

# Yesteryears

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## Quaker City Dragway first revved up in 1957



This is the way it was at Quaker City Dragway in the early 1960s. There was no starter's tower or Christmas tree starting lights. Just a white-socked, blue-jeaned jump starter named Dave Furcolow from Alliance. The '57 Chevy on the left is lightened up quite a bit because of its modified frontend, missing the grill and bumper. A 1961 Chevrolet is in the other lane. Note the obscured starting line because of the peel marks.

By Larry Shields

VIVIAN MOSSEY RECALLS "THEY were local racers when we opened." She is speaking about the first races Dick Mossey held at the Quaker City Dragway 35 years ago, in 1957. "He didn't book in anyone, she says."

Dick Mossey first laid his eyes on organized

drag racing when he was in the service and stationed on the West Coast. Drag racing began in Southern California. Mossey said he went to races "right around Pomona."

The embryonic National Hot Rod Association (NHRA) was the sanctioning body, and barely fit the description. Drag racing events, while gov-

erned by rules, were not the tightly run, heavily promoted ordeals they are today. Things were loose back then, real loose.

Mossey got out of the service and came back to his native Salem, hopped up his rig and drove it to the Rubber Bowl in Akron to drag race.

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## The Big Snow, etc.

By Lois Firestone

Several people tell us they remember well the Big Snow of 1950 we mentioned in a brief story last week and the tough time they had coping with over 18 inches of snow. One of the most amusing sidelights comes from Bob Dixon of the Salem Alumni Association who was sports editor of the *Salem News* at the time.

A skeleton crew put out the paper that day, and all the employees were rewarded with bonuses: part timers received \$5, the editorial staff \$10, and composing room men \$15. Pearl Walker was an elderly maiden lady who had been on the news staff for years, and in 1950 was still coming to the office every day. She didn't tramp in from her house on Franklin Avenue the day of the Big Snow, however.

She was in the office when the employees received the bonuses, and asked why she hadn't received one. Bob told her, "Well, Pearl, that bonus was for the people who managed to get to work to put out the paper the day of the snow." Defensively, Pearl answered, "Well, I would have been in that day but the snow was so deep."

□ □ □ □ □

Here's a footnote to the Archibald Willard story in the Feb. 17 issue: The 1916 version of the "Spirit of '76" which artist Willard painted for his best friend in his home town of Wellington, Ohio is on display at the Columbus Museum of Art along 480 E. Broad St.

The painting is on loan for the exhibit, "A Nation's Legacy: 150 Years of American Art from Ohio Collections" and is on loan from the Herrick Memorial Library in Washington, D.C. Two of the paintings are housed in Washington, D.C.

When the show closes in Columbus March 15, 125 art works will be taken on a five-city five-month tour of Japan beginning in May. Nannette Maciejunes, the museum's curator of American art and organizer of the exhibit, says that the venture is the first cooperative exhibition from the museums in one state and predicts that huge crowds will line up in Japan for the show — "like they do at Disney World," she adds.

Readers who would like to see Willard's painting and others firsthand can call the museum at 614-221-6801 for information about museum hours. Admission is \$4.50 for adults and \$2 for students and seniors.

□ □ □ □ □

If you're wondering about the results of our contest concerning the year the aerial photo was taken,



This scene of "Main Street Looking West, Salem, Ohio" is printed on this postcard published by L. Robbins and Son of Pittsburgh in 1924. Reader John Kaminsky of Orlando, Florida found this card among his grandmother's effects.

be patient because we'll announce the winners soon. Of several we've received, one tongue-in-cheek entry merits sharing. It comes from David White of Sarasota, Fla., a printer whose career began in Salem and ended at the *Akron Beacon Journal*. — Dave's father Paul White was a much-respected composing room foreman at the *News* for many years. Here are Dave's reasons for selecting his date for the photo:

"1. Top left of photo shows contour farming of

wheat and corn: early summer!

"2. Paul White's green and white 1950 Ford in the Salem News parking lot: 1950!

"3. The shadow from the water tower (Deming's) in the bottom left: between 2:30 and 4:30 p.m.

"4. The cars parked in front of Happy Days Casino: Friday, payday at the shops!

"Conclusion: A Friday between 2:30 and 4:30 p.m. in late June or early July 1950."

# Quaker City Dragway

A Growing Part of Salem

## Schedule of Events in 1992

Sunday, April 12th - 1992 N.H.R.A. Tech & Test & Tune

Sunday, April 26th - SEASON OPENER

Fri.-Sat.-Sun. May 1-2-3, Spring Trader Days, 3 Days of SWAP MEET and CAR SHOW

Sat.-Sun.-Mon., May 23-24-25 - MOPAR INTERNATIONAL, 2 Day MUSCLE CAR Meet, \* ANNUAL MEMORIAL DAY RACE

Sun., June 21 - JET FUNNY CARS

Fri.-Sat.-Sun., July 3-4-5 - N.H.R.A. WINSTON DRAG RACING SERIES featuring ALL SPORTMAN CLASSES

Sun., July 26 - MID AMERICA FUNNY CAR CIRCUIT

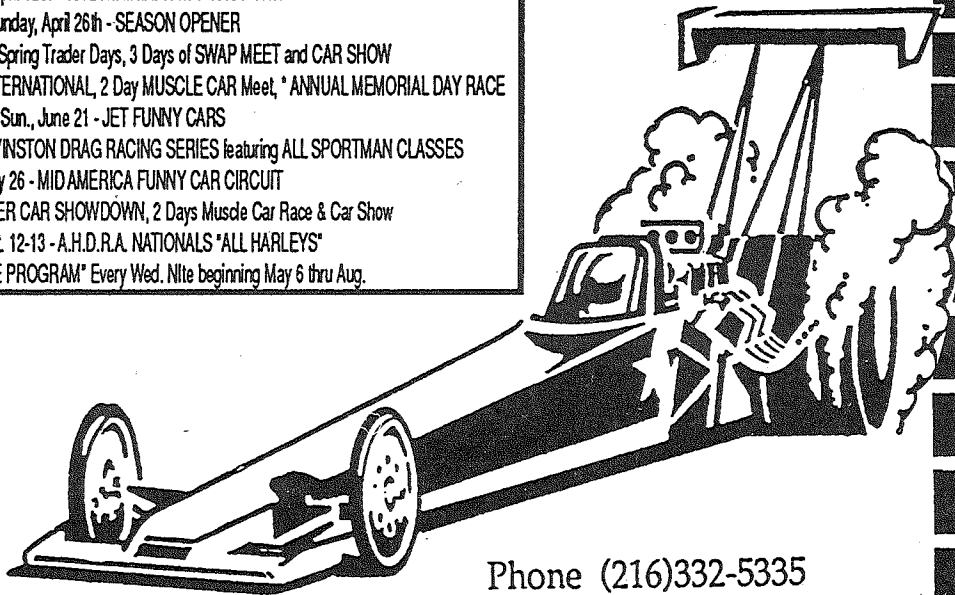
Sat.-Sun., Aug. 1-2 - SUPER CAR SHOWDOWN, 2 Days Muscle Car Race & Car Show

Sat.-Sun., Sept. 12-13 - A.H.D.R.A. NATIONALS \*ALL HARLEYS\*

\*GRUDGE 7 GAMBLE PROGRAM\* Every Wed. Nite beginning May 6 thru Aug.

3 Miles North  
of Salem, Ohio  
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Between Rt. 45 and Rt. 62



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## Yesteryears

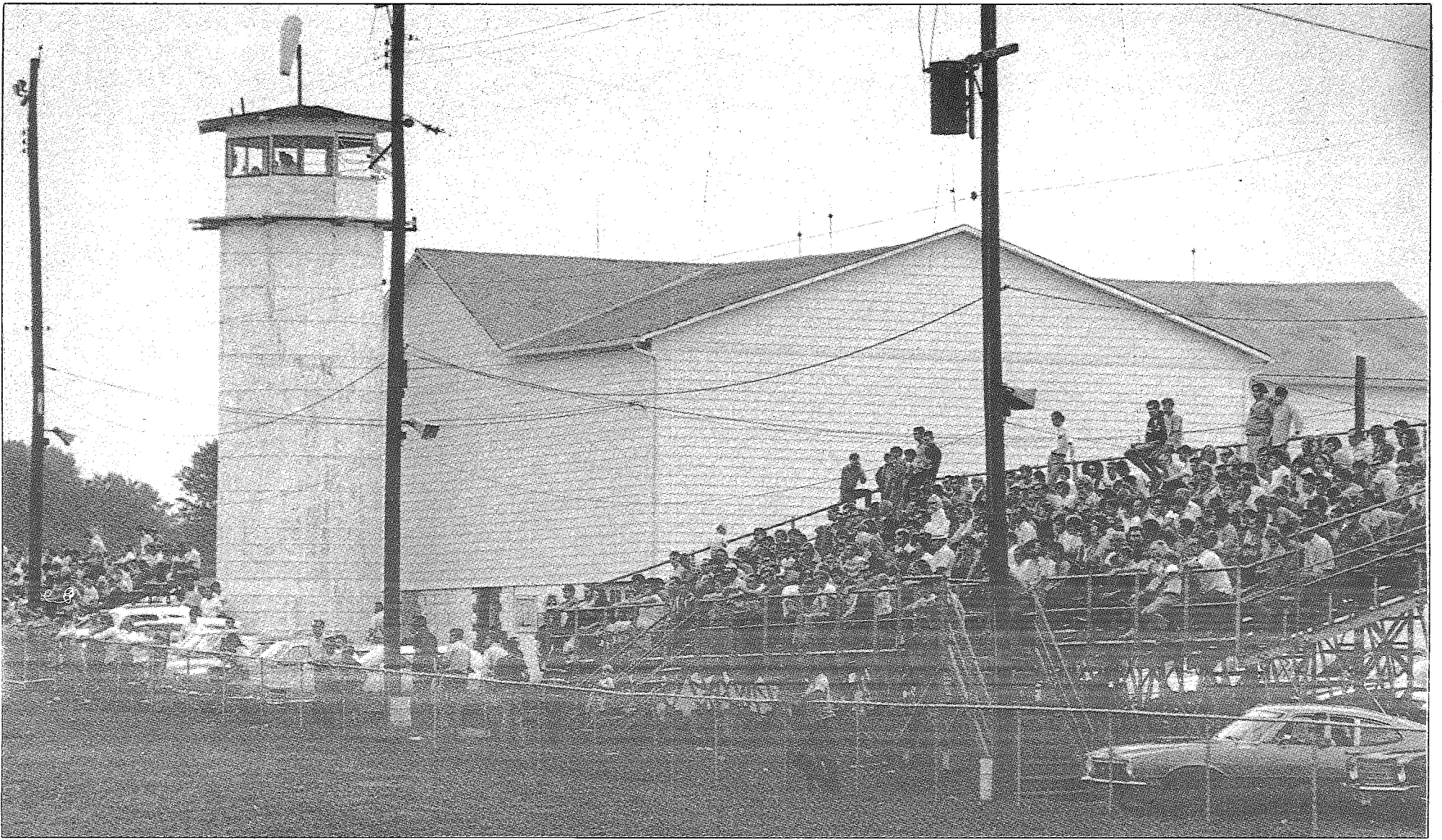
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This September 1970 photo shows the spectator grandstand added to the west side of the track. The silo still housed the track announcer, but missing are the speakers below the windows. Clearly visible is the windsock above the tower. Dick Mossey put the wind sock in as an aid to small plane pilots who sometimes used the drag strip to land on. Note the powerline poles with lights at the top re-located behind the spectator fence. They were previously well inside, nearer to the track. The public address speakers have been re-located to the poles also. The Quaker City Timing Association sign has been removed from the side of the building.

