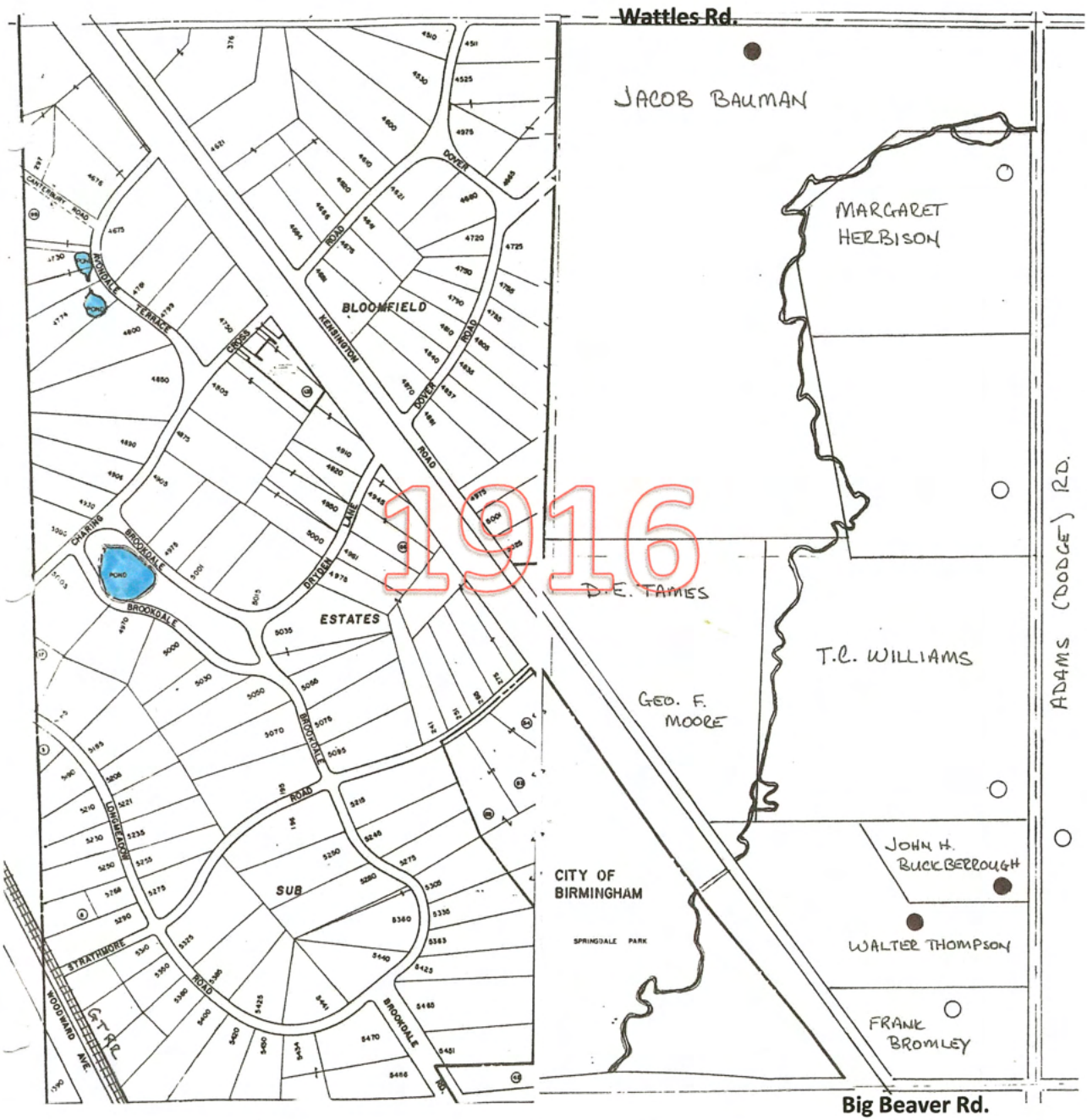


A HISTORY of SECTION 24

BLOOMFIELD TOWNSHIP, OAKLAND COUNTY, MICHIGAN
Town 2 North, Range 10 East



Everything You Need To Know About this One Square Mile

John F. Marshall 2024

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ACKNOWLEDGEMENTS

When I first began my research in 1992 on the history of the various estates in Section 24, I was fortunate to be able to interview in person several individuals who had first-hand information about particular historic estate houses and the area before the subdivisions were developed. Even though most of them have since died I wish acknowledge their most generous contributions to my project:

Mrs. Jane (Thompson) French

Mrs. Annette (Phillips) Gallogly

Mrs. Helen (Strand) Kaiser

Mrs. Dorothy (Schwarz) Hilty

Mrs. Thomas (Gail) Gossett

Mrs. Harry (Marion) Stevens

Mrs. Barbara (Flues) Curry

Mr. William Bones

Dr. Edwin Deer, DDS

The many others who contributed information later in my research are listed in the *Sources and References* section at the very back of this book along with those mentioned above.

Also, I especially want to thank the two individuals who did the work of EDITING my text. My sister Mrs. K. Christine Kurtz of Traverse City edited my first draft in 2003, and my daughter Mrs. Julie C. Garcia, who edited the final draft on 2024.

I am very grateful to the Bloomfield Township Public Library (BTPL) for accepting this document and having it bound for placement in the local history archives.

PREFACE

In February 1975, my wife and I moved into our house on S. Shady Hollow Circle in the Nantucket Green subdivision with our two young daughters. One of the most striking features of the location of our house is that it is positioned directly on a line between two much older and grander estate houses. We bought our house from the owner of one of these two mansions, the one known as Adams Castle.

My interest in the history of our small part of Bloomfield Township has its roots in the brief account that the late Harry Stevens, then owner of *Adams Castle*, gave to me in 1975. As I recall, Mr. Stevens had a copy of a tape recording of a WJR radio broadcast by the late Bud Guest that recounted a brief history of the Castle. I contacted WJR to try to obtain a copy of this tape of 30 years ago. However, they said they did not have it in their archives.

My curiosity was stimulated even more by some comments made by neighbors at a social function shortly after we moved in. I recall rumors of underground tunnels connecting some of the large older houses along the west side of Adams Road, north of Big Beaver. These tunnels were rumored to have been built by some homeowners during the Prohibition days, possibly even a gangster or two.

I tried on and off for the next sixteen years to research the history of our neighborhood and the surrounding area. My wife and I spent most of our time following the girls' athletic exploits. My interest in the history of the large estate homes was reawakened in late fall 1991 while discussing the subject with a neighbor at a wedding. I decided to research the half dozen houses that I felt might have an interesting history. I began by contacting the present owners. Those I knew, I simply called on the phone. Others I wrote to, explaining my interest. The whole project very quickly expanded well beyond what I had ever envisioned. Almost everyone I contacted was gracious in responding with considerable information about his or her house. They too were keenly interested in the history of their houses. What I did not expect was being able to contact four individuals who knew the history of the area from personal experience of having been young children living in the original homest. Fortunately, these four women still lived in the Bloomfield area when I was doing my initial research. I interviewed each, and am extremely grateful to them for their generosity in indulging my curiosity. You will read their personal recollections of the area from the 1920s as I record them at various points in this text.

My interests rapidly grew beyond the few grand old houses in our immediate neighborhood. I became interested in: the Rouge River, the roads in the area (especially

Kensington and Charing Cross), the Grand Trunk Western Railroad, the geology of the land, the Native Americans who may have first lived here, the early pioneers who bought the land from the government, the evolution of the current patchwork of subdivisions, and more. One area of investigation quickly led to several others. I had to set some bounds on my project, and I concluded that I should limit my study to *one square mile* of the 36 square miles that originally comprised Bloomfield Township.

I have, therefore, confined my project and the content of this book to the square mile officially described as: "Section 24 of Bloomfield Township." It is bounded by Big Beaver Road on the south, Adams Road on the east, Wattles Road on the north, and the section line on the west (no road follows this line). It is my somewhat biased view that there are more items of historical interest in this one square mile than any other in the Township. I hope you agree as you look through this book.

It has been very interesting searching for information about Section 24. I have really enjoyed talking with the many people who have had parts of the story to tell. I have learned a great deal about how to uncover information from many different public and private institutions and private companies. I have obtained a real education in doing historical research by simply following my curiosity. I have also developed a solid sense of the history of the Bloomfield area. Now that I have all of this information, I feel compelled to make it available to others in an interesting and organized form. Therefore, I have decided to try my hand at presenting the information in the form of this book. I hope it will be of specific interest to residents of the immediate area and even others in Bloomfield Township and beyond.

Organization of this Book

I decided to place illustration, photographs and diagrams relating to the material in each chapter in an Appendix that follows each chapter rather than collecting them all at the end of the book.

Immediately following this Preface is a Chronology of Major events related to Section 24. Following that is an Annotated Maps segment identifying the location about forty of the features of Section 24 that are mentioned in the text. At the very end of the book is a list of Sources and References that I used to gather the information.

John F. Marshall
January 2024

CHRONOLOGY of Major Events

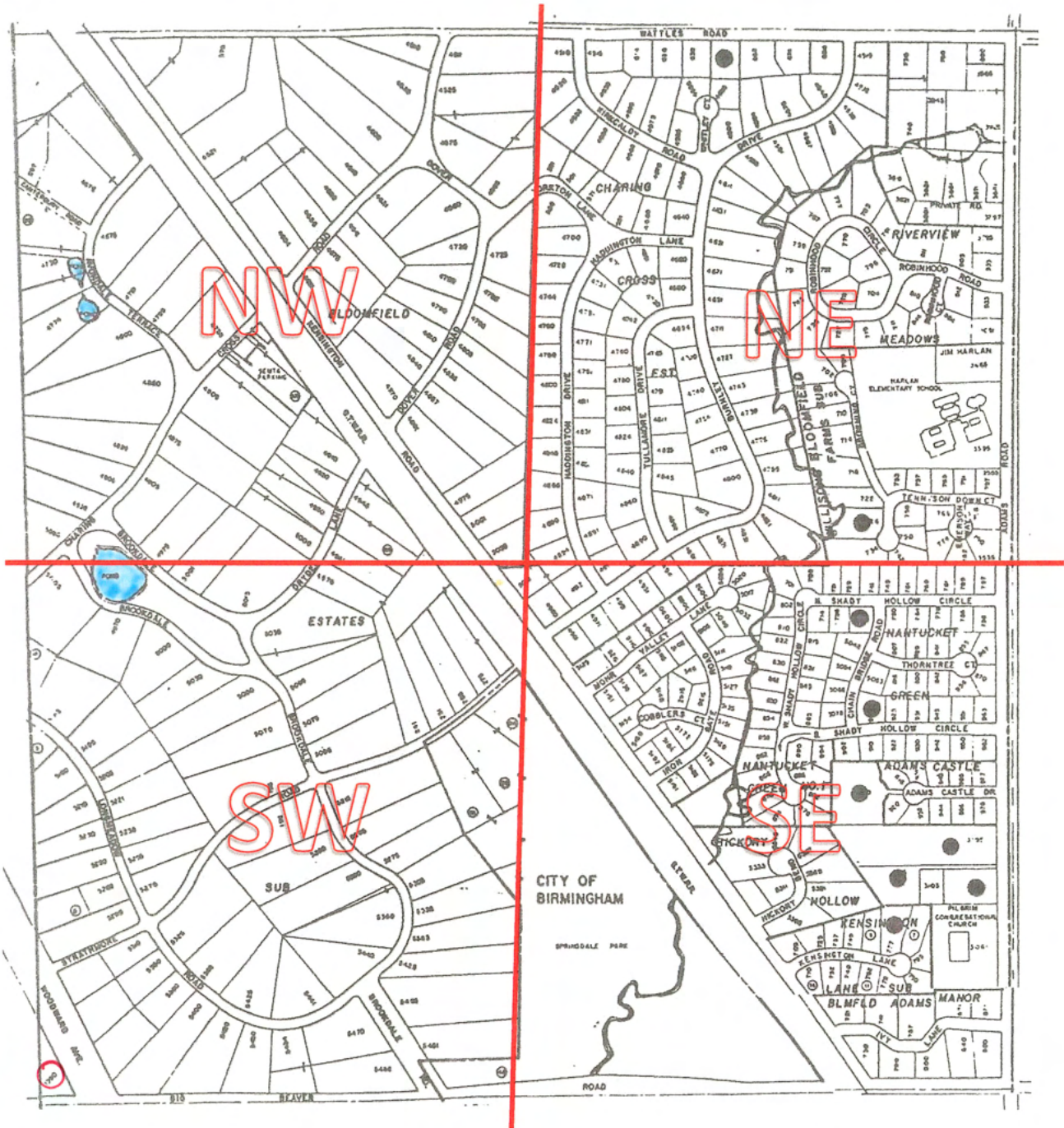
Affecting SECTION 24

Date	Event
1817	Survey completed and recorded by surveyor, Joseph Wampler
1818	Ball Line (Kensington) Rd laid out by surveyor Horatio Ball as an alternative to the rough Saginaw Trail (Woodward Ave.)
1820 - 1821	Original Land Purchases: NE ¼ - 20 Dec 1820 by Thomas & W.R. John NW ¼ - 29 Sept. 1821 by Levi Willard SE ¼ - 28 Sept. 1821 by Lemuel Castle & Jos. Fairbanks SW ¼ - 26 Sep 1821 by Levi Willard
1843	Railroad extended from Birmingham to Pontiac along west side of Saginaw Trail (Woodward Ave. (only in the very southwest Corner of Sect. 24.))
182x – 183x	Fairbanks Corners and Chittendens were thriving along Kensington (Ball Line Rd.)
189X	Electric commuter rail line (D.U.R.) along Woodward Ave.
1906	Jacob Baughman House (650 Wattles Rd.) constructed
1906 - 08	Burrough Croft (3081 N. Adams Rd.) constructed for John Buckberrough. (<i>Demolished December 2013</i>)
1910	Eastover (777 Kensington Ln.) constructed for Walter Thompson
1915	Bloomfield Estates Subdivision platted by Judson Bradway Co. (Entire west ½ of Section 24 ~320 acres.)
1920	Thornbrook (3401 N. Adams Rd.) 5030 Chain Bridge Rd. constructed for George Phillips
1926	Woodward Ave. widened and paved to its present "Super Highway" dimensions.
1924	Strandcrest (32XX N. Adams – 911 S. Shady Hollow Rd.) constructed for Carl Strand
1926	Eastbourne (3195 N. Adams Rd.) constructed for Arthur Schooley
1927	Adams Castle (Harmyr) 3223 N. Adams Rd. constructed for Harry Stormfeltz.

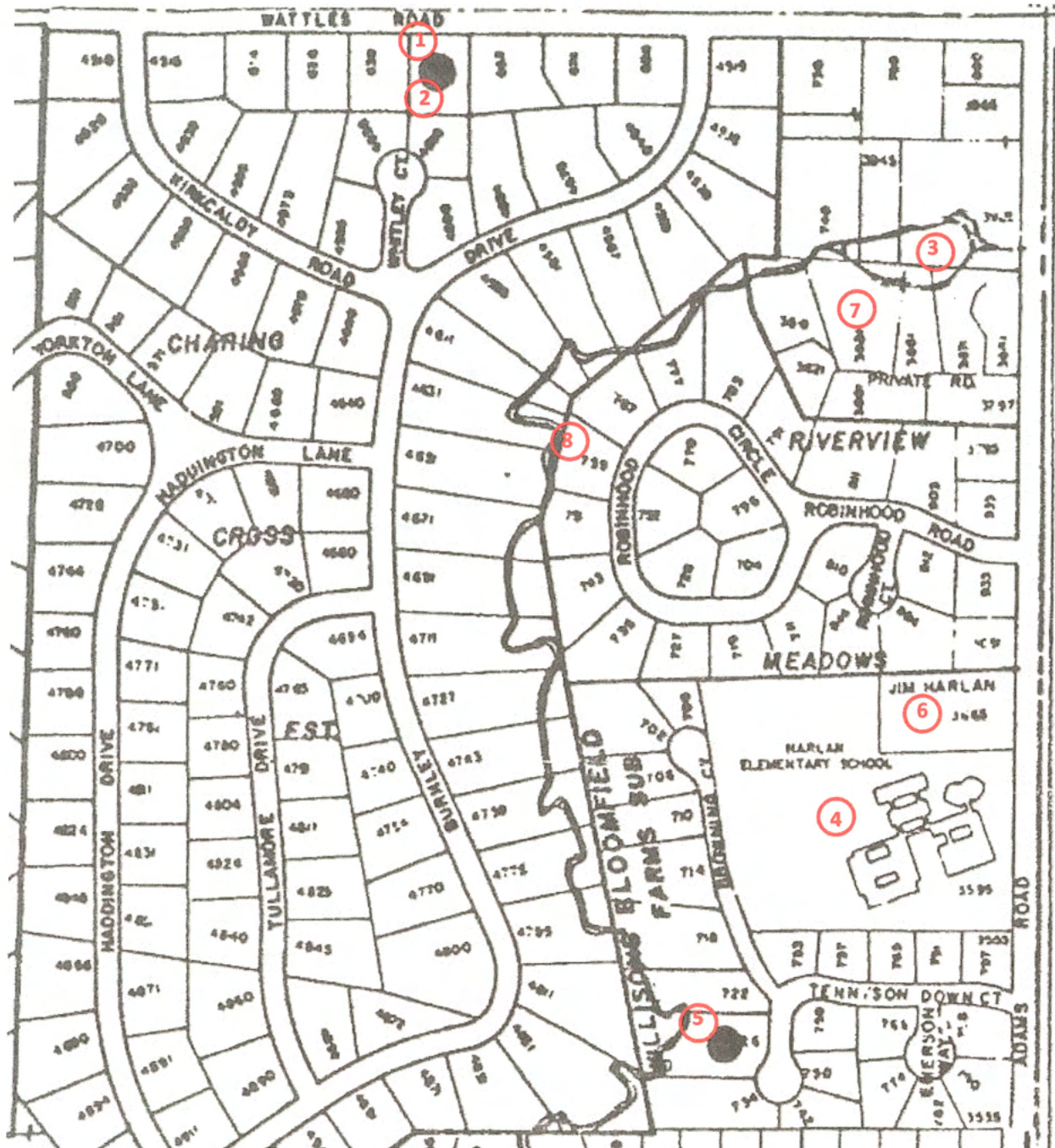
Chronology

Date	Event
1930	GTWRR right of Way (100 ft.) moved from along east side of Woodward Ave. to the west side of Kensington Rd. This included the commuter rail service parking area and platform at south side of crossing at Charing Cross Rd.
1934	Mastodon bones discovered in WPA work crew while dredging the pond along Charing Cross Rd. at Brookdale Rd.
1951	Harlan House (34xx N, Adams Rd.)726 Tennyson Downs Ct. constructed for C. Allen Harlan
1952	Big Beaver Rd. extended between Kensington Rd. and Woodward Ave. to meet up with Quarton Rd. on the west side of Woodward
1955	Harlan Elementary School opened
195X	Charing Cross Estates subdivision platted
195X	Bloomfield Adams Manor (Ivy Lane) subdivision platted
195X	Riverview Meadow subdivision platted
195X	Hickory Bend subdivision platted
196x	Detroit City Water became available, eliminating the need for individual and subdivision wells.
1964	Nantucket Green subdivision platted by Wm. Pulte
1965	Pilgrim Congregational Church opened
1965	Bones of a Native American female and child unearthed by Pulte crew while excavating for sewer on the hilltop near Strandcrest (911 S. Shady Hollow Cir. Remains turned over to Cranbrook
1968	Adams Castle subdivision platted by Harry Stevens
198X	Commuter Rail Service ceased – “station” at Charing Cross no longer used
1971	Gloucester Square (Kensington Lane) subdivision platted
197X	Kensington Rd. paved with asphalt (formerly was gravel)
~2007	Harlan Elementary School completely rebuilt
198X	Willison's Bloomfield Farms subdivision platted.

Section 24 – Full Section



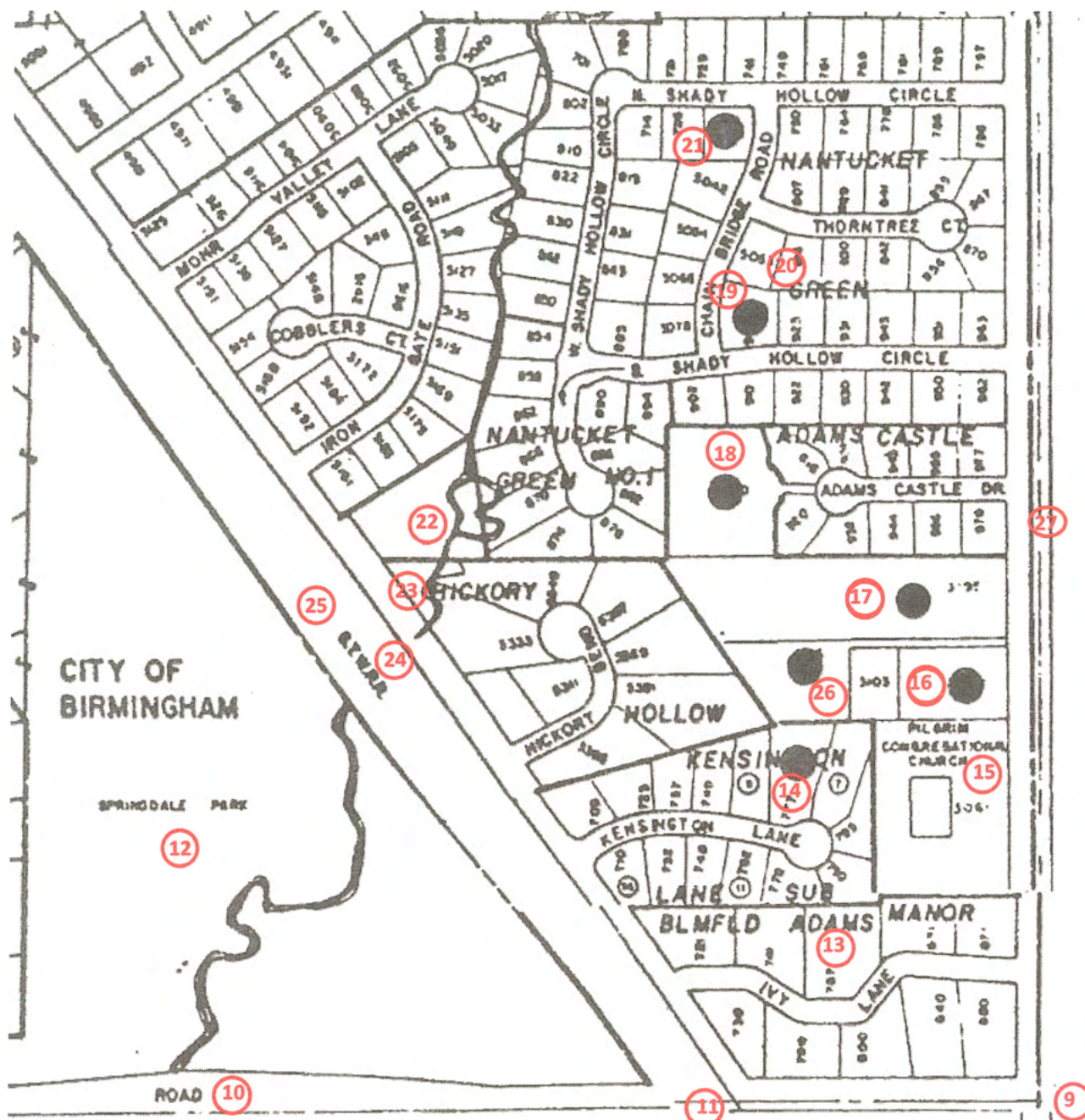
Section 24 – NE Quarter



1. Bauman House
2. Location of Pump House
3. Rouge River (Main Branch)
4. Harlan Elementary School

5. C. A Harlan House
6. House built for James Harlan
7. Root Cellar
8. Small Concrete Dam

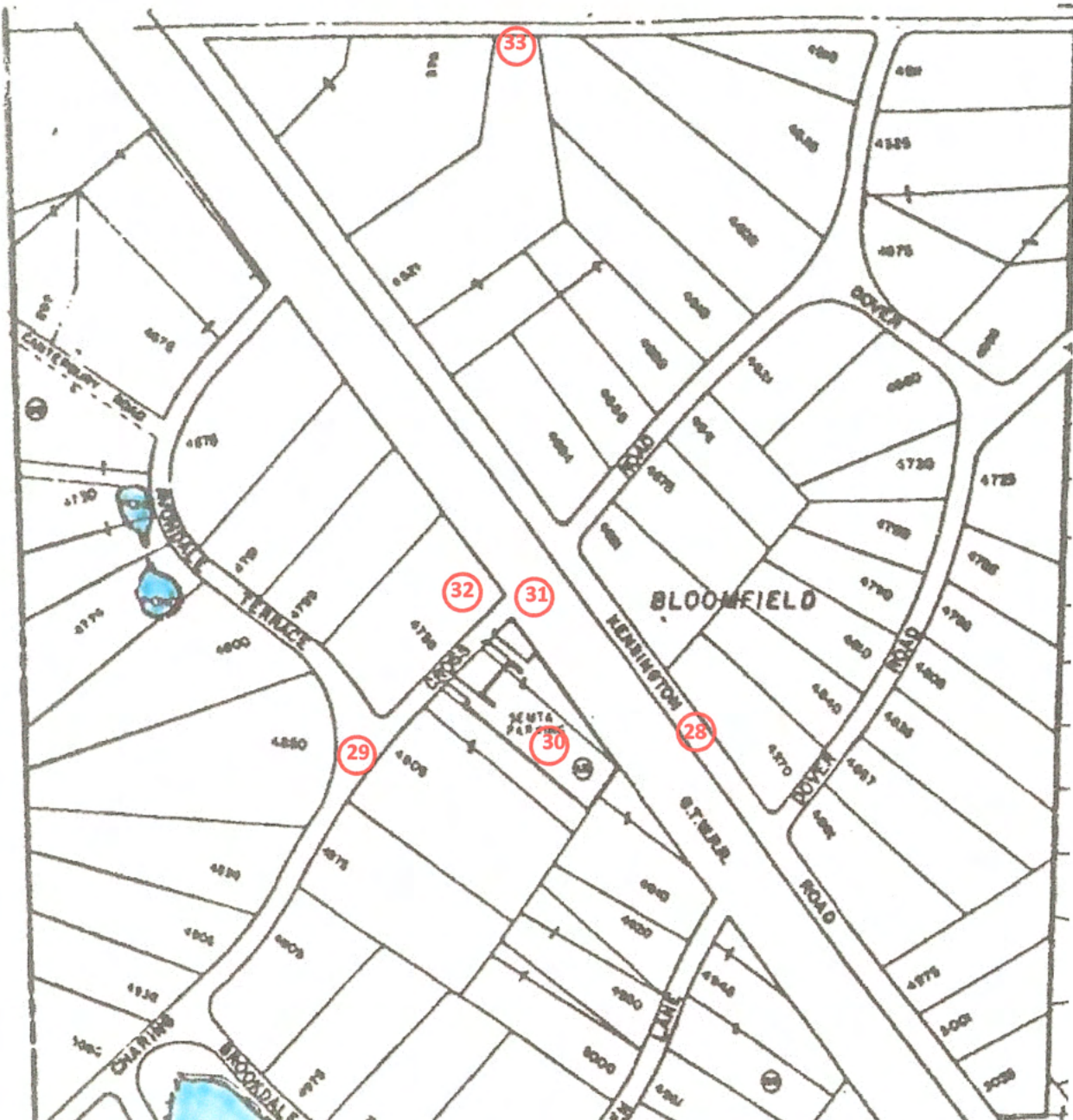
Section 24 – SE Quarter



9. Location of one the 1st STOP signs in OC
10. Big Beaver Rd.
11. Train Crossing Bridge
12. Springdale Park and Golf Course
13. Location of Well Pump for Eastover Prop.
14. Eastover Estate House
15. Pilgrim Congregational Church
16. Burrough Croft (Demolished)
17. Eastbourne Estate House
18. Adams Castle Estate House

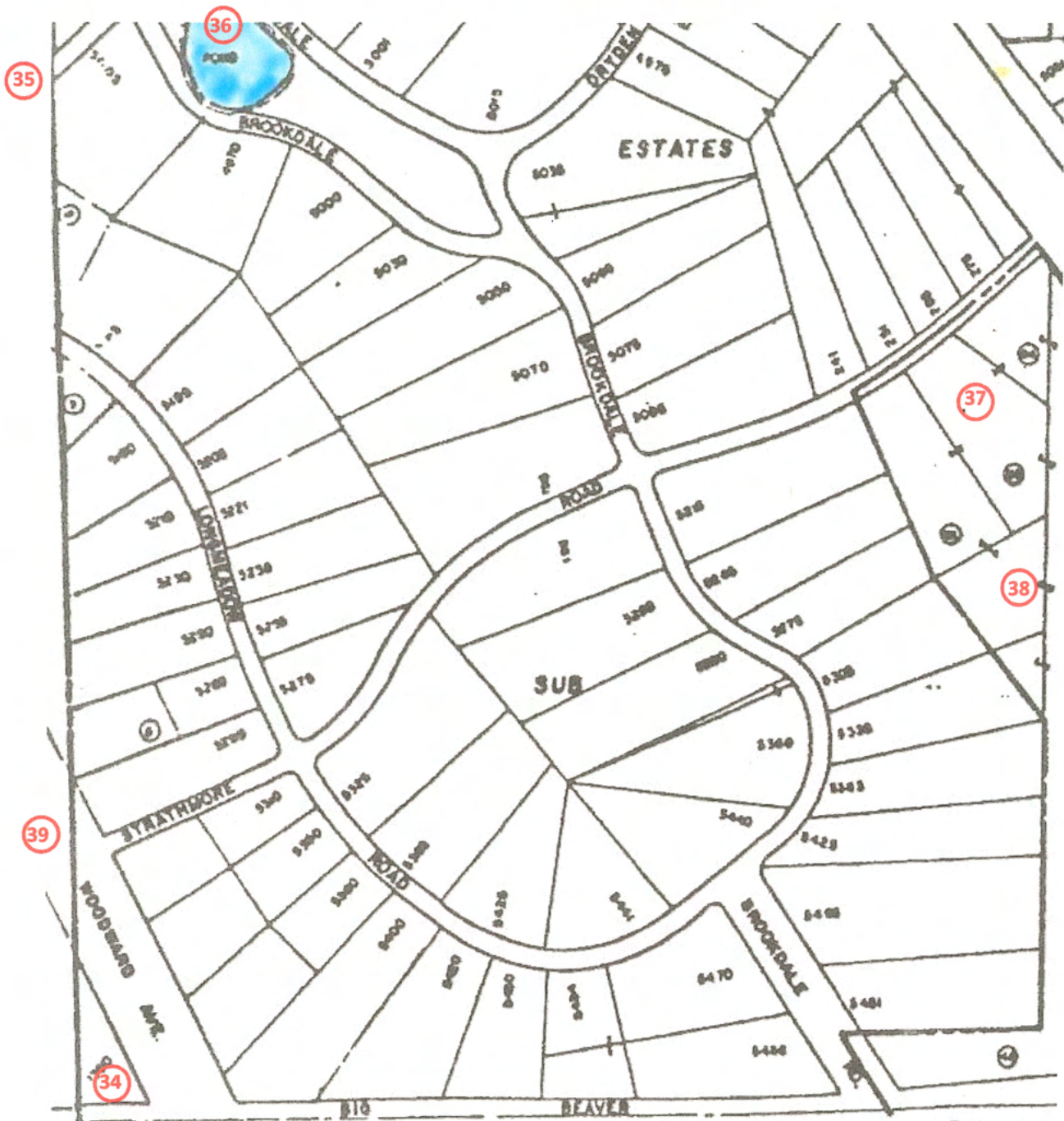
19. Strandcrest Estate House
20. Location of Native American Bones
21. Thornbrook Estate House
22. Bridge over River from 1927
23. Stone Pillars at Rear Entrance Castle
And possible location of Chittenden's
24. Culvert for River under Kensington Rd.
25. GTWRR Right of Way
26. Schwarz/Hilty House
27. Adams Rd.

Section 24 – NW Quarter



- 28. Kensington Rd.
- 29. Charing Cross Rd.
- 30. Commuter Parking and Platform
- 31. Train Crossing Bridge
- 32. Fairbanks' Corners (est.)
- 33. Wattles Rd.

