June 29th Historical Society Teddy Bear Picnic \$ 10-12pm MR

July

July 19th Dearborn's 90th Birthday Celebration \$\$ CQ
 July 25th to 27th Museum Guild Yard Sale 9am MR

MR: McFadden-Ross House, 915 Brady

CQ: Commandant's Quarters

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I am proud to serve the residents of the City of Dearborn as Council President and pleased to support the Dearborn Historical Museum.

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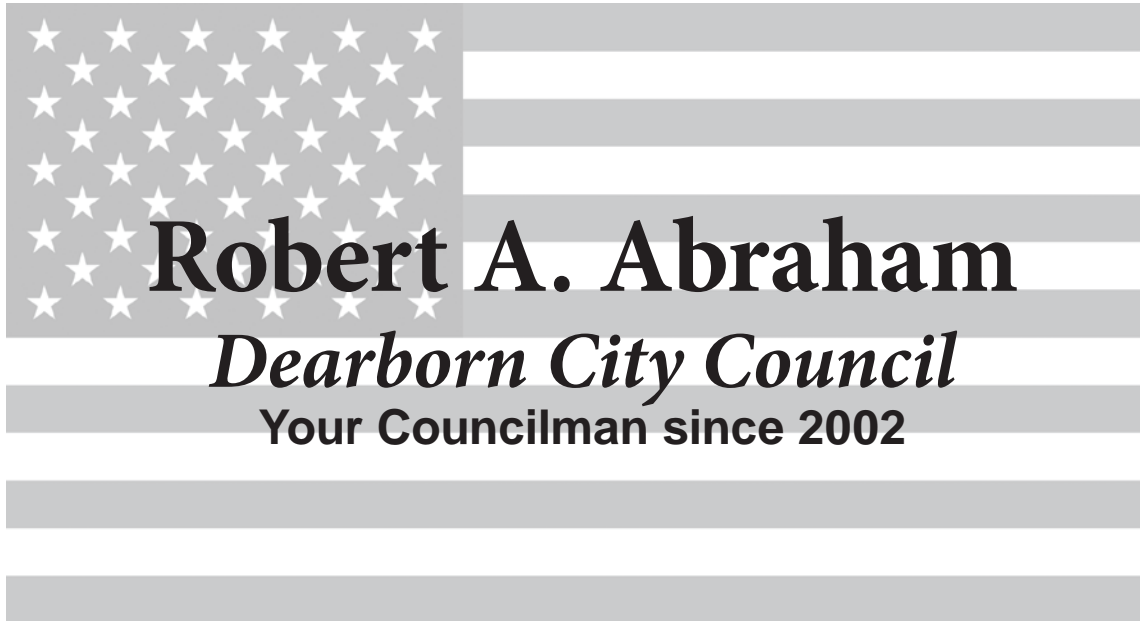
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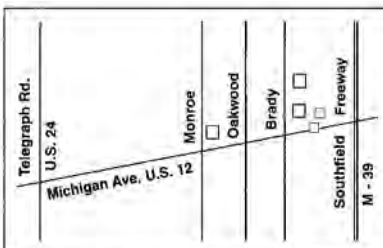
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Commandant's Quarters
21950 Michigan Ave.
Telephone:
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DEARBORN HISTORICAL MUSEUM

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