## Dragway

Continued from page 1

After he got his fill of driving to Akron to race, Mossey, understanding what a good idea it was have a track for all the loons wanting to race, opened the Quaker City Dragway.

The property, situated three miles north of Salem, between state Routes 45 and 62, was the right place. "It just looked like such a good deal," he said. Mossey figured he could make a little money, an assessment which proved correct.

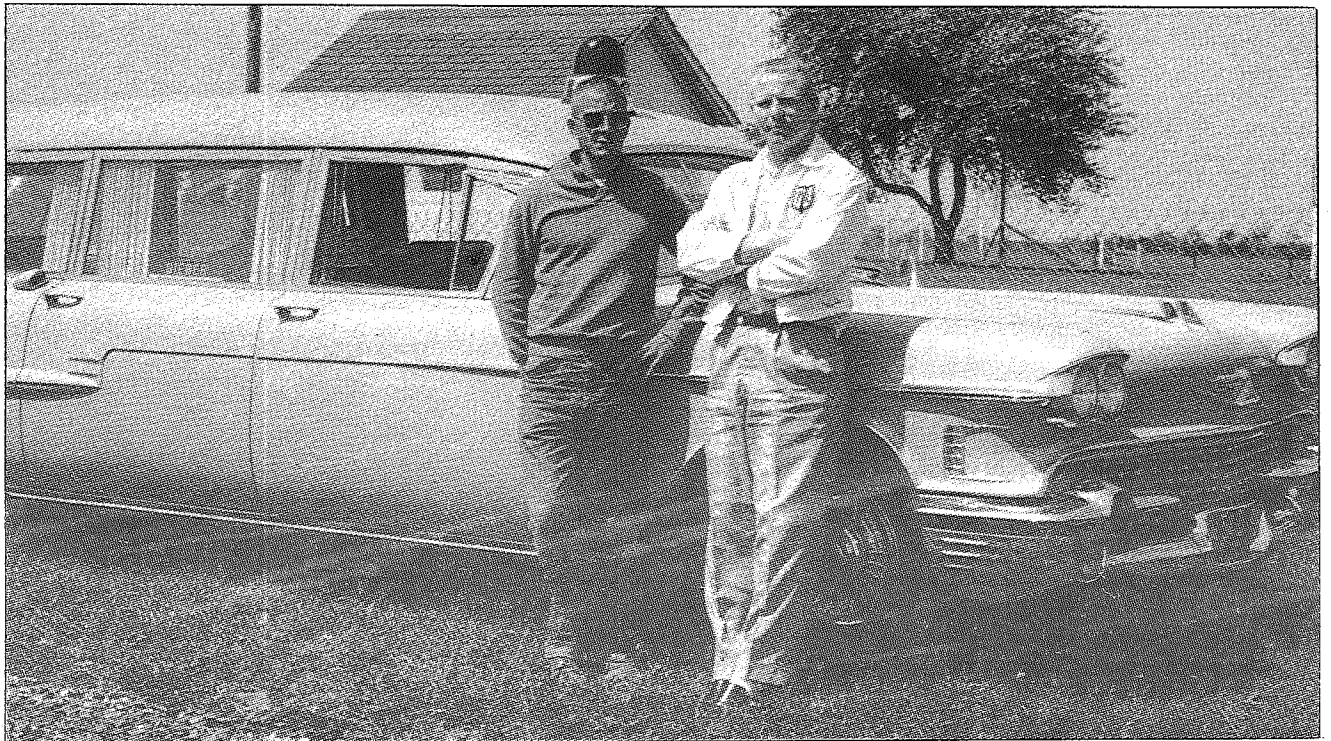
The first sanctioning body Quaker City aligned itself with was NASCAR, which today rules "southern-style" stock car racing.

Since drag racing was just getting organized, rules and class categories were needed to give the racing a semblance of fairness. Stock car classes were broken down on a power to weight ratio. The manufacturer's advertised horsepower and car weight determined what class the car ran. NASCAR set the classes up, saving strip owners like Mossey the trouble.

In spite of rules, in 1957, drag racing still had a fraternal club flavor to it and, indeed, the organization at Quaker City Dragway was handled by the Oilers Car Club from Alliance.

The Mosseys formed the Quaker City Timing Association for the business end and they ran racing events on Fridays and Sundays initially. Local racers, usually guys in their late teens and early 1920s, would bring their street cars out to the strip and run class and grudge matches for only \$2 to race all day.

There was no cash pay out. If you ran and won




Dick Mossey, left, and Chuck Alexander pose in front of the Bieber Ambulance (1958 Cadillac) on the Quaker City Dragway grounds. Randall Bieber, owner of Bieber Ambulance flew a small plane. Mossey cut a deal with him — ambulance service in exchange for landing fees. This photo was taken in 1963. Alexander served as President of Salem City Council and later as mayor.

class, you got a trophy. Dick Mossey said around 100 cars would come out, mostly backyard racing types.

The pits were on the west side of the track and racers would drive up the hill, come to a stop, wind up the engine and drop the clutch, peeling

out to clean the tires off. They blasted up to the starting line where a flagman would position them.

"Two guys lined them up," Dick Mossey said,

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Dragway

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"whether they were lined up perfect or not, who knows." Once on the line, the two cars rumbled nastily, ready to explode, their exhaust pounding hard off the asphalt, until the flagman waved them off.

At the end of the strip, electronic timers and speed recording devices and a couple more flagman indicated the winning lane, and, "when we first started night racing, they used a flashlight," Mossey said.

Night racing was a Quaker City hallmark, right back to almost the beginning. The first lights were originals, home made. "We made some haphazard things out of car headlights," Mossey said. "I put ten of them in a series and plugged them into 110 (voltage)."

In old photos light boards with the 10 headlights per pole are easily recognized.

Once past the finish line, each car had its own return road and on the way back the driver stopped to pick up a time card. The card had the speed and elapsed time of the run.

The information on the race was called into the timing tower, which was a silo attached to the big barn just west of the track.

The old tower (silo) is now part of the foundation filler in the building housing drag strip maintenance vehicles.

It would take a lot of research to confirm it, but Quaker City Dragway is probably one of the oldest drag strips in Ohio. It might be the oldest in continuous existence.

As drag racing evolved a type of racing called E.T. racing emerged.

It began at Quaker City and was the brainchild of longtime racer J. Leo Collins, who was from Alliance at the time.

Collins, perhaps, knew drag racing as well as anyone. He had been the major adversary of the only man who called Quaker City home to go on to national prominence. That man was Francis Crider.

Collins was no-stranger to the national spotlight either for that matter. During his racing career, he was a three-time class winner — 1963 C/Dragster, 1964-65 B/Competition — at U.S. Nationals at Indianapolis. Collins also collected a couple national records along the way.

If anyone had an idea that should be listened to, it was Collins.

"Leo came in one day and said, 'there are some people who just can't compete. I have an idea, can I give it a try?' " Vivian Mossey recalls.

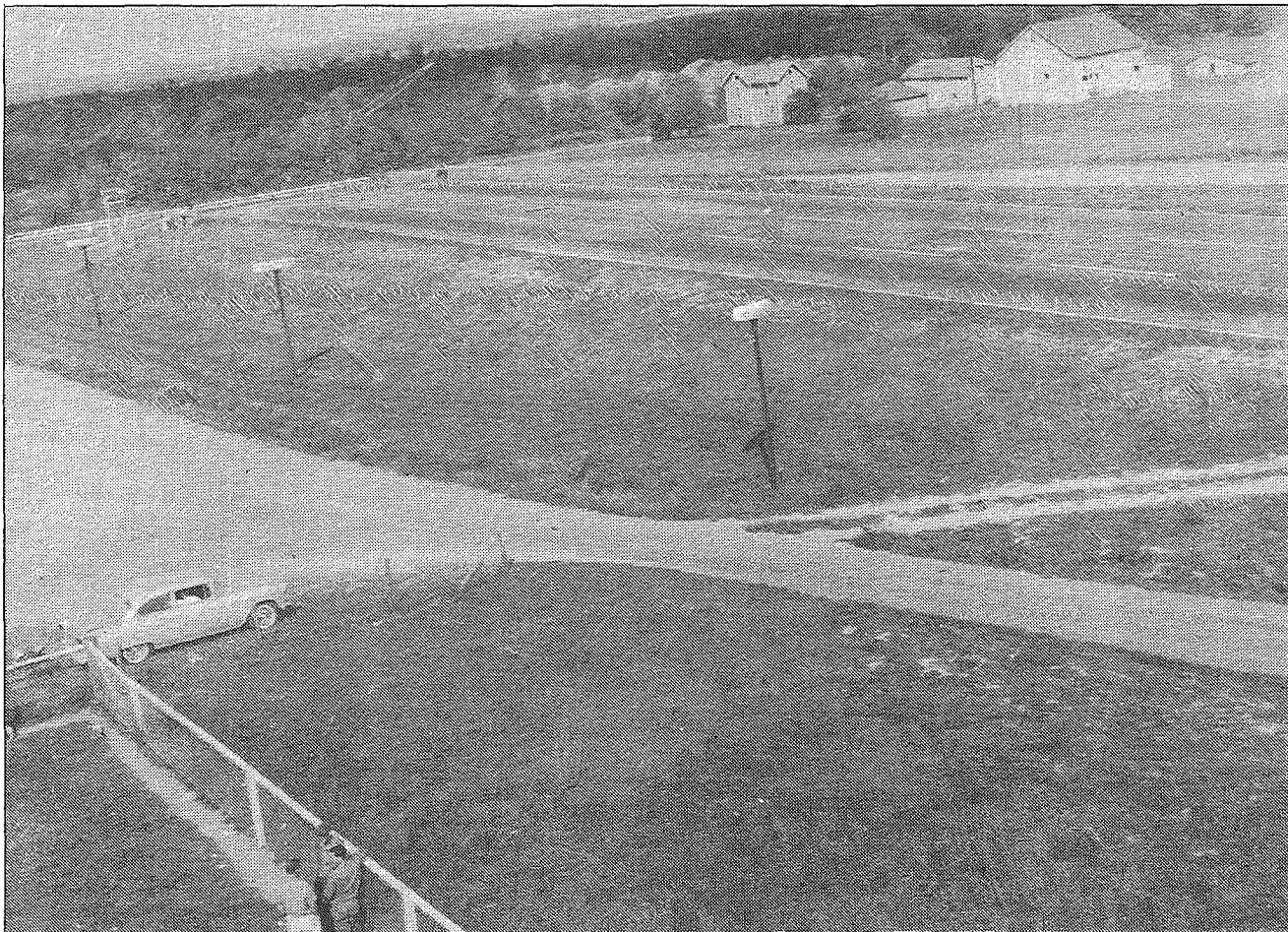
What Leo Collins very perceptively, not only saw but understood, was the cost of racing to the regular "run what you brung" racer was getting out of hand. He did something about it. He came up with a plan and with Mossey's help, began to implement it. It was called E.T. racing.