Section 24 – SW Quarter



- 34. Entrance to Manresa Retreat House
- 35. Stone Pillars marking Charing Cross Rd.
- 36. Pond where Mastodon Bones discovered
- 37. Springdale Park
- 38. Springdale Golf Course
- 39. Woodward Ave

Section 24 2023



- 2 Foot Contours
- 5 Foot Contours
- FEMA Base Flood Elevations
- FEMA Cross Sections
- 100 yr - FEMA Floodplain
- 100 yr (detailed) - FEMA Floodplain
- 500 yr - FEMA Floodplain
- FLOODWAY - FEMA Floodplain

Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise. FEMA Floodplain data may not always be present on the map.



David Coulter
Oakland County Executive

Date Created: 12/28/2023



CHAPTER – 1

WHERE ARE WE? SECTION 24 of Town 2 N., Range 10 E

This book focuses on the history and key features of Section 24 of Bloomfield Township, Oakland County, Michigan. It is logical for one to ask: "Where is this and what are its boundaries"? (Not everyone may be interested in this chapter because of the amount of technical information that is conveyed. It is not essential to understanding the remainder of the book, but may interest a few readers.)

For those of you who live in Section 24 as I do, the title to your property reads something as follows:

Lot 56, Nantucket Green (subdivision) SE 1/4 Section 24, T.2N, R.10E, Oakland County, Michigan.

This description precisely locates a piece of property within the State of Michigan. The purpose of this chapter is to explain briefly the history of the method of land description, and then to define the "one square mile" that is the focus of this work

HISTORY of LAND DESCRIPTION

In 1784 the Continental Congress established the basis for the surveying and sale of public land. The United States Congress modified this only slightly a few years later. Public land sale was used as a method of raising much - needed revenue for the Federal budget. It was also a means of encouraging settlement of the vast frontiers of the rapidly expanding country. Congress passed an act in May 1812 that called for two million acres of the Territory of Michigan, along with four million additional acres from neighboring territories to be surveyed. These acres were to be "bounty" for veterans of the Revolutionary War. The project was delayed for a few years, however, by the War of 1812.

In 1813, 31-year-old Lewis Cass was appointed governor of the Michigan Territory. Only two years later, he began having the territory surveyed in preparation for public land sale. The Federal Land Sale Act called for the land to be laid out into "townships" of 36 square miles (six miles on a side). Before the necessary survey work could be done, a starting point had to be established. In 1815, Governor Cass, established an east-west "base line," and north-south

"principal meridian" as the foundation for the survey. The base line was set at the northern boundary of the recently defined Wayne County. We easily recognize this base line today as Eight Mile Road in the Detroit area, or Baseline Road on the western suburbs (see Figure 1-A at the end of this chapter).

The principal meridian, which bisects the Lower Peninsula, passes just east of Okemos. It forms the dividing line between several pairs of counties, such as: Clinton and Shiawassee, Gratiot and Saginaw, Roscommon and Ogemaw, and Otsego and Montmorency. You will find "Meridian" roads running along this survey line in several places in the state.

Using this foundation of baseline and principal meridian, survey teams first marked out the land into townships of six miles on a side. A numbering scheme was established for these townships. The townships were numbered in tiers of "Towns" (T), north (N) or south (S) of the base line, and in columns, or "Ranges" (R), east (E) and west (W) of the principal meridian.

Township description Thus, in our property description, the notation, *T.2N, R.10E*, says that our property is located within the township that is in the second tier of townships north of the base line, and in the tenth range, or column, of townships east of the principal meridian. Since the base line is Eight Mile Road, the townships designated as T.1N are bounded by Eight Mile and 14 Mile Roads, and those designated T.2N have 14 Mile Road as their southern boundary and 20 Mile Road (South Boulevard) as their northern boundary. Range 10 E. says that our township has west and east boundaries that are, respectively, 54 and 60 miles east of the principal meridian.

Section Description The next step in the survey process was to subdivide each township into 36 "sections" of one square mile each. The sections are numbered beginning in the northeast corner. The pattern is to proceed from right to left in the top row with Sections 1 to 6; then from left to right in the second row for Sections 7 to 12. This pattern is repeated from row to row, until Section 36 is labeled in the southeast corner (see Figure 1-D at the end of this chapter.) Our area of study is "Section 24" (of Township T.2N, R.10E). Figure 1-D, that it is the eastern most section in the fourth row from the northern boundary of the township. The eastern boundary of Section 24 is coincident with the western boundary of Section 19 of T.2N, R.11E (Troy Township).

One square mile contains 640 acres of land. For the purposes of the government-sponsored land sales of the 1800s, each section was further divided into quarter sections. Initially, the minimum parcel of land that could be purchased was one of these quarter sections, containing 160 acres. The legal description for property in Nantucket Green subdivision, where I live, positions it in the southeast (SE) 1/4 of Section 24 (see Figure 10-E).

Rumored Swamp Land Two of the surveyors who were engaged to lay out the townships and sections in Michigan in 1815 were Alexander Holmes and Benjamin Hough. The summer of 1815 was apparently an exceedingly wet one, and the area in which they worked contained many marshes and lakes. Their report to United States Surveyor General Edward Tiffin was very negative. Tiffin perpetuated this negative impression of the land in the Michigan Territory in his widely circulated summary of their report:

Taking the country altogether, so far as has been explored, and to all appearances, together with information received concerning the balance, (it) is so bad there would not be more than one acre out of a hundred, if there would be one out of a thousand, that in any case admit to cultivation.

One result of this bad report was that Congress changed its mind on the two million acres of bounty land in Michigan for Revolutionary War veterans. A Congressional Act passed in April 1816 transferred the Michigan bounty land to Illinois and Missouri.

The need for additional federal revenue became critical as a result of the expense of the War of 1812. A major government-sponsored land sale was scheduled for the Michigan Territory in 1818. Land *south* of the base line was to go on sale in July and land *north* of it was scheduled to be sold starting in November. The minimum purchase amount was set at 1/4 section (160 acres). The price was \$1.64 per acre cash, or \$2 on credit. Therefore, a quarter section would have cost either \$262.40 or \$320.

Governor Cass was concerned that the land north of the base line (Eight Mile Road) would not sell well because of the poor reputation it had as Edward Tiffin's report. He decided to see for himself what the prospects for the land north and west of Detroit were. On October 9, 1818, an expedition of several prominent Detroit business leaders traveled into what is now our Oakland County. Initially, they followed the Saginaw Indian Trail (Woodward Avenue) into what is now Royal Oak. We know that he went at least as far as Waterford Township (T.3N, R.9E), for Cass and Elizabeth Lakes after Governor Cass and his wife. We do not know if the expedition ever set foot in our Section 24, but it is possible that they did, since the Saginaw Trail cut through the extreme southwest corner.

The expedition brought back a glowing report on the condition of the land through which they traveled, from Detroit to the Rochester area of Oakland County. A detailed report was published in *The Detroit Gazette* on November 13, 1818. It is interesting to note that on November 6, just a week before the report was made public, a group containing some of the

members of the expedition purchased eight quarter sections (1,280 acres) along the Clinton River. The syndicate making the purchase called itself the "Pontiac Company."

Oakland County Established Within two months of the expedition's return, Governor Cass officially established Oakland County (January 12, 1819). The southern and eastern boundaries initially were the same as they are today. However, the county extended further to the west and north, containing almost one third of the entire Lower Peninsula. A little over a year later, Pontiac was established as the county seat. The center of the city of Pontiac was situated on the land purchased by the Pontiac Company, mentioned in the paragraph above. By 1836, several other counties (Lapeer, Shiawassee, Washtenaw, Genesee and Livingston) were carved out of the original Oakland County, which was left with its current boundary, containing 25 townships and 907 square miles.

Positioning Section 24

T.2N, R.10E

Where exactly is the one square mile that is the focus of this book: Section 24, in Bloomfield Township, in Oakland County? Since one cannot see the county, township, and section lines except on maps, let me describe them by using the roads that generally follow these political boundaries. I will start with the boundaries of Oakland County and hone in on Section 24.

Oakland County's eastern boundary is Dequindre Road, which separates it from Macomb County (see Figure 1-C). No single road separates Oakland from Lapeer and Genesee counties on the north. If there were, it could be called "38 Mile Road," as the northern boundary is thirty miles north of Eight Mile Road, the southern boundary. On the west, three roads form the boundary: Dixboro in the south, Labadie in the middle, and Tipsico Lake in the north.

Bloomfield Township is in the southeast quadrant of Oakland County. It is one of twenty-five townships in the county, and, as mentioned earlier, contains thirty-six square miles (six miles on each side). The eastern side of Bloomfield Township is Adams Road, which separates it from Troy Township. On the north, South Boulevard separates it from Pontiac Township. Middlebelt and Inkster Roads combine to form the western boundary dividing West Bloomfield from Bloomfield Township. Finally, the southern boundary is 14 Mile Road (six miles north of the base line, Eight Mile Road) separating Bloomfield Township from Southfield. As a point of reference, the City of Birmingham is made up of most of sections 25, 26, 35, and 36 of Bloomfield Township and sections 30 and 31 of Troy Township.

Section 24, within Bloomfield Township, is on the eastern side of the township in the third tier of sections counting from the southern boundary. Again, as for the Township itself, Adams Road forms the eastern bound of Section 24. Wattles (17 Mile) Road is on the north, and Big Beaver (16 Mile) Road is on the south. There is no road along the western boundary of Section 24. However, if Southfield Road had been extended due north from Lincoln (14 1/2 Mile) instead of curving and ending at Maple because of the Rouge River, it would have run along the western border of our section. To get an idea of where the western boundary of Section 24 is, look at two points: the northern point is Wattles and Kensington, and the southern point is the Woodward and Big Beaver (Quarton) intersection. A line drawn between these two points would be just a couple of hundred feet to the east of the western boundary of Section 24.

The focus of this history having been located, I will move on to its history and interesting facts.

Where Are We?

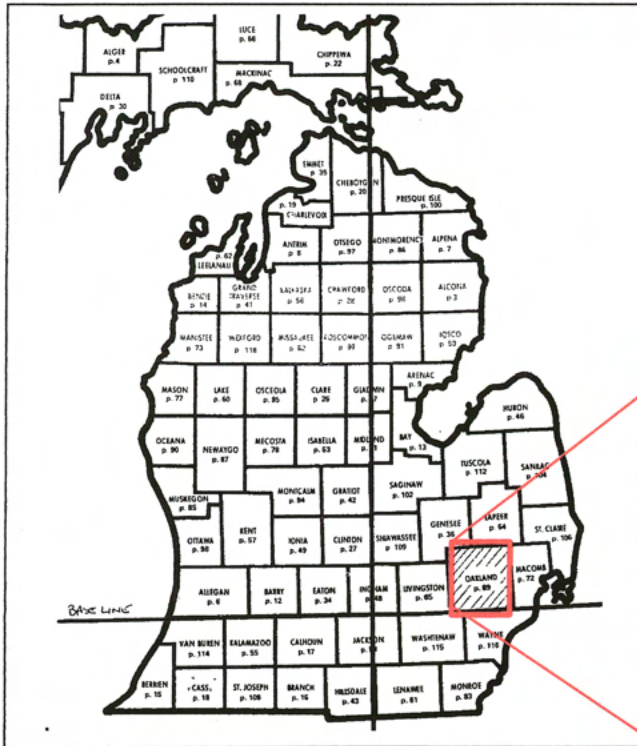


Fig. 1-A

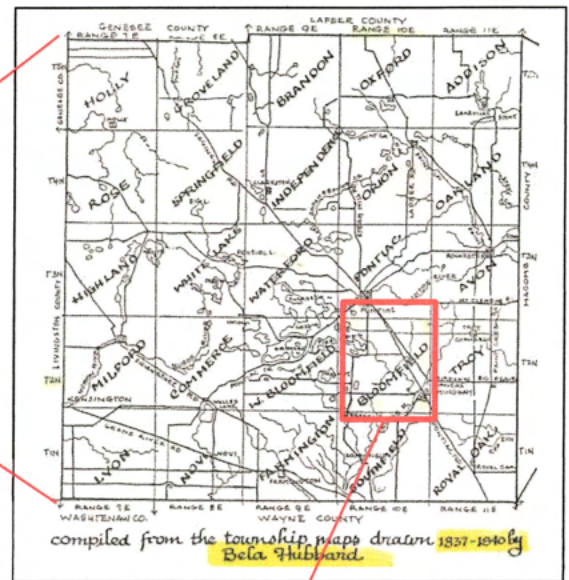


Fig. 1-B

Sketches by author

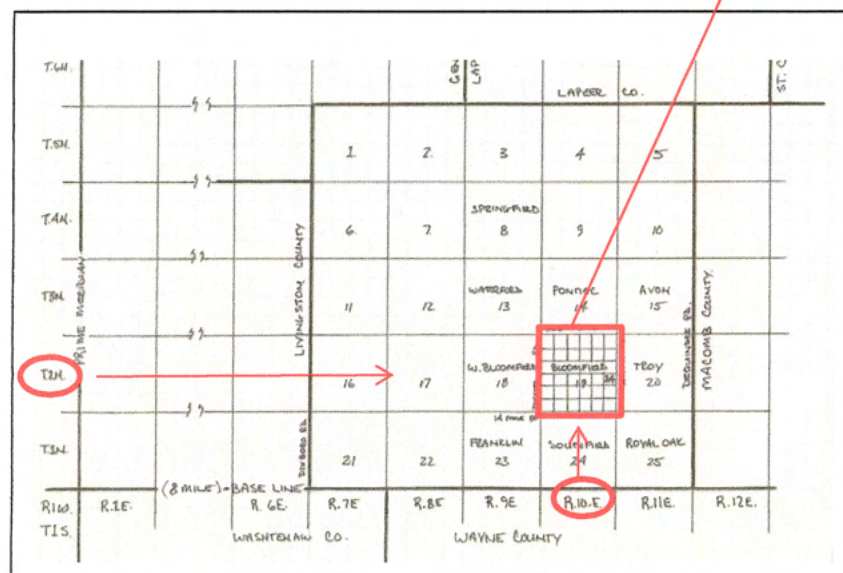
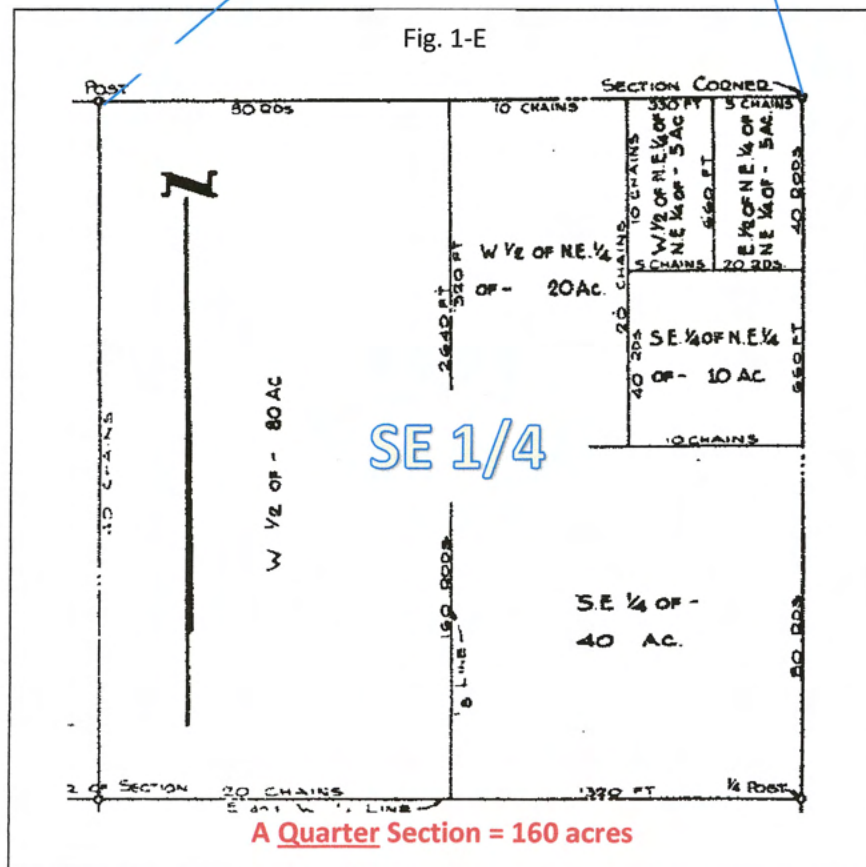
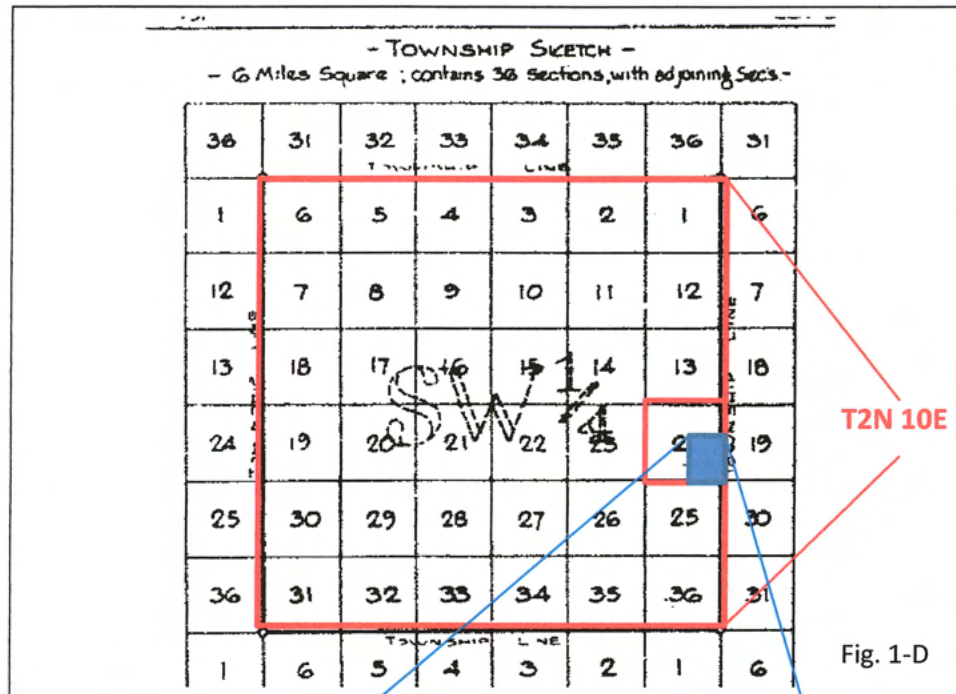


Fig. 1-C

Where Are We? (Continued)



CHAPTER – 2 -

PRIOR TO WRITTEN HISTORY

Introduction

It is impossible to picture what Section 24 and the surrounding area looked like before the first settlers from the East purchased their land from the government in 1818. In this chapter I attempt to give some information that gives a bit of background on what the early pioneer settlers may have found when they arrived. The material is presented in three main parts: the geology, the mastodon discovery, and evidence of Native American presence in the section.

Geology - The Lay of the Land

The terrain of Section 24 is slightly rolling. In fact, it seems to be the southern edge of the "Hills" area which gives Bloomfield Hills its name. The rolling hills are the result of several glaciers that advanced across Michigan. The following are a few of the statistics of the section:

Location:	Longitude	83 deg. 13' West
	Latitude	42 deg. 34' North
	Elevations:	1230 feet, Highest point in Oakland County
		833 feet, High point in Section 24, near Watties and Kensington Roads intersection
		750 feet, Low point in Section 24, where Rouge River passes under Big Beaver Road
		650 feet, Most of Royal Oak Township, flat
		590 feet, Detroit at River

In the Nantucket Green subdivision, where I live, there is a difference in elevation of approximately 50 feet. The house across the street from me (see *Strandcrest* in Chapter 7) rests on a knoll at the elevation of 800-feet. The land drops away steadily to the west toward the river, which is at the 750-foot level as it parallels Shady Hollow Circle. This change in elevation certainly adds character to the area but causes some difficulty in exiting the subdivision on icy winter days.

The Glaciers' Effect

Geologists have written descriptions of the effects of glacial activity many thousands of years ago. Michigan was covered by immense ice caps as many as four times during this period. As the glacial ice melted, piles of debris that had been carried along in the ice were deposited along the edge of the melt. This glacial deposit is what has formed the rolling terrain of our area. It is also responsible for the many lakes a short distance to the west of us.

The debris left in the wake of the receding glaciers is of several types. Some was very porous (sand and gravel) and another type was very dense and impenetrable (clayey), known as glacial till. These different types of material were often laid down in layers, but generally the high spots contained more of the sand and gravel. The low spots, such as along the river plain, contained more of the clay-like till. In conversations with an acquaintance years ago, I learned that practical experience confirms the geologists' description of the land in this area. My friend had supervised the construction of some golf courses in Bloomfield Township. This work had involved "cutting and filling" to contour the terrain to suit the course layout. He said it has been his observation that often the hills in this area are stratified into layers of silt (clay) and sand or gravel.

In the late 1990s, I noticed the excavation for a new house in the Willison's Bloomfield Farm subdivision adjacent to Harlan School and saw that the surface layer was about four inches of sandy loam. Beneath that thin layer was what appeared to be pure "beach sand."

One result of the layering that could occur as the glaciers advanced and then retreated was the creation of a geological feature known as an "aquifer." Groundwater can become concentrated in the porous material sometimes between layers of non-porous glacial till. Because of the very porous nature of the sand and gravel, the water will often actually "flow" through such underground systems. The result is called an artesian system, sometimes resulting in an "artesian well" that flows continuously without the need for pumping.

One can observe an effect of a small artesian flow while walking on the sidewalk on the west side of Adams Road. Just a few feet south of the bridge over the Rouge River, a perpetual trickle of water can be seen crossing the walkway on its way to the river. The source of this flow, I am quite certain, is an aquifer that has emerged on the surface between the road and sidewalk. The seeping of water from the ground can also be observed when walking the safety path on the east side of Kensington Lane, between Big Beaver Rd. and Ivy Lane.

I have noticed a phenomenon in the operation of my house that may be explained by the existence of aquifers in the land on which our homes are built. Like every other home in the area, my house is equipped with a sump pump system. When I moved into my home in 1975, I was concerned because the pump did not seem to be in good working order. I spent some effort trying to get it operational and was partially successful. However, it would stop operating from time to time. I

soon noticed that, although there was always water in the pit where the pump is located, the water never seemed to rise above the half-full point. Whenever I pumped, water quickly reentered the pit but, if the pump failed, the water never rose beyond this safe half-full point. After about six months of fiddling with the defective pump, I stopped pumping altogether and have not pumped water out of the sump system for almost fifty years.

My neighbor immediately to the west is situated at about eight feet lower in elevation, as the land slopes toward the river. His sump pump is almost continuously running – so much so that many years ago he had the discharge line routed underground and directly into the storm water catch basin in the curb at the base of my mailbox. I have two theories as to why he must pump continuously and I never need to pump. The first is that the foundation of my house barely penetrates the top of the water table in the area, but my neighbor is much deeper into it. The water table cannot rise high enough to cause me a problem, because my house is near the highest elevation in the surrounding area. The second theory is that our houses are built on an artesian system, with water flowing around our foundations on its way toward the Rouge River basin, several hundred feet to the west. I suspect that, if I had a working pump, I could remove water from my sump system continuously, also. Since I don't, the water simply continues flowing down the underground system and around my neighbor's foundation, which may be deeper into the system, making it a necessity to pump.

Lake Maumee

When the last glacier melted in what geologists term the "Pleistocene Age," the water from the melting was blocked from flowing from the area for a while. A large lake resulted, covering the southern half of Bloomfield Township and area to the south. This lake has been called Lake Maumee. The shoreline of the lake ran right through Section 24. Middle Maumee Beach was approximately where Charing Cross Road runs today. In fact, Charing Cross (formerly known as the "Angling Rd.") follows its southwest to northeast route because the early pioneers who used it to travel down to the Birmingham area from near Rochester found it easier to travel at the constant level of the natural beach than to climb up and down the hills.

More of the beach is evident in Section 24, where it curves in and out of the section about mid-way between Wattles and Big Beaver Roads, demonstrating that some of our Section 24 was on the shore of Lake Maumee and some on the lake bottom. One can get an excellent sense of the beach on the edge of Lake Maumee by standing at the point where Wattles Road meets Kensington Road in the northwest corner of Section 24. Facing southeasterly down Kensington toward where it crosses the Rouge one can observe three obvious terraces stepping down about eighty feet in elevation to the river. The first of these plateaus is at Charing Cross Road, which was mentioned earlier. One can just imagine the waters of the lake lapping at these beaches formed when the lake was at various levels.

An indication of the true nature of the earth on the higher ground in Section 24 is the existence of a sand and gravel pit where Adams Castle now stands, in the southeast corner of the section. From 1911 through 1922, the Village of Birmingham excavated sand and gravel from this spot (see the description of *Adams Castle* in Chapter 6). Dr. Edwin Deer also told me that the county had tried to get the Herbisons (his great aunt and uncle) to allow them to excavate sand and gravel from their farm on Adams Road, just south of Wattles Rd. They, however, refused the offer and the only excavation done was for their private use within their farm property (see the description of Riverside Meadows subdivision in Chapter 7.)

The Rouge River

The most prominent geological feature of Section 24 is the Rouge River, which runs primarily north to south through the east one-half of the section. The Rouge formed the natural border for the early property boundaries, which still exist today. The river separates the Charing Cross Estates subdivision from Riverside Meadows and Willison's Bloomfield Farms subdivisions. It also divides Nantucket Green subdivision into two distinct parts – 67 lots to the east and 36 lots to the west. The only roads in Section 24 that cross the river are Adams, Kensington, and Big Beaver Roads. No subdivision roads cross it. We who live to the east of the river are somewhat isolated from those who live to the west of it. To travel a few hundred feet to your neighbor can take a drive of as much as a mile. There are a few private footbridges that people have built but nothing for cars. One significant exception to this is a substantial bridge of concrete and fieldstone construction that does span the river within the Nantucket Green subdivision. It was built in 1927 to provide a Kensington Road entrance to the Stormfeltz estate (see *Adams Castle* in Chapter 6). However, it is totally inaccessible to vehicular traffic today and can only be approached on foot through private property.

The Rouge River is one of several rivers that drain the land of southeast Michigan. Others are the Clinton, Huron, and Raisin Rivers. In addition to the primary Rouge River there are three major tributaries - the Upper, Middle and Lower Rouge Rivers. These join the main river as it flows from north to south into the Detroit River. The total length of the Rouge and its primary tributaries is said to be 125 miles. The river that runs through Section 24 has the distinction of being the "Main Branch" of the Rouge itself, not just one of many tributaries. In August 2002, a new sign was posted along Adams Road as it crosses the river. It reads: "Rouge River Main Branch – Ours to Protect."

The source of the Rouge is difficult to pinpoint exactly but it is not far from where we live in Section 24. This is quite apparent because the river at this point is not much more than a small stream. Depending upon the age and type of map that one studies, various potential sources for the river present themselves. The USGS topographic map from 1968 shows that the source could be in the marsh in the southwest corner of the intersection of Squirrel and Square Lake Roads. There are other possibilities. However, one thing is clear; the source is not too far to the north of us because the Clinton River drainage basin begins just north of South Blvd.

The ground to the east of the Rouge, as it passes through Section 24, and the City of Birmingham for that matter, is generally higher than that to the west. The terrain drops off quite sharply to the river on the east (left) bank. The west side (in Charing Cross Estates) is generally a wide flood plain that gradually rises to higher elevations, but not as high as the elevations on the east. The river flood plain and steep east bank are most apparent as the river flows between Charing Cross Estates and Riverside Meadows.

As small as the Rouge River is as it wends its way through Section 24, it is fed by several small tributary streams and drains. The major one is an open drain that comes into the northwest quarter, crossing Wattles Road and then turning east through the north end of Charing Cross Estates, where it joins the Rouge just as it turns from its westerly direction to head due south.

Another obvious feeder to the river can be seen from the Kensington Road bridge over the river looking east. A small stream enters from the south through the Hickory Hollow subdivision. The source of this stream is a spring in the Gloucester Square (Kensington Lane) subdivision. This spring originally fed a small pond that was filled and drained when the subdivision was developed in 1971 (see the description of *Eastover* in Chapter 6 for a description and photographs of this pond).

The large pond at Charing Cross and Brookdale in Bloomfield Estates subdivision is spring fed and drains to the south. The overflow travels through an open ditch, first along the west and then the east side of Brookdale. It joins the Rouge just south of Big Beaver.

Another open ditch can be seen crossing the property in the southeast corner of Wattles and Kensington. Although usually dry, it does provide drainage from north of Wattles through Section 24 to the Rouge in wet weather.

Other major sources of input to the Rouge in Section 24 are the storm sewers in the various subdivisions. Catch basins in the streets gather the runoff from rain and snow, which then flows through the underground sewers directly to the river. I have a pair of these catch basins at the foot of my driveway. They are the beginning point of one of the storm sewer lines in Nantucket Green. All of the run-off water on S. Shady Hollow Circle from Adams Road runs down the gutter in the street into its catch basins and enters directly into the Rouge on the lot line between 850 and 854 Shady Hollow Circle. Similar storm sewers are situated throughout Nantucket Green and the other subdivisions along the river as it flows through Section 24.

Charing Cross Estates subdivision is drained primarily by open ditches along the sides of the streets. Most of the storm waters from Haddington, Tullamore, and Burnley converge on a drain that can be seen in the southeast corner of the subdivision where, Burnley Rd. makes its sharp curve to the north.

Although the Rouge is completely open as it passes through Section 24, there are very few places to get a good view of it. For most of its route it runs between the backyards of houses in various subdivisions. The best view is from the GTWRR tracks as they pass about forty feet over the river. Looking west from the tracks above the river, one can see it meandering its way through Springdale Golf Course. On the course it figures as a natural hazard for several holes.

Mastodon Discovery

After the glaciers receded for the last time, plant and animal life returned to the area of southeast Michigan. Among the creatures that roamed the immediate area was the mastodon. There have been over 150 sites in Michigan where the remains of mastodons have been found. One day at work I mentioned to the manager of our department that I was working on a history of Section 24. I thought he would be interested in my project since he lives in Bloomfield Estates subdivision. He asked me if I had ever heard the story about the "dinosaur" bones that had been

found in the pond at Brookdale and Charing Cross. In fact, he said the pond is affectionately known as "Dinosaur Pond."

I decided to check out his story at Cranbrook Institute of Science. As I entered the building and began to describe my search to the receptionist, I was delighted to be interrupted by the person entering just behind me. Jeheskel (Hezy) Shoshani knew exactly what I was describing. He told me that the find had been made in the 1930s and promised to send me a copy of the paper that described the discovery in detail (CIS Bulletin No. 4, Oct. 1934). I received the paper a few days later and found it to be extremely interesting. It indeed described the discovery of an excellent set of mastodon (not dinosaur) bones at the edge of the pond in Bloomfield Estates subdivision.

I also searched the index to the *Birmingham Eccentric* at Baldwin Library and found two articles written about the discovery. In September 1934 a steam shovel operator unearthed some bones. The pond was being dredged to deepen it as a "work wage" (WPA, CWA, CCC) project created to address unemployment resulting from the Great Depression. Federal, state and local agencies developed many work projects during those tough times to create work, as part of President Roosevelt's "New Deal." Many of the projects were related to conservation or public transportation.

The worker took some of the bones to the recently established Cranbrook Institute of Science. The Institute in turn called in Dr. E. C. Case, director and curator of the Museum of Paleontology at the University of Michigan. Dr. Case confirmed that the bones were those of a young mastodon. The skeletal remains were not complete. However, the lower jaw and teeth were in particularly excellent condition. Soon after the discovery, the bones were taken to the Museum of Paleontology in Ann Arbor, where they were put on display as the "Bloomfield Mastodon." According to John Zawiskie, Professor of Geology, the skeletal remain were brought back to Cranbrook briefly in 2005 to be displayed along with another set of bones discovered while Adams Rd. was being reconstructed north of Auburn Rd. in Avon Township.

Native Americans

After the mastodons and long before the European settlers arrived on the scene, Native Americans lived, Michigan. There is no question that Section 24 in particular was familiar to these first Americans.



In November 1961, a Detroit Edison crew was digging to place wires for a traffic signal in the median of Woodward Ave., about twenty-five feet south of where Quarton Rd. crosses. Their digging machine turned up about thirty bones. The bones were determined to be from two young men about twenty years old, probably Native Americans.

Other evidence of Native Americans has been discovered right in the midst of our Section 24. Two independent accounts indicate that first Native Americans lived in what is Nantucket Green subdivision. In 1924, when Carl Strand was having the excavation done for the basement of his new house, a number of points (or arrowheads) were unearthed (see *Strandcrest* in Chapter 6).

