

The Death and Rebirth of the Midwest Industrial City

“Not all that was born has yet died; not all that died has been reborn.”

Today the urban landscape is a patchwork of contrast. Silent factories stand in varying states of decay. Boarded houses, relieved by industrious scrappers of their pipes and siding. Cavernous housing projects offer grim testimony to urban renewal efforts of by-gone days. Inside the boarded, abandoned buildings, the clutter of wine and whiskey bottles and beer cans and the stench of human waste speak to the despair of transient occupants in search of refuge from cold winds and rain or snow. A vacant lot indicates where something once stood, where people with hopes and dreams once worked or lived, now with the rusting hulk of an abandoned automobile as its headstone. Down the street the sounds of demolition announce the coming of another vacant lot. The monochromatic landscape is broken only by brightly colored graffiti – the work of the local gang or urban artist, staking a claim, or making a statement.

A neighborhood cooperative garden and park offers an oasis in the wasteland. Nearby the rhythmic pounding of a hammer combines with the shrill whine of a circular saw as renovation and rehabilitation seek to stem the tide of the downward spiral. Long-silent buildings now speak with the voice of children at play in a neighborhood day care center. Senior citizens join for a wholesome meal and fellowship in a once-closed bank building. Modern offices occupy space once used for heavy manufacturing. A neighborhood school finds new life as an artist’s enclave and as condominiums. A massive manufacturing facility is divided to provide homes for dozens, and perhaps hundreds of job-creating small businesses. Like the snowdrops and crocuses of spring, rows of tidy colorful town houses replace the brick-red sea of institutional housing, a signal of better things to come. New hopes and dreams emerge as the butterfly from her chrysalis. The cycle begins anew.

How did we arrive at this point?

Immigrants had come to work in the tin mills on Bessemer Avenue, the steel mills and chemical plants along the crooked river, and the factories that had an insatiable appetite for skilled machinists and tool makers. The neighborhoods, a short walk from the jobs, sparkled with the immaculate care of the immigrants of more than one hundred ethnicities that settled them. Each neighborhood had its own unique sounds and smells: the sweet smell of pies, cooling on the window sills; freshly laundered work clothes drying in the sun and breeze on lines in the back yard; neatly planted gardens of flowers for the table and vegetables for dinner. The roots of each neighborhood were easily seen in the churches they built. With new generations, whose ideals often clashed with those of their parents, the languages of the “old country” soon gave way to that of the new home and the lure of the suburbs and a “better life” drew young people away from “the neighborhood.”

By the middle of the 20th Century the “Gilded Age” of “Millionaire’s Row,” when Cleveland’s captains of industry and philanthropy lived in graceful mansions with sprawling lawns along Euclid Avenue - “America’s Most Beautiful Street” - had become a memory. Names like John D. Rockefeller, Marcus A. Hanna, Worcester R. Warner, Ambrose Swasey, Jephtha Wade and Samuel Mather were memories as well. Cyrus Eaton and Frederick Crawford would become memories as well.

The Cleveland Flats, the broad, low-lying land on either side of the Cuyahoga River, once inhospitable to the city’s settlers, was a sea of steel mills and chemical plants. Day and night, flames and smoke filled the air. Homes on the bluffs above the Flats were stained with the effluence of industry. So too, the lungs of those who labored in those plants, and inhabited those homes.

Not far from the steel mills and chemical plants of the Flats, heavy manufacturing added to the sights, sounds, smells and energy of Cleveland. The manufacture of machine tools, cutting tools, heavy trucks, welding machinery, automobile parts, landing gears and airfoils, meant full employment, at high wages, three shifts a

day, seven days a week. The success of the steel and machine tool industries in the later years of the 19th Century provided a large pool of skilled workers as the automobile industry emerged in the early years of the 20th Century. Makers of bicycles and wagons were drawn to the new technology.

The ravages of the great depression soon signaled the beginning of a long decline for a city that had held so much promise. The city that had worn the crown as the center of the automobile industry at the turn of the century – the home of the most beautiful street in America – and conservative banking practices, was facing an unseen death.

The Great Depression gave way to economic boom as America entered World War II. Cleveland played a major role in support of the war. While her sons went to war, her daughters took their places in the plants. Cleveland companies were among those that built the machines that built the guns and the bombers, many of which were built in, or made of parts from Cleveland plants. A Cleveland company produced the uranium compounds that brought an end to the war in the Pacific.

We witnessed a powerful engine that drove the economy of the most powerful nation on earth: the nation that had just defeated two powerful enemies and saved the world from their threat. We were unaware of the beginning of the end of America's industrial domination and of the Midwest industrial city that was already unfolding all around us.