Instead of going all out for quickest time and speed, E.T. racing brought the element of running *too quickly* into drag racing. A driver first "dials" in his low elapsed time and is assigned a category in which other cars run in his time bracket.

Each bracket is then assigned an absolute minimum elapse time (E.T.) that cars are allowed to run. If a car runs quicker than its assigned low E.T. bracket it loses. This is called "breaking out." If both cars breakout (a double breakout) the car closest to the low E.T. wins.

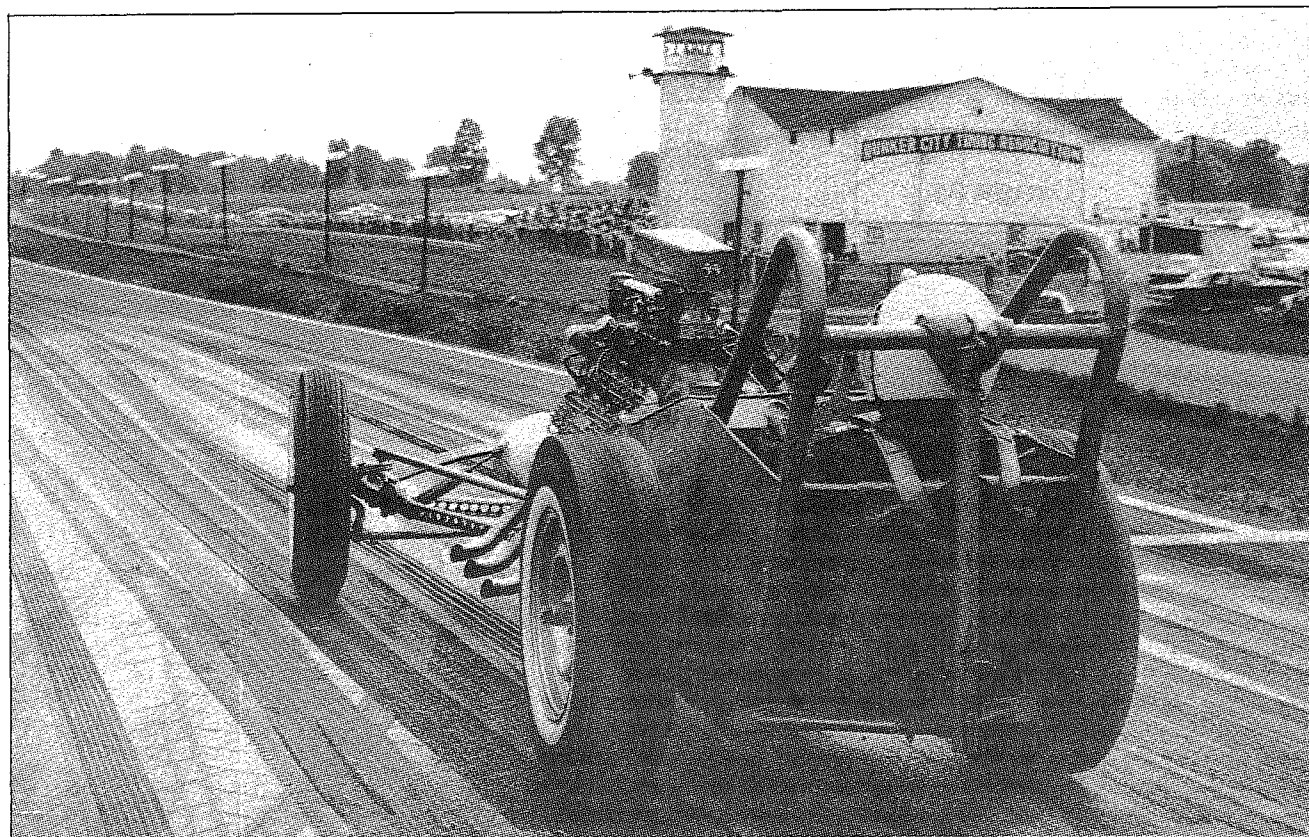
This type of racing launched a completely new approach to drag racing. In the stock classes, racers run like crazy to the timing traps and then jam the brake to slow the car, in an attempt to keep from going under the established lower elapsed time limit.

E.T. racing had its admirers and detractors, but judging from its acceptance today, it's too bad



Salem News photos courtesy Quaker City Dragway

*This photo was taken from the control tower/silo looking northeast across Quaker City Dragway. Historically significant to the drag strip are the light posts. Owner Dick Mossey mounted 10 car headlamps per post to illuminate the track for night racing. There is no guardrail or starter's shed. The thin white scaffold just to the left of the starting line was used to call car numbers to the control tower. The old Flick farm is shown and in the far background can be seen the boom for a strip-mining shovel.*



*An excellent early 1960s shot looking up the raceway in a southwesterly direction. Clearly shown is the old scoring and timing tower in the silo. Speakers protrude from the tower just below the windows. The track announcer used this vantage point from which to call the racing action. Spectators line the fence. The car is a sling-shot type dragster known as a "rail." Note the rear whitewall racing slicks which are just beginning to show tire smoke. A pushbar extends down the back, cars were push started. The engine is a six-cylinder flathead, a popular powerplant for early racers.*

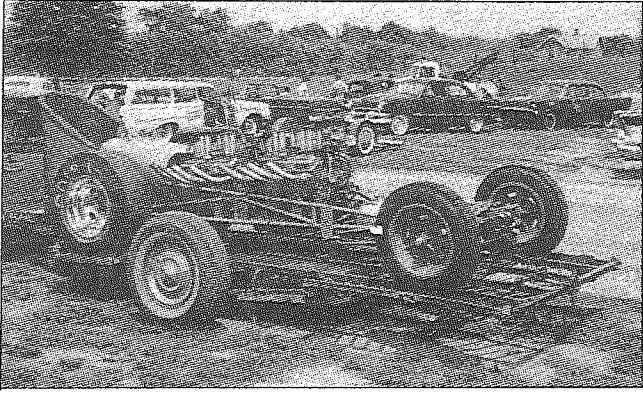
Collins couldn't copyright the idea, it would have been like owning a pass key to Fort Knox.

Vivian Mossey said Collins originally had just a couple E.T. classes he wanted to try. "It just got so heavy, he advanced it," she said. Dick Mossey said, "It was fairer for everyone involved."

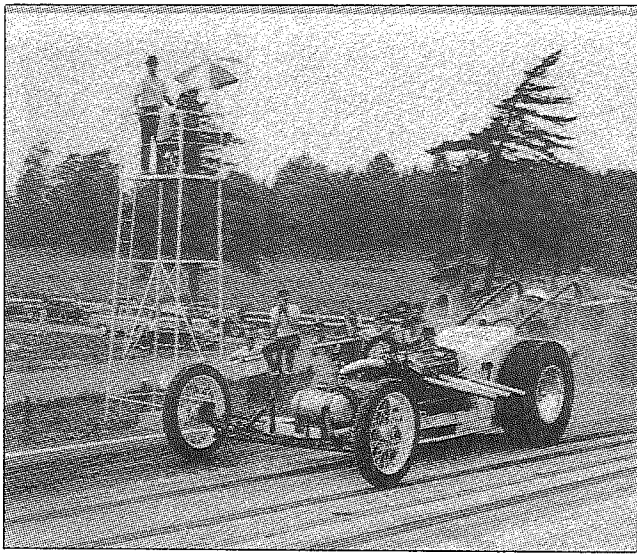
Spectator attendance climbed during the mid-to late 1960s when the altered wheelbase cars, the original and very spectacular "Funny Cars,"

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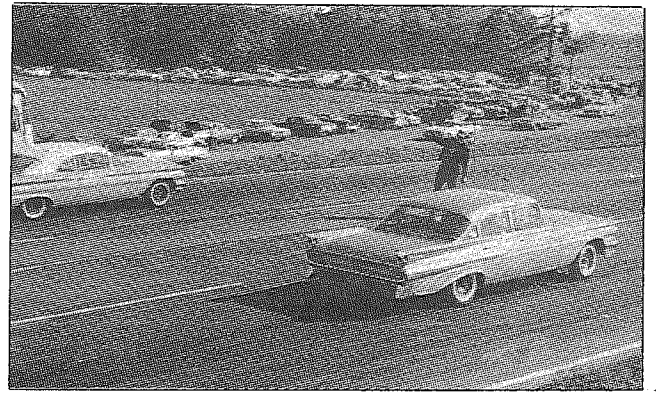




This twin-engined monster was raced by Harvey Shipp of Alliance in the early 1960s at Quaker City. The car is a Double A (AA/D) Dragster. The double does not stand for two engines. Double trouble? Maybe. The two injected Corvette engines were enough to power this parachute-packing prototype into prison breakout speeds approaching 175 mph. Like most dragsters there is no radiator. Racers rightly figured that if a dragster took so long to cover the quarter mile that it needed a radiator, it shouldn't be there in the first place.

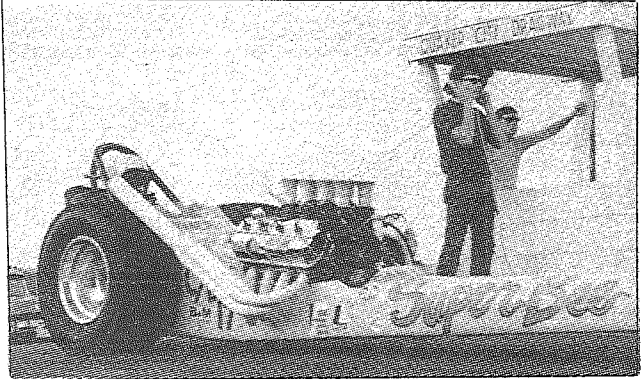


This starting line shot shows the Shively Cleaners dragster from Strasburg, Ohio digging in, burning the tires up to the starting line. The engine is an injected, supercharged Corvette. Fans line the fence in the background. Personnel man the scaffold to inform the control tower of car numbers.