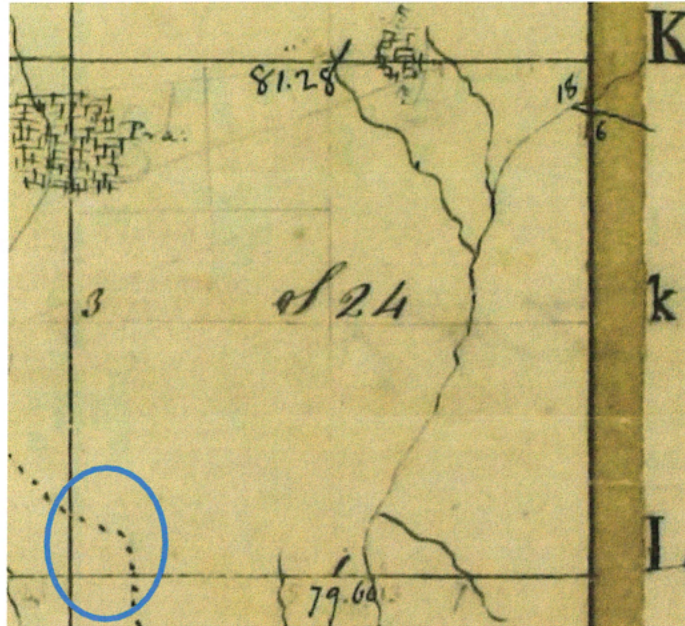
Sixty years later, in 1965, when the William J. Pulte Company was digging near the Strand house for the new sewers in the development, the crew found the bones of two humans. First the Bloomfield Township police were called. The police determined that the bones were very old and not from any recent time. Cranbrook Institute of Science was informed and they collected the bones. These were identified to be the remains of a Native American woman and an infant (see "Nantucket Green" in Chapter 7). This account was provided by William Pulte himself in a phone interview I had with him while researching material for this book.

In discussing these two accounts with local archeologists, I was told that the site of the Strand House in Nantucket Green was a very likely spot for people to have lived. It is on a hill much higher than the surrounding area. In addition, it is within a few hundred feet of the Rouge River and not far from the major trail that is now Woodward Avenue.

Even surveyor Joseph Wampler and his crew noted evidence of an "Indian Path" crossing the southwest corner of Section 24, where today Woodward Ave crosses it. It is clearly described in his field notebook and drawn on the map of Section 24 that he had certified in May 1817 (see the following map and excerpts from the field notes).

It is exciting to think that, as I walked and bicycled through my neighborhood, I was traveling the same ground where, hundreds of years ago, Native Americans made their home.

Surveyed between March 14 and April 4, 1817



Surveyed by Joseph Wampler D.S.
East Boundary

Adams Road (East)

North Cu & B $\frac{1}{2}$ S. 24 T2N R10 E
 15.89 Cherry 11 in Diam.
 40.00 Set $\frac{1}{2}$ m. front
 Wick 11 in N31 E 41 lks +
 a W.O. 30 to 31 $\frac{1}{2}$ W 79 lks.
 54.98 W.O. 14 in Diam.
 69.70 Road 6 lks N.W.
 71.56 Cr. 10 lks west
 80.00 Set front cor sect 13 + 24 T2N R10 E
 from which a W.O. 38 S 63 E 16
 B.O. 16 S 85 W 7 links
 Good Land T Oak Lymw Aspen &c.
 very brushy with Aspen & Baylors

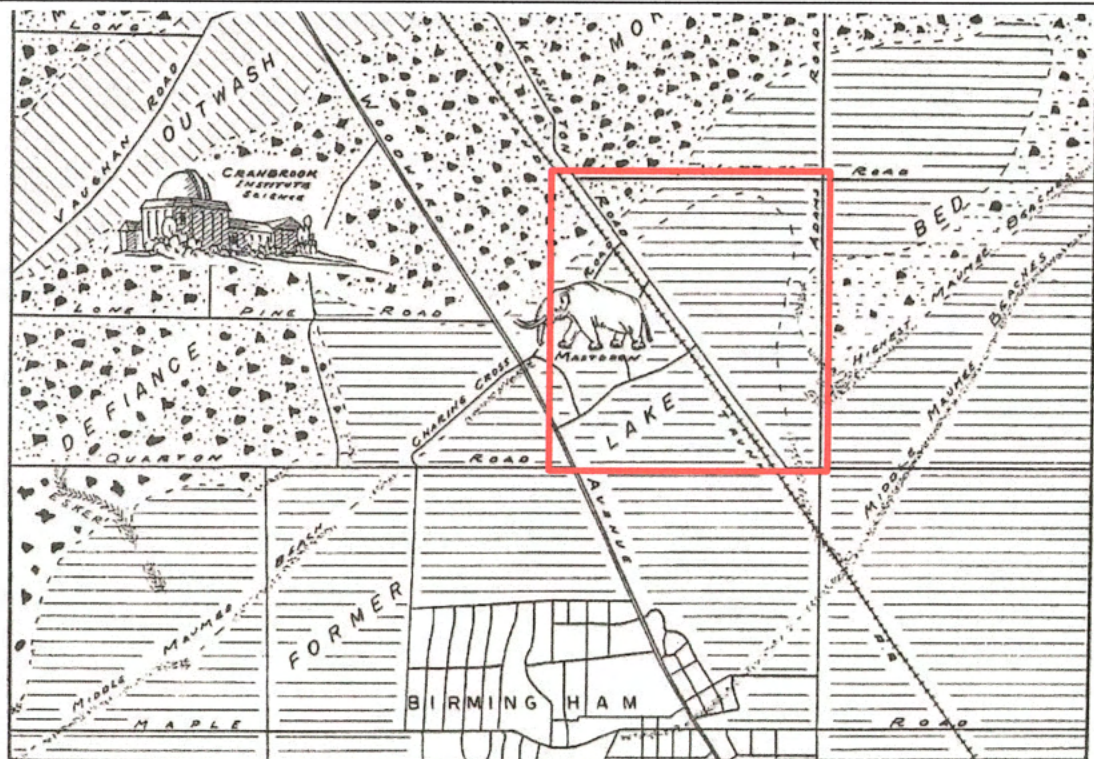
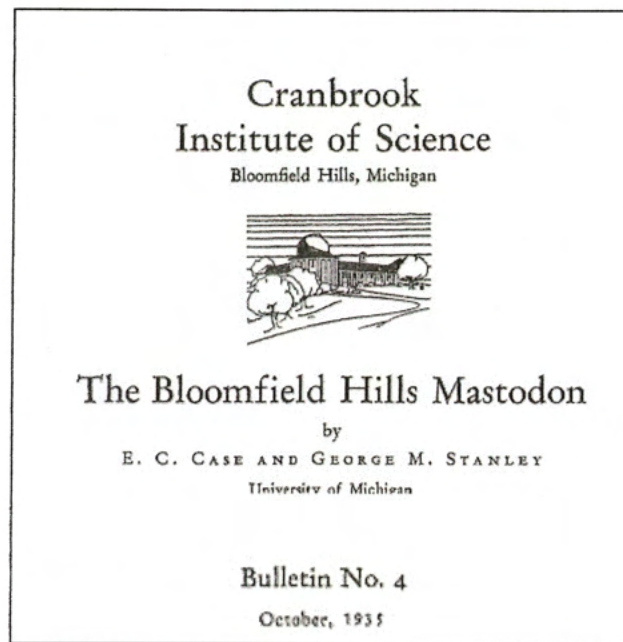
Big Beaver Rd. (South)

East	On a Random line betw S 24 + 25
7.00	Indian path N. + S.
33.00	Run 5 lks. south
40.00	Set tim. 1/2 m. front
46.50	Cor 13 lks south
61.51	Run 7 lks N.W.
79.60	Ent ^d N. + S. line at front on Range line
	West 1/2 mile Ewd from Land East 1/2 Very brushy & thickly
West	Betw S 24 + 25 marking back
12.12	Ash 7 in Diam.
39.80	Mixed tim. 1/2 m. front to area dist
	Aspen 13 N 31 W 12
	N.O. 17 S 27 E 7 lks
52.55	forked N.O. 38 in D.

Woodward (West)

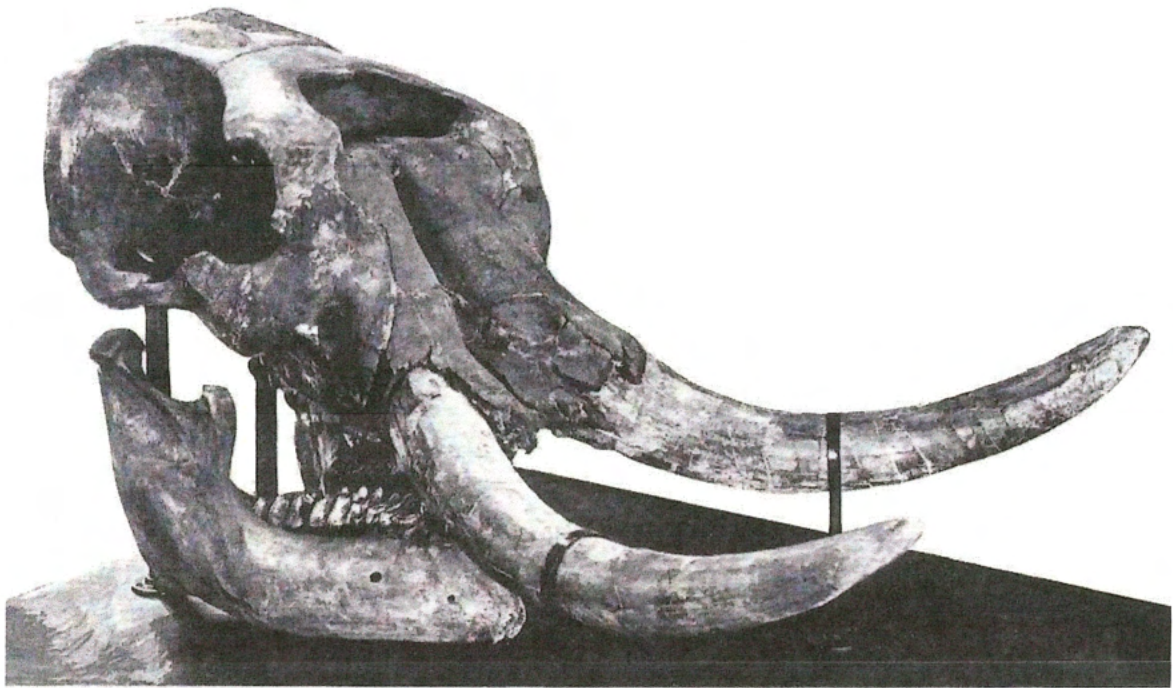
North	Betw Sec 23 + 24
10	Ent ^d Plain or open wood
	Land scarcely any timber
10.40	Indian path N.W. + S.E.
40.00	Set post for 1/4 S. Corner from which
	a W.O. 15 in Diam. bear N 30 E 78 lks
	another 26 S 34 W 65 —
41.24	W. C. 16 in Diam
57.54	B. C. 19 m —
60.00	Ent ^d Prairie
74.00	Left D.
80.00	Set post cor. S. 13. 14. 23 + 24 from
	which a W.O. 17 N 80 W 39
	W.C. 16 S 42 E 41 lks
	Plain Land —

Mastodon Discovered



Sketch map showing the glacial features of the region and the location (in the center of the map) where the Bloomfield Mastodon was found.

Mastodon Discovered - continued



The Bloomfield Hills Mastodon, 1935.

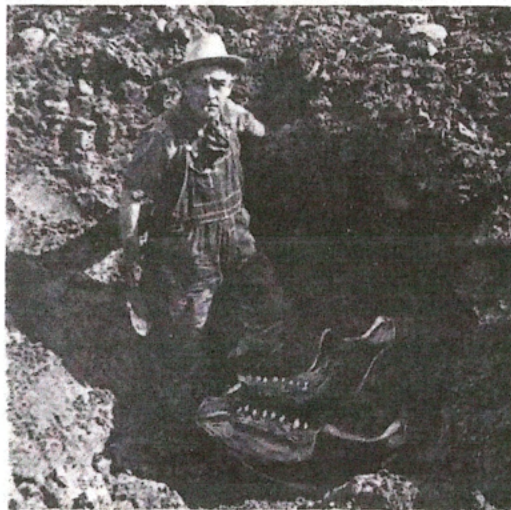
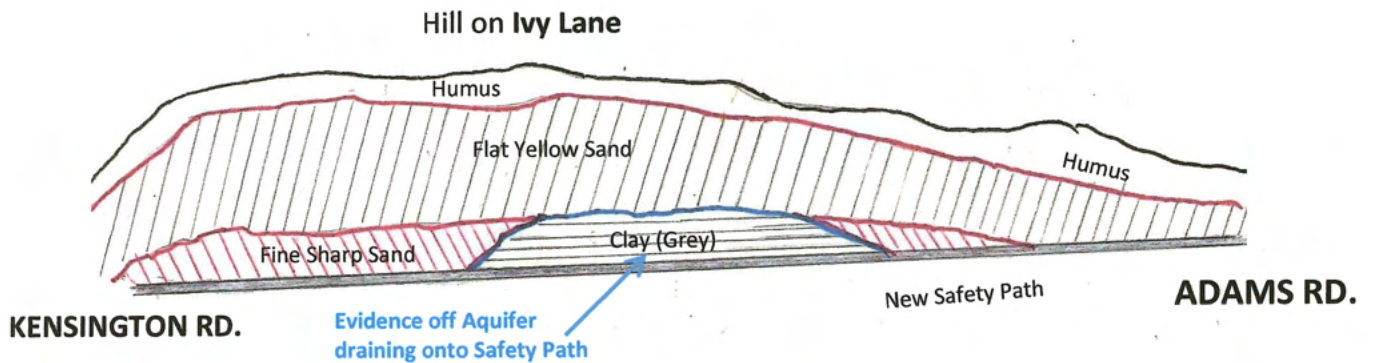


FIG. 2
Lower jaw in position before removal. The figure shows the depth of the marl, below two or three feet of peat.



FIG. 1
Skull with one tusk still partly in the ground.

L
r1



**Layers Exposed
along Big Beaver Rd.**
between Kensington and Adams Rd
(June 2005)

This cross section of the terrain was exposed along Big Beaver Rd. when excavation was being done for the new Safety Path.

Shows the effects of the receding glacier and development of a moraine.



Excavation for Basement of the Barton Farmhouse

at Bowers School Farm on E. Square Lake Rd.
(July 2008)

Note the apparent stratification into four
layers, alternating between Sand and Gravel.
This is evidence of the Glacial activity in the
area

CHAPTER - 3

EARLY SETTLEMENTS

Introduction

Shortly after the first settlers from the east purchased their property and began to live in Section 24 and the surrounding parts of Bloomfield Township, two settlements sprang up along Ball Line (Kensington) Road: "Fairbanks' Corners" near where Charing Cross intersects Ball Line and "Chittendens" where the Rouge River crosses the same. These settlements sprang up shortly after the first settlers began to occupy the newly opened area in the early 1820s. The Ball Line Road had been surveyed and cleared initially to be a better route to Pontiac from Detroit. Those who chose to open their businesses along the new Ball Line Rd. were betting that it would indeed be the principal route from Royal Oak to Pontiac.

Fairbanks' Corners

One historian claims that Ezra Doolittle opened the first store in Bloomfield Township in Fairbanks' Corners. It was reported to have been located at the intersection of the newly surveyed Ball Line Road and a rough trail created by early settlers coming into Bloomfield Township from the Clinton River area. This trail became a road referred to as "The Angling Rd. in property deeds until the late 1920s" because it crosses the northwest quarter of Section 24 at an angle from northeast to southwest. A portion of the Angling Road survives today as Charing Cross Road. In addition to Doolittle's store there was the Well's Hattery, Rice's Fanning Mill, Stannard's Tavern, an Ashery, and a blacksmith shop

Chittenden's

Chittenden's was located only a few hundred yards north of Big Beaver Rd. on Ball Line (Kensington) Road, at the point where the Rouge River crosses, about a half mile south east of Fairbanks' Corners. Historians indicate that the settlement was situated on the south bank of the Rouge. This was also the site of the house of an early settler, Asa Castle. It contained Ralph Chittenden's Distillery (1826 or '27), Barmore's Pottery, Culver's Cabinet Works and Fanning Mill (1827).

Fate of These Early Settlements

There is no physical evidence today that either of these settlements ever existed, even though for a short time they were serious rivals of Birmingham for prominence in Bloomfield Township. However, when the land in the northwest corner of Kensington Rd. and Charing Cross Rd. near the GTWRR tracks was being excavated in 2002, a large concrete and field stone object was discovered. It was most likely from a farm that came after Fairbanks' Corners (see the following attachment for a photo and drawing of this object).

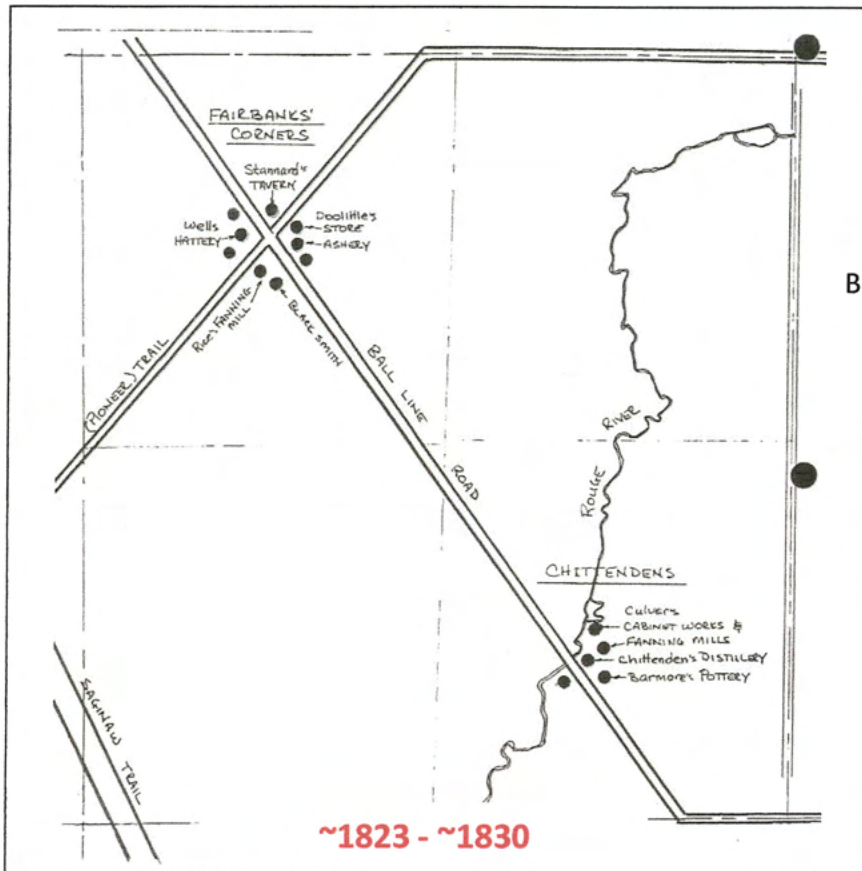
What happened to cause these early commercial centers to disappear so completely?

When a mail route was proposed between Detroit and Pontiac in the early 1830s, there were advocates for both the Saginaw Trail through the village of Hamilton's (Birmingham), as well as the Ball Line Road through our hamlets of Fairbanks' Corners and Chittenden's. Those interested in each of the offered routes circulated petitions to the postmaster general and lobbied for their special interests. Obviously, the proponents of the territorial road (The Saginaw Trail) won out. Thus, we do our shopping today in Birmingham rather than at Fairbanks' Corners.

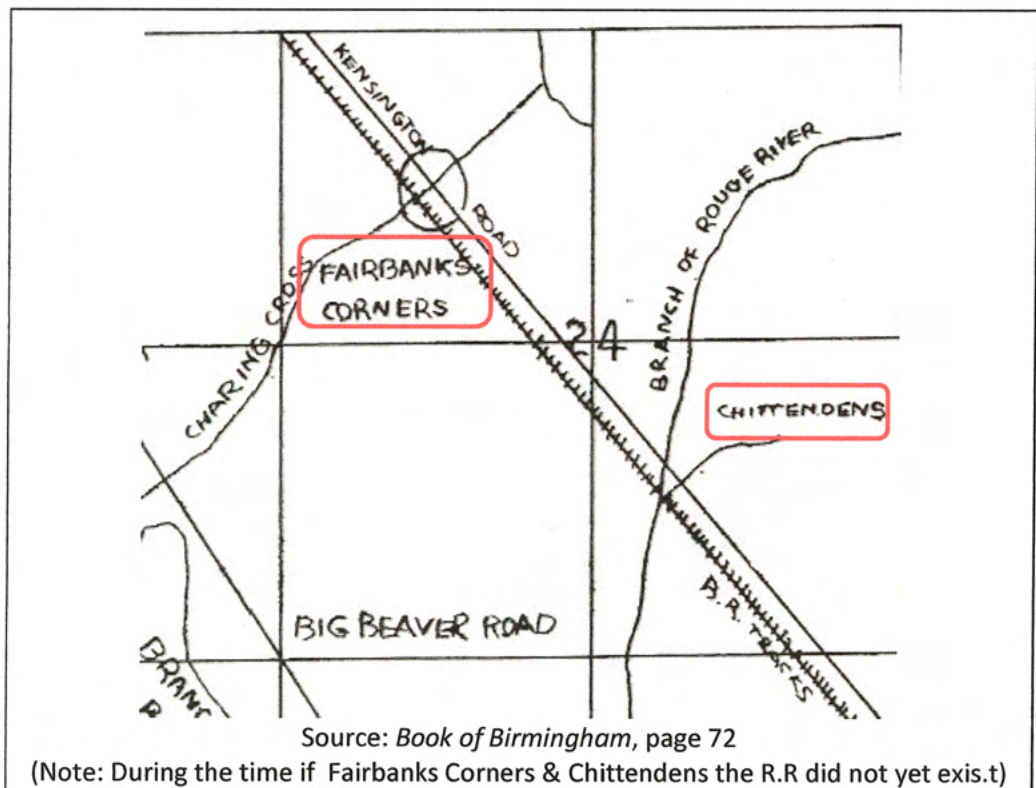
The early settlers were well aware of the impact the choice of the postal route would have on their particular settlements. Had the Ball Line route been chosen, undoubtedly the railroad (completed to Birmingham in August 1839) would have originally been built along it and through Chittenden's and Fairbanks' Corners, rather than veering off at 11 Mile Road in Royal Oak to follow The Saginaw Trail (Woodward Avenue) through Birmingham. The rerouting of the tracks to their present location along Kensington Road would not have occurred in 1930 (see Chapter 5). In fact, the re-routing may have been reversed to put the tracks on Woodward, as Kensington undoubtedly would have been widened significantly over time.

The complexion of our Section 24 would have been entirely different had the Postmaster General of the United States decided differently in 1830s. Our pleasant residential neighborhoods would have become a major city.

Early Settlements



Sketch of approximate location.
Businesses are mentioned in historic
literature, but placement of each
is just
an assumption by author.



Source: *Book of Birmingham*, page 72

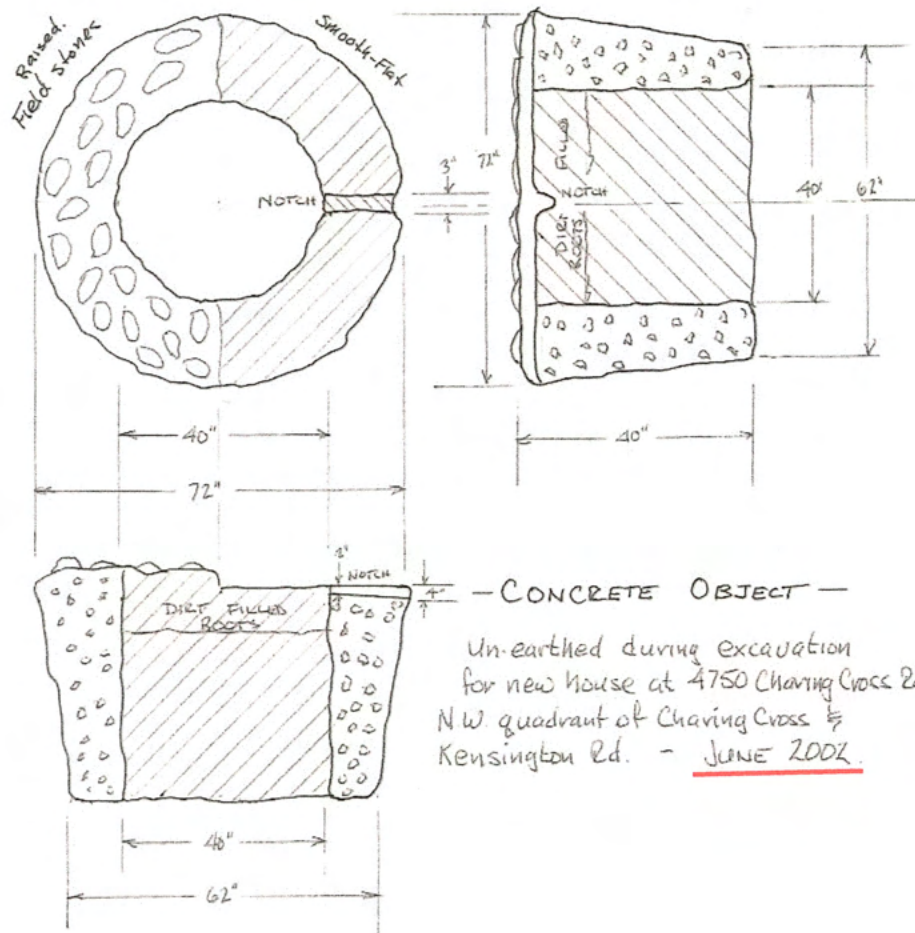
(Note: During the time if Fairbanks Corners & Chittendens the R.R did not yet exis.t)

Early Settlements - continued



Photograph & Drawing
By Author in 2002

Probably from Farm later
than Fairbanks' Corners



CHAPTER - 4 -

EVOLUTION of OUR ROADS

Introduction

We all tend to take the roads we drive on for granted. We seldom, if ever, stop to think about how they came to be. The purpose of this chapter is to look at the roads that go through, or border on, Section 24. I will attempt to describe their origins, where their names came from, and any interesting bits of information associated with them.

There are basically two types of roads in Section 24. The first and most interesting historically are those that were early Indian and/or pioneer trails. In this category are Woodward Avenue, Kensington, Charing Cross, and possibly Big Beaver Roads. The other category of roads is township line roads. Big Beaver, Adams, and Wattles Roads fit this category.

The Road Commission of Oakland County (RCOC) has had a major impact on the roads in our area. The RCOC was organized in 1913. The nineteen-year period from its origin until 1931 was unprecedented in the creation of new roads and improvement of existing roads in Oakland County. The road-building spurt was facilitated by a state law called the "Covert Road Act," passed by the Michigan State Legislature in 1915. The act was named for Frank L. Covert (1876-1935), a Republican State Senator from Pontiac. The main feature of this act was the provision for the petitioning by property owners for new and improved roads. A group of property owners would organize and form an "assessment district," assessing themselves for the cost of these improvements. The property owners agreed to pay one half of the cost of the project through a special assessment. Such petitions drove most of the roadwork in Oakland County in the 1920s. The major drawback to this system of developing and funding road projects was that it practically removed from the new Road Commission the ability to do any central planning for the location of new roads.

There was a hiatus in any significant roadwork following 1931 due to the effects of the Depression crippling the nation. The Covert Road Act ceased to be the impetus to new road projects.

A great source of information on the roads in our Section 24 has been the Annual Reports of the Road Commission of County of Oakland, titled Oakland Highways. Published from 1919 through 1931, these were beautifully prepared books containing many photographs of not

only roads but buildings, houses, parks, etc. These documents were a far cry from simple dry lists of figures in the form of financial statements. The Oakland Highways - 1931 was the last annual report of this expanded form.

One interesting fact that may put much into perspective in regard to the development of roads in Oakland County is the number of automobiles registered in the area. In 1929, "... the combined motor car registration in Wayne, Oakland, and Macomb Counties was 608,124 - and exceeded by only 16 states in the Union." This was clearly a result of Detroit being the "Motor Capital" of the world.

The roads of Section 24 are presented here in alphabetical, not chronological, order.

Adams Road

Adams Road is a "town line" road, that is, it is built to follow the survey line separating different townships. Adams Road separates townships in Range 10 East from those in Range 11 East. The 1925 Oakland Highways report has a map that shows this road with three names. South of Woodward it is called Town Line (now Greenfield); in Birmingham it is named Adams Road; and north of Birmingham it is identified as Dodge Road.

Origin of the Name(s)

The name "Adams" seems to have come about because of Seymour Adams, who was the original owner (1822) and long-time resident of the SW 1/4 of Section 30 in Troy Township, which is now in the City of Birmingham. This house still stands today at 692 N. Adams Rd.

There are a couple of other suggestions for the origin of the name Adams. The Book of Birmingham indicates that it was named for an early area settler and farmer, Albert Adams. It has also been suggested that the road was named for President John Quincy Adams (1825-1829). His signature apparently appears on some of the early land sale documents for property in this area.

Apparently, for a period of time during the 1920s, Adams Road north of Birmingham became known as Dodge Road because it led to the farm of auto magnate John Dodge, located several miles north. Both John Dodge and his brother Horace E. Dodge died in 1920. The road must have been named in their honor. However, about 1930, the area maps began to drop the name Dodge Road and went back to Adams Road. It was the widow of John Dodge, Matilda, who, with her second husband, George Wilson, constructed Meadowbrook Hall in 1927 on the Dodge Farm property on North Adams Road in Rochester Hills.

Adams Road was apparently in use by the settlers in the area at a very early date. On a map of Bloomfield Township drawn by Bela Hubbard dated from 1822 to 1838, Adams Road shows up without a name but with the notation "traveled."

Second Project under Covert Road Act

The improvement of Adams Road was one of the very early projects of the newly established RCOC. A project identified as Assessment District No. 2 (AD-2) is on file in the Planning Department of RCOC. It began in 1916 and involved improving the road from dirt to a 22-foot wide, 9-inch thick (Class "B") road. The improvements were to be made from Birmingham village limits to Dutton Road, north of the Dodge Farm. Plans for the project are interesting from a historic standpoint because they show all of the property owners along the route of the project. According to the provisions of the Covert Road Act, the affected property owners petitioned for and paid assessments for particular road projects (see the description of *Eastover* estate in Chapter 6 for an eyewitness account of this gravel-surfacing project).

The *Oakland Highways* - 1919 gives the following description and status of Assessment District No. 2, including a description of its purpose and use:

The Dodge (Adams) road extends northerly from Birmingham through the Village of Amy (Auburn Heights), a distance of 11 miles. Contract was awarded to P. C. Raymond for the construction of a Class "B" nine foot gravel surface and 22-foot grade. There is completed nine miles, with two miles partially graveled. This road provides an additional outlet for farm produce through a large farming district and also an alternate route to Detroit for the north central part of the county.

Thirteen years later, in 1929, near the end of the road-building boom, Adams Road was paved with concrete. This was again done under the provisions of the Covert Road Act, as

Assessment District No. 138 (AD-138). *Oakland Highways - 1929* reports that the 5 1/2 miles from Birmingham to Auburn Avenue had been paved with concrete and opened for traffic on September 15, 1929.

Big Beaver Road

Naming of the Road

Big Beaver Road runs along the southern boundary of Section 24. Whereas Adams Road is built on a township line, Big Beaver is constructed on a section line. In our case, it separates our Section 24 from Section 25 immediately to our south. The name of this road is reputed to come from the community that developed in the mid-1800s at the intersection of Rochester and Big Beaver Roads. The name of this community in turn is said to have come from a creek of the same name that ran through it. Another more romantic attribution of the name is that it came from the name of the son of chief "Kish-Kaw-ke" of the Chippewa in Saginaw.