The destruction of their industrial base, and with it the destruction of their ability to wage war, brought Germany and Japan to their knees. Soon those countries became the focus of American reconstruction. Modern steel making machinery and machine tools were built in America's aging 19th Century plants, from steel made in America's 19th Century mills, to replace those destroyed by America's bombs. Much of the focus centered on Japan, where the War had ended with the unleashing of the fury of weapons unlike any used before or since. "Made in Japan" would soon no longer mean stamped tin toys. It came to mean high quality products made in 20th Century Japanese plants, from steel made in modern, 20th Century Japanese mills, at labor costs a fraction of those paid in America.

Cleveland figured prominently in the reconstruction of Europe and Japan. Soon Cleveland companies, in their out-dated, inefficient plants, with high labor costs, found it difficult to compete against the newer, more efficient post-war facilities – the seeds of a global economy that they helped to sew over-seas. Foreign competition and out-dated plants and processes at home numbered among several factors that contributed to the death of the Midwest industrial city.

The impact on its schools as the result of changing demographics and social values was another. As desegregation gained traction in the '60s, suburbanization resulted in a downward spiral of urban school enrollment and property values. Tensions increased through the '60s as the Civil Rights movement progressed, beginning on Murray Hill in early 1964 and culminating in violence in the Glenville neighborhood in the summer of 1968. Although the violence subsided, the tensions did not, and the impact on the school system and on the city continues to this day.

Another factor was the increased focus on occupational health and safety, and on environmental concerns beginning in the '70s. Cleveland's June 1969 burning of the Cuyahoga River was the flash-point that resulted in the first observance of Earth Day in 1970, and passage of the Clean Water Act in 1973. The '80s brought industrial "conglomeratization" born of corporate greed. Hostile take-over and ruthless divestitures left devastation in its wake.

The absence of diversification in its economic portfolio as the result of concentration on heavy industry – steel, machine tools, and automotive, left the city in financial ruin. The city that had boasted a population of more

than 900,000 in 1930 ranking 5th in the US, and peaked at nearly 915,000 in 1950, had declined to less than 574,000 by 1980. Cuyahoga County, whose population had peaked at more than 1,720,000 in 1970 had dropped below 1,500,000 by 1980. In 2000 Cleveland had fallen to 33rd in the country with fewer than 468,000. The urban landscape is strewn with abandoned buildings whose remediation makes renovation or demolition cost-prohibitive. Had the Midwest industrial city had met its demise? Will today's over-dependence on healthcare lead the city from ruin, or even deeper into despair?

This story takes place in Cleveland. It took place in any Midwest industrial city: Youngstown, Toledo, Detroit, Ft Wayne, East Chicago, Gary, and Milwaukee. The story isn't limited to the Midwest. It took place in Bethlehem, Allentown, Johnstown, Pittsburgh and Wheeling. But this story takes place in Cleveland. The photography shows Cleveland as it is, and not as it was. The accompanying text provides the historical perspective.

Downtown Skyline

Built by brothers Oris and Mantis Van Sweringen, and completed in 1930, the Union Terminal station with its Terminal Tower was the tallest building in the world outside of New York City until 1953 and in North America until 1967. BP Tower was built in 1985 as headquarters for Standard Oil of Ohio (SOHIO), later merged with British Petroleum. Key Tower, now the tallest building in Cleveland, opened as Society Center in 1991, and was renamed when Society National Bank was acquired by KeyCorp.

Old Stone Church

The oldest building on Public Square, the present building (1855) replaced the original building (1834) which had been outgrown by the congregation that was formed in 1827. The Church and its Romanesque Revival building are significant in the history of Cleveland for the many "firsts," including the first free public school and the first English classes for immigrants that were organized by Old Stone members. Many of Cleveland's prominent businesses were founded by Old Stone members, including Society for Savings, Sherwin-Williams, and the Winton Automobile Company. The church bell, installed "In the Year of Peace" (1865), tolled when President Lincoln's cortege stopped at Public Square. It is said to have been rung any time a slave catcher was in the area as a warning to runaways and to those sheltering them. The bell was removed from the belfry in 1982 and sits in front of the church as a gift to the City.

Society for Savings/KeyCorp

Opened on August 2, 1849 as a mutual savings bank, Society for Savings began to flourish and a building was erected on Public Square in 1867. A new 10-story building, opened on June 23, 1890, was the tallest building in Ohio until 1896. During the Depression, Society for Savings began one of the nation's first school savings programs.