Salem News photos courtesy Quaker City Dragway

Another starting line view of Quaker City, this time looking southeast and probably taken from the scaffold just to the west of the track surface. An early 1960 Oldsmobile convertible is in the far lane racing a four-door Pontiac Catalina. Mossey did not own the land immediately east and adjacent Quaker City so cars parked along the return road and to the south of the Flick Farm. These cars raced in G/A. The "A" stood for automatic transmission.



One racer who learned his trade on Quaker City Dragway's quarter mile was Francis Crider of Salem. A five-time National Champion, Crider spent 25 years on Quaker City's asphalt with various cars such as "Quick Draw" a C/ Dragster, the feared and famous "Super Bee Dodge" C/ Dragster shown here, and in the 1970s in the very famous, technologically acclaimed Sam Brown Dodge A/SR. Crider was a perennially strong divisional racer. He was the man to beat at any race.

Dragway

Continued from page 4

hit the strips. "They had the front wheels set way back and the back wheels moved way forward. No wonder they could do those wheelstands," Mossey said.

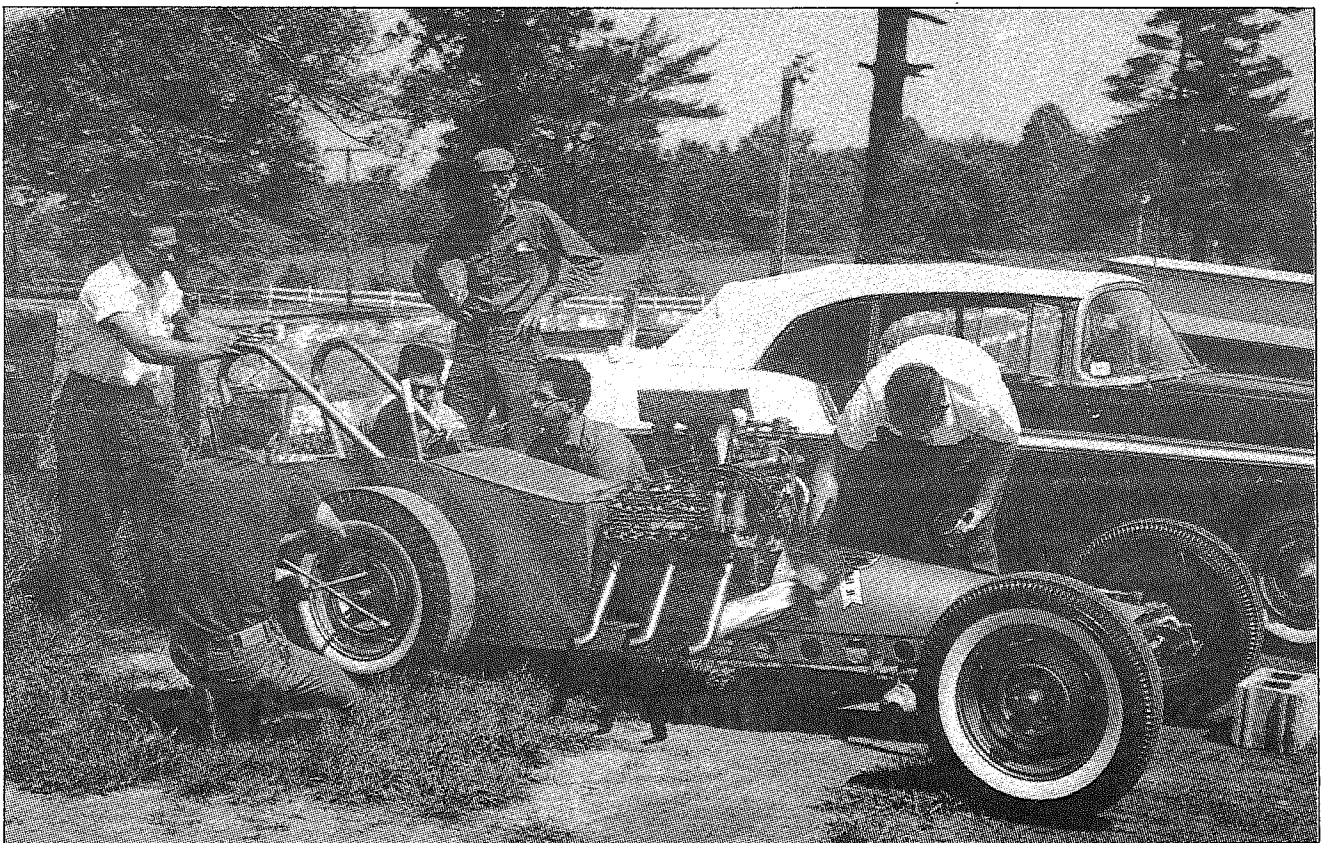
Quaker City put on match races and brought in show cars. It was during the mid- to late 1960s and through the '70s that the strip attracted the biggest names in drag racing.

Don Garlits (about as big as you get), Don "The Snake" Prudhomme, Tom "The Mongoose" McEwen, Dick LaHaie, Ed McCulloch are a few names which still race today in Top Fuel and are counted among the biggest names ever in drag racing.

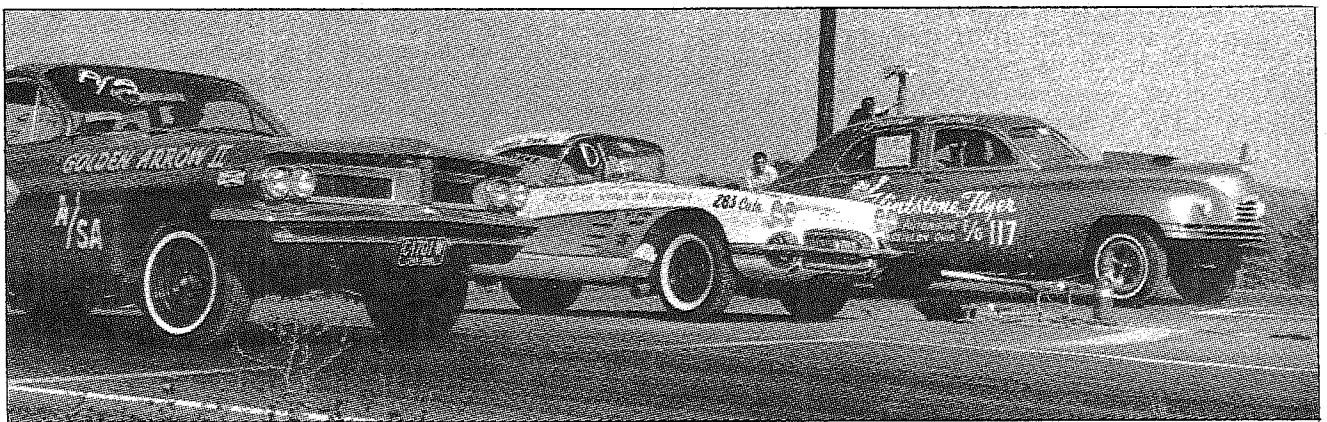
The list goes on. If they were anything in drag racing, they raced at Quaker City. Dragsters, Funny Cars and jets. The big cars meant big speeds. And big speed needs room to stop.

The dimensions of the track have remained pretty constant throughout the years, other than the length. The end of the track extended south toward Pine Lake Road with a parcel of land in between.

Mossey bought the land, but because of the trees, and perhaps because they knew what Mossey was going to do with the land, people in the area obtained a restraining order to prevent Mos-



This car is an early example of what backyard drag racing was all about. A tube chassis frame with hand-formed sheet metal body panels and a flathead mill. Note the "swiss cheesed" cut outs running under the engine and front end to reduce weight. The front tires are mounted regular car pressed steel wheels. A white-handled hand brake sticks up in the front of the cockpit. One of the unidentified crewmen at the front applies wax, one works a breaker bar, two others appear to be working on the far side of the car, while two others watch. Does anyone know who these racers are?



At the end of one racing day three of the fastest cars appeared on the starting line at Quaker City Dragway. Not a common practice. The 1949 Packard on the far side of this 1963 photo is significant in drag racing. It is Dave Koffel's Flintstone Flyer F/Gas car. Koffel later worked for Chrysler and was Francis Crider's racing boss when Crider attained national prominence in the NHRA. Today Koffel owns a specialty speed shop in Walled Lake, Michigan and designed the B1 racing cylinder heads used on the 1990 and 1991 NHRA Pro Stock National Champion Dodge Daytona.

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## A Kansas City art museum wants to identify this Burchfield

Nelson-Atkins Museum of Art in Kansas City is planning an exhibition of American drawings and watercolors this summer but had a question about one of the drawing being considered for exhibit. Margaret Stenz of the museum's American Art Department, wrote Dick Wootten at The Salem News for help in identifying the site of this Charles Burchfield drawing, owned by the Spencer Museum of Art in Lawrence, Kansas.

Several months ago, Wootten had provide the Kansas museum with information about Burchfield's "Th Edge of Town," a 1920 Salem painting in which Burchfield depicted buildings on the southwest corner of State and Broadway, buildings which are still there.

Ms. Stenz writes that the buildings in the drawing seem fairly individual and that they might be easily recognizable if they still exists. "We have no date nor any information on this drawing, so we don't know if it comes from the period when Burchfield was in Salem. It would probably be a stroke of luck if you knew the building in the drawing,

but I thought it might be worth a try."

Charles Burchfield lived in Salem from the age of 5 in 1898 to the age of 28 in 1921 and completed many of his major artworks when he was a Salem resident.

The Xerox of the drawing supplied by the Kansas City museum showed that it apparently had been folded vertically in the center and the right side of the drawing was heavily smudged, perhaps from being folded for years.

White Out was used to rid the drawing of the smudges so that the architectural details of the buildings could be better seen.

Burchfield traveled by bicycle, trolley and on foot to many parts of Columbiana County between 1917 and 1921 to find scenes to draw and paint. He did artworks in Salem, Leetonia, Lisbon, West Point, Winona, East Liverpool, Wellsville and even on the north side of Steubenville among other spots.

Almost unnoticed on the ground in the center of the drawing is apparently an old-fashioned gas station pump, which may mean the building was on a

main road. The building on the right is the kind that would catch Burchfield's eye because of its unique architecture.

Notice that the roof juts out twice to cover two rows of two bay windows each on the second and third floor.

What is most distinctive is the series of 10 circles that create part of the surface design of the building between the second and third floors. Note also the decorative roof supports beneath the roof extensions above the bay windows.

A roughly-built shed is attached to the left of the building and a barn that has seen better days is on the left behind a telephone pole.

Readers of *Yesteryears* have been helpful in the past in identifying site of rare Burchfield artworks. Please let us know if you can identify the location of the buildings. If even one still exists, we will run a photo of it beside the drawing in an upcoming issue.

Happy hunting.