One of the First STOP Signs

On September 20, 1924, Michigan Governor Alex Groesbeck approved the first "Highway Stop Ordinance" for Oakland County. This ordinance designated sixteen intersections in Oakland County at which a "full stop" was required. One of these (Number 15) was the intersection of Big Beaver and Adams (Dodge) Roads at the southeast corner of Section 24. The description of the stop required at this intersection reads as follows:

15. While traveling westerly over the improved highway leading westerly from the village of Big Beaver, when approaching the improved highway running north and south of the westerly side of Section No. 19 of the Township of Troy (or easterly side of the Section No. 24 of Bloomfield Township), commonly called Dodge (or Adams) road

Extension to Woodward Avenue

It is difficult for us to imagine a time when Big Beaver did not connect with Woodward Avenue (and become Quarton west of there). I was very surprised when, at the early stages of my research on the history of the area, I noticed on Oakland County road maps of the 1930s and '40s that Big Beaver ended at Kensington Road, a few hundred feet west of Adams Rd. A search of the files of road projects at the RCOC turned up a 1928 project, Assessment District No. 159.

All the survey and engineering work appears to have been done to extend Big Beaver to Woodward by 1930.

You will read in the next chapter that, when the Grand Trunk Railroad right-of-way was moved from Woodward to Kensington in 1930, a grade separation was built at Big Beaver in anticipation of traffic passing underneath the railway. However, this underpass remained unused for many years. A front-page article (with picture) appeared in the March 10, 1949, issue of the *Birmingham Eccentric* decrying the fact that this underpass had gone unused for nineteen years. Tall weeds and thick undergrowth of willow brush grew in the approaches to the underpass. The only traffic passing through it was an occasional hiker. Traffic heading west on Big Beaver from Adams attempting to reach Woodward, was forced to turn northwest onto Kensington for almost a mile to Charing Cross, travel through the residential streets of Birmingham Manor, or head down Adams to Maple Rd. The article is a plea to the RCOC to extend Big Beaver under the railway and connect to Woodward.

Finally, in 1951, RCOC Project No. 58 was implemented and the extension of Big Beaver to Woodward became a reality. Thus, Big Beaver is by far the newest of the major roads in Section 24. The official name of Project No. 58 was "Sixteen Mile Road Opening G.T.W.R.R. to Woodward Ave." Bids for the project were solicited in 1951. The width of the right-of-way was set at 86 feet and the length of this project was 0.88 miles. Work began in the spring of 1952 and was completed in late 1952 or early 1953. No road had ever connected Adams to Woodward along the south line of Section 24 prior to this project. A short stretch of Big Beaver connected Adams Road to Kensington Road for over 100 years. When Bloomfield Manor Subdivision was built in the northeast corner of Section 25, a short piece of roadway, named West Manor Road, ran along the section line about 300 feet connecting Oxford Road and Manor Park. This was incorporated into Big Beaver when it was built. Also, Oxford and Manor Park were not connected to Big Beaver.

At the beginning of this section it was indicated that Big Beaver Road was a section line road running between Section 24 and Section 25. This is not completely accurate. Anyone who drives the stretch between the Grand Trunk overpass and Woodward Avenue will notice a pronounced curve to the north between the railroad and Brookdale Park Road. The road seems to cut into Springdale Golf Course. A review of the file and drawings for this project at the office of the RCOC shows that the center line of this stretch of Big Beaver actually veers north to a maximum distance of fifty-three feet from the south line of Section 24 before conforming to the section line, Just west of Brookdale Rd.

Most of the papers in the file for Project 58 deal with this deviation from the section line. Special acquisitions of property had to be made for the right-of-way that affected property owners on the north and south sides of the new road. The reason for curving the road to the north could not be learned from the file. However, it appears it was diverted from the section line due to the existence of two residences. One was the house of a Dr. Salle on Lot 10 of Supervisors Plat Number 5. This was in the southeast corner of Brookdale and Big Beaver. The other residence was that of Jeannette Guysi, 1595 Oxford Dr. on Lot 10 of Bloomfield Manor Subdivision.

Another possible explanation for the curve in Big Beaver could be related to the terrain at the point where the River Rouge is crossed. It may have been that less filling was required by diverting fifty-three feet to the north. However, I lean to the pre-existing residence theory as more plausible.

Charing Cross Road

Origin of the Road

It is clear that Charing Cross was never designed to be part of the system of section line and town line roads due to its winding southwest-to-northeast path. Charing Cross seems to have had its beginnings as a rough trail created by early settlers coming to our area by way of the Clinton River to the northeast. Because the Saginaw Trail and Ball Line Road from Detroit to Pontiac were practically impassable, many of the pioneers in the 1820s and '30s brought their belongings by water inland up the Clinton River as far as possible. This was generally to Mt. Clemens or slightly further west. They then traveled over land to their destinations.

The most important Indian trail prior to the arrival of the early settlers of Oakland County was the Saginaw Trail, which eventually became the most important highway in the area, Woodward Avenue. Another important trail led from Mt. Clemens to Orchard Lake. It was used by the Native Americans traveling to the lake and turned out to be of great use to the early settlers of our area. A quick review of an area map will show that, if a straight line is drawn between Mt. Clemens and Orchard Lake, it will pass along Wattles Road, the northern boundary of Section 24. It is not difficult to believe that Charing Cross Road (and its extension, Chesterfield) were either part of the main trail to Orchard Lake, or a branch off of the main trail created by the settlers coming to occupy land in the Birmingham area.

The origin of the name Charing Cross must be a subject of further research. Based on when the name change occurred in the late 1920's, it is likely that developer, Judson Bradway,

caused the name to be changed and also changed Ball Line Rd. to Kensington Rd. shortly after *Bloomfield Estates* subdivision was platted, making it sound more sophisticated.

Variations In the Route

A study of early atlases of the area shows that Charing Cross has undergone some repositioning from its origin to its present location. In 1857, the road appears to be somewhat south of its present location, but still cutting through the NW 1/4 of Section 24 from the southwest to the northeast. It appears to run on a straight line from Quarton Road to a point on the northerly boundary on Section 24 in the NE 1/4. At this point the road turns due east on the route of what is now Wattles Road. On this map it is also interesting to note that Squirrel Road is shown extending down into Section 24 and meeting up with Ball Line (Kensington) Road almost in the center of the NW 1/4 of Section 24.

Atlases for 1872, 1896, and 1908 show Charing Cross still a little south of its present location. However, at that time it turn due north at the boundary line between the West 1/2 and East 1/2 of Section 24, and proceeds the short distance north to meet up with Wattles Road, which on the 1872 map is shown extended to Ball Line (Kensington) Road. Also, Squirrel Road on the 1872 map is now shown to terminate at Wattles Road, no longer extending into our Section (see appendix).

A map of the Birmingham School District in 1916 shows the newly platted Bloomfield Estates Subdivision taking up the entire West 1/2 of Section 24. On this map, Charing Cross appears to be a little north of where it is shown in the map eight years earlier (1908). It is also shown to connect with Wattles somewhat to the west of the dividing line between the W 1/2 and E 1/2 of Section 24. It may have been that, in developing the Bloomfield Estates Subdivision, certain adjustments were made to the route of Charing Cross to accommodate the developer's layout of the building lots. However, a study of the original (1914) plat map for Bloomfield Estates has no indication of having relocated Charing Cross in the process of laying out the building sites.

Two elaborate stone pillars mark the entrance to Charing Cross at Woodward Avenue. This is just outside of the boundary of Section 24 to the west. The developer of Bloomfield Estates, Judson Bradway, first erected two pillars as a part of the development in 1914. These had to be replaced by the current pillars about 1930 when Woodward Avenue was widened to its present dimensions (see the two different pillars in the appendix following this chapter).

Kensington Road

Origin of the Road

Except for Woodward Avenue, which just barely clips the southwest corner of Section 24, Kensington Road is the oldest in our area. This road, beginning in Section 24 and continuing in a northwesterly direction, essentially parallels Woodward Avenue until it ends at Opdyke Road, a few miles north. It is the surviving section of a road that was commissioned by territorial governor Lewis Cass in 1819, just as the first government land sales in the area were beginning. It was to be a road from Detroit to Pontiac, which had been designated to be the county seat of Oakland County in March 1820. It was commissioned to be an alternate route to the Saginaw Indian Trail, which at the time was a very unsatisfactory road. The road became known as "Ball Line Road," named after the man who surveyed it, Horatio Ball.

An account of the history of the area found in the 1927 Birmingham Directory claims that Ball Line Road was the first road built to connect Birmingham to Detroit:

The first road which connected Birmingham was Ball Line Road - surveyed in 1819, which was over a mile east of the settlement and so unsatisfactory that a trip over it was a dismal ordeal. The Saginaw Road (forerunner of the World's Greatest Highway) was authorized and built a few years later, but not much better.

Another account, this one by Ralzemond A. Parker in his paper entitled, "Reminiscences of Royal Oak Michigan," may describe the origins of Ball Line (our Kensington) Road:

A military road was begun about 1817 or 1818, starting from Detroit and following the Saginaw Trail, and Colonel Leavenworth, then in command of the Post, had previous to 1819, worked it about three miles, besides corduroying it for several additional miles. This corduroy I have seen, and many of the old settlers will remember it, it being especially plain to be seen across the marshes of sections 16, 8 and 6 (Royal Oak Township).

About 1820 a military road to Saginaw was authorized This road was cut along the present Saginaw turnpike [Woodward], and the other road [Ball Line?] abandoned; though for many years it was referred to by the early settlers as the 'Old Road.' The new



military road paralleled it on the west through Royal Oak township at a distance of from one-quarter to three quarters of a mile.

A couple of small settlements sprang up in the early 1820s along Ball Line Road in Section 24. These were described earlier in Chapter 3.

It would be of interest to know the exact route of the original survey by Horatio Ball for the promised new road from Detroit to Pontiac, through Birmingham, that gave us our Kensington Road today. The research for this has been left for later. The Bela Hubbard map of the Township dated 1838-41, however, does show Ball Line as a straight line from Detroit to Pontiac. It may be that the jog to use Rochester and Big Beaver was a very early adaptation of the road plan.

There appears to be another small stretch of Ball Line Rd. (between Somerset and Traymore Rds.) along the Grand Truck right-of-way in Section 3 between Square Lake and Woodward. It also appears from a cursory study of current maps that Crooks Road between 13 Mile and Catalpa may possibly have been part of the original Ball-surveyed road. This needs to be confirmed. A review of early property descriptions at the Country Register of Deeds office may be helpful in determining this.

Another possible avenue for researching this question on the original route of the Ball Line Road survey would be to find out how the route for the original right of way for the Pontiac and Detroit Railway was determined in the 1830s and '40s. It could be that it used the Ball Line Road except for the six-mile stretch from Eleven Mile to just north of Big Beaver. See Chapter 6 for the history of the railroad.

The Name Change

The name Ball Line appears to have been used for this road until about 1930. It is used in property descriptions from 1838 until the early 1930s. In a 1933 entry in the abstract of title describing the John Buckberrough property evolution, reference is made to both names, "... and center line of Ball Line Road, so called, now Kensington Avenue." Exactly when the name Kensington Rd. replaced Ball Line Rd. was probably due to the platting of Bloomfield Estates subdivision by Judson Bradway in the 1920s.

Improvement Project

Kensington Road was a dirt and gravel road until 1975. In that year, a major paving project was begun by the RCOC - Project No. 1613020. This project included, in addition to the paving of the road surface: the culvert for the Rouge River, the bridge over the Rouge, curb and gutter, and sidewalk on the east side from Mohr Valley to Big Beaver. The project extended from Big Beaver to Charing Way, just north of Wattles.

Southfield Road

One may ask: "Why is Southfield Road even mentioned in this history of Section 24 of Bloomfield Township since it terminates at Maple Rd in downtown Birmingham"? Southfield Road is basically a section line road, exactly one mile west of Adams Road. It ends today at Maple Road in Birmingham. However, had it been extended north, as Adams Road was, Southfield would have formed the western boundary of Section 24. It would have crossed Woodward just a few feet north of where Big Beaver and Quarton meet Woodward.

Actually, the 1857 map of Bloomfield Township shows a section line road running south from Ball Line Road along the west side of the NW 1/4 of our Section, turning to the west and connecting with Woodward about a quarter mile away. Southfield, south of Birmingham, did not exist yet. By 1872, this piece of road had disappeared from the maps, except for a very small piece that is coincident with Ball Line Road. You can see it today. As you drive northwest on Kensington from Wattles you make a curve to the right (north), travel a few hundred feet due north, and then turn left to the northwest again at Charing Way. For these few hundred feet you are on the section line between Sections 22 and 23. This would have been Southfield Road, had it continued north from Birmingham.

However, in 1929, Southfield Road almost imposed itself in a very dramatic way on our Section 24. In January of that year the Detroit Rapid Transit Commission proposed that Southfield Road be extended through Birmingham as a 204-foot superhighway (the same size as current Woodward Ave.). One route proposed for this extension would have followed the Rouge River from the end of Southfield at West Maple to Adams Road where the Rouge crosses it just south of Wattles. Had it actually been constructed it would have cut right through our section. It would have destroyed Springdale Golf Course and run through Nantucket Green and Charing Cross Estates subdivisions. Our quiet residential section would be nothing like it is today.

Fortunately, the Birmingham Village president, H. T. Ellerby, and many other Oakland County officials opposed the plan. They claimed that it would destroy the Birmingham park areas and cause the removal of many houses. An alternative plan was proposed to create a 180-foot road north from where Southfield hits Lincoln. It would have passed along the east side of Quarton Lake, connecting with Quarton Road; followed Quarton east through Woodward, under the new Grand Trunk grade crossing underpass to Adams Road; then north on Adams Road. This proposed alternative would also have had a dramatic impact on our neighborhood, as Big Beaver and Adams would have been major highways.

Also fortunately, for the sake of the value of Section 24 as a residential area, neither proposal ever got off the drawing board. This was most likely due to the arrival of the Great Depression and the Second World War. These events ended all significant road development in our area until the 1950s. In fact, we have seen in the above description of Big Beaver Road that it was not even extended to Woodward under the railroad until 1951. This was a far cry from the grand plans of 1929 for the extension of Southfield Road.

Squirrel Road

Squirrel Road is a north-south road that parallels Adams Rd about $\frac{3}{4}$ of a quarter of a mile to the west. It is a very early old road, appearing on an 1857 map of Oakland County. On this map, Squirrel Road is shown to extend south into the NE 1/4 of Section 24 and connect with Ball Line Road. In addition, Wattles Road does not extend west of Charing Cross. This extension of Squirrel did not exist very long. On an 1872 map of Bloomfield Township it is shown as stopping at the northern boundary of Section 24 at Wattles Road, which is extended from Charing Cross to Ball Line Rd. (see the 1857 and 1872 map segments in the appendix).

Wattles Road

Relationship of Wattles and Charing Cross

Wattles Road is a section line road running along the northern boundary of Section 24. It is a total of twelve miles long, extending from Kensington Road to the Clinton River in Sterling Heights. For its five miles in Macomb County it is known as 17 Mile Road. It does not extend east beyond the Clinton River. The reason it does not extend west beyond Kensington to Woodward may be due to the pre-existence of Ball Line (Kensington) Road and the terrain. An atlas from 1857 shows Wattles as sort of an extension of Charing Cross Rd. In 1872, it is shown to be connected and terminated at Ball Line Road. The elevation at Wattles and Kensington is 833 feet.

Just west of Kensington there is a fairly deep ravine, where the elevation drops to about 800 feet or less. Charing Cross, on the other hand, seems to follow a fairly level route at about 790 feet. One can visualize the early pioneer proceeding west along a route approximating today's Wattles Road, then veering off to the southwest on Charing Cross trail as Wattles begins to rise to its high point at Kensington. The combination of Wattles to Charing Cross just follows the natural terrain on a fairly constant elevation. The connection of Wattles to Kensington was probably made for convenience as the area became more populated.

Origin of the Name

The name, Wattles, given to this road in Troy Township and the little piece of it in Bloomfield Township, comes from Harry B. Wattles, the son (or possibly grandson) of pioneer farmer, Silas B. Wattles, who settled Troy Township. Mr. Wattles was a businessman who is credited with bringing electric lights, concrete roads, and the Detroit Interurban Railroad to Troy Township.

Improvements to the Surface

The records of RCOC show that Wattles from Charing Cross to Adams Road was improved to an eight-inch compacted aggregate surface in 1960. The next year a bituminous surface was added over the gravel.

Woodward Avenue

Woodward Avenue also passes through the extreme southwest corner of Section 24. The intersection of Quarton-Big Beaver with Woodward is within our section. The story of Woodward Avenue is a history book in itself. I have told a bit of it in describing the evolution of Kensington Road earlier in this chapter. Here are just a couple of other interesting facts.

The first strip of concrete paving in the United States was laid along Woodward in 1909, between Six and Seven Mile Roads. By 1916 the stretch from Royal Oak to Birmingham had a 16-foot concrete surface. This was extended to Pontiac by 1919. Only ten years later, the 14.3-mile Wider Woodward Avenue had been completed between Eight Mile Road, the northern boundary of Detroit, and South Boulevard the northern boundary of Section 24. However, there was a significant delay of a couple of years in completing the stretch from Eleven Mile Rd. in Royal Oak to a quarter mile north of Lone Pine Road in Bloomfield Township. This was because

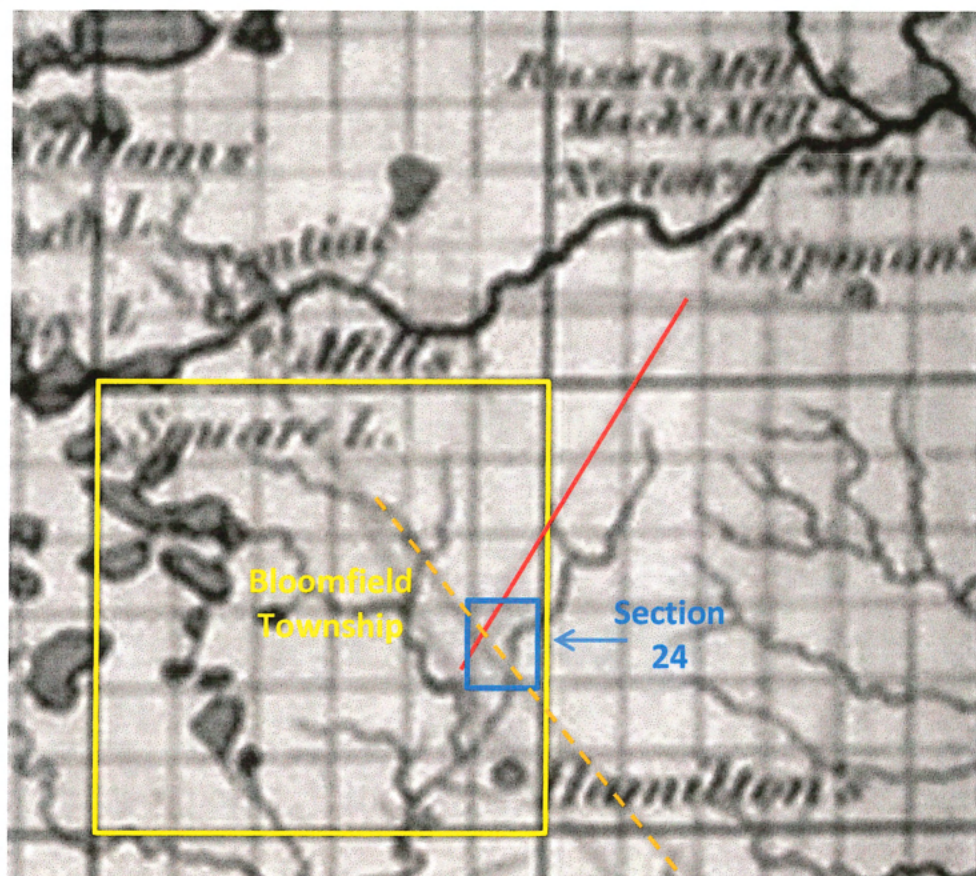
the Grand Trunk Railroad hugged the east side of old Woodward for this stretch. Chapter 6 is devoted to the efforts to relocate this stretch of right-of-way so that Wider Woodward could be completed. This Wider Woodward project of the 1920s resulted in a Woodward Avenue of the same size as we have today - two parallel four-lane highways on a 200-foot wide right-of-way. It really has not changed significantly in about ninety years.

SQUIRREL

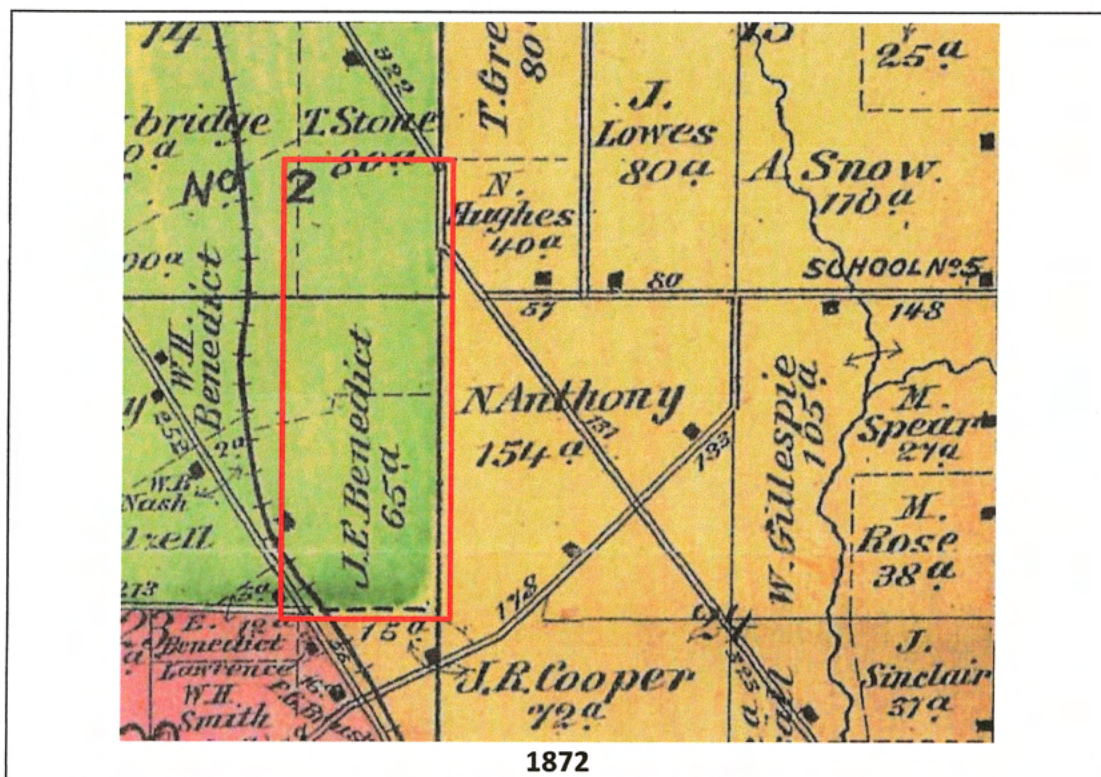


Charing Cross Rd.

An Early Pioneer Route

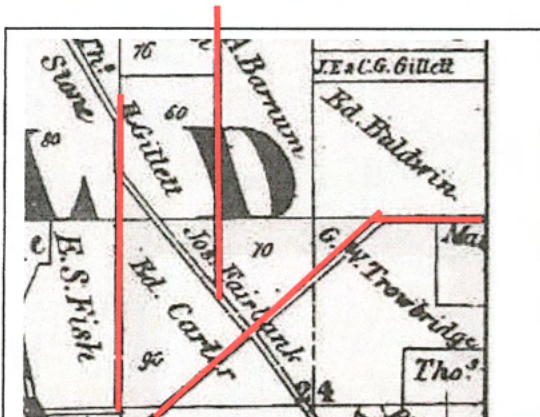


Ball Line Rd.



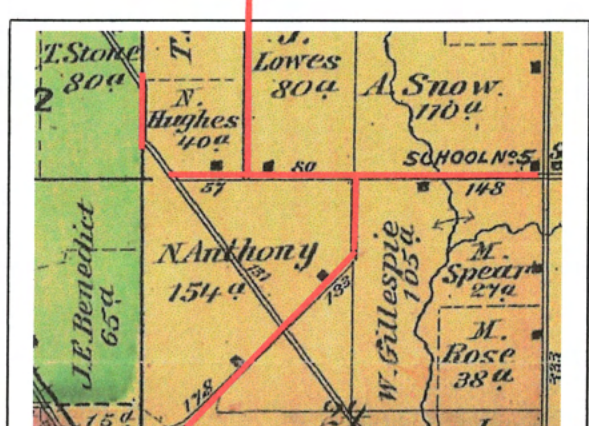
Squirrel Rd. & Southfield RD

1857 and 1872



1857

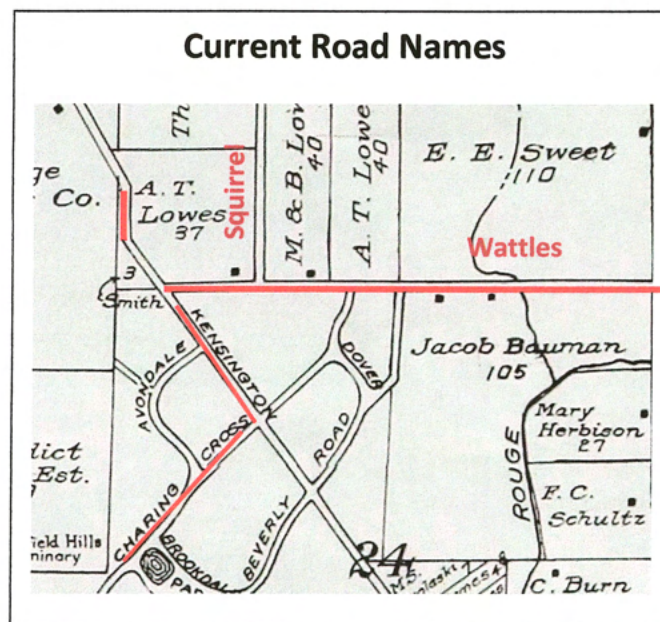
- **Southfield Rd.** is shown all the way from Ball Line Rd. down toward Birmingham.
- **Squirrel Rd.** is drawn intersecting with Ball Line Rd.
- **Wattles Rd.** is shown ending at The Angling Rd.



1872

- **Southfield Rd.** exists only as a very small segment north of Wattles Rd.
- **Squirrel Rd.** is shown to stop at Wattles Rd.
- **Wattles Rd.** continues on to the west past The Angling Rd. and Squirrel Rds. to meet Ball Line Rd.

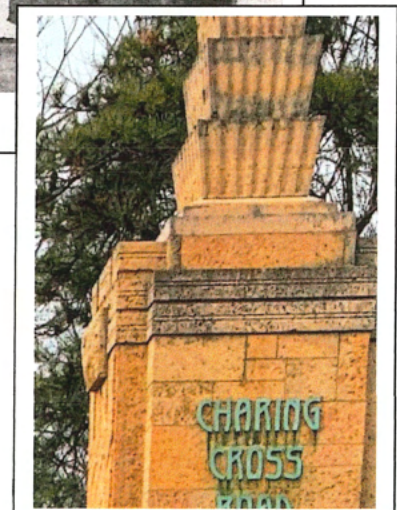
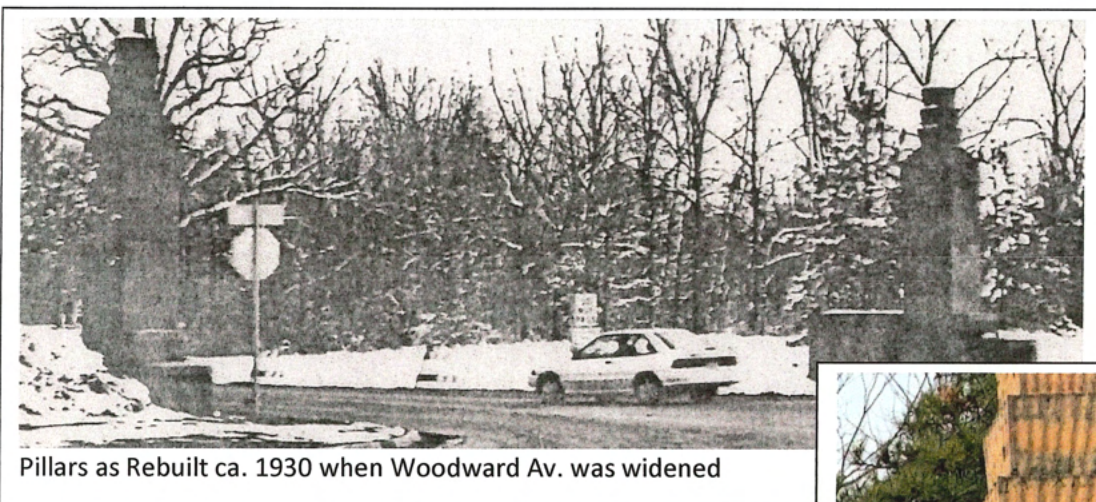
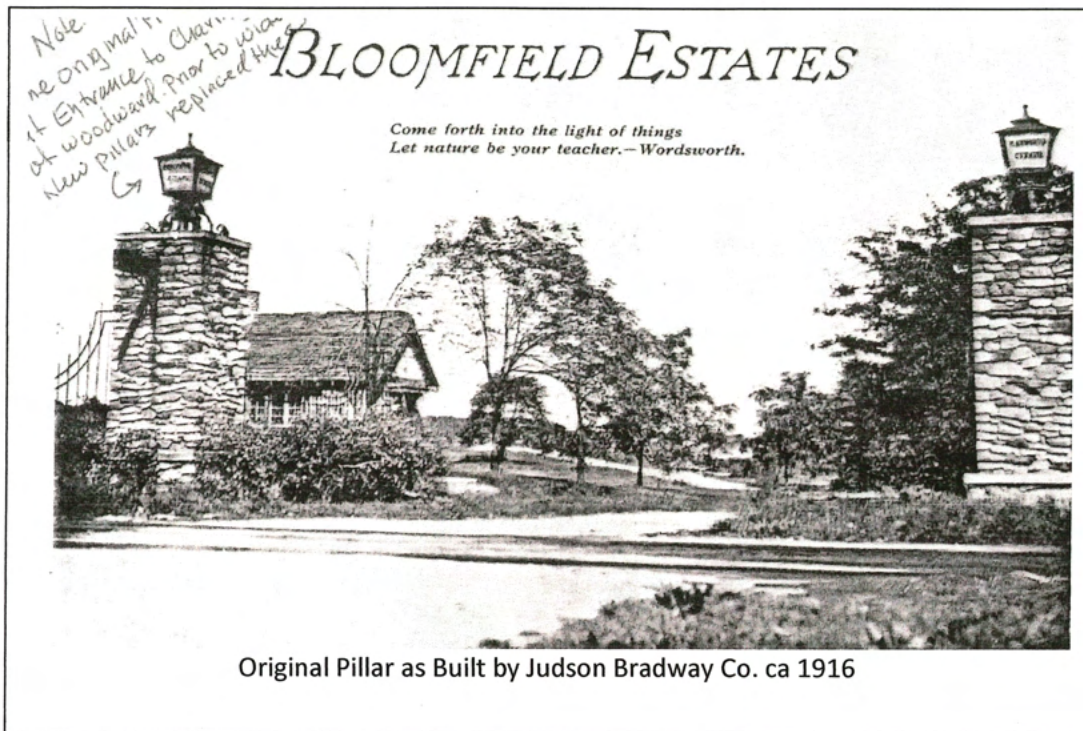
This the configuration today



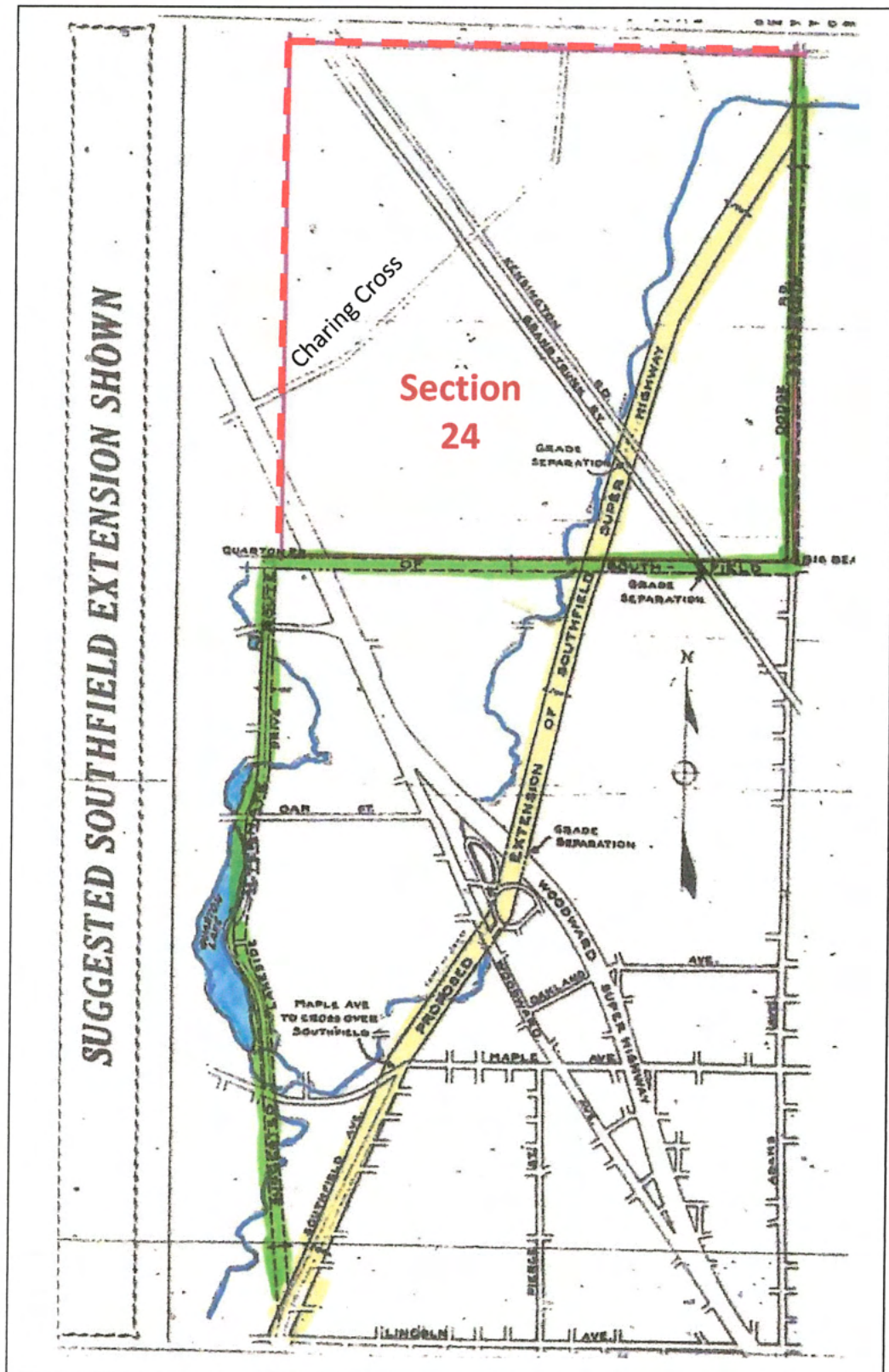
Current Road Names

Adams Rd.