Brush Arc Lamp

On April 29, 1878, twelve electric arc lamps lit Cleveland's Public Square. Soon, Charles F. Brush and his "Brush Lights" were world famous. Brush built a new plant between 43rd and 45th Streets at Commerce Avenue (previously Hough Avenue) – then between Belden and McHenry streets at Mason Street, before merging the Brush Electric Company with the Thompson-Houston Electric Company in 1889, and then with the Edison General Electric Company in 1891 to form the General Electric Company. Charles Brush built a magnificent mansion at 37th Street on Euclid Avenue. In the back yard he constructed a wind turbine capable of powering his entire home – the first home in Cleveland to be powered by electricity. The wrought iron lamp on the southwest corner of the Society for Savings Building was designed by John Root, the building's architect, for the Brush Electric Company in 1890. The lamp often said to be a replica of the original Brush Arc Lamp that lighted Public Square was manufactured ca 1900 by the Adams-Bagnall Company, founded in the mid-1890s by former Brush employees, some of whom left Brush after the merger with Thompson-Houston

W.S. Tyler/Tyler Village

In September 1872, Washington S. Tyler established the Cleveland Wire Works, and in 1890 built a four-story on 36th Street, just north of St. Clair Avenue. As the company grew, 24 buildings, connected through common walls, or by enclosed bridges, soon covered the ten-acre campus. In 1962 the W.S. Tyler Company was moved to nearby Mentor, Ohio, where it continues to serve architectural and industrial customers world-wide. Now known as Tyler Village, the complex of historic buildings has begun to take on a new life, as one of Cleveland's largest-ever downtown redevelopment projects.

Otis/Jones and Laughlin/LTV/Arcelor Mittal Steel

The first modern steel-making facility in America was founded by Charles A. Otis in 1873 overlooking the Lake Erie Shore between Alabama Street and Lawrence Street (now East 26th Street and East 33rd Street), north of Lake Street (now Lakeside Avenue). Cleveland was a logical location for steel production as four tons of coal from Pennsylvania, West Virginia, Kentucky and southern Ohio were combined with two tons of iron ore from the Lake Superior region to produce one ton of steel. By 1912, the plant, located on the bluffs overlooking Lake Erie was in need of expansion, and in 1914 the Riverside Plant began operation on the west bank of the Cuyahoga River. The mill was purchased by Jones and Laughlin in 1942 and after the War the old Lakeside Plant was demolished. Jones and Laughlin was acquired by Ling-Temco-Vought in 1974, and merged with its neighbor, Republic Steel (formed by the amalgamation of several steel companies in 1930 by Cyrus Eaton and William G. Mather), in 1984 to form LTV Steel. In 2002 the Cleveland Works was sold to ISG, which was merged into Mittal in 2004.

Steamship William G. Mather

Built in 1925, the flagship of the Cleveland Cliffs fleet sailed the Great Lakes, carrying anything from iron ore and coal to automobiles. In 1946 the Mather was one of the first commercial Great Lakes vessels to be equipped with radar. Among the many "firsts," the Mather was fitted a single marine boiler and steam turbine engine in 1954, and with dual-propeller bow thrusters to aid in the navigation of the Cuyahoga River, and an automated boiler system in 1964. The William G. Mather was retired at the end of the 1980 shipping season, and was donated to the Great Lakes Historical Society in 1987. In 1991 the William G. Mather began its new life as a maritime museum, and is now on display at the Great Lakes Science Center.

Hulett Ore Unloaders (To be scheduled)

This battery of four unloaders was built in 1912 and operated continuously for 80 years. The Hulett Ore Unloader was the invention of Clevelander George H. Hulett, and revolutionized ore handling. Each 17-ton bucket could unload 1,000 tons of ore an hour, reducing the time required to unload bulk cargo from a 600 foot ore carrier from one week to half a day. Standing nearly 100 feet in height and more than 100 feet in length, and weighing approximately 550 tons, these behemoths looked like giant iron praying mantises. For over fifty years the Huletts were used to unload the holds of the Wm. G. Mather. In 1971 the first 1000-foot self-unloading vessel went into service on the Great Lakes. In 1979 the more efficient self-unloaders began to replace the Huletts. In December 1992 these Huletts were retired after unloading their last ship.

Harshaw Chemical

William A. Harshaw founded the Cleveland Commercial Company in 1892. In the early 1900s a plant was built at 1000 Harvard Avenue. The name of the company was changed to Harshaw Chemical in 1929, and In 1930 the company's headquarters was moved to the former home of Hathaway-Brown School at 1945 East 97th Street.

The school had moved to its present location in Shaker Heights at the behest of the Van Sweringen Brothers three years earlier. The building was built in 1905, in large measure due to the generosity of Flora Stone Mather.

Harshaw was contracted first by the Manhattan Engineering District, and then the Atomic Energy Commission to support the nation's atomic energy program. Between 1944 and 1959, various forms of uranium were processed for isotopic separation and enrichment at Oak Ridge, Tennessee. In 1960, after decontamination in accordance with AEC guidelines, the site at 1000 Harvard was released for unrestricted use. In 1974, under then-current guidelines, the facility was found to be contaminated with high concentrations of hydrofluoric acid. Although the U.S. Army Corps of Engineers concluded that radiological and chemical contaminants posed "no immediate health risk" to the general public, the property stands in the way of the completion of the 101-mile bicycle and jogging Ohio and Erie Canal Towpath Trail.