The final group meeting of the Knights of King Arthur which Nellie Kelley Springer talks about in the accompanying story took place at Lawrence Beardmore's home along Cleveland Avenue in Salem. Club members are (seated, from left) Fritz Tomlinson, Paul "Judy" Myers, Pooch Bishop, Lawrence Beardmore, Clyde White; and (standing, left) John Taylor, George Chappell, Fred Campbell, Milton Probert, Anthony Taylor and Joe Kelley.

## Knights formed boys club in 1900s



The KOKA crew in earlier days, in 1917 when they were playing basketball at the old roller skating rink in Salem. These two photographs are part of George Chappell's scrapbook which his daughter, Martha Myers of Salem, has kept.

PROBABLY FEW MEN WERE AS genuinely loved and respected by young and old alike as Joe M. Kelley. From 1924 when he began managing the Salem Memorial Building until he passed away 27 years later, Joe was devoted to young people, constantly campaigning to provide them with better and better recreational programs. The bronze plaque in the lobby of the Memorial Building is inscribed "He built the youth of Salem."

Nellie Kelley was Joe's sister, and she shared her brother's avid interest in the need for keeping kids busy with athletics and other activities. She got to know many of the kids through her brother, of course, but she, too, was closely involved with them through her job and her marriage. Her working hours were spent in the office of high school superintendent J. S. Alan — she was Alan's secretary — and so got to know each succeeding class of students well. Also, her husband, Wilbur J. Springer was the high school principal and was as devoted to youth as she and her brother Joe.

Nellie is 90 and a widow today, residing in Seattle, but has many pleasant memories of her growing up and adult years in Salem. When we published two photographs of a young men's club, the Knights of King Arthur recently, we asked readers who remembered the group to write us. Nellie did indeed remember the KOKA boys because one of them was her brother, Joe. Nellie's letter is below, and accompanying it are these photos of the knights, one taken when they were young basketball players and the other when they were older adults at their final meeting. Nellie's letter follows:

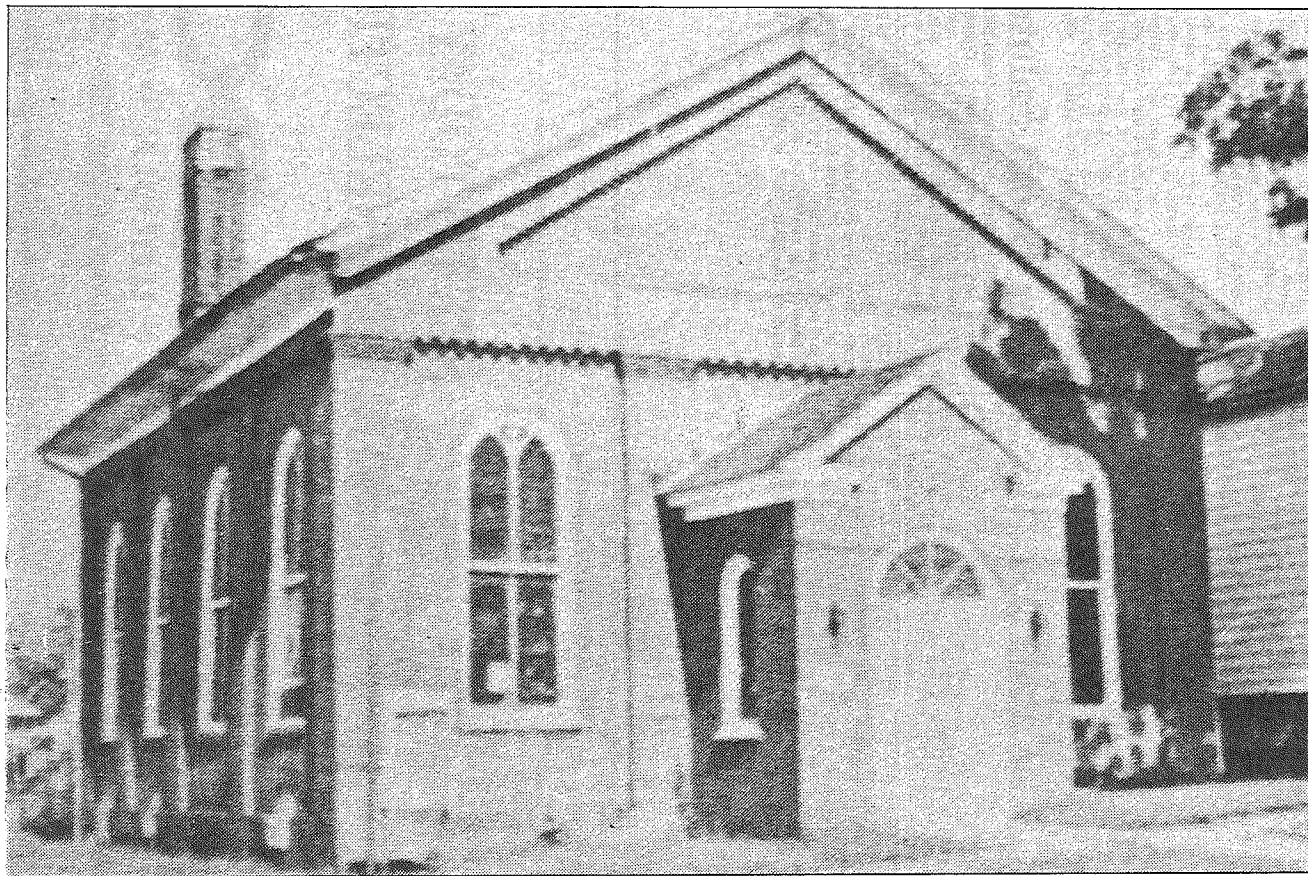
"I just dearly love the picture of the Knights of King Arthur! It has given me a thrill just to see those great fellows once again. I knew them — each one — and I know that each one of the boys who belonged to that group grew up to be fine, outstanding citizens. My beloved brother Joe Kelley, of course, is the one I knew best. Then there was Lawrence 'Biddy' Beardmore, Milt Probert, John Taylor, George 'Chicken' Chappell and Lucian 'Pooch' Bishop.

"This club was started, I believe, by Will Read who was active in the church of Our Saviour (Episcopal) for many years. At this time I believe there were no boys groups of any kind in our town and some of the boys would gather at the home of Willie Read and they would talk, play games, etc.

"Then they started a basketball team and they were good athletes and played other church groups, etc. At that time basketball was played in the old roller skating rink, for that was the only place to play. In the summer the KOKA would go on over-night camping trips and they became close friends. Through the years they kept in touch with each other, and they were truly an outstanding group.

"Several of these boys had good voices and they could really harmonize — I can still hear them singing, 'Sweet Adeline' and 'That Old Gang of Mine.' And I would truly give the world to once again hear that 'Old Gang of Mine!'...Thanks so much for printing their pictures, and thanks to Martha Myers for saving these great photos."

# Freed from slavery, they built their church



The African Methodist Episcopal Zion Church at the intersection of West Third Street and North Howard as it looked in 1978. The deteriorating structure was torn down in 1985.

By Lois Firestone

**H**UNCHED DOWN ON THE wagon seat as he guided his horse's reins along the corduroy roadway from Salem to New Lisbon, hard-working teamster Robert T. Ford diligently went about his business six days a week, pausing only briefly on Sundays to join his friends and family in thanking God for bringing them to freedom.

Robert had grown up on a Virginia farm, the slave of a cruel master, and had fled north to Ship-pingport, Pa. when he was in his 20s. After enlisting in the Union Army, he fought with other volunteer infantrymen in the Civil War migrating to Salem.

For the first time in their lives, Robert and his wife Rosetta Smith Ford had a home of their own — they would raise their 11 children in the city — and friends they could trust. Other blacks, men and women like them who suspected life had more to offer than one dreary day of forced labor and beatings after another, had packed up their meager belongings and stealthily left their southern owners. At first, Salem was to be only a brief stopover on their travels further north, but many stayed because the town's Quaker contingent urged them to make the town their permanent home.

Like the other newcomers, the two young people believed deeply in God and knew that their religious beliefs had carried them safely through the trying times of the past. For them, to have a church of their own where they could worship and gather socially meant everything.

In 1867, with the help of Father Gross, the man who would be the first pastor, they formed the African Methodist Episcopal Zion Church, meeting temporarily in rooms in the Second Baptist Church along Green Street.

Three years later, their own church home became a reality. The brick church at the corner of West Third Street and North Howard Avenue was built by the parishioners who included Robert and Rosetta and a long list of others: Charles Docket, Addison White, Granville Woods, David Williams, Samuel Davis, John Lewis, S. T. Adley, Eliza Hart, Hanna Mills, Mary Bess, Lulia Dockett, Diana

Rumage, Mary Williams, Allene Hazel, Viney Hill, Mary Robinson, Nancy Copeland, Mrs. Samuel Davis, Mary Alexander, Eliza Cox and Ellen Armstrong.

Other ministers followed Father Gross; an early pastor, Rev. Jehue Holiday, later became a bishop of the church. People revered Rev. James B. Cooper who pastored the church for 34 years, from 1928 to 1962. Rev. Cooper passed away in 1967 at the age of 87. Moving ahead to modern times, Rev. Ellis Clancy and his wife, Ora Mae came to the church in 1969 and stayed until the building was torn down in 1985.

However, Rev. Charles J. Huddleston probably had the greatest impact on the people and the church itself. Born in Knoxville, Tennessee on Nov. 16, 1897, Charles served in the U.S. Army during World War I and entered the ministry after his hitch was up. A member of both the Salem AME Zion Church and the Alliance Second Baptist Church, Charles ministered to several area churches for 25 years, including the Lisbon, East Palestine and Dover AME Zion churches. For years, until he retired in 1958, Charles was employed first as W. H. Mullins' personal chauffeur and then as a company driver.

One of the oldest members was Maria Britt who came to Salem in the 1820s. A deeply religious woman, Maria lived to see her church become a reality. Here is Maria's story as told in the book *Souvenir History, Salem, 1800 to 1900*: "Sometime in the '20s a fugitive slave woman named Maria Britt came to Salem. Here she found a place of employment among the Quakers, especially in the family of Samuel Davis. By the proceeds of her labor she got a lot from him on what is now Green street. It is now occupied by a small dwelling-house which, for some years, was used as the Methodist church. On this lot a small brick house was built in which she passed most of the remainder of her life. She had a husband who was still held in bondage in the south, and like any true wife, she wished to have him with her. Wherefore, she got some of her white friends to write a letter to him. By some mishap this letter fell into the



Former slave Robert T. Ford who, after fighting on the Union side during the Civil War, returned from the battlefields and settled in Salem. Ford was a prime mover in founding the AME Zion Church in the city.

hands of her old master who set about the job of reclaiming her. A relative of Dr. Stanton who lived at Steubenville got wind of the plot and sent word that the master was coming her to look for her. Therupon Maria was clandestinely sent to Con-neaut, a settlement of Friends in Trumbull county, where she remained until it was deemed safe for her to return to Salem. During her absence a mysterious stranger came to Salem and stopped for some days at one of the taverns. He frequently walked the streets and peeped into the houses, especially the kitchens, but he did not find his lost 'property.' "

John C. Ormes was born in Beaver, Pa. on Oct. 14, 1864, but spent most of his life in Salem. A proficient blacksmith, John worked at the Buckeye Engine Co., later Bliss Co., for 55 years. He passed away on Feb. 19, 1954.