Pillars at Charing Cross and Woodward



Proposed Southfield Rd. Extension – Jan.1929



CHAPTER – 5 -

IMPACT of the RAILROAD

Introduction

The Grand Trunk Western Railroad (GTWRR) is very prominent in our Section 24. It runs practically through the dead center of the section on a diagonal from southeast to northwest. Trains traveling on the right of way are very, since the tracks are elevated for much of their route. This elevation is at its peak where the tracks cross the Rouge River, the lowest point in the square mile. I can clearly hear and even see the trains from my driveway, about a quarter of a mile from the tracks. I thought I would get all of the information I desired by contacting the Grand Trunk directly. Unfortunately, I was told that they no longer had information on the major relocation in the late 1920s that brought the tracks through the heart of our area.

Fortunately, I discovered a great source of historic information on a wide variety of subjects at Baldwin Public Library in Birmingham, Michigan. The library has cataloged all of the articles from the *Birmingham (Observer and) Eccentric*, from its earliest days to present. Under the heading, "Railroads - Grand Trunk," are many cards listing the issue date, page number and brief title of articles dealing with the Grand Trunk. For example, eighty entries deal with the period of the relocation from April 1924 through August 1931. Even more entries deal with the period from 1931 to present. All of the old *Birmingham Eccentrics* are on microfilm and can be viewed in the library. The microfilm copies of the *Eccentric* have been further digitized through 1964 by the Bloomfield Township Public Library (BTPL) and are easily available on the one's personal computer.

First Tracks Pass Through Section 24

The railroad came early to Michigan, which was in dire need for transportation. This is exemplified by the fact that the *Pontiac and Detroit Railroad* was an isolated line with no connections to any preexisting rail line. In 1830, the first commercial line in the United States was run in Maryland, ten miles from Baltimore to Ellicott City. Up until then, the primary means of commercial and passenger transportation in the United States was a system of canals. The railroad quickly took over the bulk of the freight and passenger traffic. The first tracks in Michigan were laid when the Detroit and Pontiac Railroad Company was chartered to build a rail line between Detroit and Pontiac, the Oakland County seat. Work began in 1836. The first thirteen miles, between Detroit and Royal Oak, began operation in July 1838. By May 1839 the tracks had

been extended as far as the village of Birmingham (then called Piety Hill). A few years later, by July 1843, the tracks had been extended to Pontiac and passed through the very southwest corner Section 24.

For much of the route, the original railroad right-of-way was about a half mile east of Woodward. However, for the nine-mile stretch from Royal Oak (near the train station) to near Lone Pine Road, just north of Quarton (Big Beaver) Road, the railroad hugged the east edge of the Woodward Avenue roadway. This may have been done to accommodate the wishes of the businessmen in the communities of Birmingham and Royal Oak. This particular accommodation became a real problem in the 1920s.

Even though the tracks were tight against Woodward Ave. from Royal Oak to Birmingham, a short bypass loop was built to avoid the heart of Birmingham proper. The line was a single track, with sidings to allow for the passage of trains going in opposite directions. The stretch north from the intersection of Quarton and Woodward was at a fairly steep grade. As a result, a number of accidents occurred there when trains were unable to stop coming down the grade.

This early strip of track between Detroit and Pontiac passed through the very southwest corner of Section 24 on the east side of Woodward, which also crossed the section for a few hundred feet.

Relocation of the Grand Trunk Tracks

Need for Relocation -- In the 1920s, the automobile was becoming very popular with the residents of Oakland County. There were monumental traffic jams along Woodward Avenue through Birmingham, especially on Sunday afternoons. The communities along Woodward from Detroit to Pontiac decided to do something about this problem. An organization was formed named "The Wider Woodward Organization."

The purpose, as the name indicated, was to promote and support the widening of Woodward Avenue. The original plan was to make a 200-foot roadway, with four lanes in each direction. In 1921, under the leadership of developer Judson Bradway, the Birmingham Real Estate Board began to lobby for this widening. In 1923, the state legislature passed the Wider

Woodward Avenue Bill. The cost of the project was to be split between the state and the affected communities. The greatest problem existed for the stretch from the Royal Oak train station to just north of the Quarton Road - Woodward intersection. The Grand Trunk Railroad right-of-way occupied the property to the east of the roadway. The most convenient solution for getting the land on which to build the wider Woodward seemed to be to acquire the railroad right-of-way and use it to expand.

After considerable time and speculation, the route for the new R.O.W. was selected. It is as we see it today. The route is a straight line, exactly paralleling Woodward Avenue but at a distance of just under a mile east (as measured along the mile roads). The new route begins at the Royal Oak station at 11 Mile Road and continues in a straight line to Long Lake Road, where it connects with the original R.O.W. (see map in the attachment following this chapter).

In Section 24, this new route had a significant impact. Instead of just barely "clipping" the southwest corner of the section for a few hundred feet, the train tracks now ran diagonally through the center of the section for almost a mile and a half. It was relocated to be immediately adjacent to the west side of Kensington Road. It carved out a 100-foot wide swath through Springdale Park and, more significantly, the first subdivision in our area, Bloomfield Estates. Particulars on the R.O.W. as it passes through our immediate area are described in a "supplement" at the end of this book.

Construction Facts and Details

"Cutting and filling": There was considerable cut and fill work to be done, due to the rolling terrain north of Birmingham. The longest and deepest "cut" ran between Long Lake and Wattles Roads, carving a swath through Trowbridge Farms Subdivision. It was fifty-five feet deep, where the former Trowbridge Road overpass bridge crossed over the tracks on a high arched bridge. This is across Kensington Rd. from the Academy of the Sacred Heart. Much of the 450,000 cubic yards of earth dug out in this stretch was used to "fill" the stretch from Wattles to Big Beaver in our Section 24, which is all below the grade of the railroad. As the earth was dug out of the high ground, it was loaded onto special train cars and hauled on temporary ("dinkey") tracks over wooden trestles built over the low areas to be filled. The earth in the cars was dumped from the trestle, burying it in the process. In June 1930, the *Observer Eccentric* reported that the fill work in our neighborhood (Section 24 between Big Beaver Road and the Trowbridge cut, which

begins about Wattles Road) was nearing completion. A fatal accident occurred in this area when a portion of this temporary trestle collapsed, killing two construction workers.

The grade separations:

A total of eighteen (18) grade separations were actually constructed during the relocation project. In all but three the roadway passes under the railway. The three cases where the cars pass over the trains are all in our immediate vicinity: Big Beaver Rd., Adams Rd. and Derby Rd.

Impact on Section 24 (Especially Bloomfield Estates)

What impact did the relocation of the Grand Trunk to its new location along Kensington Road in 1930 have on the property owners in Section 24? The new R.O.W cut a 100-foot wide swath diagonally for 6,900 feet right out of the center of our Section 24. The old R.O.W that had been in use by the Grand Trunk and its predecessors since 1843 had just nicked the southwest corner of Section 24.

The R.O.W. land in the southern half of Section 24 came from Springdale Park, owned by the City of Birmingham. There was probably no great difficulty surrounding the acquisition of the needed 100-foot strip on the eastern edge of the park. However, the loss of this land to the railroad has made the golf course there a little tighter.

As the new R.O.W. passed through the north half of Section 24, it took quite a toll on the Bloomfield Estates Subdivision, which had been platted in 1916 to contain 137 large lots. On average, the lots were a little over two acres in size. The Grand Trunk R.O.W. claimed seven complete lots and parts of a few others. Bloomfield Estates was in effect cut into two separate subdivisions by the new railway. The west side contains ninety lots and the east side thirty-six.

Rapid Transit Plans - On January 11, 1929, the Grand Trunk made a blockbuster announcement about new commuter rapid transit services that were planned for the route between Pontiac and Detroit. However, none of the rapid transit plans ever materialized. The only evidence remaining today that there was even an intent to implement the plan is that the relocated Grand Trunk R.O.W. from Long Lake to 11 Mile is clearly wide enough to accommodate four tracks (see information on this plan in the following appendix).

The GTWRR Right of Way in Section 24 Today

It is interesting to inspect the Grand Trunk R.O.W. today just within our Section 24 (and the immediately adjacent stretches north and south) knowing a bit about the events that caused it to be relocated to its place alongside Kensington Road. It is relatively easy to get up on top of the R.O.W., but is the private property of the GTWRR and access is (officially) prohibited. But once up on the R.O.W., one of the first things you notice is that it is much wider than necessary for the two tracks that run on it. In fact a service road along the west side could serve as a path for runners, hikers, bikers, etc. It is obvious that the R.O.W. was constructed to handle the four-track system that the Grand Trunk had announced in 1929 although only two tracks were ever laid.

While up on the roadway by the tracks, you will notice that, except for a very short stretch near Wattles Road, the tracks are elevated above the surrounding terrain. The greatest height of the embankment is where the tracks cross the Rouge River, where the difference in elevation is about forty feet. As the railway passes through Section 24 it is on a gradual grade of about 0.6 percent, increasing from south to north. The elevation at Big Beaver is 776 feet and at Wattles it is 818 feet, a difference of 42 feet over a distance of 6,900 feet.

The railroad R.O.W. is crossed at only three places in Section 24. The Rouge River passes underneath the tracks through dual rectangular (rather than tubular) culverts a short way north of Big Beaver. Both Big Beaver and Charing Cross Roads pass under the R.O.W. through viaducts. Three streets in Bloomfield Estates Subdivision that originally connected with Kensington Road now dead-end into the west side of the elevated railway. On both railroad overpasses one can still see the year of construction, "1930" etched into the concrete abutment.

The Big Beaver Rd. underpass went unused for over twenty years. At the time the Grand Trunk was relocated, the Road Commission of Oakland County had plans already drawn up for the connection of Big Beaver with Quarton between Kensington and Woodward. However, for some reason the project was shelved and not resurrected until 1952. Perhaps this one mile stretch of Big Beaver Rd. was put on hold for almost 25 years was due to the Depression followed by WWII.

One can still see the remains of the commuter platform at Charing Cross. There is a large parking lot with light poles. The remnants of a concrete stairway and handicapped ramp from the parking lot to the platform are also apparent. This commuter station was one of the improvements made by SEMTA in 1976, at the same time the platforms at Long Lake and Eton

were improved. This was a short-lived attempt at revitalizing commuting by rail since the service was discontinued for good in October 1983, with the end of the last three daily commuter trains. Before its demise, the Grand Trunk passenger service took commuters to the heart of Detroit and the end of the line at Atwater Street in the shadow of the then-new Renaissance Center.

Major Train Accidents

On January 22, 1995, five freight cars derailed and came down the elevated embankment onto Kensington Road just south of Charing Cross. There were no injuries or property damage other than to the trees and undergrowth on the twenty-foot embankment. (See *Birmingham Eccentric* on January 23 and 26, 1995, for more detailed account.)

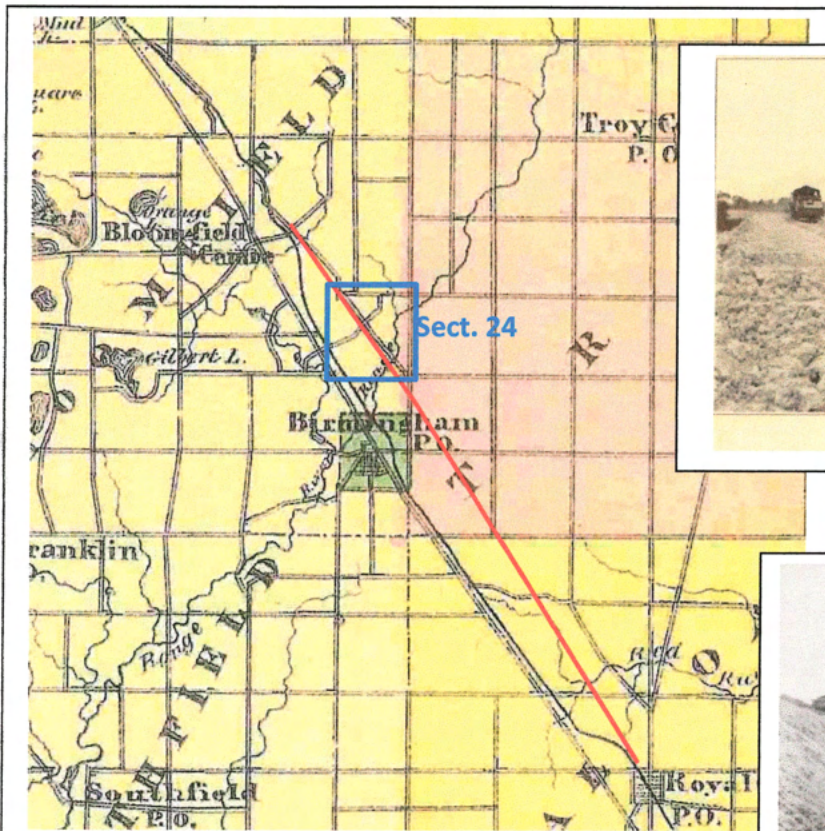
There was a major derailment between Big Beaver Road and Derby Street on Sunday, August 29, 1999. Forty-two (42) cars of a ninety-seven-car southbound freight derailed. Some of the cars burned. The cars came off primarily on the west side of the right-of-way where the service road is located. Several days were required to clean up the area of the derailment.

Detroit United Railroad (The Interurban)

For much of the route of the GTWRR through the Birmingham Bloomfield area there were the rails of the electric D.U.R. commuter line. This existed from about 1890 through the 1920s. Utilization of this convenient passenger service gradually ended as a result of the proliferation of the personal automobile. Evidence of the tracks for this service is occasionally discovered during road construction projects on or near Woodward Ave.

The history of the D.U.R. would be a good topic for another study.

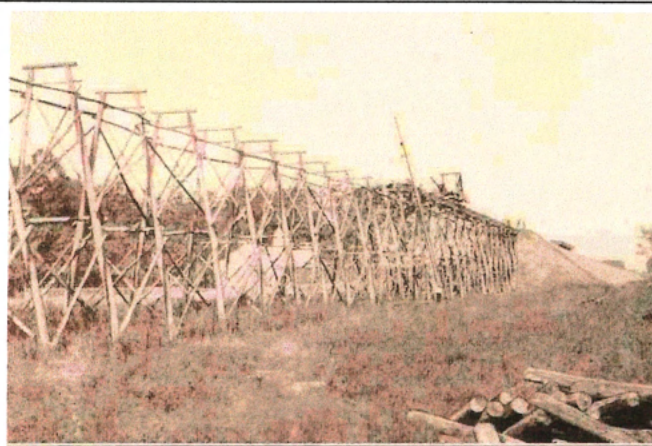
Relocation of GTWRR – ca. 1930



Red Line Shows 9 miles Relocated off Woodward Ave.



Thousands of Fill Material Being Dumped in Embankments



Temporary Trestle Used in the Construction of Earth Fills Relocation. Grand Trunk Railway

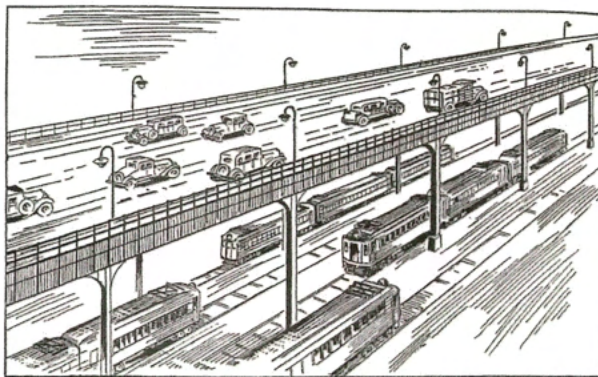


Temporary Track Used to Transport Filling Material

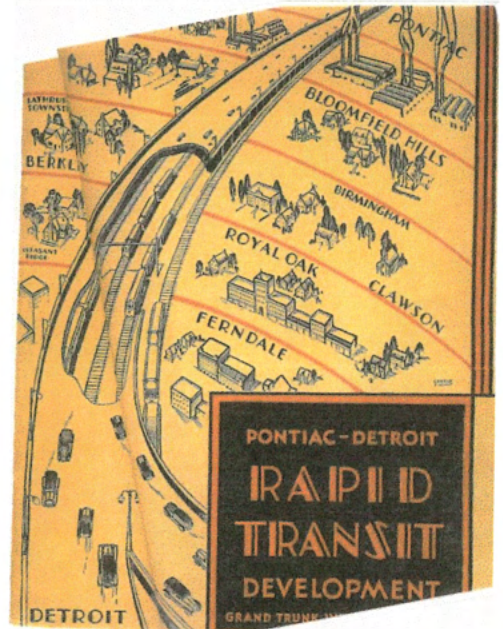
Relocation of GTWRR - continued



Typical Grade Separated Crossing
At Big Beaver – Sect 24



Proposed "Super Highway"



Promotional Piece



New Birmingham Station - 1929

CHAPTER - 6 -

ESTATES on ADAMS ROAD (and Other Early Houses)

INTRODUCTION

In this chapter you will find descriptions of the eight (8) estates that were established in the early part of this century along the west side of Adams Road for the one mile north of Big Beaver Rd. to Wattles Rd. The earliest of these estate houses was built in 1906. One was built in 1910. The other four were built in the prosperous 1920s. We who live in this area are indeed fortunate that all but one of these grand old houses have been left standing, as the major suburban growth of the 1950s and '60s occurred in this area. The subdivisions in most cases were built around and incorporated the old estate houses. Most are in better condition today than they have ever been. The major missing ingredient is the expansive acreage on which they originally stood on.

The estates will be presented one at a time, with a great deal of information on some, less on others. I had the wonderful opportunity to meet and talk with several individuals who actually grew up in some of these homes when they were first built. The estates are presented in the sequence one would encounter them driving or, better yet, walking along Adams Road heading north from Big Beaver Road towards Wattles Road.

The history of each estate is told chronologically. When known, each owner of the estate and the years of ownership are identified. One of the estates has had only four owners, another more than a dozen. Most have had five to six owners.

Where it has been possible, some basic biographical information has been provided on each owner, with particular attention given to the original owner. Interesting stories about the estate or the area have been included to attempt to bring these grand houses to life. The information for the most part has come from interviews with individuals who have lived in the houses.

This chapter focuses on the history from the time the estates were established following the turn of the century. In Chapter 7 attention is given to the evolution of the land use from its first purchases in 1820 through the many subdivisions that exist here today.

The following is a list of the estates that are presented:

- Eastover
- Burrough Croft
- Eastbourne
- Harmyr (Adams Castle)
- Strandcrest
- Thornbrook
- Harlan House
- Jacob Bauman House

EASTOVER

The Walter Thompson House and Property
(5395 Kensington Road)
777 Kensington Lane



Eastover is one of the more interesting of the estates in Section 24. One of the oldest existing structures, it is predated only by the Buckberrough house next door and the Jacob Baumann farm house on Wattles. There have been an inordinate number of owners of this house and property. It has changed hands at least twelve times since it was built in 1910, whereas most of the other estates described in this chapter have had only three to five owners. In addition, practically all of the rumors of the connections to the infamous "Purple Gang" are linked to this property.

Source of Information on *Eastover*

The source of my information on the early period of *Eastover* was Jane French, who grew up in this house. She was born Jane Willfred Thompson on May 22, 1911. Her first husband was a Mr. Henkel. They made their home in Grosse Pointe. He died shortly after they moved to the Baldwin Court house in 1954 or 1955. She then married a longtime friend, Howard French, who is, also, now deceased. Mrs. French has a daughter living in the Detroit area and a son, Thomas Henkel, who lives in Cleveland, and just retired from the Eaton Corporation.

(1910-1921) Walter Thompson Era

Walter Thompson, Biography: Walter Thompson was in the insurance business for Travelers Insurance Company with his father. They came to Detroit from Kalamazoo and lived on Putnam Street. Walter Thompson's first name was really John. He dropped the use of the first initial so as not to be confused with the advertising J. Walter Thompson. The two were not related. I was given a copy of an abstract of title for the area by Mrs. Dorothy Hilty, who lived in the house adjoining the *Eastover* property. It records the sale of the property by Fred Mallander to Walter Thompson (18.304 acres) on June 8, 1910; and by John Buckberrough (7.379 acres) on June 10, 1910.

Marjorie Calkins, Biography: Walter married Marjorie Calkins of Grand Rapids. Mrs. Thompson was a very active artist. She had a separate building constructed on the property to the southwest of the house, which she used for her art studio. Among other media, she worked

with paints, a rare technique of wax bas-relief, and photography. Mrs. French owned one of the several peacock screens that her mother painted to decorate the house, and said that this artwork survived only because their old neighbor Mr. Buckberrough salvaged it from workers involved in a renovation project on the house.

Marjorie's brother, Dick Calkins, was the originator of the "Buck Rogers" character made popular in books and comic strips in the 1930s..

The Thompsons and the Bromleys Walter and Marjorie Thompson had three children: Barbara (1904), John (Jack) (1907), and Jane (1911). In 1910, Walter purchased about twenty-five acres of land in the southeast corner of Section 24 of Bloomfield Township. This was made up of two separate purchases: eighteen-plus acres from Fred Mallander and seven-plus acres from John Buckberrough. The house, stable and studio were also built in 1910. Jane French was born the following year at Harper Hospital in Detroit. Mrs. French remembered the Buckberrough family fondly. They continued to live along Adams Road for many years after the Thompsons left. Jane remembered, as a child, playing with John Buckberrough (Jr.). There was also another son, Robert. The Buckberrough House is described later in this chapter.

Within a few years of when he bought his property, Walter sold the south 8.38 acres to his sister and her husband, Mr. F. B. Bromley. The Bromleys also built a substantial house on their property. They lived there with their three children during the 1910s. Mrs. French recalled that the three Thompson children and the three Bromley children referred to themselves, collectively, as the "Six Country Cousins."

The Bromleys sold their property to Gordon Mendelssohn in the late 1920s. Shortly after the sale, the house burned to the ground. Mr. Mendelssohn then built another house on the property. The Bromleys bought property at the corner of Cranbrook Road and Woodward Avenue.

The Estate Is Named Eastover. Mrs. French told me in our first telephone conversation (Feb. 26, 1992) that her father, Walter Thompson, called the estate *Eastover* because of its being "east over" Woodward from Birmingham. She claimed that some time later he was asked by the prominent real estate developer, Judson Bradway, if he could use the name "Eastover" for a group of subdivisions that his company was developing on either side of Long Lake Road, between Adams and Squirrel Roads. The names of these subdivisions are: Eastover Farms Nos. 1 and 2; and Eastover Estates Nos. 1, 2 and 3. Eastover Drive itself is located in Eastover Farms No. 1 in the S.W. quadrant of the intersection of Adams and Long Lake. There is, today, an

"Eastover School" on the north side of Westview Drive mid-way between Adams and Squirrel Roads..

Note: When I checked the plat maps for the various Eastover subdivisions, I saw Judson Bradway's name directly associated with Eastover Estates Nos. 2 and 3, with a date of 1957. However, his name and the name of his company, Bloomfield Properties Corp., are listed on forty acres in the N.E. quadrant of the intersection of Squirrel and Long Lake on the 1916 property map. By 1930, he and his company owned most of Section 13 and a portion of Section 12 of Bloomfield Township.

A gravel lane crossed the *Eastover* property from Adams to Kensington (then Ball Line) Road. Mrs. French recalled that the Adams Road entrance was the main one.

As one walks along Adams Road past the Pilgrim Congregational Church property today, the foundation of what had once been an extensive wall can be seen. Mrs. French said that no wall was built there while the Thompsons lived at *Eastover*. It must have been constructed by a subsequent owner.

The Stable: When the Thompsons lived in the house from 1910 to 1919, their primary mode of transportation was on horseback or horse-drawn carriage. Mr. Thompson did have an automobile (at least at the end of this period) which he drove to work in Detroit. A substantial stable was built on the property to the southeast of the main house. Above the stable was an apartment for the hired caretaker. The stable stood on ground that was, until 2000, the only empty lot in the Gloucester Square (Kensington Lane) subdivision. I asked if the story of an underground (tunnel) access to the stable from the main house was true. Mrs. French said that she knew of no such tunnel.

The Gravel Wagons on Adams Road: Mrs. French remembered that her "nanny," Helen Walker (?) used to take her, at the same time of the afternoon, from the house to the Adams Road side of the property to watch the gravel wagons lumber up Adams (Dodge) Road. She recalls the brightly colored umbrellas on these wagons decorated with the names of various Birmingham shops. One day her nanny asked one of the drivers, whom she knew, to let Jane ride on the back of his wagon into Birmingham. Mrs. French said that she sat on the back of the wagon and dragged her doll buggy all of the way into town.

The gravel that was being hauled by these wagons was most likely for the major road commission project (Assessment District 2) to improve Adams (Dodge) Road from a narrow dirt

road to a wider and smoother gravel road, all of the way from Birmingham to what is now Silver Bell Road. This project took from 1917 through 1921 to complete.

Harsh Winters of Years Gone By: All of us seem to remember that winters were more severe in "the good old days." Mrs. French was no exception. She recounted an interesting story featuring her father Walter that illustrates the point. She had been forgotten the exact year, but it was probably between 1915 and 1919. A significant blizzard occurred that winter. Although Walter often drove his automobile to his office in Detroit, that day he took the Interurban, or Detroit United Railway, probably because of the bad weather.

When he returned that evening, he got off the Interurban at Woodward and Maple. He then walked east on Maple to the of the farmhouse, which still stands on the S.E. corner of Maple and Adams. From there he called home to let his family know where he was. Mr. Walker offered to hitch up the horse-drawn sleigh to take him home, but Mr. Thompson declined and decided to walk the mile north on Adams to his home.

When Walter did not show up at home in an appropriate amount of time, Mrs. Thompson asked the hired man to take their sleigh and go down Adams Road and look for Mr. Thompson. As he was crossing from the Thompson property through the Bromley land, heading toward Big Beaver and Adams, he saw what appeared to be a snow-covered tree stump that was in a place where there had never been a stump before. Stopping to investigate, he found Mr. Thompson collapsed and curled into a ball in the snow. He immediately took him the few hundred feet to the house. After consulting by phone with the doctor, the family gradually thawed out his frozen limbs by rubbing them with snow - the standard treatment to prevent more severe frostbite. Walter Thompson survived and lived to the age of 72. When have we seen a blizzard like that?

Escaped Lunatic and Death: Another vivid memory that Jane Thompson French had of her childhood at *Eastover* is the incident of the lunatic who had escaped from an insane asylum in Pontiac. Jane was in the habit of crossing over Big Beaver Road into the area now occupied by a large nursing home. There she would pick wildflowers and bring them back to the house for her parents to admire. One day her mother received a phone call warning her not to let Jane venture far from the house because a crazy man had escaped from the Pontiac mental hospital and was feared to be in the area. Unfortunately, two other young girls did not get, or heed, the warning. While they were playing in the area south of Big Beaver and west of Adams, the escaped madman killed one of the girls. The other escaped by playing dead and ran out to tell of the horrible event.

Thompsons leave *Eastover*: Marjorie Thompson suffered from tuberculosis. For a few years in the late 1910s, she and the family would take trips to the southwestern part of the country (Arizona, Colorado, California, etc.) looking for a climate more conducive to her health. After these trips they would return to *Eastover* for a few months.

In an effort to seek help for his wife, Mr. Thompson joined the Christian Science Church and became a "Reader." Mrs. French remembered that "Practitioners" would come to their house to work with her mother.

Finally, about 1920, Walter Thompson sold *Eastover* to Douglas Davis and moved the family to California. In 1921, he bought a mansion in Arroyo Seco near Pasadena.

Mrs. Thompson lived there for only two years. She died about 1923 at the age of 42. Mr. Thompson eventually returned to the Detroit area and married a Miss Henkel. She died a few years later. He married for a third time and lived in Clarkston until he died at the age of 72 in the early 1950s.

The Congregational Church Connection: There are two branches of the Congregational Church in the Birmingham-Bloomfield area. Both are built on property that at one time was owned by relatives of Mrs. French. The Congregational Church of Birmingham, 1000 Cranbrook Rd. (at Woodward), is built on the aforementioned Bromley property. Pilgrim Congregational Church on Adams Road (built in 1965) is on the easterly portion of the Walter Thompson property. This part of the Thompson property was used as a cornfield. I believe that Pilgrim was created as a result of a split with the older church on Cranbrook Road.

Gangster Rumors: A popular story circulated at cocktail parties (and even among children) is that gangsters once occupied the *Eastover* estate at some time. More specifically, the story generally states that the infamous Detroit "Purple Gang" made *Eastover* their headquarters for a number of years. I clearly remember being told at a neighborhood get-together shortly after we moved here in 1975 that the Purple Gang had their headquarters in one of the old mansions along Adams toward Big Beaver, and that there were underground tunnels connecting more than one of the large old homes. These tunnels were, supposedly, used for secret communications among the gang members.

Mrs. French could not substantiate any such rumors, although she too has heard them. She said that one of the occupants had extremely bad taste in decorating. Among other atrocities, this owner covered the Pewabic Tile fireplace facing with wood paneling and installed a lot of

gaudy red wall coverings. She also believed that it was this "gangster" occupant who added on the concrete veranda (patio) that wraps around the north end of the house, from the main entrance to the back door.

I asked both Helen Kaiser (who grew up in the nearby *Strandcrest* house) and Dorothy Hilty (next door neighbor to *Eastover*) for their recollections of the infamous Purple Gang occupation of the Thompson house on Kensington Lane. They indicated that the "Gang" was only a short-time (a few years) occupant of the house, probably in the 1930s. They recall noticing the large number of single beds that were moved into the house - obviously not a normal family set-up. They do not remember that the gang was involved in violating Prohibition through trafficking in alcohol, but, rather, they may have been implicated in the death of a Detroit judge.

An unsubstantiated story that I heard from Dorothy Hilty was that, while the "gangsters" lived in the Thompson House, either a maid or a butler was found drowned in the pond on the property.

(1921-1930) Douglas and Imogene Davis

Douglas M. Davis and his wife Imogene G. Davis bought the property in 1921. Mr. Davis was a manager in a lumber company, according to the 1926 Birmingham City Directory. His property is still listed as *Eastover* in the City Directory

The Davises constructed a large fence around the property to contain their horses.