The Warner and Swasey Company

Worcester P. Warner and Ambrose Swasey moved their year-old machine shop to Cleveland from Chicago in 1881, in search of skilled labor, and to locate it in closer proximity to its customers. They built a three story building at 57 East Prospect (now 5701 Carnegie Avenue*). By 1910 two additional floors had been added. Within ten years the complex had been expanded to the south side of Carnegie and the two groups of buildings were connected by a tunnel under Carnegie. In 1929 Warner & Swasey was the leading manufacturer of turret lathes in the world.

In 1891-2, Warner and Swasey built homes on adjoining properties at 7720 and 7808 (then 1722 and 1728*) Euclid Avenue. Reflective of their personalities, the homes were modest as compared with others on Millionaire's Row. And reflective of their personal and business relationships, the homes shared a common driveway. In 1893 Warner and Swasey built a 9.5 inch telescope which was installed in a dome in the back yard. In 1919 they donated the telescope and dome to Case School of Applied Science, and engaged the architectural firm of Walker and Weeks to build an observatory building on Taylor Road in East Cleveland.

In 1939, a 24-36 inch Burrell Schmidt Telescope was built and the Warner and Swasey Observatory was enlarged to house it, as well as an astronomical library and a public lecture hall. By the mid-'50s, pollution and ambient light had become detrimental to astronomical photography, and in 1957 the Schmidt telescope was relocated to the new Nassau Astronomical Station in Chardon, Ohio. The Taylor Road Observatory continued to function until 1982 when the 9.5-inch telescope was relocated to the Case Campus where it is still used by students and faculty on the roof of the A.W. Smith Building.

Warner & Swasey developed a post-war diversification plan, entering into the manufacture of excavating equipment with the purchase of Gradall, in 1945, and Badger Equipment Company (Hopto) in 1957. The company also diversified into textile machinery and electronics. In 1970 Warner and Swasey entered into a joint venture agreement with Murata Machinery Ltd of Japan. In 1980, Warner & Swasey was the object of a hostile take-over by Bendix Corporation, which in turn was taken over by Allied Corporation in 1983. Allied sold Warner & Swasey to Cross and Trecker in 1984. The massive facility on either side of Carnegie Avenue was closed in 1985. Cross and Trecker was subsequently absorbed by Giddings and Lewis. By 1992 Warner & Swasey had been dismantled and its assets sold.

Cleveland Twist Drill and National Acme Company –

Cleveland Twist Drill was founded in 1876 with the purchase of half-interest in a small twist drill company in western New York State, which was relocated to Cleveland that year.

Founded in 1895, the Acme Screw Machine Company moved to Cleveland in 1901 and merged with the National Manufacturing Company, with their plant at 7500 Stanton Avenue. In 1916 the company moved to 170 East 131st Street. In 1968, National Acme and Cleveland Twist Drill merged to form Acme-Cleveland Corp. On October 24, 1995, Acme-Cleveland Corporation reported the sale of The National Acme Company to DeVlieg-Bullard, Inc. The previous year, Cleveland Twist Drill Co. had been sold to rival Greenfield Industries, Inc. and in 1996, Acme-Cleveland was acquired by Danaher Corporation. In 2002 the company was moved from Cleveland to Twinsburg.

Glenn L. Martin Company/Cleveland Industrial Innovation Center

On September 10, 1917, after his partnership with Wilbur and Orville Wright (Wright-Martin Company) failed, Glenn Martin established his second aircraft company in what is now the Collinwood section of Cleveland. In 1928, Martin accepted a bid to relocate his company to Middle River, Maryland, and sold the plant to the Great Lakes Aircraft Company, who continued to build military aircraft until 1935. Martin went on to build both commercial and military aircraft, including the two B-29 bombers that brought an end to World War II. In 1961 The Martin Company merged with American Marietta Corporation to form Martin Marietta Corporation, and in 1995, with Lockheed Corporation to form Lockheed Martin Corporation.

In 1945 the Cleveland Graphite Bronze Company, a manufacturer of bearings, founded in 1919 at 2906 Chester Avenue, relocated its 7000 employees from East 72nd Street. The impact of the Cold War is evidenced in the expansion to the facility, including 14 inch thick windowless walls, concrete floors and ceilings. In 1952 the company entered the electronics business and changed its name to Clevite, and later merged with Gould, who sold it in 1981. The plant was closed in 1985, and used for a short time by another company before being closed in 1987. After 20 years of vacancy, the complex was purchased, and renovation began as the Cleveland Industrial Innovation Center.