George and Mary Hempstead Green were devoted members as was their son, Robert who was born in Salem on Nov. 13, 1872. A bachelor who lived alone with his small white dog, Robert was a custodian at the Salem News for 25 years. He died at age 88 on May 24, 1961.

Another Salem native was Tabitha White, born in 1864, who grew with the church and become a caterer in the prominent homes in the city. Kate Sennett was born in Canada but moved south to Salem where she was a cook and nursemaid and active in church affairs. A tragic accident ended her life on April 23, 1936. It happened this way: she was working in the kitchen of an East State Street market. A fellow employee was cutting food with a large knife but turned hurriedly, unaware that diminutive Kate was beside him. The knife punctured her external carotid artery and the horrified worker hurriedly bandaged her neck and rushed her to the Central Clinic for treatment. She died shortly afterward.

By 1985, the church had become a major landmark in the city. Unfortunately, though, that same year the chimney in the 115-year-old house of worship collapsed. The building itself had deteriorated and couldn't be renovated. Also, membership had dwindled to perhaps a dozen parishioners who couldn't always attend. The decision was made, reluctantly, to hire Charles Jones of Guilford Lake to tear the building down and to sell the leaded glass windows to pay for the cost of the demolition. The Salem Historical Society asked for and received the stone marker which identifies the edifice as being built in 1870. The pulpit, chairs and benches were delivered to the Lisbon AME Zion Methodist. At the time, Ora Mae Clancy mused sadly, "For more than 50 years, the church has been home to me. We'll all really miss it."





Parishioners gather outside the AME Zion Church following a worship service in this photo taken in the early 1940s when the church, demolished in 1985 after a chimney collapsed, was active in the community of Salem. They are (back row, from left) Robert Massey, Mrs. Massey, Mrs. J. A. Patrick, Rev. Patrick, Mrs. Grace Ford, Mrs. Emma Tibbs, Mrs. Lula Massey, Mrs. Eula McGhee, Wolford Faulkner, Mrs. Davis, Mrs. Clark, Corrine Clark, Rev. Tipp, Reese Faulkner; (middle row, left) Johnnie Huddleston, Ruth E. Faulkner, Minnie Huddleston Kirksey, Virginia Huddleston Williams, Jean Huddleston Dillard, Byrdie Mitchell Huddleston, Emerson Bingham, Mrs. Oscar Malone, Oscar Malone, Ed Lee, Ora Mae Alexander, Mrs. Reese Faulkner; (front row, left) Helen McGhee, Mozzelle Lee, Patrick girl, Zada Clark, Buzz, James Patrick Jr., Luke Huddleston, Dorie Huddleston Montford, Alice Huddleston Gordon, Joyce Patrick, Ruby Davis, Shirley Bingham, Sarah Davis, Mary Elizabeth Dunlap.

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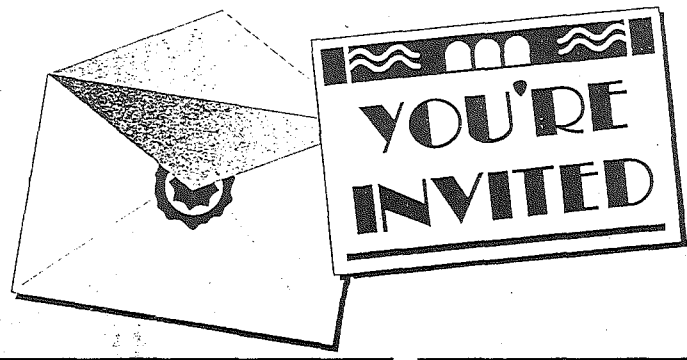
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## Speaking of the past...

By Dale Shaffer

### Fountain was moved back in 1906

Remember that old postcard scene showing the horse fountain at the intersection of South Broadway and East Pershing Street. In 1906, when the Y & O made plans to lay track on South Broadway, that fountain had to be moved. The board of service decided to move it to West Main (State) Street opposite the waterworks pumping station, but there was loud protest by horse owners and uptown businessmen. A petition was signed by 25 people, asking that the fountain be established as near the former site as possible. W. H. Fultz pointed out that the proposed businessmen operating delivery wagons and to their country trade.

After considerable discussion Hise moved that the fountain be located on the north side of East Dry (Pershing) Street, east of Broadway and near the intersection of Dry and Lundy Streets. Today, an identical horse fountain stands across the street in the museum's beautiful herb garden.

### Hitching barn changed hands

On March 26, 1912 an important real estate transfer took place in Salem. W. A. and O. E. Whinery, proprietors of the winery milk depot on Green (Second) Street and Lundy Avenue, took possession of the 10 cent hitching barn (without horses) on North Lundy from R. J. Cochrane. They planned to continue operation of both the hitching barn and bowling alley but also would expand hte milk depot for bottling milk. In 1912 the Whineries had an extensive business in the city. They used the residence building on the corner as a home.

### Horse of a different color

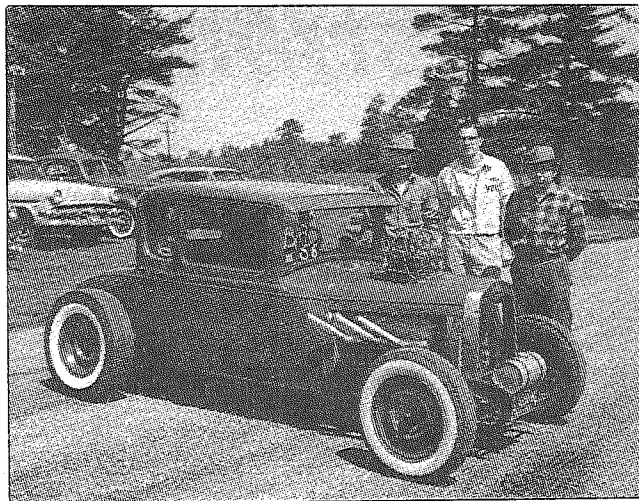
Old timers will remember the Citizens Ice co., once located on Mill (Mullins) Street by the tracks. Something unusual happened there on the morning of May 2, 1916. When employees went to the stables they found that the building had been entered during the night and the gray horse had been painted a bright red. It probably was a case of spite or someone's practical joke, but removal of the paint was quite a task.

### Old Salem movie about progress

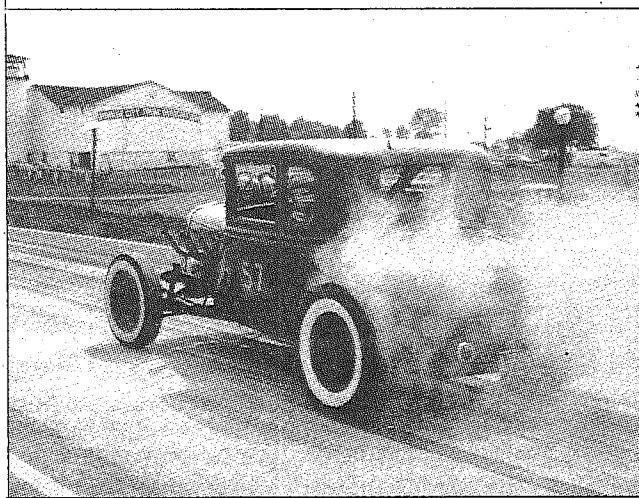
In June of 1922 C. V. Rakestraw, manager of the Grand Theater, secured the services of the Tisdale Industrial Film Corp. of Chicago to make a motion picture of Salem, showing the many interesting and beautiful things about the city. The movie was titled "Pageant of Progress," and the script was prepared by the educational and publicity committees of the Chamber of Commerce.

Beginning in 1803 when Salem was being settled the pageant presented a historical review of the town. Included were spots of historic interest, buildings, industrial plants, merchants and the principal streets. It covered civic projects, a trip through the *Daily News* plant, and information about Salem's lodges, churches, Boy Scouts, American Legion, Rotary, Kiwanis and other business organizations.

The movie was shown at the Grand Theater, with a fourth of the proceeds going to buy new equipment for the Community House on South Ellsworth Avenue. It was then placed at the disposal of the Chamber of Commerce. Anyone knowing the whereabouts of this historical film is



This 1931 Model A Ford coupe was owned and raced by Jim Herron, right, of Salem. The two crewman are Phil Calvin of Greenford, left, and Vern Squire of Salem. Herron ran the car in B/Altered. It's powered by a small block Chevy with a 3-71 GMC supercharger, acknowledged as a "good combination." Herron cut times in the 12.40 second range. His speeds were around 110 mph.



Jim Herron of Salem roars off the line at Quaker City Dragway in 1962. The powdery smoke is probably the result of an oil-down on the starting line from a blown engine. Track crews cleaned the starting line as best they could and poured an oil absorbing powder on the starting line, thus accounting for the white hue to the track in the photo. Note the roll bar angling across the rear window.

asked to contact the Salem Historical Museum or call 337-3348.

### The story of the popular horse hat

In 1901 there was something new on the market. It was a horse hat and quite popular in Salem. In fact, demand for the novel headgear, once a novel sight, was so great throughout the country that dealers found it impossible to fill all the orders. Demand was highest, of course, during hot spells.

The horse hat, made of ordinary straw material fitted to the head of a horse, contained a well-soaked sponge in its crown. This rested on the horse's head, keeping it cool and comfortable, and preventing any danger from sunstroke during protracted hot spells. With the hat, a horse was safe from any such attacks, thus able to perform its duties much better.

Societies for the prevention of cruelty to animals were big promoters of the hat as being one of the most sensible articles of horse apparel. They urged all thoughtful horsemen to use them.

In Salem the hat was first introduced by Richard Cole, who got his from an eastern firm. Bert Yengling, driver for the Wells Fargo Express Co., then got one for his horse. This brought the new idea before the public and by Aug. 1, 1901, there were over 100 horses in Salem decked out in new cool straw hats.



Salem News photos by courtesy Quaker City Dragway

This 1962 Pontiac, owned by Edwards Pontiac of Canton and raced by John Edwards, was a frequent racer at Quaker City Dragway. Typical of stock class racers the car has M&H Racemaster "cheater" slicks on the rear for better traction. The SS/S painted on the back side window meant the car raced the in Super Stock/Stick category. Super Stock cars were usually powered by the largest and most powerful engines offered by manufacturers. The "Stick" indicated the car used a manual transmission, in most cases a 4-speed, or what was popularly termed a "four on the floor." The top sticker in the lower left of the front window is a "NASCAR International" sanctioning body decal.