(1930-1937) Gladys Kuhn

(1937-1940) R. Nadel

Ralph E. Nadel (Nadell?) and his wife Esther acquired *Eastover* in 1937. Mr. Nadel was the general manager of Eckhardt & Becker Brewing Company, Detroit.

In an interview, William Bone, who grew up in the Schooley house (*Eastbourne*), indicated that the Nadels had a substantial fence or wall around the *Eastover* property. The foundation that can be seen along Adams Road still today may be proof of this fence. Mr. Bones said he remembered the Nadels kept some Doberman dogs to protect the property.

In March 1938 and again in April 1940, recorded transactions in the Register of Deeds office show transfers of property ownership from R. Nadel to a fund named the "Children's Fund of Michigan." I have not found out yet what this fund was. It is a subject for further research.

(1940-1953) Sam and Minerva Israel

On July 20, 1940, Sam Israel and his wife Minerva acquired the *Eastover* estate and its 21.65 acres from the Children's Fund of Michigan. Three days later he obtained the 8.38 acres between his estate and Big Beaver Road from an Esther Berman. This made his total property holdings 30.03 acres, which was the original size of the *Eastover* estate in its first couple of years, before Walter Thompson sold the southerly 8.38 acres to his brother-in-law, F. B. Bromley.

Mr. Israel was a wholesale florist whose business was located at 2111 John R. in Detroit. While Mr. Israel lived at *Eastover*, he planted a large number of evergreen trees along the lane leading into the house from Adams Road. These trees can be clearly seen in the 1949 aerial photograph of the Section made by Detroit Edison. A few of the trees remain today along the north side of the main driveway entrance to Pilgrim Congregational Church. The route of the first hundred feet of the drive today is just where it was when Mr. Israel planted his trees.

An ugly anti-Semitic act occurred against Sam Israel while he lived at *Eastover*. There was a large iron fence along the Adams Road property line at that time. Two large stone pillars marked the entrance to the lane. One can clearly see the foundation for this fence and the pillars today while walking on the sidewalk past Pilgrim Church. One night someone slaughtered a pig and threw the dead pig and its blood against the Adams Road entrance gate.

Mrs. Israel divorced Sam and married Bud Lockhart, a local resident who had been employed by Sam. The Lockhart Family at one time lived in a house along Kensington Road that shows up in one of the Strand photos from the '30s. [Note?] In 1948 Mrs. Israel took over ownership of the property from the estate of Sam Israel.

(1953-1956) Cecil B. McCann

Cecil B. McCann acquired the property in 1953. Whereas Sam Israel built up the property to its original thirty-plus acres, Mr. McCann sold off sections of it for the development of two new subdivisions in 1954. The subdivisions were Hickory Hollow (9 acres) and Bloomfield

Adams Manor (9.5 acres). See the history of these subdivisions in Chapter 8 for more information.

(1956-1958) E. W. Klapproth

In June 1956, Mr. and Mrs. E. W. Klapproth purchased the remaining 12.5 acres from Cecil B. McCann. In December 1957 the Klapproths sold a .978-acre piece on the south side of the property to Atkins Builders. Today this property (787 Ivy Lane, Markee's) appears as if it is just another lot in the Bloomfield Adams Manor Subdivision. It is not. It was sold later to a different developer. This was probably because this particular plot contains a large subterranean well. It may originally have been the main source of water for the *Eastover* estate, or possibly it was built by Sam Israel in the '40s to irrigate his flower gardens. Further research is required on the subject of this well.

(1958-1965) R. J. Koch

Robert J. Koch and his wife, Stella Ragan Koch, bought the house and remaining 11.5 acres from the Klapproths.

(1965-1968) Phillip Stevens Building Company

At the same time Phillip Stevens (Builders) acquired the *Eastover* property, his father, developer Harry Stevens, was buying the *Adams Castle* estate just up Adams Road a few hundred feet (see the description of *Adams Castle* later in this chapter for more on Harry Stevens).

In December 1965, *Pilgrim Congregational Church* purchase 4.0 acres along Adams Rd. from R. Klapproth (Lib 4828, pg. 433). (See Chapter 8 for more on Pilgrim's history.)

(1968-1969) Lorimer Land Corporation

In January 1968, Mr. Stevens sold the remaining 7.49 acres that front on Kensington Lane. Lorimer developed the *Gloucester Square* subdivision (a.k.a. Kensington Lane) in 1971. The *Eastover* house and the three lots on which it stands was sold to Dr. Donald B. Wallace in September 1969.

During development of the subdivision, the sizable pond that existed for many years between the main house and Kensington Road was filled in. The spring that fed the pond still flows, however. One can see it draining out of the Kensington Lane subdivision, under Hickory Bend and into the Rouge right at the Kensington Road Bridge.

(1969-1977) Dr. D. B. Wallace

As a result of a divorce settlement and bankruptcy action, the *Eastover* house went over to Michigan National Bank in 1977.

(1977-2000) Thomas and Gail Gossett

The following account of the more recent history of *Eastover* comes from an interview I had with recent owner, Gail Gossett.

Thomas and Gail Gossett bought the "Thompson House" in October 1977. They spent several months renovating it and moved into it in 1978. They were actually introduced to the house by one of their sons. It had become known in the area as a haunted house. The house had been vacant for a couple of years after the separation in 1975 of Dr. and Mrs. Donald Wallace. The windows on the ground floor had all been covered with plywood. Local children and teenagers had discovered ways to crawl into the house and had been randomly trashing it. For a while the police were being called almost nightly to investigate activity in the house. The neighbors were very concerned and were anxious for a resolution to what was becoming very much an eyesore.

The bank that held the mortgage to the house was not actively seeking to market it. However, the Gossetts pursued the purchase until it was completed in October 1977. No one knows for sure how close the bank was to having the house torn down and new smaller homes built.

The exterior of the house was in reasonably good shape. The major work had to be done on the interior where most of the vandalism had occurred. For example, the house had not been winterized when the Wallaces abandoned it in 1975. As a result, all seventeen radiators had cracked and all of the toilet bowls broken due to freezing. Thomas Gossett scoured the Detroit area for radiators to replace the broken ones in the house.

Gail was told that an underground tunnel had existed from the basement of the house to the out buildings. However, she and her husband found no evidence of such in the basement of the house.

The garage currently to the immediate east of the house is not part of the original complex. The Gossetts built it after they acquired the house matching the architecture of the house.

A gravel lane led through the length of the property from Adams Road to Ball Line Road (now Kensington Road). The original address of the house was 5395 Kensington Road. The current drive that passes by the front of the house, around the north end, and back to Kensington Lane between the house and garage essentially follows the path of the original drive that went from lane to house. The Gossetts installed the bricks in the section of the drive between the house and the garage. They came from an old street in Highland Park just off Woodward near the Sears store, and from the "Slaughter House" in Detroit.

The Purple Gang Rumors: I asked about the rumor that the Purple Gang had at one time lived in, and used, the house as their headquarters. Gail had heard the same rumors but could not confirm them. She does recall that Mrs. Hilty had told her one day, while the Gossetts were working to clean up the yard, that gangsters had occupied the house for a short time. Mrs. Hilty recounted the tale that the gang had threatened to shoot her cow(s) if they continued to wander into the grounds. In fact, one day they actually did take a shot at one.

I told Gail that I had heard that there are steel boilerplates built into the house under the flooring between the basement and the first floor. She was not aware of any such boilerplate.

Newspaper Article on the Gossetts' House: An article about the Gossetts' restoration project appeared in the May 10, 1980, *Oakland Press*, written by Jody Headly. There was also an article in the *Eccentric* at one time.

(2000 – 2010) Jeff and Katie Scott

In November 1999, my daughter Julie noticed a "For Sale" sign on the property. She called the Weir Manuel Real Estate firm that was handling the sale and learned that the price was listed at \$1,150,000. The actual selling price was \$1,062,000. On 13 March 2000, the Scotts became the next in a long line of owners of *Eastover*.

In May 2009 I noticed a "For Sale" sign by Max Broock Realtors, Kathy Broock, agent. I contacted Kathy and sent her a copy of this brief history of the House. The listing price was \$1,999,990.

(2010 – Present) Jeffrey and Colleen Freeburg

On 5 December 2010, I noticed on my walk that the "For Sale" sign was no longer on the lawn. I checked the Bloomfield Township Assessing Dept. web site and learned that the property had sold on 08 November 2010 for \$720,000. The new owners are listed as Jeffrey and Colleen Freeburg.

Eastover

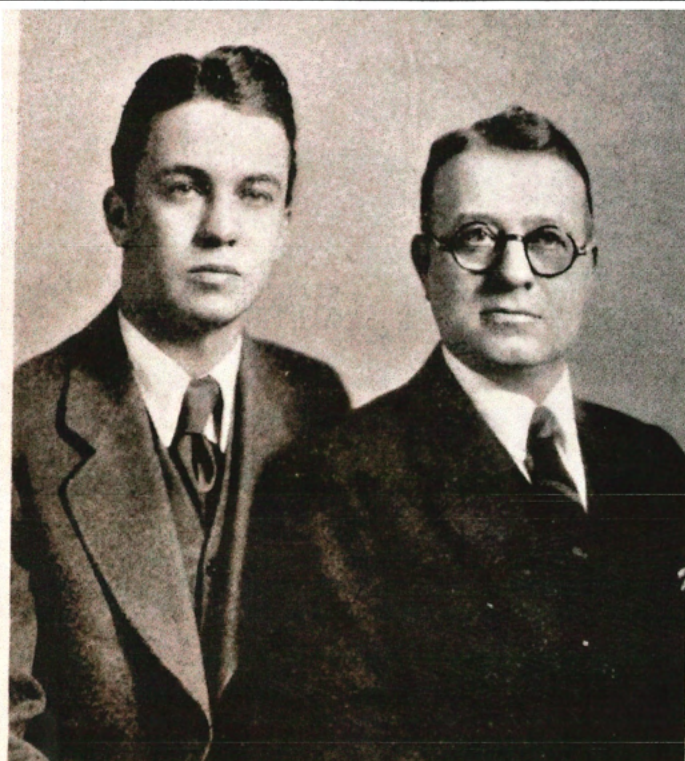


The Afterglow, June 1927, pg. 8



Christmas Card – Dec 1915

Eastover - continued



Walter Thompson & Son
The Afterglow, Feb. 1926, pg. 12



Bachrach
Miss Barbara Thompson, daughter of Mr. Walter Thompson.



D. D. Spedman
Miss Jane Thompson, daughter of Mr. Walter Thompson,
a popular member of the young Hills set.

The Afterglow, July 1925

BURROUHCROFT

The John H. Buckberrough House and Property
3081 N. Adams Road



The John H. Buckberrough house was the oldest existing structure in Section 24 of Bloomfield Township when I began my study years ago. The only possible rival for oldest structure is the Jacob Baumann house on Wattles Road. Both were built circa 1906-1908.

(1906-1949) John H. and Clara Buckberrough

Oral tradition has it that John Buckberrough emigrated from Canterbury, England, as a young man. He purchased a fifteen acre parcel of land from Fred Mallender in August 1906. The property fronted on both Adams and Ball Line (Kensington) Roads. He built his house shortly after purchasing the property. The house is unlike any of the other estate houses described here in that it faces to the south and Big Beaver Road.

Prior to Mr. Buckberrough's acquisition of the property, Solomon Caswell and his son George had used much of it as an orchard. George had a house directly across Adams Road from the Buckberroughs. His house was built in 1832 and was moved in 1965 to the Troy Historical Center when the North Hills Reformed Church was built right where the house used to stand. Remnants of the orchard can still be seen along the lane from Adams to the Buckberrough House.

The 1927 Birmingham Directory lists the Buckberroughs and identifies their "estate" as *Burrough Croft*. The word "croft" comes from an old English word that meant "hill, field among dunes, or a small enclosed field, or farm often worked by renters." The Buckberrough house is certainly built on a hill on sandy gravelly soil, if not exactly dunes.

John H. Buckberrough, Biography: As mentioned above, it is believed that Mr. Buckberrough emigrated from England as a young man. His employment record in the Cranbrook Educational Community Archives and Historical Collection sheds some information on his professional career.

- 1908-1918 Detroit Edison Co., Engineer and Chief Draftsman
- 1918-1927 First State Savings Bank, Teller

- 1927-195X Cranbrook Educ. Community, (Civil) Engineer

Mr. Buckberrough died in 1955.

Dispersing the Original Fifteen Acres: John Buckberrough originally purchased fifteen acres of land. He disposed of all but 1.45 acres (10 percent) of the land by the time he left *Burrough Croft* himself in 1949.

The first sell-off was a short four years (1910) after he first acquired the land. He sold 7.319 acres from the westerly portion (almost half) to Walter Thompson, who was building up his estate, *Eastover*, described in the preceding section.

In 1925, Mr. Buckberrough sold 4.38 acres on the northern side of his property to Arnold Thomas Schooley. This again cut his holdings in half. See the following section for a description of the Schooley estate, *Eastbourne*.

In June 1936, Clara C. Schwarze, a widow, and her son Bruce, purchased 1.28 acres from Mr. Buckberrough. This is an interesting plot of land. Although it is slightly west of the Buckberrough House and remaining property, the purchase included a lane, twenty feet wide and 460 feet long, leading from Adams Road to the lot and house. Mrs. Schwarze built a comfortable house there in 1937. Her daughter, Mrs. Dorothy Hilty, also lived in the house with her son after her husband died. Mrs. Hilty was a retired schoolteacher, having finished her career in 1980 at Harlan School just a quarter mile up Adams Road. Mrs. Hilty was a great source of information on the history of Section 24. For a number of years in the 1920s she and her family lived in a house on Kensington Road in what is now the Nantucket Green Subdivision. Her father was Herman G. R. Schwarze, who is listed in the 1927 Birmingham Directory as being an electrical engineer. His address was listed as Kensington Road. That house is no longer standing. Mrs. Hilty's house still obtains water from a well and has a septic system for sewage. She said, at the time I interviewed her in 1992, that the township would grant her the right to connect to the water and sewer services.

The final piece of the Buckberrough Property to be sold was a half-acre piece between the Buckberrough house and the Schwarze/Hilty House. This was sold to Bertram C. Schleicher in 1947. He built a contemporary style house there the following year.

When John Buckberrough had finished with these four sales of property, he was left with only 1.45 acres of the original 15 acres. The 1908 house still stands there today, facing south toward Big Beaver Road and directly into the back of Pilgrim Congregational Church.

(1949-1951) E. C. Adams

E. C. Adams bought the Buckberrough house and 1.45-acre lot in 1949. I have no further information on Mr. Adams.

(1951-1976) R. Ruhf and wife Sally

R. Ruhf and his wife Sally owned *Burrough Croft* for 25 years. Their possession was second in length of time only to John Buckberrough

(1976-1985) John and Linda Allman

John and Linda Allman bought the Buckberrough house from Sally Ruhf in 1976. In a telephone conversation, Mrs. Allman described the interior of the house to me. There is a great deal of heavy woodwork and paneling. The windows are deep set. The ceiling is made of tongue-and-groove wood planks. Some of the rooms have heavy, exposed wooden beams in the ceiling. A secret panel leads to a hidden stairway. Under the house is a "Michigan Basement" about five-and-a-half-feet deep with a dirt floor. The additional small cottage building on the property was built in about 1920 for one of the two Buckberrough sons, John, Jr., or Robert, who had returned to live with the family.

(1985-2022) Ralph & Jeanne Graham

Ralph Graham and his wife Jeanne purchased the original Buckberrough house in 1985. Mr. Graham was a Birmingham businessman. He owned the Orthogonality Shop on Woodward just north of Maple. The Grahams did not reside in *Burrough Croft*. They have rented it out ever since they purchased it. They lived in the Schleicher house (built 1947/8) right behind (west of) the original house.

(2013 December)

The House was demolished. I was allowed by Jeanne Graham to take both interior and exterior photographs a couple of days prior to demolition.

EASTBOURNE

The Arnold T. Schooley House and Property
3195 N. Adams Road



Arnold Thomas Schooley and his wife Joselynn purchased 4.38 acres of land from John H. Buckberrough in March 1925. They built a beautiful house on the property facing Adams Road but set back some distance.

(1925-1936) Arnold T. and Joselynn H. Schooley

I know almost nothing about the Schooley Family. However, Mr. Schooley is listed in the 1926 and 1927 Birmingham Directories as being a C.P.A. The name given to the property was *Eastbourne*. This is not to be confused with *Eastover*, which was the name for the Walter Thompson property nearby.

(1936-1986) William Bones family

William L. Bones, a salesman for the Co-Van Company, bought *Eastbourne* from the Schooleys in 1936. The property remained in the Bones Family for fifty years. This qualifies them as the family with the longest time of ownership of any of the estates on Adams Road in Section 24. Three other owners held their property for over forty years: John H. Buckberrough, Carl A. Strand and George E. Phillips. Based on the extended period of ownership, the house should by rights be referred to as the "Bones House," as do most residents who knew of the Bones family.

Mr. and Mrs. Bones raised two children in their home on Adams Road: John and William (Bill). I received most of my information from a telephone interview with Bill Bones.

The record on the Bones property from the 1938 "Rural Properties Inventory" indicates that the "back" 2.0 acres of the land was in use as an orchard. The 1949 Detroit Edison aerial photograph of the area shows much of the orchard still to the west of the main house.

I was told that the date the house was constructed is etched in the wall of the basement cold storage (or root cellar) area. My wife and I made a brief tour of the house in 1991 when it was opened for potential buyers, but I failed to take note of the date. However, the township

assessor's office records and the Register of Deeds property transfer records indicate a 1926 date.

(1986-1991) Ralph Graham

William Bones died in 1980. Mrs. Bones continued to live in the house until 1986. At this time the property was sold to a neighbor, Ralph Graham. Mr. Graham's efforts to assemble the various pieces of Mr. Buckberrough's acreage are described in Chapter 8. During the real estate sale open house in 1991, I saw the plot plan displayed for potential buyers. It showed the main house retaining the entire frontage on Adams Road (1.372 acres) except for a narrow strip on the south side for an access road. The back parcel of 2.785 acres, however, is shown subdivided into three building lots (see the description of this project in Chapter 7).

(1991-20XX) James A. Loprete

The house itself on the 1.372 acres was sold in 1991 to attorney James H. Loprete.

(20XX-2024) Franklin and Rachel Lent

The owners at the time of this article are Franklin & Rachel Lent

ADAMS CASTLE

The Harry A. Stormfeltz Property
3223 N. Adams Road



Adams Castle is one of the most recognized landmarks in Section 24. I frequently use it as a point of reference when describing where I live. I say that *Adams Castle* is "adjacent to my backyard." Nine times out of ten the person listening knows exactly where the Castle is and, therefore, where my house is located.

One may wonder, as I did, at the origin of the name. I asked Marian Stevens, who, with her husband Harry owned *Adams Castle* from 1965 through 1976. She said that she was not certain but referenced the connection between the word "Castle" and the man who first purchased the S.E. 1/4 of Section 24 in 1821, Lemuel Castle. This may just be an interesting coincidence but it makes good reading. It is likely that the "Adams" in *Adams Castle* is simply from the fact that the structure is located on Adams Road. However, Mrs. Stevens made reference to John Quincy Adams (U.S. President 1825-1829) having signed property ownership records for our area. She believes that Adams Road may have been named after the president and the Castle after the road. See Chapter 5 on the roads in our area for more on the naming of Adams Road.

Description of the property

Adams Castle originally rested on 10.96 acres of land that Mr. Stormfeltz acquired from Carl Shepherd in 1926. The property was only 328-feet wide but ran from Adams Road on the east to Kensington (Ball Line) on the west. There was an entrance to the property from both Adams and Kensington Roads. The stone pillars that now mark the imposing entrance to the remaining 2.24 acres at the end of Adams Castle Drive were originally constructed at the entrance lane from Adams Road. Harry Stevens moved them to their present location when he subdivided the property. At the Kensington Road (rear) entrance to the Castle property, one can still see the fieldstone gateway right at the edge of the road just a few feet north of the Rouge River. In 1995 repairs were made to these pillars, which had begun to crumble. Although the lane that led from Kensington Road is no longer visible, there is a fieldstone and concrete bridge over the Rouge River in excellent shape, over which the lane passed. At one time the river was apparently dammed to form a small lake on the property. There is no sign of the lake today.

When viewed from my property, and also from Adams Road, it is apparent that the Castle rests on ground that is a little lower than the surrounding terrain. The reason for this is the special use the land was put to prior to the building of the Castle. In 1911, T.C. Williams, the owner at that time, leased the area of the Castle property to the Village of Birmingham for use as a gravel pit. It was used for this purpose until 1922, when Carl E. Sheppard (owner), George E. Phillips and John H. Buckberrough (neighbors to north and south, respectively) mutually agreed that the excavation for earth and gravel should be curtailed. In the legal agreement they recognized the value of the property for "high class residential" use. All agreed to cease excavation except for what might be needed to improve their private adjoining property. They also agreed to smooth down the bands of the current excavations. Only five years later the Castle was built on the onetime gravel pit.

(1927-1946) The Harry A. Stormfeltz Period

Adams Castle was built in the mid-1920s by Harry Stormfeltz and his wife, Myrtella, at a cost estimated to have been over a million dollars. While they lived there they called it "Harmyr", a combining of the first three letters of each of their first names. It took three years to build, and was completed about 1927. Mr. Stormfeltz is said to have come to Michigan from the South as a youth on a cattle train. He became a prominent real estate dealer and co-owner of Stormfeltz-Lovely Real Estate. Mr. Stormfeltz engaged one of the leading architects of the time, Richard Marr, to design the Castle. The thirty-two-room structure is patterned after an English country manor, or a French castle-style home. Many materials used in its construction were imported from Europe. There are seventeen rooms on the first and second floors, eight rooms in the basement, and other rooms in an apartment over the attached three-car garage. The Castle was constructed at exactly the same time that the famous Dodge estate, *Meadowbrook Hall*, was being built, a few miles north on Adams Road. Both *Adams Castle* and *Meadowbrook Hall* remain as reminders of an age of affluence that died with the Great Depression that hit the country and the area just a couple of years after they were built.

The Castle was built at the end of an age of great prosperity. This was especially true for the real estate business in which Mr. Stormfeltz became a multi-millionaire prior to the Depression. Even though he was able to finish the Castle construction, according to eyewitness accounts of people who lived in the area, the grounds of the property suffered from neglect. Proper landscaping for a structure of such magnificence was not completed until many years later. It is also said that he had to auction off the furnishings of the Castle just to live. The Stormfeltz family continued to live on the property until 1946, almost twenty years. According to

two individuals who grew up in the neighborhood of the Castle, two Stormfeltz boys lived in the Castle with Mr. and Mrs. Stormfeltz. They were considered rough characters. They had beards, wore leather jackets and drove motorcycles. They were considered undesirable characters to be avoided.

(1947 -) William A. Shaver

The 1947 Birmingham City Directory lists William A. and Helen W. Shaver as the residents and owners of the Castle. A Kent P. Shaver is listed as a renter. William Shaver's occupation was listed as a sales engineer for Stewart Warner Corporation. This entry in the 1947 City Directory is the only reference I found to the Shavers owning the Castle. Other accounts that I have read show the property going directly from Stormfeltz to Paysner.

(1946-1965) Dr. H. A. Paysner and the "ZZZPT, ZEKES"

Dr. Harry A. Paysner and wife Rose purchased the Castle from the Stormfeltz family in 1946. Dr. Paysner was a physician. His office was located at 13700 Woodward Ave., Hazel Park. Jon Holcomb (a former owner of *Strandcrest*) told me he had heard that Dr. Paysner paid only \$25,000 when he bought it from Mr. Stormfeltz. He rented the Castle to a group of twelve to fourteen bachelor engineers (either Chrysler or General Motors) from 1946 to 1956. For the eleven years that the Castle was rented to the group of bachelor engineers, it was the site of many well-known social events staged by the residents.

According to folklore, there was a listing in the local phone directory for 1948 for "Zek Zypt" that gave the phone number of the Castle. Being the last entry in the directory made it easy for individuals to find the phone number to call a colleague to come pick them up from a night of revelry. An interesting event occurred in November 2002, when I was looking up some phone numbers to confirm them for the "References & Sources of Information" section of this book. By chance, I noticed the last recorded residential listing was for "ZZZYPT, Zeke." As this was so close to the rumored listing for the residents of *Adams Castle* from 1946-1956, could it be that, after almost fifty years, there could be a connection? I called the number listed and was delighted to have someone answer on the first attempt. After some initial wariness, the man who answered told me that indeed there was a direct connection, although it predates the *Adams Castle* bachelors. As he told it, the name originated with a similar group of bachelors in the 1940s for the reason stated above. These men were architecture and engineering coop students who lived together at the University of Detroit. Many later became associated with Yamasaki Associates architectural firm in Rochester Hills. At some point, an acquaintance of this group who was living

in the Castle asked if he could use the name for their group. Use was granted. After 1956 when Dr. Paysner chose to occupy *Adams Castle* with his family, the list-ending name was used by one individual who later passed it on to the present user, who told me on the phone, "The legacy lives on."

During this lively period, *Adams Castle* was also known, informally, as "Megalo" or "Megalo Mania." This name was coined by the bachelor engineers who lived in it during this period. The name fits since it comes from the term Megalomania, a mental disorder characterized by delusions of grandeur, wealth, power, etc. – 1) a passion for doing big things; 2) a tendency to exaggerate. Jon Holcomb told me that a friend of his at Chrysler, who had lived in the Castle for a while, told him that the residents called themselves "megalomaniacs." For some time, even after the Castle was no longer used as a boarding house, the Megalomaniacs would have a reunion about every five years. It is said that Harry Stevens (when he was still living) was generous enough to let the Megalomaniacs use the Castle as the site for their reunions.

The engineer residents had at least one famous invention. It was a scheme to use a self-propelled lawnmower to do large sections without human intervention. This was done by sinking a stake into the center of the area to be mowed. Then the mower would be attached to a long tether and set in motion. As the mower wrapped itself around the central stake it would gradually shorten the tether. The grass would be cut in a spiral manner.

Tradition also has it that the apartment above the attached three-car garage was made available to each resident and his new bride to use for the first few months of their marriage while they got their feet on the ground and searched for a more suitable residence.

I interviewed Dorothy Sevald in 1993. She lived immediately to the west of the Castle on Hickory Bend, said that she and her neighbors jokingly referred to *Adams Castle* as "the Home for un-Wed Fathers." The reason for this, Mrs. Sevald said, was the occasional "reunion" of prior residents. They would return for parties with their new wives and babies. The Hickory Hollow residents would gaze up on the back lawn of the Castle to see a large collection of baby carriages and playpens lined up while the fathers hit golf balls from the hill down into the low ground along the river.

From 1956 to March 1965, Dr. Paysner actually lived in the house with his family.

(1965-1976) Harry W. Stevens and the Subdivision of the Property

The third owner of the Castle was Harry W. Stevens and his wife Marian. Mr. Stevens was a well-known developer in the Birmingham-Bloomfield area. One of his major projects which all of us in Section 24 visit regularly is the Adams Plaza shopping area on the east side of Adams between Maple and Lincoln. Harry died in 1978 but his wife Marian was living in Dearborn in 1993 and was gracious in providing me with some of the background material for this section. On a personal note, we actually bought our house from Harry. He was living in the Castle in 1974 when he bought our house from the first owner, fixed it up a bit and sold it to us in January 1975, for a profit I am sure.

When Harry bought the Castle in 1965, all 10.96 acres of land were still intact and part of his acquisition. Shortly after he purchased it, Harry sold a portion of the property between the Castle and Kensington Road to William Pulte, to be included as an addition to the large Nantucket Green Subdivision he was building adjacent to the Castle on the north. Harry also subdivided the property between the Castle and Adams Road into ten lots. These two actions left the Castle sitting on 2.24 acres of land out of the original 12.4. I have heard it said that Mr. Stevens was able to cover the entire cost of the Castle and 10.96 acres of property with the sale of the ten acres to be used for new houses. Thus he ended up with the Castle on 2.24 acres for nothing. Chapter 7, "Growth of Subdivisions," contains more information on the development of the *Adams Castle* and Nantucket Green Subdivisions.

While Mr. and Mrs. Stevens lived in the Castle for eleven years with their family, one daughter and two sons, many improvements were made. A modern kitchen was built to replace the original. Detroit city water and sanitary sewer replaced the well and septic field. A new gas boiler for the heating plant was installed. The lane from Adams Road was paved and is now Adams Castle Drive, with five lots on each side.

The Stevens were generous with their house and often opened it for the public to visit on special occasions. We had the good fortune of having a private tour from Harry and Marian shortly after we purchased our house from Mr. Stevens.

(1976-2017) Mr. D. J. Bortz Acquires the Castle

Donald J. Bortz, president of Bortz Health Care Facilities, Inc., had first noticed *Adams Castle* as a young man in the late 1940s. He had returned from service in the Second World War and occasionally spent time helping out at his father's stable. The Don-San Stable, named after his father Donald Bortz and his sister Sandra, was located two miles north of the Castle on the west side of Adams at Westview, where Beautiful Savior Lutheran Church is today.

One day, while driving south on Adams from the stable, Donald saw *Adams Castle* for the first time. At this time (up to 1947), the Castle was still occupied by the original owner, Mr. Stormfeltz. Young Don Bortz was so taken by the Castle that he forgot his errand, went back to the family stable, picked up his mother and brought her down to view the Castle. He recalls telling her at the time, that, if he ever had the money, he would someday buy the Castle for his house.

Almost thirty years later, in 1976, Mr. Bortz was indeed in the market for a grand house for his young family. In 1976, he was considering two possibilities - *Adams Castle*, and the James S. Couzens house in the Wabeek area. Both of these houses were built circa 1927, just as Meadowbrook Hall was. Even though *Adams Castle* had been his first love thirty years earlier, he was concerned about the small amount of property (2.24 acres) that remained of the original 10.96 acre Stormfeltz estate. Despite his concern, he had had some discussions with Mr. Stevens about the possibility of buying the property. The small amount of property with the Castle caused Mr. Bortz to make his first serious offer on the James Couzens house in the Wabeek area on Long Lake just east of Middlebelt Road.

The deal on the James Couzens house fell through when Chrysler Real Estate raised the price significantly at the closing meeting. The next day, Mr. Bortz got a call from Harry Stevens, who asked him if he still was interested in the Castle. A marathon negotiating session between Donald Bortz and Harry Stevens took place on Mothers Day 1976 in the library of the Castle. Don recalls that the meeting lasted from 2 until 11 p.m. with neither the seller, nor the buyer budging on the price. He remembers Mr. Stevens' initial asking price to be approximately \$475,000. Finally, the deal was closed (for considerably less) and Donald J. Bortz became the fourth owner of *Adams Castle*.

The Bortz family made extensive improvements to both the interior and the exterior of this landmark structure. It is always beautifully lit for the year-end holiday season. A large swimming pool was installed to the west of the house. Many large trees have been planted along with other major landscaping. Particularly appealing is the circular drive of paving blocks that placed the earlier asphalt drive that leads in from the Adams Castle Drive cul-de-sac.

Donald and Val Bortz frequently used their Castle for entertaining large groups. Their holiday party for friends and business associates was always a grand event. It is reminiscent of the lifestyle that I am sure Mr. Stormfeltz envisioned when he built the house at the end of the "Roaring Twenties." He never saw the full glory of his dream house. The Bortzes have created it

fifty years later .

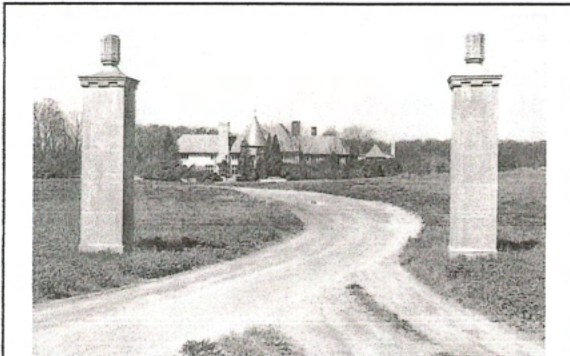
(2017- 2021) Sam and Zeinab Salami

(2022 – Present) David Reemmer Trust

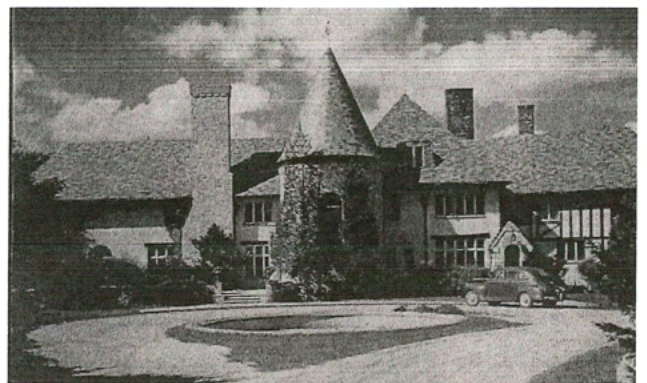
Purchased for \$2.7 million.