Cleveland Union Stockyards Company/Stockyards Community Elementary School

The first stockyard in Cleveland was established in 1881. By 1920 the Cleveland Union Stockyards Company was the seventh largest in the country, with more than 60 acres of pens, troughs, and walkways. The stockyards closed in 1968, and today the building where livestock was bought and sold houses a charter elementary school. The ramp by which livestock accessed the building now serves to provide ADA access.

Cleveland Trust Rotunda

Founded in 1894, the Cleveland Trust Co. began construction of a magnificent new headquarters in 1905. Although Cleveland Trust, later AmeriTrust, merged with Society National Bank (founded in 1849), the Cleveland Trust Rotunda, which opened in 1908, remains as a symbol of Cleveland's financial might. From its Tiffany-like stained-glass skylight, to the inlaid marble floor, 85 feet below, the detail is exquisite. The Rotunda and adjoining office tower closed in 1996 following the 1991 merger of AmeriTrust into Society National Bank, and stands patiently, awaiting its rebirth.

The Gordon Square and Capitol Theaters

The Gordon Square Theater is the oldest remaining theater in Cleveland. When it first opened in 1912, the theater presented the highest quality Vaudeville. It incorporated "silent drama" into the Vaudeville, and eventually devoted itself to silent pictures. A 2-manual, 17-rank pipe organ was installed, and a small resident orchestra played with each showing. The Capitol Theater opened just around the corner from the Gordon Square in 1921 as a Vaudeville and silent movie house. In order to eliminate the competition with the Gordon Square Theater, the owners of the Capitol Theater purchased the Gordon Square and closed it. The Capitol Theater fell into disrepair in the '70s but remained open until 1985. In 1995, Cleveland Public Theater purchased the Gordon Square Theater in 1995 for live stage productions. Cleveland Cinemas purchased and renovated the Capitol Theater which celebrated its grand re-opening in October 2009.

The Powerhouse

The brick and steel Powerhouse was built in 1892. The building served as a generating station for the city's streetcar system until 1926. In the mid-1980s, the building was purchased and renovated, and it opened in October 1989 as a retail and entertainment complex.

Car No 1218

Built in 1914 by the G. C. Kuhlman Car Company in the Collinwood section of Cleveland, the car traveled Euclid Avenue to the turn-around at East 107th Street. It also saw service on the Shaker Rapid Transit line. This was one of more than 200 single-end, center-entrance cars built by Kuhlman. The car was given to University Circle Incorporated, and will be placed on display once restoration has been completed.

Cleveland University/Union Gospel Press/Tremont Place Lofts

The first institution of higher learning in Cleveland was Cleveland University, which opened its doors on the near west side of Cleveland in 1851. The first graduating class, in 1852, was its last, as the University closed its doors in 1853. The property remained vacant until 1859 when it was purchased by Ransom F. Humiston and operated as the Humiston Institute a college preparatory boarding and day school alternative to the Cleveland Public Schools. The Humiston Institute closed in 1868, and the property was purchased by the Western Homeopathic College. Then, in 1907, the Gospel Worker Society acquired the property and expanded it as the Herald Publishing House. In 1922 the complex of 15 buildings was renamed the Union Gospel Press. In 1950 the Union Gospel Press moved to larger quarters and the former location was used as a printing plant by the Cleveland Catholic Diocese. The property was purchased for use as a sculpture studio and gallery, and in 2003 the current owners purchased the property and transformed it into an upscale 102-unit apartment complex, retaining the historic character of the buildings.

Murray Hill Elementary/Murray Hill Condominiums

Built in 1909 and expanded in 1916, the Murray Hill Elementary School is in the section of Cleveland known as Little Italy. In January 1964, two days of demonstrations put Murray Hill in the spotlight of the Civil Rights movement, when demonstrators protested the bussing of African-American students into the all-white Italian-American school. The school was closed in 1978. In 1985 the present owners purchased the property and renovated it, converting it to condominiums and office and retail space.

Stephen E. Howe Elementary School (To be Scheduled)

The tension that was ignited on Murray Hill in January 1964 exploded in April of that year at the construction site of Howe Elementary School in the Glenville neighborhood. The school was one of three under construction in Glenville, and seen as a sign of continued segregation. Demonstrators lay down to block the construction equipment. In the ensuing confusion, one of the demonstrators was killed. Construction was completed in 1965. Violence returned to Glenville for five days in the summer of 1968. The school was closed at the end of the 2008-09 school year.