## Dragway

Continued from page 5

sey from tearing out the woods.

One racing Sunday, someone told the Mosseys there was a restraining order listed in a local newspaper. The Mosseys had not received the restraining order as of the weekend. They immediately called their attorney.

Next, Mossey rounded up a couple bull dozers and leveled his newly-purchased property that extended beyond the track to Pine lake Road.

The next day, Monday, the restraining order arrived.

The strip, for safety, needed the room. The big fast cars drew the fans. "You don't pull the spectators on a regular event," Vivian said, "like you do when you book something for show."

The big shows were Funny Car match races. Dick Landy versus Don Nicholson, the Ramchargers versus the Golden Commandos, The Snake versus The Mongoose and on and on.

The "Hemi Under Glass," "The Little Red Wagon," The Green Monster, "Stone, Woods and Cook," and even Paula Murphy, a women who worked for Andy Grantelli and set Bonneville speed records in a Studebaker Avanti in the early '60s, raced at Quaker City.

There are volumes of local folklore attached to the track. Ray "Wino" Whinnery, perhaps more than anyone, personified the good-natured, colorful hype, that drew a wince from one crew, a scowl from another and a hoot from another yet, and laughter from across the grandstands.

Whinnery raced and announced at the track. He knew the people and the set up well. He had the insight of a racer, and the sharp-witted intellect that appreciated drag racing's humorous side. He was, by all accounts, a character.

Many older racers are still trying to figure out where they liked him best. When he raced, he raced like hell. A fierce, go-for-broke competitor.

When he announced, people cursed when his words were drowned out by engine noise, because they didn't want to miss what he had to say. He made Quaker City a fun place to be.

# A family with a strong Salem legacy

## The Bowman and Brooks clans left indelible marks on history

By Dick Wootten

WHEN GEORGE H. BOWMAN Jr. takes a look up and down his family tree, no matter where he looks he finds attorneys who have dedicated their lives to not only the law but to the welfare of Salem as well.

Bowman, 83, a distinguished Salem civic leader and attorney, has a desk in his downtown office that was brought across the Allegheny mountains in the early 1830s by his great-great grandfather Joseph Judson Brooks, who settled in Salem to become Salem's first attorney and a major mover and shaker in the community.

The most recent Bowman to make use of the desk is George's grandson, Scott, who is joining the Bowman law firm as an associate. Scott received his J.D. degree last fall at the University of Cincinnati College of Law.

George's late wife, Doris, was so intrigued with the family tree that years ago she researched George's ancestors and wrote a history of them. Scott's wife Sheri brought that story to our attention.

According to history, Joseph Judson Brooks was born in 1808 in Montpelier, Vermont. Exactly where he studied law is not certain. Possibly he read law in the Montpelier law office of his sister's father-in-law, or his mother may have sent him to Stockbridge, Vermont, to study with her uncle, Judge Elias Keyes.

In the spring of 1833, J.J. Brooks came to Ohio, probably with his mother and younger sisters, to join his brother, Delmora, who had apparently convinced them of the opportunities in the new state. J.J. first worked as a clerk in a general store in Salem. He taught one term of school and opened the first law office in the town.

His old account books begins with the date, July 30, 1833. He was paid \$1.50 per day for work at the store of William G. Wilson and received several early fees of 25 cents for "writing letters."

His law office was a one-story, one-room building on the north side of Main Street (now East

State Street) halfway between Broadway and Lundy.

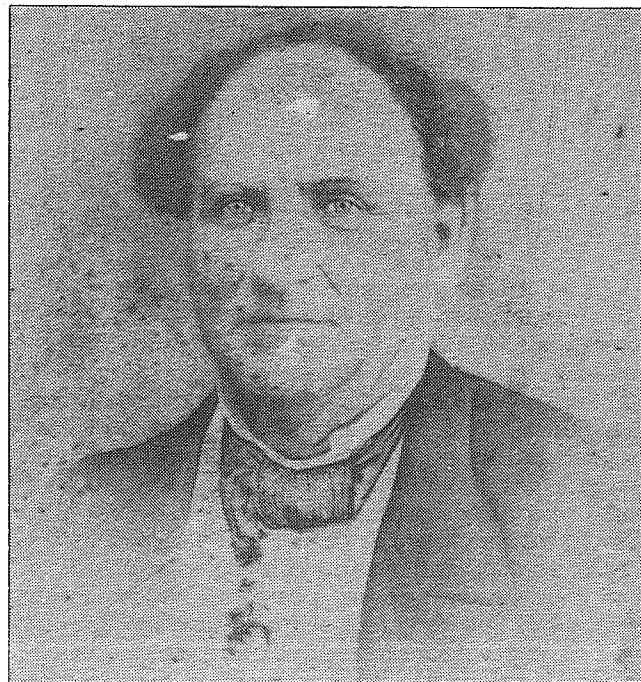
J.J. returned to Vermont to marry Judith French Thwing at Barre, Vermont in 1838. On their return they made their home on the northwest corner of what is now North Lundy and Second Street where the Presbyterian Sunday School building is now located.

They became the parents of five girls and three sons. The second born was Joshua Thwing Brooks (1840-1901), who late in life was to turn down an offer to become the U.S. Ambassador to Great Britain.

In the 1830s a group of Salem businessmen saw a great future in building a railroad and hired J.J. Brooks to be attorney for the group. The financial panic of 1837 slowed them up for a while but later — in 1848 — the group, under the name of the Ohio & Pennsylvania Railroad Co. succeeded in routing the railroad from Pittsburgh through Salem to Alliance, where it would connect with tracks to Cleveland. J.J. was kept busy during these years making trips to Pittsburgh to sell businessmen on backing the railroad. He also secured the charters for the company from the Ohio and Pennsylvania state legislatures.

The great day came in June of 1852, when the rail connection was made. A big crowd of Salemites boarded the first train to Alliance where the celebration included a speech by J.J. Brooks.

J.J. was also one of the original directors of the Farmers Bank, which was given a charter in 1846. He became president of the bank in 1854. He also invested in real estate both downtown and in surrounding farm areas. And although not an active



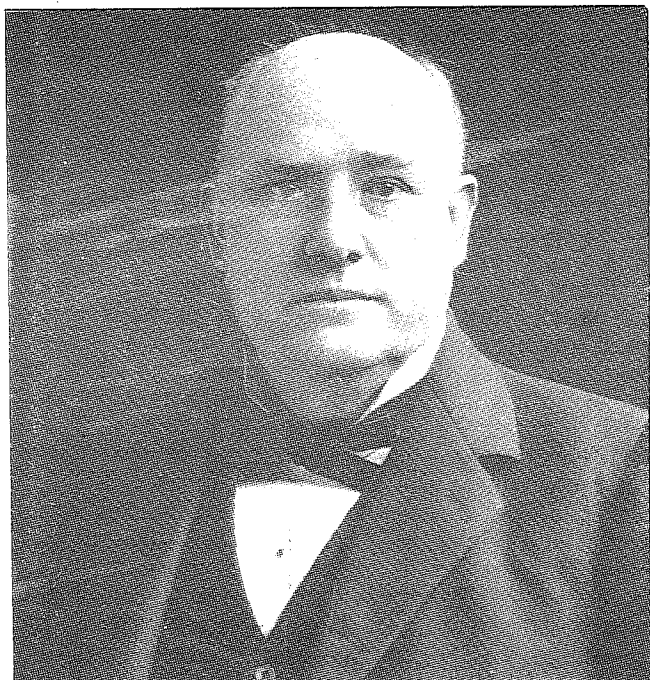
Joseph Judson Brooks opened Salem's first law office in the 1830s and was instrumental in bringing the railroad through town.

Presbyterian, he did serve on the original building committee when the church was erected in 1861 on the spot where it remains today.

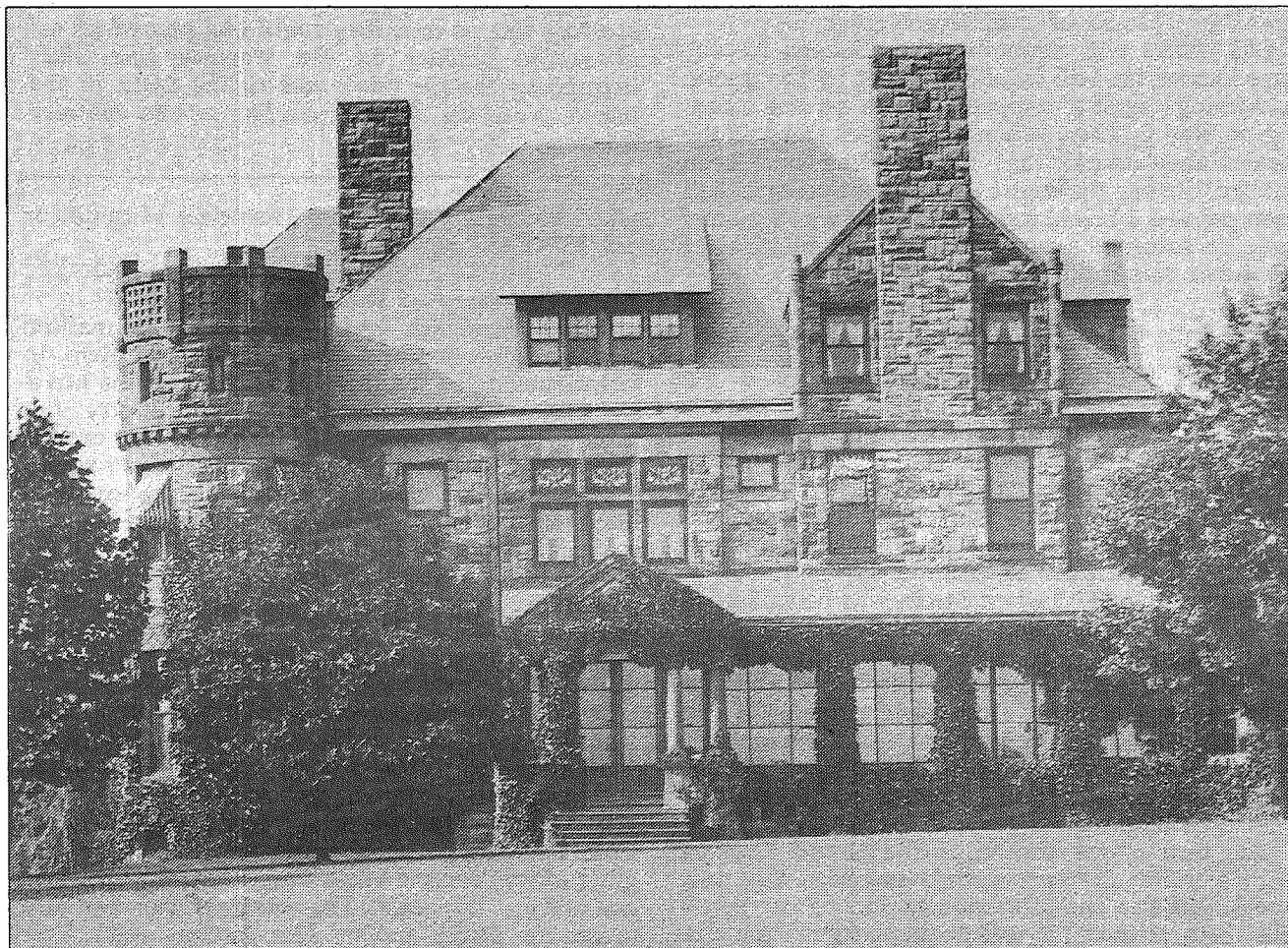
Most people of Salem called J.J. Brooks simply Joe Brooks. They saw him as an astute businessman who was stern, keen, and very exacting in all of his dealings.