Adams Castle

(Source: Bob Neal Photo Album, former resident)



Drive to Front from Adams Rd.



Front (East) Elevation



Rear Elevation



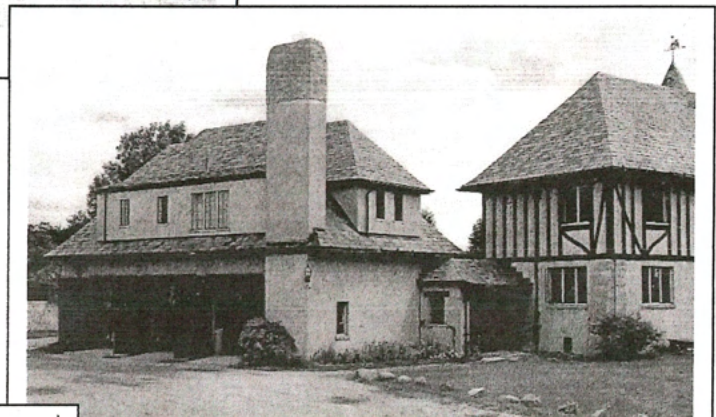
South Elevation

Adams Castle - continued

(Source: Bob Neal Photo Album, former resident)



Front Door



3 Car Garage with Apartment above



Circle Drive, Front Door and Garage



Rear Terrace

Adams Castle - continued

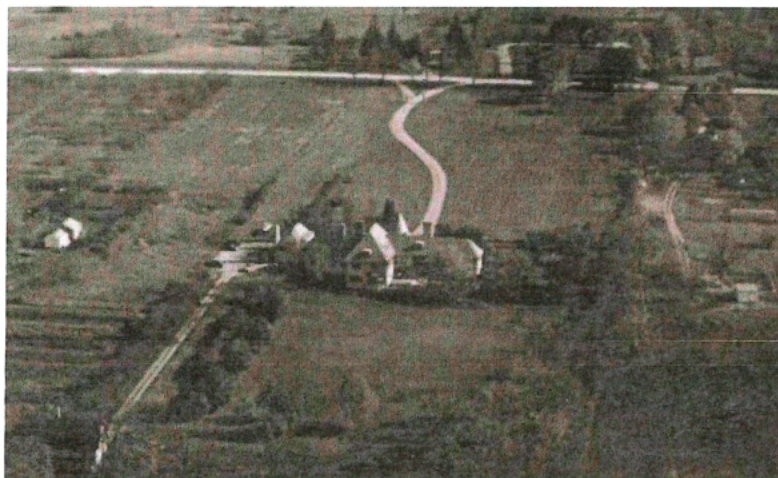
(Source: Bob Neal Photo Album, former resident)



Front Elevation ca. 1948



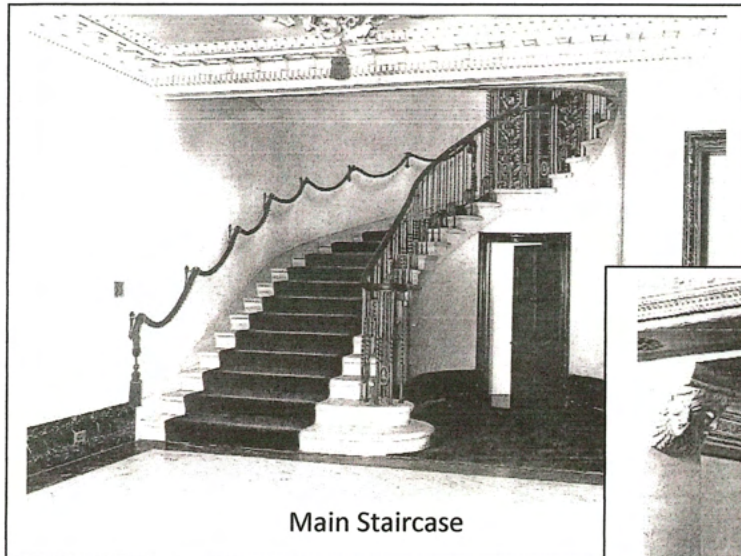
Aerial Photo (Front) ca. 1948



Aerial Photo (Rear) ca. 1948

Adams Castle – continued

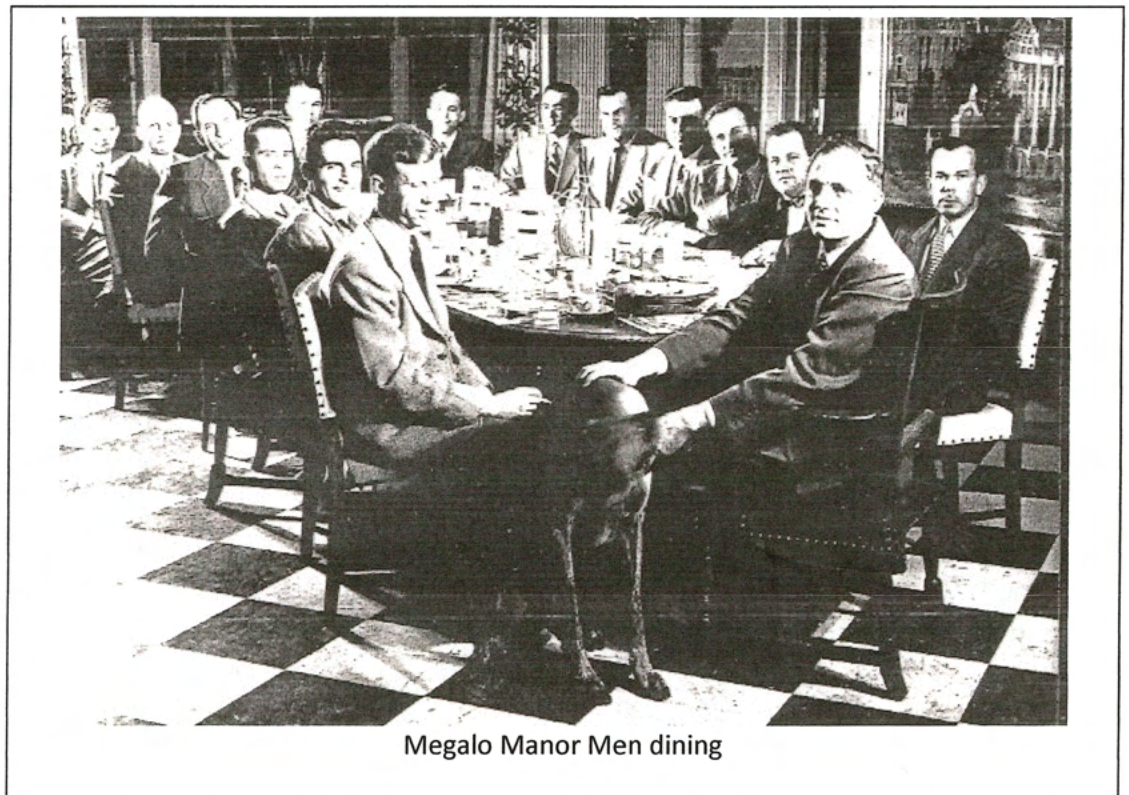
(Source: Bob Neal Photo Album, former resident)



Main Staircase



Basement Game Room



Megalo Manor Men dining

STRANDCREST

The Carl A. Strand House
911 S. Shady Hollow Circle



(1924-1965) Carl A. Strand

Carl A. Strand built this very elegant and imposing house in 1924 on 14.3 acres of land purchased from Carl Shephard. At the time Mr. Strand built this house, a major portion of the property adjacent to Adams Road was an apple orchard. This house stands today in the midst of the Nantucket Green Subdivision along with the older Phillips House, described next in this chapter. There have only been four owners of this house:

Carl A. Strand, Biography: Carl A. Strand was born in 1883 in White Cloud, Michigan. He moved to Dearborn as a young man. He later moved to Highland Park, and then to Bloomfield Township in 1924, where he built his house off North Adams Road. He lived there with his wife Pauline and two daughters until he sold the house and property to developer William J. Pulte in 1965. He and his wife then moved across Adams Road to Troy. Mr. Strand died in March 1970.

- Businesses of Carl A. Strand:
 - Worked in Grand Rapids lumber yard at age 14
 - Purchased a small Detroit lumber yard in 1913
 - Owned a steel business (Stran-Steel) with Henry Beulow
 - Created a nine-piece (slab) steel garage door business. (This became Berry Door and later Stanley Door. Mr. Berry had worked for Mr. Strand.)
- Inventions of Carl A. Strand:
 - First standardized window sash and door sizes
 - Stran-Steel (open web steel joist) for home and office construction instead of wood
 - One piece overhead (steel) garage door
 - Quonset Hut building made famous in World War II
 - Experimentation with fiber glass for bathtubs
 - Decorative cupolas for garages and ranch style houses

Mr. Strand exhibited a Stran-Steel home at the 1938 Chicago World's Fair, for which he was awarded a first prize.

Recollections of the Strand House and Property: Carl Strand was advised by his doctor to move from Highland Park to a more country-like environment for his personal health. He spent many Sundays on drives through Oakland County with his wife and two daughters (Helen Kaiser and Margaret Van Hartsveldt) looking for the right place to buy and build. In 1922, Mr. Strand acquired 14.3 acres of land that ran from Adams Road west to, and including, a portion of the Rouge River. The property was purchased from Carl Shephard. That summer, he and his family moved into the summer house that the Shephards had built years before. It was located on the east side on the Rouge River as it flows through what is now Nantucket Green subdivision.

The buildings of Strandcrest: Mr. Strand first build a large barn (garage) and then the main house. The house still stands as 911 S. Shady Hollow Circle. The barn was located near the house to the northeast. At one point, the barn was converted into a couple of very nice living units that Mr. Strand rented out. A caretaker's house was also already in existence on the property from the days when Carl Shephard owned the estate. It was situated just east of the barn. The 1947 Birmingham City Directory lists three individuals as renters at the Strand address. These probably occupied the caretaker's house and the two garage apartments. One renter was a Ralph Manuel. This may have been the same person who founded the Birmingham based Ralph Mauel Associates realtors. Another renter couple was Pat and Irene Morgan.

Mr. Strand called his estate *Strandcrest*. The 1927 Birmingham Directory lists Carl Strand as being an executive in a lumber company, and identifies his property with the name "Strandcrest." The girls called it "The Farm." When he sold the property to William J. Pulte in 1965, he had hoped that one of the streets in the new subdivision would be named "Strandcrest."

Native American Artifacts found on the Property: Helen (Strand) Kaiser, Carl Strand's daughter who I interviewed in 1992, was a teenager when the house was being built. She remembered that large draft horses were used to dredge out the hole for the foundation. She would sometimes ride on the backs of these horses as they worked. During the excavation, Helen remembers that a number of Indian arrowheads were unearthed. However, she does not know where this collection of artifacts is now (see also Chapter 7 for a description of the discovery of the remains of two Native Americans by the Pulte crew near the Strand House in 1965).

Swimming in the Rouge River: At that time there was a pond suitable for swimming near the Shephard house. It was formed by a dam situated near a bridge over the river, built for the

Kensington Road entrance to *Adams Castle*. There was also another spring-fed swimming hole (pond) nearby, along the north side of what is now Kensington Lane, on the Thompson property *Eastover*. The overflow from the pond drained into the Rouge River right at Kensington. In fact, even though you cannot see any evidence of the pond today, you can see the drainage from the spring flowing under Hickory Bend Court and into the Rouge.

An Apple Orchard: The majority of the property was an apple orchard, as was the G. E. Phillips property adjoining on the north. Helen Kaiser recalls that for a few years the family would sell apples from a stand that they placed at the entrance to their lane on Adams Road. They stopped this practice, however, when certain government officials asked them to. It was felt that the cars stopping to purchase the apples created a potential traffic hazard.

Helen remembers that she and her friends often rode horses to Birmingham. At that time the streets in town were paved just for a short distance from the center of town.

The Views from Strandcrest: Mrs. Kaiser had many pictures taken by her father Carl Strand of his house and property, most of them taken in the 1930s. I have based my following observations from viewing these photographs.

The view **west** from the Strand house included one of the few houses down on Ball Line (Kensington) Road. This is where Helen's friend Dorothy (Schwarze) Hilty lived. Dorothy Hilty later lived in the home that her mother (Mrs. Herman Schwarze) built in 1937 at 3125 N. Adams. Mrs. Hilty was also been very helpful in giving me information about this area. Of special significance was the "abstract of title" for her property, which contained much interesting history.

Looking to the **north**, one could see past the barn to the Phillips House, which was built in 1919, prior to the Strand house.

At the time the Strand house was built, in 1924, the view to the **south** would have revealed two houses: the Thompson House, now on Kensington Lane, built in 1910; and the Buckberrough House, built in 1906, near Adams Road, adjacent to Pilgrim Congregational Church. By 1937, the same view to the south-southeast includes: the Schooley (Bones) House (1926); the Stormfeltz (Adams Castle) House (1927), and the Herman Schwarze (Hilty) House (1937).

The main entrance to the Strand property was a gravel lane that ran due east from a circle drive at the front of the house. This lane was lined on both sides with many rows of apple

trees of the orchard that existed there long before Mr. Strand built his house. The route of the lane was approximately along the back property line of the houses on the north side of S. Shady Hollow Circle and the south side of Thorntree Court. A few of the old apple trees still stand today in the yards of the houses that were built on the Strand property.

A picture of the Strand house was used as the cover page for the "Homes and Gardens" section in the *1928 Oakland Highways*, the annual report of the Board of Road Commissioners of Oakland County. The subtitle that went with the picture read, "Typical of the Modern Country Home - Hills District." This picture shows the house looking just as it does today, almost 70 years later, with one small difference. The house was built originally with three dormer windows in the roof over the main part of the house. These dormers are no longer in place. Helen Kaiser said a fire many years ago in the attic area damaged the roof enough to require it to be replaced (minus the original dormers). One can see what these dormers looked like as identical ones still exist in the north slope of the roof.

(1965-1992) John and Marilyn Shuler

In early 1965, William J. Pulte purchased the *Strandcrest* property from Carl Strand, as he was assembling the several pieces of property that would soon become Nantucket Green subdivision. At the same time, John and Marilyn Shuler were in the market for a new and larger home for their growing family. While discussing the possibility of purchasing one of the new houses to be built with Mr. Pulte, he showed them the old Strand House, sitting on the highest spot in the new subdivision. The house was structurally sound and exuded charm. However, it needed a great deal of upgrading and decorating inside and out. Mr. Pulte had been struggling with what to do with this house as he built his new subdivision. He offered it to the Shulers for about the same price as one of his new houses and lots, approximately \$35,000 to \$40,000.

Fortunately for us in the surrounding neighborhood, John and Marilyn decided on the elegant old house in need of repair, rather than one of the bright new tract houses being built all around it. It is a constant joy to me to be able to look out of my front window every day and see this beautiful structure standing on the hill above me. If John and Marilyn had not bought it, Mr. Pulte may have opted to demolish it and build one of the standard new houses in its place. The existence of this house, along with the Phillips House on Chain Bridge, only adds significantly to the value of our property.

The garage-apartment building that was part of the *Strandcrest* compound had been eyed by some of the buyers of the new Pulte houses in Nantucket Green as a potential

“community building” for use by members of the neighborhood association. However, this was not to be and the large structure was demolished along with the caretaker's house to make room for more new houses.

While living in *Strandcrest* for twenty-seven years, the Shulers raised a fine family of five children, who have all grown and moved away from the area. In 1992, John retired from Mechanical Heat and Cold, Inc. the commercial heating, cooling and building operations business his father originally started. His company has the contract to operate several of the Ford Land development properties in Dearborn - for example the Fairlane Plaza North and South complex that adjoins the Ritz Carlton Hotel.

Since their family had all moved away and they wished to move to a warmer climate, John and Marilyn put the big house up for sale early in 1992. It took only a couple of months for a buyer to appear. This was somewhat remarkable in the poor real estate climate of 1992.

(1992-2017) Jonathon and Brenda Holcomb

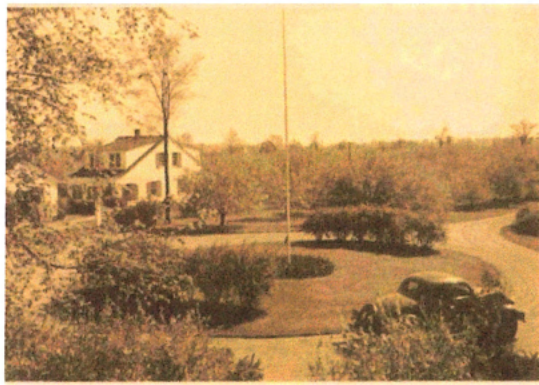
Jon and Brenda Holcomb were only the third family to own *Strandcrest* in its almost seventy-year existence. Jon and Brenda moved in just before Thanksgiving in 1992, from less than a mile north of here. They have three children: Bret, Matthew and Ashley. At the time they moved in, Jon was the Director of Sales for Chrysler in charge of Africa, Latin America, the Far East and the Mid-East. In 2000, Jon became the President of Chrysler Argentina and the family moved temporarily to Buenos Aires. The Holcombs gave the house the same degree of loving care that the first two owners did.

(2017 – Present) Philip and Kaylin Scott

Strandcrest Photos – ca 1935



RCOC Homes and Gardens - 1928



Circle Drive, Flag Pole & Caretakers House



Lane from Adams Rd. thru Orchard



Large Garage

Strandcrest Photos – ca 1935



Yard



View West toward River and (Relocated) Railroad



View South toward Adams Castle & beyond

THORNBROOK

The George E. Phillips House
5030 Chain Bridge Road
(3401 N. Adams Road)



(1919-1935) George E. Phillips

Dr. George Edwards Phillips built the house between 1919 and 1920. The Township Assessor's records have a penciled notation of "1910" for the year of construction, but this may have referred to one of the older buildings on the property, which is no longer standing. Dr. Phillips was the executive director of Herman Keifer Hospital in Detroit for 27 years. The 1927 Birmingham Directory lists Dr. George E. Phillips, and his wife Genevieve S., and identifies their property on Adams Road as, *Thornbrook*. This may have been the origin of the name of Thorntree Court in Nantucket Green.

The house was built on a thirteen acre piece of property that fronted on Adams Road and went back to and included a section of the Rouge River just before its western boundary. A dirt lane led from Adams Road to the north side of the house. The Phillips family lived in a bungalow that was built earlier (circa 1908) on the lane a little closer to Adams Road. Other outbuildings were built on the property for use as a guest cottage, stables, barn and housing for the workers who tended the Phillips' land, orchards and animals. The property between the main house and Adams was an orchard. It shows up as an orchard even as late as 1963 in an aerial photograph of the area. In fact a few apple trees still remain in the yards of the houses on either side of N. Shady Hollow Circle.

The dirt lane that led from Adams Road to the house was located approximately where N. Shady Hollow Circle runs today. Former owner Karen DiChiera pointed out a small hidden basement room under the porch on the north end of the house. This room is completely sealed off from the rest of the basement and can be seen only from the outside through a window under the porch. Karen believed that a tunnel led from this room under the dirt lane to a house (no longer there) a short distance to the north on the lot now occupied by 741 N. Shady Hollow Circle. The house that stood on the estate just north of the Phillips house was destroyed by fire sometime in the '20s or early '30s. The work done by William Pulte to carve out the roads in Nantucket Green subdivision probably destroyed this tunnel. Note that N. Shady Hollow Circle is cut quite sharply below the level of the Phillips House. I have been unable to confirm the existence or purpose of this "tunnel."

The Phillips House appears to have been built originally with its main entrance facing west. The rear of the house now fronts on Chain Bridge Road and has served as the "front" since 1965 when Pulte constructed the roads of the Nantucket Green Subdivision. This can be verified by inspection of the layout of the interior of the house. Today it is difficult to see the west side of the house because of the growth of large evergreen trees. However, careful inspection will convince the observer that the house was indeed built to face the river rather than Adams Road. Pillars on the front and other design features, clearly show that the house was built facing west.

The access lane appears to have come in from Adams through an orchard and made a loop on the north end of the house. This can be seen from a 1949 aerial photo of the area.

I interviewed a daughter of the Phillips', Annette Gallogly, who had been a long-time resident of Birmingham. She remembered moving into the "Big House" when she was a young girl. She would commute to Liggett School for Girls in Indian Village in Detroit. One of the girls with whom she commuted to Liggett was Jane (Thompson) French. Mrs. French spent the first ten years of her life in the Thompson House (*Eastover*) described earlier in this book.

Mrs. Gallogly has outlived her two husbands: first, financier Carlton Higbie, whom she married in 1934; second, West Haslett Gallogly. Mrs. Gallogly lives in Birmingham with her son George P. Higbie. (Note: Carlton Higbie had an impressive estate house on the east side of Kensington between Trowbridge Road and Long Lake Road. It was adjacent to the E. P. Hammond estate, *Hillwood*. Both are mentioned in the Judson Bradway "Bloomfield Trail" driving directions and map circa 1929.)

The Phillips family did a great deal of entertaining in their grand house. Among their many notable guests were poet Edgar A. Guest and his wife. Anyone who lived in the Detroit area in the '40s and '50s will remember WJR radio personality "Bud" Guest and his program "On the Sunny Side of the Street." Bud was the son of Edgar and would accompany his parents on visits to the Phillips' house.

(1935-1965) James I. Ford

James Ford and wife Josephine acquired the property from the Phillips family in 1935. Mr. Ford was a manufacturer's representative and a fine amateur golfer, playing out of Bloomfield Hills Country Club. The Fords kept up the orchards, gardens and various outbuildings that were part of the Phillips estate.

Among Mr. Ford's golfing friends were Mr. Robert VanderKloot and his wife Clara Knudsen.

When it came time for the Fords to sell their home of thirty years, they found the daughter of Robert and Clara VanderKloot ready to buy their first house.

(1965-1992) David and Karen DiChiera

Dr. David and Karen (VanderKloot) DiChiera purchased the house from the Fords in 1965. This was just after William J. Pulte had purchased the thirteen acres to include in the development of the Nantucket Green Subdivision. The DiChieras purchased the house and lot on which it now stands directly from the Ford family, not from Mr. Pulte. All of the out buildings fell victim to new lots and houses in Nantucket Green.

Karen was the granddaughter of William S. Knudsen (1879-1948), chairman of General Motors from 1937 to 1940. She was also the niece of Semon "Bunkie" Knudsen

The DiChieras were the founders of Michigan Opera Theatre (MOT). During separate months in 1971, both Michigan Opera Theatre and Music Hall Center for the Performing Arts were founded in the living room of the former "Phillips House."

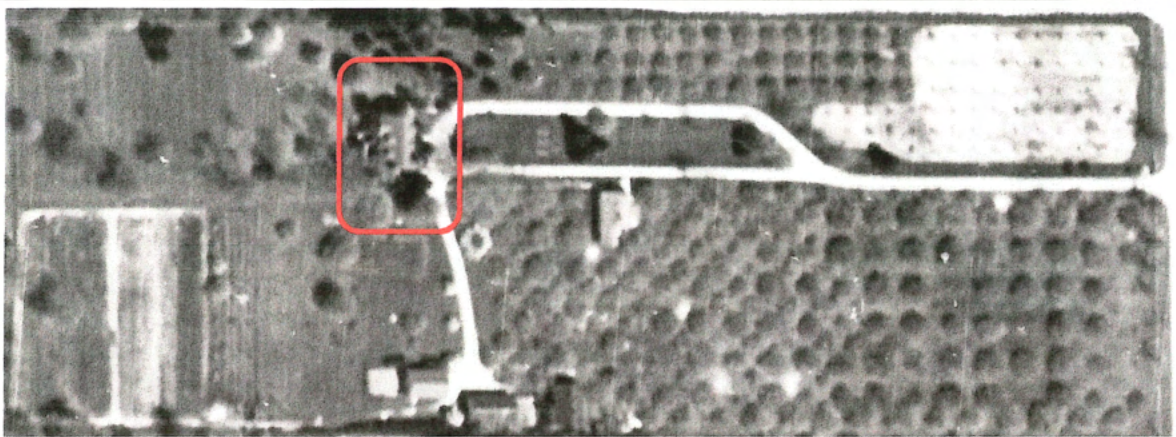
David and Karen DiChiera raised their two daughters, Lisa and Christina, during the 27 years that they lived in their house on Chain Bridge.

It is noteworthy that the families of all of the owners of this house have been well acquainted with each other over many years.

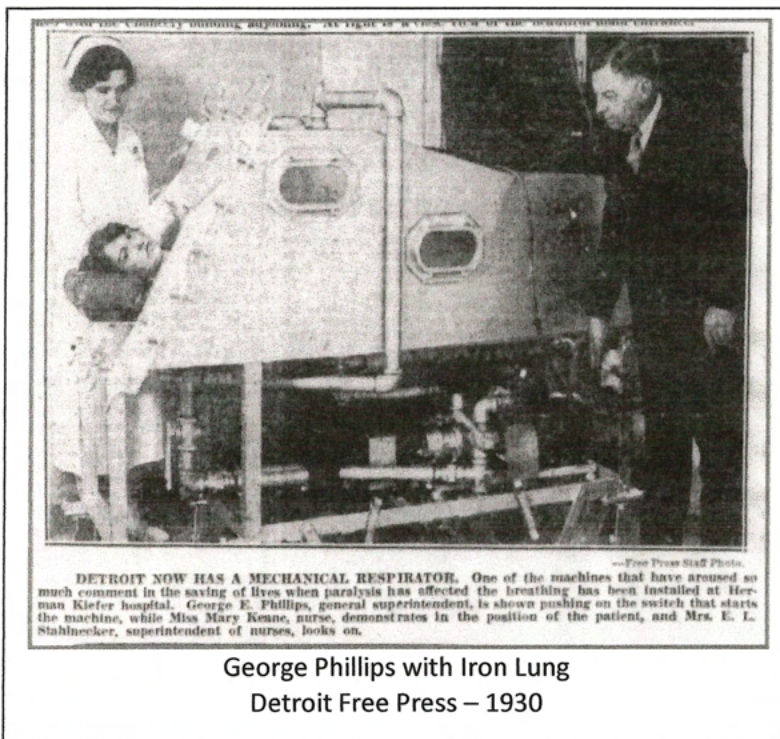
(1992-present) Peter Fredericks

This is equally true of the latest owner, Peter Fredericks. His parents, Lois and Norma Fredericks, were longtime friends of the Phillips, the Carlton Higbie family, the James Fords, and the VanderKloots. Mr. Fredericks and his wife, Michelle, became the fourth owner of the house in May 1992. He is employed by the Koenig Fuel and Supply Company on Seven Mile Road in Detroit.

Thornbrook



Thornbrook – 1949 Detroit Edison Aerial



George Phillips with Iron Lung
Detroit Free Press – 1930



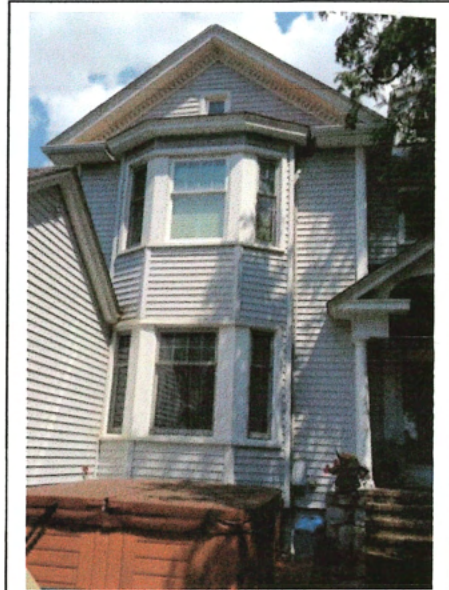
Lee F. Redman
Miss Annette Phillips is one of the ablest young riders at the Bloomfield Open Hunt.

Annette Phillips
The Afterglow, June 1927

Thornbrook - continued



Initially the Rear – now the Front (East)



Initially the Front – now the Rear (West)



Harlan House

C. Allen Harlan House
726 Tennyson Downs Ct.



A parcel of about 28 acres to the immediate south of the former Herbison Farm is the site of the next interesting estate house. It fronts on Adams Road and, again, has the Rouge River as its approximate west boundary.

C. A. Harlan: In 1948, Campbell Allen (C. A.) Harlan acquired the 28-acre parcel, and, in 1951, he built a lovely contemporary house in the middle of the site. He and his wife Ivabell lived there until he died in 1972 and she about ten years later. Mr. Harlan was born in Tennessee in 1907 to Quaker parents. He came to Detroit in 1928, seeking employment in the automotive industry. Mr. Harlan was a self-taught electrician who rose from no job at all in 1928 to the president of his own nationally known company in 1948. Harlan Electric Company was known throughout the nation for commercial electrical contracting.

The house C. A. Harlan built in 1951 on the 28 acres stands today in the midst of Willison's Bloomfield Farms subdivision. The address is 726 Tennyson Downs Court. When I moved into the neighborhood in 1975, Mrs. Harlan lived alone in the house as Mr. Harlan had died of a heart attack three years earlier in June 1972. A private tree-covered lane led in from Adams Road to the house. The property was heavily wooded.

Mr. Harlan was an avid horticulturist. It is said that he had a specimen of every tree found in the state of Michigan growing on his property. It was reported that he had personally planted as many as 30,000 trees on the property between 1948 and his death in 1972. In fact, he suffered his fatal heart attack while performing some landscaping chores.

Some of the early property owners in Nantucket Green subdivision (which borders the Harlan property on the south) told me of a disastrous fire in the mid-1970s

that destroyed the barn building on the Harlan property and may even have resulted in a death. However, I have been unable to find documentation of this event,.

In addition to running his electrical contracting firm and pursuing his love of growing trees, Mr. Harlan found time to serve as director of many boards of local companies and organizations. He was also a noted philanthropist, donating to many organizations.

See the description of "The C. A. Harlan Tract" in Chapter 7 for more details about how Harlan developed this area.

Harlan House

The Birmingham Eccentric
BIRMINGHAM, MICHIGAN THURSDAY, AUGUST 4, 1955 34 PAGES SECTION ONE

He 'Gave Away' the Site, Will Landscape It, Too

By BRUNO L. KEARNS

Naming a building or an object is like christening a baby. A name is often given for reasons of love, sentiment and even money.

In the case of a building, such as the elementary school to be built at Adams and Wattles and named "Harlan School" by the Birmingham board of education, money was very important, but the need was more urgent, and the sentiment involved may have been even greater.

THE SCHOOL board very badly needed a site in the northeast corner of the district. The Adams-Wattles area was ideal, but obtaining the site seemed impossible.

Others tried and failed to purchase a chunk of the 28 beautifully landscaped acres around the home of C. A. Harlan. They were valued at more than \$4,500 an acre, but it was said they couldn't be bought.

On a hunch and a prayer, realtor John Knecht took the school board's site problem to Harlan. It was Knecht who sold the property to Harlan 30 years ago.

WHEN KNECHT returned, he had with him an agreement to sell to the school board a 10-acre site at a price \$15,000 less than expected.

"I was reluctant at first," said Harlan, "but I'm not one to stop the wheels of learning."

WHY HARLAN was reluctant is evident from the 35,000 trees and the landscaping he has prided as his own.


But losing the 10 acres won't end Harlan's interest in their beauty, because the renowned philanthropist has agreed he will do all of the landscaping for the new school that bears his name.

"It will be the most beautifully landscaped school in Birmingham," said Harlan.

Thus Birmingham got its site, and the school was given its name.

BUILDING the school is part of the \$5,500,000 bond issue recently passed, and according to Dwight Ireland, superintendent of schools, "We are grateful for getting the site, and we hope to start building plans as soon as possible."