Cozad-Bates House

In a twist of historic irony, the Cozad-Bates House built by Andrew Cozad in 1853, and expanded by his son Justus in 1872, stands in the shadow of Murray Hill. The Cozad and Ford families, who owned much of the land now known as University Circle, were prominent in the anti-slavery movement when Cleveland was an active Underground Railway station secretly known as "Hope." The house, the oldest still standing in University Circle,

is one of the finest examples of Italianate architecture. Plans are underway to restore the beautiful building for new life as an interpretive center.

West Technical High School/West Tech Lofts

Sidaway Suspension Bridge

The only suspension bridge in Cleveland was built in 1930 by the Van Sweringen brothers as part of the Shaker Rapid Transit development. The pedestrian bridge spans Kingsbury Run, connecting Kinsman Road's Garden Valley neighborhood at the north end with Slavic Village at the south. Tension between the African-Americans in Garden Valley, the Polish-Americans in Slavic Village increased through the '50s, and in July 1966, perhaps triggered by six nights of rioting in the Hough neighborhood, fire was set to the bridge deck and fifteen feet of decking was removed. The bridge remains closed.

Meyers Dairy

Meyers Dairy began as a small farm business in the late 1860s and offered home and retail delivery services. The production plant closed in the early 1980s. Efforts to renovate the property have stalled and the buildings have fallen deeper into disrepair.

Globe Sewing Machine Company

Demolition at 63rd and Chester

Once the home of the Cleveland Folding Machine Company, the property is being redeveloped as a technology center providing much needed stimulus to the redevelopment of the Mid-Town Corridor.

Civil War Era Building

League Park

On May 1, 1891, Ty Cobb pitched the first game in a ball park that would mark many milestones. Neal Ball recorded the first unassisted triple play in 1909; the Cleveland Indians won their first World Series in 1920; Babe Ruth hit his 500th home run in 1929; the Negro League Cleveland Buckeyes debuted in 1943, winning Negro League World Series in 1945. The Park was closed in 1946.

Row Houses on Kee Mar Court

Joseph & Feiss Co.

In 1845 Koch and Loeb, a wholesaler of men's and boy's clothing moved to downtown Cleveland from Meadville, Pennsylvania. In 1897 the company began to absorb the small ethnic shops that had been contracted to make the company's own brand of clothing, and in 1907 the company was incorporated as the Joseph & Feiss Co. In 1920 the company relocated to West 53rd Street, where it remained until moving to nearby Tiedeman Road in 1997. The company was known for its progressiveness, offering free health care to its workers as well as offering classes in English and maintaining a library where the employees could find a quiet place to read, or to borrow books. In 1966 Joseph & Feiss merged with Phillips-Van Heusen. In 1980 a line of tailored women's clothing was added. In 1989 the company was acquired by the German clothing firm, Hugo Boss, and continues to manufacture under that name.

Nicholson Cleveland Terminal/Quay 55

Built in 1929 by the Nicholson Terminal and Dock Company, the four-story terminal served as a distribution point for automobiles and news print. The Nicholson Transit Company operated a fleet of nine vessels featuring multiple decks, which allowed automobiles to be unloaded into several floors of the Terminal at the same time. Succumbing to subsidized competition from railroads, the Nicholson Transit Company discontinued operations after the 1960-61 shipping season. Nicholson Cleveland Terminal continued to operate as contract storage facility and bonded warehouse until 1974. The building and five acres of land were purchased in 1993 for development as luxury apartments. Future development plans include lakeside townhomes, a multi-level office, restaurant and entertainment complex, and a marina.

Winton Motor Carriage Company

Founded in 1897 by Alexander Winton, owner of the Winton Bicycle Company, the Winton Motor Carriage Company began business in space rented from Brush Electric Company, at the corner of Belden and Mason Streets (now 45th Street and Commerce Avenue – formerly Hough Avenue). Winton was the first American company to sell a motor car, which Alexander Winton later repurchased and donated it to the Smithsonian. It is on permanent loan to the Western Reserve Historical Society. In 1902 the company was relocated to 10601 Berea Road, where it remained until it closed in 1924.

Baker Motor Vehicle Company/New Community of St Peter

Founded by Walter C. Baker in 1898, in a factory at 116 Jessie Street (now 69th Street) near Central Avenue and the Pennsylvania Railroad, the Baker Motor Vehicle Company became the largest manufacturer of electric vehicles in the world. Baker's first customer was industrial pioneer Thomas Alva Edison, whose first car was a Baker. In 1900 the company moved to a new plant at 116 Jessie Street (now approx 2264 East 69th Street), and then, in 1906, to what is now 8000 Baker Avenue, just east of American Ball Bearing, a company that Walter Baker founded in 1895.

In 1910, Baker built a showroom and service facility at 71st Street on Euclid Avenue's Millionaire's Row. The second floor of the structure included sleeping quarters for chauffeurs while their cars were in the service area below, having their batteries recharged. The era of the electric vehicle gave way to the internal combustion engine, and although Cleveland remained prominent in the automobile industry until the Great Depression.