When his wife Judith died in 1860, the abolitionist Howell Hise, whose "Pap's Diary" is our only personal record of Salem life in the mid-19th century, mentioned the large crowd that attended her

Turn to next page



Joshua Thwing Brooks, also a railroad official, turned down an offer from President McKinley to become U.S. Ambassador to Great Britain.



Joshua Thwing Brooks built his Highland Avenue mansion in the 1890s and dubbed it "Andalusia."

**Bowman**

Continued from page 14

funeral at the Methodist Church. J.J. died two years later. Their graves are in Hope Cemetery marked by a granite monument surmounted by a broken column.

Their son Joshua Thwing Brooks was educated in Canfield, at Salem High School, at Kimball Union Academy, a prep school in Meriden, N.H., and at Yale. He was in his second year at Yale when his father died and he was compelled to return to Salem and assume the responsibilities of the house filled with younger brothers and sisters.

It was a case of "like father, like son." J. Thwing Brooks was chosen to succeed his father as president of Farmers Bank, which in 1865 under the National Bank Act was to become the Farmers National Bank. He also served the newly-formed bank as president until his death.

J. Thwing kept reading his law books in the law office of Judge Lymon D. Potter. He was admitted to the Ohio Bar in 1865, the same year he was elected to the Ohio State Senate, being its youngest member. Two years later he was re-elected.

Afer J.J. Brooks died in 1862, Judge Potter took over the railroad's legal work. When the judge died, J. Thwing was appointed solicitor for eastern Ohio of what had become by then the Pittsburgh, Fort Wayne and Chicago Railroad. When it later became the Pennsylvania Railroad Co., J. Thwing was general counsel for all their lines west of Pittsburgh. He became second vice president of the company in 1891 and kept that position until he died. In 1882 he received an honorary degree of M.A. from Yale.

J. Thwing was active in developing downtown Salem. His grandson George Bowman Jr. says that among the buildings J. Thwing had constructed are the Victoria, Exchange and Manilla buildings on the southwest corner of Lincoln and East State Street.

In 1896, being opposed to the platform of free silver of William Jennings Bryan, J. Thwing Brooks made a long tour of the middle states campaigning in behalf of William McKinley. A friend of Mark Hanna, the political power broker from Lisbon who was credited with getting McKinley elected, J. Thwing, plus his wife and two older daughters, were invited to dine at the White House after McKinley took residence there.

When John Hay Jr. stepped down as Ambassador to Great Britain to become Secretary of State, McKinley offered the ambassadorship to Brooks, who declined because of ill health.

By 1892 J. Thwing Brooks started erecting a large stone house on Highland Avenue that he called Andalusia. It was the only residence in the area and its elevation of 1334 feet above sea level was said to be among the highest town sites in the state. His hobby was his herd of prize Jersey cattle, which were kept on his farm on Albany Road. In 1897 he organized the Andalusia Dairy Co. and served as its president.

(His mansion, later known as the Emeny Mansion, was razed in 1967. However, the Gothic stone water tower that supplied the mansion with water remains today.)

J. Thwing Brooks died of Bright's disease in 1901. Business in the city was suspended during his funeral service.

The Columbiana County Bar Association memorial included these comments: "He was many-sided, of great intellect, unbounded energy, and vast executive ability. A student of men and books, the knowledge thus acquired was ever at his command.

"His standard of morality, political, civil and social was of the highest, and his code of ethics was impressed upon all with whom he came in contact. His love of nature was a marked characteristic. It was his custom when at home to rise very



Scott Bowman (left) is keeping up the legal tradition of the family by joining the law firm of his grandfather George Bowman Jr. (right). They are standing at a desk brought to Ohio in the 1830s by George's great-grandfather, Joseph Judson Brooks.

early in the morning and go to his farms, spending as much time in the woods and fields as possible. In his home, surrounded by his family and friends, he found his greatest happiness."

His wife, Annie survived until 1914. Their son, Charles (1867-1935), a bachelor, became an attorney who worked for the prestigious Cleveland law firm of Squires, Sanders and Dempsey. His nephew, George Bowman Jr. remembers Charles as "an especially nice man, of whom everyone was fond." Charles was active in civic and welfare affairs and was especially interested in the work of the Red Cross.

Charles' sister, Mary Augusta, married George Bowman Sr., whose china and glassware business career was detailed in last week's *Yesteryears*.

George Bowman Jr., a 1930 Yale graduate who returned to Salem during the hard times of the Depression to sell bottled water door-to-door, went on to work at Mullins and the Ravenna Arsenal before earning his L.L.B. degree at Western Reserve Law School in 1947. He began his Salem law practice in 1948 and his involvement since then in civic affairs has been extensive.

Two examples: He was chairman of the massive 1956 Sesquicentennial celebration that seemed to involve nearly everyone in town. People who recall it remember how excited the town became because of it and how much fun it was.

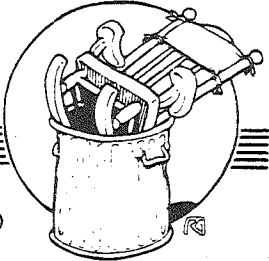
Recently, as president of the Salem Community Foundation, Bowman initiated the idea of a Salem art museum. The result is the Salem branch of the Butler Institute of American Art.

With Scott Bowman joining the law firm, Salem's Brooks and Bowman legacy should stretch well into the 21st Century.



Charles T. Brooks, also an attorney, was active in civic and welfare affairs, especially the Red Cross

# ANTIQUÉ OR JUNQUE



By James G. McCollam  
Copley News Service

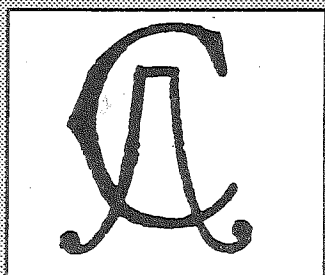
**Q.** Enclosed is a picture of a jug that belonged to my grandmother. She lived to be 112 years old. This was supposed to be one of her wedding gifts. It is marked "Sitka — T. Hughes, Burslem."

Can you supply any information about its age and value?

**A.** This pitcher was made in Burslem, England, by Thomas Hughes about 1900. It would probably sell for \$50 to \$60. "Sitka" is the name of the pattern.

**Q.** The enclosed mark is on the bottom of a three-piece dresser set. It consists of a tray, hair receiver and covered powder jar.

Can you provide information as to its origin and value?



**A.** This porcelain set was made in Limoges, France, by Charles Ahrenfeldt about 1900. A dealer would price a set like this in the \$250-\$275 range.

**Q.** I have in my possession a four-piece chamber set consisting of a covered chamber pot, mug, toothbrush holder and a covered soap dish. These are white china rimmed in gold. They are marked "Dresden."

When were these made, and how much are they worth? Where can I sell them?

**A.** These were made by the Dresden Pottery Co. in East Liverpool, Ohio, between 1875 and 1882. They would sell for about \$165 to \$185 in an antique shop.

I don't have a list of buyers.

**Q.** Can you put a value on a souvenir pewter plate? It advertises Planter's Peanuts and is marked "Super Bowl XIII."

**A.** Your 18-year-old plate is a choice collectible. It would probably sell for about \$75 to \$85.

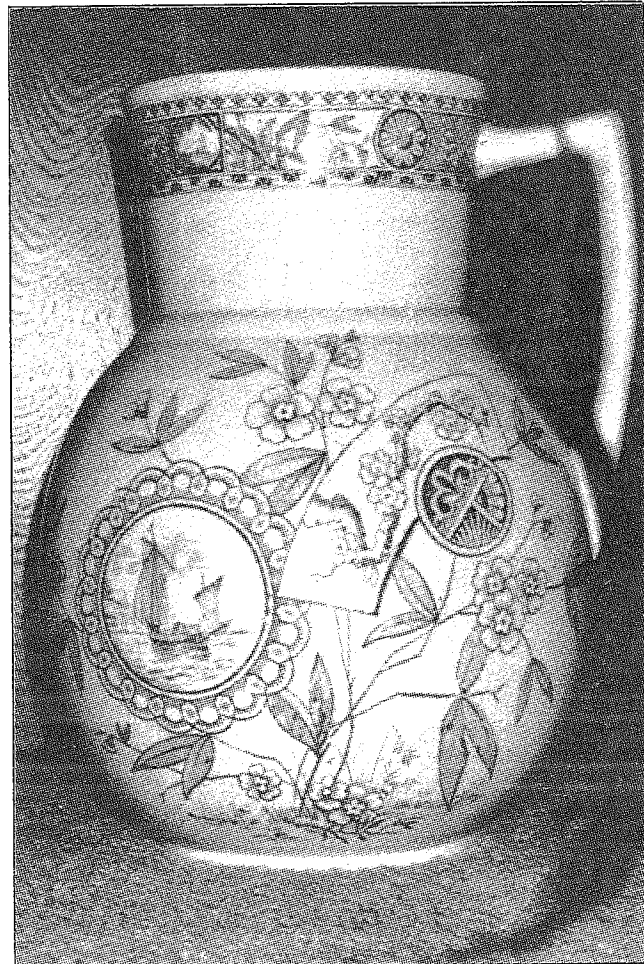
**Q.** I would like to know something about my Belleek sugar and creamer. They are marked "Belleek — A Coiled Sake — Willets."

**A.** These were American versions of Irish Belleek made by the Willets Manufacturing Co. in Trenton, N.J., around the turn of the century. They would probably sell for \$225 to \$235.

### BOOK REVIEW

"Collectibles Market Guide & Price Index" (Wallace-Homestead, an imprint of the Chilton Book Co.) is a complete price guide and reference sources for limited-edition plates, figurines, bells, graphics, ornaments and dolls. There are more than 450 pages with numerous illustrations of more than 20,000 items.

Send your questions about antiques with picture(s), a detailed description, a stamped, self-addressed envelope and \$1 per item (limit one item per request) to James G. McCollam, P.O. Box 1087, Notre Dame, IN 46556. All questions will be



This pitcher with the Sitka pattern was made in England around 1900.

answered but published pictures cannot be returned.

McCollam is a member of the Antique Appraisers Association of America.

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