Today the Baker building on Euclid Avenue has been renovated using green and sustainable design practices, and is the home of a number of technology companies, as well as the new Community of St Peter. St Peter Church was the first German congregation in the Catholic Diocese of Greater Cleveland, founded in 1853. In 1854 the congregation moved to 17th and Superior, where it remained until 2010 when the Diocese ordered the church closed.

White Motor Company

First White steam car produced in 1900.

Peerless Motor Car Co./Carling Brewery/Juvenile Justice Center

Founded in 1900, Peerless was an out-growth of the Peerless Wringer and Mfg. Co., a manufacturer of washing machine wringers, and later of bicycles as the Peerless Mfg. Co. In 1906 the company relocated to a new plant designed by noted Cleveland architect J. Milton Dyer, at 9400 Quincy Avenue, where it remained until 1931 when the last Peerless was manufactured, and bringing Cleveland's role as an automobile manufacturing city to an end. Peerless' president James Bohannon then established the Brewing Corporation of America, later known as Carling Brewing Company in the former Peerless factory. Carling closed the plant in 71. From 1972 until 1984 the C. Schmidt & Sons brewery was located in the building, which has since been demolished. Construction is underway on the twelve-acre site for the new 630,00 square foot Cuyahoga County Juvenile Justice Center

Rauch & Lang/Voss Industries

Jacob Rauch established a blacksmith and wagon shop in the 1853. Upon his death in 1862, his son Charles began to build custom wagons and carriages. A partnership with Charles Lang in 1885 focused the company on a line of delivery vehicles, and in 1904, the first commercially available, closed body electric car was built in their new plant on West 25th Street.

The company merged with the Baker Motor Vehicle Company in June, 1915 to form the Baker R. & L. Company, also known as Baker-Raulang. The electric car division was sold to Stevens-Duryea in 1920 and the company concentrated on building bodies for Packard, Franklin, Hupmobile, Reo, Chandler, Peerless, and Duesenberg. In January, 1924, Baker-Raulang acquired the plant of the former Rubay Company, at 1318 West 78th Street. The next year Baker-Raulang began building bus bodies for White, Reo and General Motors. After its introduction in 1927, Baker manufactured thousands of bodies for Henry Ford's Model A. In 1935, Baker left the automobile body business to focus on commercial and utility bodies.

Otis Elevator acquired Baker in 1954 and it became Baker Industrial Trucks with the addition of Moto-Truc Company and Euclid Crane and Hoist. Otis, in turn, was merged into United Technologies in 1975. In 1977 the Baker Materials Handling Division was sold to German lift truck manufacturer Linde-Akiengesellschaft in 1977, and continued the manufacture of electric-powered fork-lifts, golf carts, postal delivery vans and electric buses. In 1989 the company was no longer in business.

Voss Industries was founded in 1957, occupying the Rauch & Lang facility at 2168 West 25th Street. In 1996, company founder William Voss acquired his first of two Rauch & Lang Electric cars, which are on display in a museum at the plant where his father-in-law had first worked as a fourteen year old boy.

Chandler Motor Car Co/Parker Hannifin

In 1913, Frederick Chandler left his position as designer at Lozier Motor Company in Detroit, to open the Chandler Motor Car Co in Cleveland. The first offices were located in the Swetland Building, next to the Cleveland Trust Bank on Euclid Avenue. The original Chandler car was built in a garage in East 65th Street. Manufacturing began at 300 East 131st Street on July 1, 1913, and the offices were relocated to 12732 Coit Road. In 1919 Chandler founded the Cleveland Automobile Company, and both companies were located at 17325 Euclid Avenue. 16,000 Clevelands, and nearly 24,000 Chandlers were built in 1920, but in 1926, production of the Cleveland was discontinued, and in 1928 the Chandler-Cleveland Motors Corp. was sold to Hupp Motor Car Company of Detroit. In 1929, Chandler's son founded the Chandler Products Corporation, to manufacture cap screws for the automobile industry.

Hupmobiles were manufactured at the site until October, 1934. The following year the plant was purchased by Parker Appliance Company (later Parker Hannifin Corporation). Chandler was commissioned to manufacture bolts for the Hupp Corporation in 1930, and Chandler Products continues to this day as a leader in the fastener industry. Parker Hannifin no longer manufactures at the Chandler-Cleveland plant which they donated to the Cleveland Clinic. The office building on Coit Road was occupied and expanded by Lincoln Electric Company between 1923 and 1951 before that company relocated to its present facility at 22801 St. Clair Avenue. Chandler's first factory was later a factory for White Dove Mattress.

Jordan

Templar Motor Car Company/Lake Erie Screw/Templar Industrial Park

Templar Motors Co., a manufacturer of luxury automobiles, was founded in 1917 by Matthew F. Bramley. Bramley was the founder of Cleveland Trinidad Paving Co, the company that laid the first asphalt street in Cleveland. The Templar plant was located at 4000 Halstead Street, at Plover Street. Production of automobiles was interrupted by the World War, and the plant was used to produce munitions for the war effort. The post-

war depression greatly affected automobile sales. In December 1921 a fire destroyed all but the fire-proof brick portion of the factory, which stands to this day. The company went out of business in 1924, and one year later the factory became Bramley Storage, one of Ohio's largest furniture storage facilities. In 1927, Wasmer Fasteners moved into the building, and in 1929, Tru-Fit Fasteners started production. In 1947 the Wasmer family started Lake Erie Screw Products, which continued at the Athens Avenue location until 2004. Today, more than 20 tenants, many of them artists, occupy the building, which houses the Templar museum.

Hupmobile

Ford Motor Company

Although not a Cleveland company, the Ford plant at 11601 Euclid Avenue was an important part of Cleveland's automobile manufacturing history. The four-story factory was opened in 1914.

Fisher Body Company

In 1919, Fisher Body Co., a Detroit-based manufacturer of automobile bodies opened a plant at East 140th Street and Coit Road in order to meet the demand for bodies by Chandler Motors and the Cleveland Automobile Company. The company became a division of General Motors in 1926. In 1947, Fisher Body bought the four year old Cleveland Pneumatic Aerial building at 20001 Euclid Avenue to build bodies for Chevrolet, Pontiac, Buick and Oldsmobile. The Euclid plant built aircraft landing gears during World War II, while the Fisher Body plant on Coit Road built parts for tanks, guns, and B-29 bombers. Before they were closed, Coit Road in 1982, and Euclid in 1993, the plants were used to make automotive upholstery and trim. Twenty-five acres of the land on which the Fisher Body plant once stood is now the home of the nine-building campus of the Cleveland Job Corps Center.

National Malleable Castings/Auxiliary Services Building, Cleveland Board of Education

Cleveland Malleable Castings was founded at 79th Street and Woodland Avenue in 1868. In 1921 the company, then National Malleable and Steel Castings, opened a facility at 10600 Quincy Avenue. That facility was closed in 1964 and the following year National Malleable was purchased by Midland-Ross Corporation. Midland-Ross originated as Parish & Bingham, founded in 1894 to produce bicycle and wagon parts, and became the largest manufacturer of automobile frames, as Midland Steel Products.

Some time before 1973, Midland-Ross gave the Woodhill Quincy Building to the Cleveland Board of Education. The Board's public radio station, WBOE, which had first gone on the air at the Lafayette Elementary School in November 1938, and relocated to the 6th floor of the Board of Education building in January 1939, broadcast from studios in the Woodhill Quincy Building until it went off the air in 1978. In 1985, Midland-Ross sold its National Castings Division to National Castings, Inc., a new company located in Chicago. Midland-Ross was purchased by the private equity firm Forstmann Little & Co. in 1986.

Great Lakes Science Center

Personal Statement

As a photographer I strive to understand what the subject is telling, and to ensure that story is told through my photography. Black and white photography offers a compelling richness of detail, texture and contrast that is often obscured by the color pallet. It is particularly suited to telling the story of the urban landscape. My photographs generally do not include people. People define the photograph. I prefer to encourage the viewer to interpret the photograph in the context of his or her own experience.

Much of my work has been of nature, but I have felt driven to tell the story of the industrial city. I was seven years old when I moved to Cleveland with my family in 1950. Much has changed in the ensuing sixty years. The never-say-die spirit of its citizens who have not seen a baseball championship since 1948 or a football championship since 1964 leads Clevelanders to unshakable belief in next year. While I am all too aware of the city's signs of death, I am driven to tell another story – one of hope – of rebirth.

Self-taught, I work hard to incorporate the influences of Alfred Stieglitz, Ansel Adams, Margaret Bourke-White, Lee Friedlander and Julius Shulman in my work.

Epilogue

Since the photographs were made inside Warner & Swasey, it was announced that the City of Cleveland has entered into discussions with Hemingway Development and HzW Environmental Consultants to redevelop the complex as a Technology Center.

Harshaw Chemical's headquarters on 97th Street, on the Cleveland Clinic Campus, was demolished before it could be included in this body of work.

The Cuyahoga County Commissioners announced have renewed efforts to sell the Ameritrust complex, including the Cleveland Trust Rotunda, the adjoining AmeriTrust Tower and parking garage. Perhaps the stately rotunda will once again serve a useful purpose.

Endnotes

In 1906, the street naming and numbering system was changed.