Birmingham Eccentric - 4 Aug. 1955

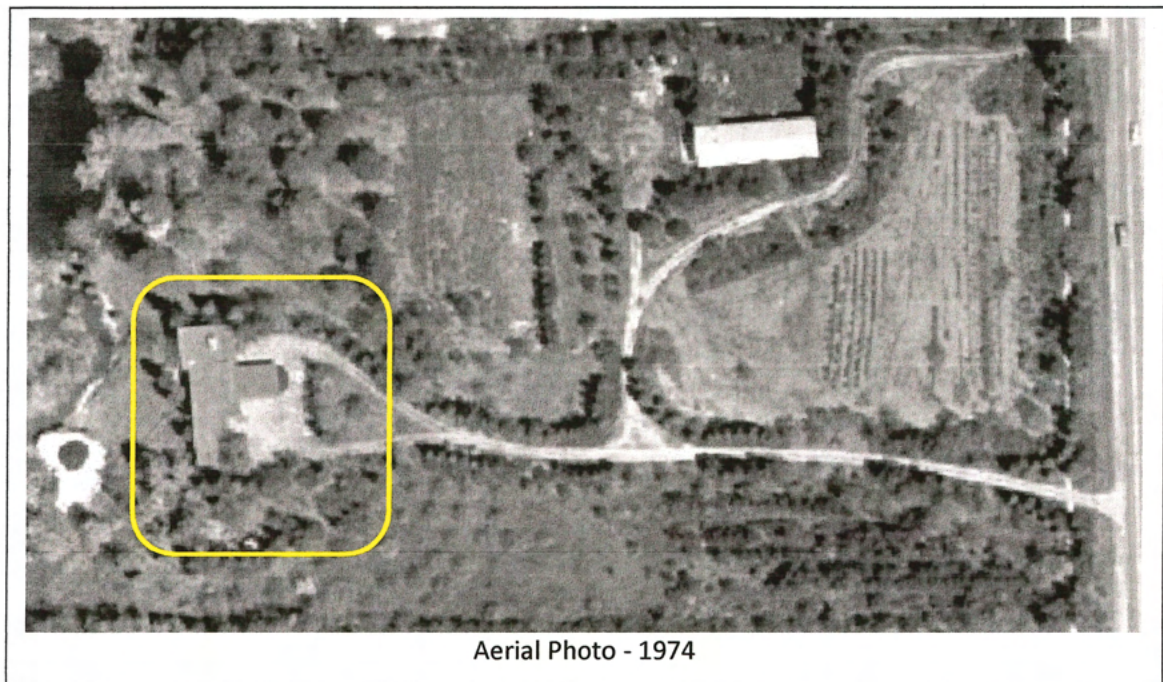


C. ALLEN HARLAN

The students, staff and parents of Harlan Elementary School dedicate the C. ALLEN HARLAN OUTDOOR CLASSROOM to serve as a place of learning in memory of our friend, benefactor and neighbor.

Mr. Harlan helped create a community spirit among us through his gifts of plant material, talks at student assemblies and tours of his lovely tree filled grounds. This outdoor classroom will be an inspiration to the community to continue to beautify and maintain our school. We believe this dedication to be a fitting tribute to a fine man who loved the beauty of nature and the children of Harlan School.

Plaque in Harlan Elementary School



Jacob Bauman House

Farm House of Jacob Bauman
650 Wattles Rd.



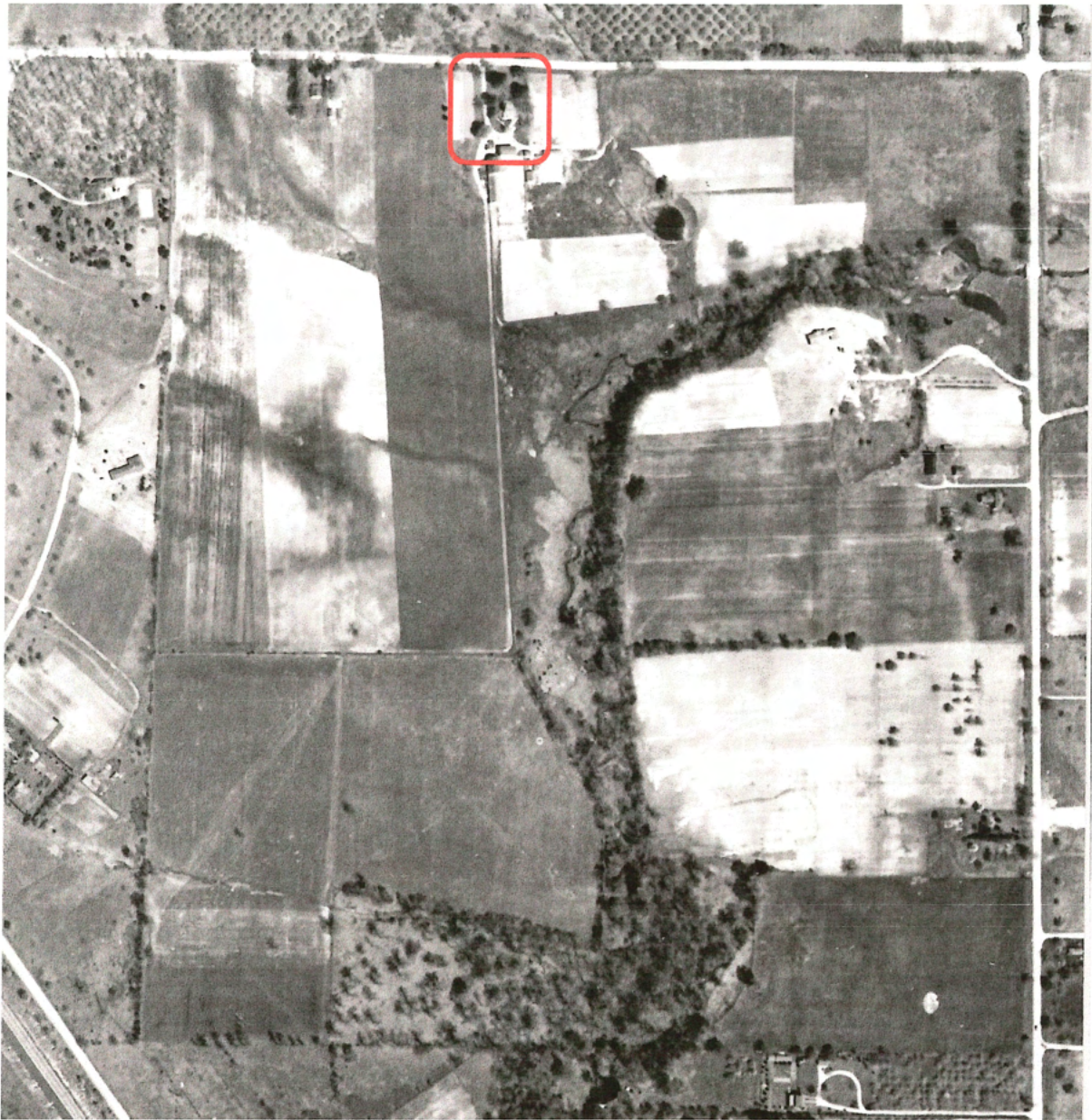
Jacob Baumann owned the 105 acres that became *Charing Cross Estates* for approximately fifty years. He and his wife Marie acquired it between 1896 and 1908. The property was developed into a residential subdivision in 1953. The developer is listed on the plat map in the township assessor's office as Irving Green.

"Jake" Bauman operated the property principally as a farm. Barbara (Flues) Curry remembers Jake Bauman fondly. Barbara grew up on property that adjoined the Baumann farm at the very southeast corner. Her father, Robert Flues, was a good friend of the Baumans. The Flues property is now the north edge of Nantucket Green subdivision. Barbara showed me a watercolor of the Bauman farmhouse that her father had commissioned, probably about sixty or seventy years ago. It looks just as it does today. Barbara remembers being invited, with her sister Marian JoAnn, by Jacob to come watch the birthing of a calf in his barn. She said she often visited the farm, having easy access by crossing the river where it separated their properties

John Reddy is the current owner of the Bauman house. He and his wife Joan purchased it in the 1970s. John was the editor of the *Birmingham Eccentric* for many years. The house was built about 1906. It is of the "Craftsman" style. The main portion of the house may actually be a Kit home ordered from a catalog with all materials ship by rail to the site. However, no clear proof of this has actually been established. Like so many of the old houses in Section 24, it was mercifully left standing when the land was subdivided around it. John recalls that an ancient pine tree stood on the property near the house. It was reported to have been one of the oldest pines in Oakland County. Unfortunately it blew down about 1986. John has a cross-section of the trunk on his porch. The Baumann house stands on a small knoll just across from where Tarry Lane enters Wattles from Hickory Heights. Like most of the early houses in the area, the builder chose a site on the highest convenient location. Both John Reddy and Dr. Edwin Deer (who was related to the Herbisons who owned a near-by Farm along Adams Rd.) have told me that Jacob Baumann had an extensive portion of his property used as a "world famous" dahlia garden.

Charing Cross Estates subdivision was platted from the Bauman Farm in December 1953. (See the description of this early subdivision in Chapter 7.)

BAUMAN PROPERTY
1949 Detroit Edison Aerial Photo



CHAPTER - 7 –

GROWTH of SUBDIVISIONS (History of Land Ownership)

INTRODUCTION

The evolution of land ownership in Section 24 is quite interesting. I struggled with the best way to present it in a logical manner and have decided to approach it from a geographical perspective. It starts with the **West** ½ of Section 24, proceeds to the **Northeast** ¼, and finishes with the **Southeast** ¼. The amount of material describing the sections increases as one proceeds in this order. See the appendix at the end of this chapter for a diagram of this sequence.

This is a very long chapter with much detailed information. It may best be explored by examining those subdivisions that are of particular interest to the reader, rather than trying to read the entire chapter from beginning to end.

Brief Overview of the Evolution of Section 24

Before getting into the details of the evolution of the land use and growth of the subdivisions, a brief overview of the history is appropriate.

1820-1900 Farms and Orchards: Chapter 1 contains a description of the events and circumstances that led up to the original government sale of land in Oakland County in 1820. The chapter ends by naming the original purchasers of the quarter sections (160 acres each) of the square mile known as Section 24. For the first eighty years after the original purchases, the land was used for farms and orchards. The farming was done primarily on the lower levels of the Rouge River floodplain. This area is generally to the west of the Rouge. The higher ground to the east of the river, along Adams Road, was planted as several orchards. Some of the trees from these orchards can still be seen when walking through the area today.

1900-1930 Residential Estates and first Subdivision: Shortly after the beginning of the twentieth century, some of the orchard land was sold off and converted into residential estates, for wealthy people moving out of Detroit seeking country-type living. These estates were generally established in the southeast corner of Section 24, at the intersection of Adams and Big Beaver Roads. These estates were from ten to fifteen acres in size and laid out as strips running

between Adams and Kensington Roads or the Rouge River. Most of the large houses built on these estates between 1906 and 1927 are still standing. They are the subject of Chapter 6.

In 1914, right in the middle of this period, the first of the nine subdivisions was developed. Not only was it the first, but it was by far the largest. *Bloomfield Estates* was platted from the entire west 1/2 of Section 24. Judson Bradway, the most prominent real estate developer in the Birmingham-Bloomfield Hills area, created it. Bloomfield Estates, as originally platted, contained 137 building sites. After the relocation of the Grand Trunk Railroad in 1930, the number of sites was reduced to 126.

About 1930 property in the northwest corner of Kensington and Big Beaver was transferred from Bloomfield Township to the City of Birmingham. It later became a park and municipal golf course.

1930-1950 Period of Little Change: Because of the Great Depression (which began about 1930 in this area) and the Second World War, there was very little real estate development in Section 24. A few houses were built in Bloomfield Estates. No other subdivisions were developed during this twenty-year period.

1950-1960 Second Major Growth of Subdivision Activity: With the end of WW II, a building boom occurred in many areas of the country. Section 24 was no exception. Four new subdivisions containing 161 building sites were developed between 1953 and 1956: Charing Cross Estates (118), Hickory Hollow (8), Bloomfield Adams Manor (9) and Riverside Meadows (26). The two largest of these subdivisions were carved out of farms in the northeast 1/4 of the section after the long-time owners had died. The other two were constructed on property that had been part of one of the estates in the southeast 1/4 of the section for fifty years (see *Eastover* in Chapter 6.)

Harlan Elementary School was built on property donated by C. A. Harlan in 1955. Having this school in our section has made raising a family that much easier.

1965-1970 Third Wave of Building: Ten years after the development of the four subdivisions above, another burst of development occurred in the mid-'60s. The Nantucket Green subdivision with, 104 building sites, was constructed from two large estate properties and a handful of smaller adjacent properties. Immediately to the south of Nantucket Green, a ten-site subdivision, Adams Castle, was constructed on the property surrounding *Adams Castle* estate. With the development of these two subdivisions, only a couple of the estate properties from the

early 1900s still remained as acreage properties. Fortunately, for our neighborhoods, the original estate houses were left in place and the newer and smaller houses built on lots around them. This practice has added character and charm to our neighborhoods. Nantucket Green also took up the last of the farmland in Section 24 along Kensington Road.

Pilgrim Congregational Church acquired property from the *Eastover* estate and built a church building in the mid-'60s.

1971-1985 Last of the Subdivisions: The last of the *Eastover* estate succumbed to the real estate developers in 1971, becoming the fourteen lot Kensington Lane subdivision (originally, *Gloucester Square*). Again the original mansion built by Walter Thompson in 1910 was allowed to remain and occupies three of the lots in the subdivision. The most recent, and possibly the last, subdivision to be developed, as of 2024, is *Willison's Bloomfield Farms* (a.k.a. Pine Brook). The subdivision is built on the C. A. Harlan property that became available when Mrs. Harlan died. It contains 22 building sites.

With the exception of Springdale Golf Course, Harlan School, Pilgrim Church, and a little of the John Buckberrough property, the entire Section 24 is now covered with residential subdivision developments.

The total count of home building sites in Section 24 is about 450. There were 438 actual houses as of the 1990 census.

Population Statistics:

As the land in Section 24 was developed into housing sites, the population rose proportionally. The following chart gives a picture of this population growth:

<u>Year</u>	<u>Section 24</u>	<u>Blmflld Twsp</u>	<u>Oakland County</u>
1820	0	?	330
1830	?	120 est.	4,911
1874	50 est	1,912	
1940	200 est	1,771 *	290,000 est
1950	500 est	3,851 *	
1960	1,200 est		
1970	1,578	42,788	907,871
1980	1,323	42,876	1,011,793

1990	1,138	42,473	1,083,592
2010		41,070	
2015		42,313	

* These Bloomfield Township numbers excluded the cities of Birmingham and Bloomfield Hills.

The counts prior to 1970 are a combination of various sources and estimates based on the approximate number of houses built by that time. The 1970, 1980 and 1990 figures were obtained from the actual United States Census data.

The population of Section 24 appears to have peaked between 1970 and 1980. By 1975, all but about fourteen of the 438 houses had been built. Personal observation also indicates that there are fewer individuals per household now than when I first moved here in 1975. The children of many of the original owners of the houses built in the '50s and '60s have grown up and moved on. The young families that have moved in seem to have fewer children. Since there is room to build only fifteen or twenty new houses in the entire section, I expect that we, indeed, saw our peak population in 1970 to 1975. As far as population density (people per square mile), in Section 24, with 1,138, we are a little under the averages for Bloomfield Township (1,180) and Oakland County (1,191). As more of Oakland County is developed for housing, the population density for the county as a whole will keep increasing, but I expect the density of our section to remain fairly constant, as it is fully developed.

West 1/2 of Section 24

The story of this half of our square mile is quite quickly told. In the late 1800s, it was consolidated as a single parcel right up to the point that it was developed into a single subdivision in 1914.

One small exception to this is a tiny 1.04-acre plot in the extreme southwest corner. This piece of the section is on the west side of Woodward and is now the entrance to *Manresa Jesuit Retreat House*. The 1896 atlas of Oakland County appears to show that a Sarah E. Stevens owned this tiny parcel at the northwest corner of Quarton and Woodward. It is not absolutely clear if this small parcel was her property or part of the rest of the west half of Section 24, owned at that time by J. R. Cooper. In any case, in August 1926, the Jesuit Order of the Catholic Church acquired the property from a William H. Murphy for the sum of \$290,000 for use as a retreat house. By the time of its purchase by the Jesuit Order, Mr. Murphy had turned the forty-two acre site into a very lovely estate. He named it *Deepdale*. In the January 1, 1927, issue of *Detroit Saturday Night* the new Manresa Retreat site was described as follows: "It is located . . . at the intersection of Woodward Avenue and Quarton Road, and for beauty of setting is unsurpassed by anything in the country." The first site selected for the retreat center had been a 44.5-acre site in Grosse Pointe Shores. After owning it for four years, the Jesuits rejected it for various, unspecified reason and sold it to the Edsel Ford Estate for \$263,000. I expect that this site May have become the location of the Edsel and Eleanor Ford Home. Mr. Murphy, who developed *Deepdale*, was a prominent financier and patron of music. He was one of the builders of the Penobscot Building in Detroit. Manresa is a thriving retreat center to this day.

The original purchase of the 320-acre West 1/2 of Section 24 was made in December 1818 by Levi Willard. Two early trails ran through the northern half of this half section: Ball Line (Kensington) Road from southeast to northwest, and from northeast to southwest an early pioneer trail (which became Charing Cross Road) (see Chapter 5 for more information on these roads). The Saginaw Trail cut through the very southwest corner and became the main thoroughfare in the area, Woodward Avenue. In the mid-1820s, the village of Fairbanks Corners sprang up for a few years at the intersection of Ball Line Road and the early pioneer trail (Charing Cross). However, it had disappeared by 1830 (see Chapter 4 for more information on this village). In 1840, the Detroit & Pontiac Railway was extended from Birmingham to Pontiac along the east side of Woodward, and hence through this part of Section 24.

An 1857 map of the area shows the 1/2 section divided into five parcels ranging in size from thirty eight acres to ninety nine acres. The thirty eight acres at the very south end of the property was owned by Alonzo Snow, who owned the first wagon shop in Birmingham.

By 1872, a map shows that the 320 acres had been consolidated into three parcels: the north 154 acres were owned by an N. Anthony, and the south 1/4 section split equally between an F. G. Brush and a J. R. Cooper. A few years later J. R. Cooper bought out his neighbors to the north and south. An 1896 property map shows him as owning the entire west half of Section 24.

The 1908 map still shows John R. Cooper as the owner of the 1/2 section. However, sometime between August 1909 and 1914, the land became the property of the Walker Gordon Farm and Laboratory Company. In March 1914 stockholders sold the company name, livestock and equipment to the Detroit Creamery Company. The property was sold to the Judson Bradway Company.

Real Estate Development in Birmingham-Bloomfield Area

In 1902, Judson Bradway formed the residential real estate development company that bears his name. He was the premier developer of suburban residential communities in the Birmingham-Bloomfield North Woodward Corridor area from 1902 through the 1950s. Most of the Bradway development activity occurred between 1914 and 1930. He is mentioned in this history of Section 24 because his second major subdivision development was the entire west 1/2 of Section 24. He acquired the property, as mentioned above, from the Walker Gordon Farm and Laboratory Company in 1914 and immediately developed the ". . . 350 acres of rolling, beautifully wooded pasture land"(Note?) into a development of 137 building sites.

Another Bradway subdivision, *Bloomfield Manor*, was platted in 1915, immediately adjacent to Section 24 but south of Big Beaver, *Trowbridge Farms* touches Section 24 at the northeast corner. It was a major Bradway development in 1917. *Hickory Heights*, north of Wattles and between Squirrel Rd. and Adams Rd., was developed on the 350-acre Fred Aiger Farm property acquired by Bradway in the late 1920s.

All told, the Judson Bradway Company was responsible for nine or more suburban developments between 1914 and 1930. The most extensive by far was the 1,200-acre Bloomfield Village development on both sides of Maple west of Birmingham, between Cranbrook Road and Lahser Road. It was developed during the years 1924-1925.

Judson Bradway was a leader in the Wider Woodward Avenue Project from 1924 through its completion in 1930 (see a description and its relationship to the Grand Trunk relocation in Chapter 5). The fact that Woodward Avenue became a major artery to Detroit for the emerging automobile commuter, as well as the right-of-way for the Detroit United (electric) Railway at the beginning of the 20th century, made it possible for people whose place of employment was in Detroit to live twenty miles away in Birmingham or Bloomfield Hills. There is an interesting marketing tract printed by Judson Bradway titled "How Far Can You Live From Your Work?" Its premise is that the distance a "worker" lives from his place of employment should be measured in terms of hours, not miles. Historically, this tract contends, the "father" can be away from home eleven hours each working day. When the standard workday was ten hours, he was limited to a very short distance for his residence, especially since he likely traveled on foot. However, with the advent of the eight-hour work day and affordability of an automobile for commuting in the early 20th century, a worker could actually live as far as twenty miles from work. It was for these reasons that Bradway and others could successfully promote the North Woodward Corridor from Birmingham on out as a residential community in the 1920s.

Bloomfield Estates

As mentioned, Judson Bradway established Bloomfield Estates as a residential development in 1914. It originally contained 350 acres of land. Since the west 1/2 of Section 24 contains only 320 acres, it actually extends a little beyond the border of our section. The additional thirty acres is contained in a triangle of land in Section 25, which is on the west edge of Bloomfield Estates. This triangle contains the entrance to the subdivision from Woodward via Charing Cross.

In 1915, Judson Bradway commissioned a "Bird's Eye View" map of Bloomfield Township to be painted to use in his real estate business. It is 4 ft. by 6 ft. His new development, *Bloomfield Estates*, is clearly featured. A copy of that portion of this large map is included in the appendix for this chapter.

The Judson Bradway Company purchased the entire 350-acre site for \$285 an acre (total \$99,750). The 137 home sites (lots) averaged greater than two acres each. Bradway sold them for \$750 an acre to the initial purchasers. By 1929, just before the effects of the Depression hit our area, the going rate for resale of sites in Bloomfield Estates was \$5,000 an acre, a 667 percent return on investment. This is an indication of the escalating value of real estate in the Birmingham-Bloomfield Hills area.

Bloomfield Estates was slow to develop as far as housing itself, even though the lots were quickly sold. There were fewer than thirty houses built in the subdivision prior to 1940. Most of the building took place in the late 1940s and 1950's after the World War II. A 1949 Detroit Edison aerial photograph of the section shows there were still very few houses built on the sites in Bloomfield Estates. However, this same aerial photograph shows that each road in Bloomfield Estates is meticulously tree lined. This includes even Charing Cross and Kensington Roads.

The relocation of the Grand Trunk Railroad had a significant impact on Bloomfield Estates. When the Detroit and Pontiac Railroad was first extended from Birmingham to Pontiac (1840-1843), the right-of-way followed the east edge of Woodward as it passed Bloomfield Estates. Immediately to the north of the lots on the north side of the Charing Cross entrance, the old route turned more northerly to cut cross country to the intersection of Long Lake and Kensington Roads. Remnants of this old right-of-way are clearly evident today. It actually forms the west boundary of Trowbridge Farms subdivision (for more information see Chapter 5). In 1930 when the railroad right-of-way was relocated to make room for the widening of Woodward Avenue, it cut right through the northern portion of this subdivision, effectively splitting it into two subdivisions, the west side with ninety lots and the east side with thirty six lots. Prior to the moving of the railroad, four streets connected with or crossed Kensington Road. When the project was completed, the only access to Kensington Road from the west side was via the Charing Cross underpass.

The new right-of-way took seven full lots and parts of others. Three lots were earlier ceded to Springdale Park. One and a half lots, at Charing Cross and Kensington, later became a parking area for rail commuters. This left 126 lots in the subdivision. Many property owners sued for damages to the value of their property caused by the railroad relocation and were awarded settlements of various amounts.

Bloomfield Estates is one of two subdivisions in Section 24 that does not have paved streets. The other is Hickory Hollow, with its only street Hickory Bend. There are three paved streets (roads) in Bloomfield Estates: Charing Cross and Kensington Roads are maintained as Oakland County roads; Strathmore is paved probably because it carries significant amounts of traffic from Woodward Avenue to Springdale Park and Golf Course. The rest of the streets are gravel, as they were when originally developed by the Judson Bradway Company. I suspect that this is done to maintain the country living atmosphere of the area. Many of Bradway's other 1920s developments, still have their original gravel streets.

A scenic pond graces Bloomfield Estates along the south side of Charing Cross Road at the intersection with Brookdale Boulevard. This pond was the site of the discovery of the bones of an ancient mastodon in 1934. Chapter 2 contains a description of this discovery.

It is interesting to note that the southwest corner of the subdivision, Woodward and Charing Cross, is totally undeveloped. It would certainly be an ideal location for some commercial building. I understand that some of the property owners with lots that back up to Woodward and Big Beaver have attempted to parcel off portions of their lots, hoping for a zoning change that would allow them to split their lots and reap a huge gain by selling to commercial developers along Woodward Ave. It is also my understanding that the Bloomfield Estates homeowners association has been fighting this attempt to commercially rezone a portion of their subdivision .

Northeast 1/4 of Section 24

In December 1818, brothers Thomas and Reubin W. John purchased the 160 acres that are the northeast 1/4 of Section 24. Today this is the southwest quadrant of the intersection of Wattles and Adams Roads. By 1857, G. W. Trowbridge owned most of this quarter section.

By 1872, the property lines had taken the shape that they maintain even to this day. The Rouge River was used as the natural, as well as legal, property boundary. A W. Gillespie owned 105 acres, in the shape of an inverted letter "L." Two other parcels of twenty seven and thirty eight acres were owned by an M. Spear and an M. Rose respectively. These two parcels fronted on Adams Road and had the river as part of their boundary. Each of the three seems to have had a dwelling on his property.

The properties had all changed hands by 1896, according to a map of the area. A Col. Thomas R. Roberts owned the larger 105-acre parcel. Mrs. M. Herbison owned the twenty seven-acre plot with the river on the north as well as the west boundary. She named her property *Meadow Spring Farm*. Isaac Maybee owned the thirty five acre parcel adjacent to the Herbison's on the south. He called it *Fountain Park Farm*. Both of these old farms are pictured and described in the 1898 book, *Birmingham: Past, Present, and Future*. The Cooper Farm is also featured in this book. I have attached a copy of the descriptions of these three farms in the appendix.

By 1908, the 105-acre property had changed hands and was then owned by Mr. Jacob Bauman. The house that he built in 1906 still stands today on Wattles Road, directly across from where Tarry Lane meets Wattles Rd. in Hickory Heights. Mr. Bauman owned this property until 1953 when it became Charing Cross subdivision. The parcel south of the Herbisons' was then owned by a V. Nixon.

By 1925, F. C. Schultz had acquired the V. Nixon property. About twenty-five years later, C. A. Harlan acquired it. This land eventually became the site of Harlan Elementary School and Willison's Bloomfield Farms subdivision (see the collection of historic map segments in the appendix).

Charing Cross Estates (Jacob Bauman Farm)

Jacob Bauman owned the 105 acres that became Charing Cross Estates for approximately fifty years. He and his wife Marie acquired it between 1896 and 1908. The property was developed into a residential subdivision in 1953. The developer is listed on the plat map in the township assessor's office as Irving Green. The builder of most of the houses was Helman and Burman.

Charing Cross Estates subdivision was formed in December 1953. The developer identified in the township records was Irving Green. Charing Cross Estates was the second subdivision formed in Section 24. It was formed almost forty years after the first subdivision, Bloomfield Estates. There are 118 lots in the subdivision. The average lot size is just less than one acre. Almost all of the lots had houses erected on them between 1955 and 1957.

It is interesting to note that of the nine subdivisions in Section 24, Charing Cross Estates was the only one to have a subdivision-wide well water distribution system. There were fifteen subdivisions in the Township that had these community well systems. Starting in 1963, the systems were replaced with water mains from the Detroit Water Department. The Charing Cross system was number five of the fifteen. The pump for the system that serviced the entire subdivision was located just behind the Jake Bauman house at 650 Wattles Rd. (see the appendix for a diagram of this subdivision-wide system). The current owner, John Reddy, told me that his garage is built on the foundation of the old pump house.

The subdivision does not conform precisely to the boundaries of the original farm. The extreme northeast corner, at the intersection of Wattles and Adams, is not part of the subdivision. It contains seven houses on independent "acreage" parcels. About an equal amount of land was added to the southwest corner of the subdivision, where Burnley meets Kensington. This property was previously a couple of small farm plots.

When I used to run or walk on Burnley and the other streets in Charing Cross Estates, I tried to envision it as the rolling farm and dahlia gardens of Jacob Bauman. It is really difficult to do because it is so fully developed. I hope one day to come across some photographs of the area prior to 1954. The best I have as of this writing is a 1949 Detroit Edison aerial photograph of most of Section 24. In the photo the Bauman farm is clearly delineated. It appears to be laid out in several different cultivated areas. The river looks like it is lined with trees. The southeast corner is tree covered. There also appears to be another house on the property a few hundred feet to the west of the Bauman house (see a copy of the 1949 aerial photograph of the farm in the Bauman House section of Chapter 6).

Riverview Meadows (Meadow Spring Farm)

Just south of the point where the Rouge River crosses Adams Road is the subdivision we know as *Riverview Meadows*, with its Robinhood Road, Circle, and Court. For over sixty years, from about 1895 to 1956, it was part of the Herbison (Harbison) family farm. The Herbisons owned sixty-five acres on the east side of Adams Road (which is in Section 19 of Troy Township) and twenty-seven acres on the east side in Section 24 of Bloomfield Township. The house and barn buildings were located on the west side of Adams Road in Section 24. The 1927 Birmingham City Directory lists Nathan, Frank, and Miss Margaret Herbison living on the farm, with occupations being farming.

In 1992, I interviewed Dr. Edwin W. Deer, DDS, formerly a prominent Birmingham dentist, life-long resident of Birmingham and grandnephew of the Herbisons. He remembers playing at their farm as a young boy in the 1920s. He was a great help in piecing together what the property looked like prior to its development into Riverside Meadows and Adams Court (a private lane just north of the subdivision).

The farmhouse the Herbisons lived in was torn down in 1956 to make way for Riverside Meadows. The Rural Properties Inventory record from 1938 indicates that the house was built about 1860. There is a detailed sketch of the "T"-shaped frame structure with three covered porches. The 1949 Edison aerial photograph showing the house matches the 1938 sketch. My best guess at locating it places it in the Riverside Meadows subdivision, on the north side of Robinhood Road, about 150 feet back from Adams Road, probably on the lot line between 905 and 935 Robinhood Road. A large barn and other farm outbuildings were located just to the west and north of the farmhouse.

The Herbisons had all of their land under cultivation except for about one acre on which the house stood. The property east of Adams was a big cornfield. The twenty-seven acre piece of Section 24 was broken up into about four different fields. Dr. Deer said the plot north of the house was used to grow dahlias that were shown in competition with those of Jacob Baumann.

In my interview with Barbara (Flues) Curry (who lived as a youngster on Adams Rd. just south of the Herbisons), I asked if she had any recollection of the Herbisons from the 1930s and '40s. She said she remembers Margaret Herbison and an elderly brother who lived with her. Barbara's father occasionally would purchase a loaf of fresh home-baked bread from Margaret.

The Herbison Farm is situated on ground that is relatively high above the river, which forms its north and west boundaries. The land slopes off sharply to the river's edge, especially on the west side. The composition of the land is sand and gravel glacial deposit. Dr. Deer remembers that the county tried on several occasions to get the Herbisons to allow them to excavate the property for its excellent sand and gravel. They refused, and the only excavation was for use on the farm itself.

One structure from the days of the farm could still be seen until a few years ago. It was a raised mound on the north side of the private road, Adams Lane, on the lot for 3851. There was a cement block entrance to the mound. Dr. Deer thought this could have been a "root cellar" for the Herbisons. It seems to be very old since half a dozen huge pine trees grow right out of the top of the mound in the 1990s. As I was writing this very section on Saturday, April 17, 1993, I took a break for my morning run and decided to pass through the streets that now wind through the old Herbison farm. When I arrived at the old root cellar mound I was disappointed to see that the entrance had been filled in with sand. It has since been completely demolished.

An expansion project was under way next door at 3841 Adams Court. I noticed that someone was out in the entrance to his garage at 3851. I introduced myself to the owner, Christopher Redding, mentioning my history project. I asked about the root cellar. He said that indeed it was on his property and that his neighbor had been concerned about his young children and had asked if he would allow the building contractor to fill in the entrance with excess sand and gravel from the excavation for his expansion. Mr. Redding agreed, although I sensed somewhat reluctantly. I asked Chris if he had any information on the origin of the mound. He seems to think that C. W. Eilber, who acquired about six acres on the north side of the Herbison Farm in the late 1940s, may have built it and not the Herbisons, but somewhat more recently. Mr. Redding described the construction as having been of cement block (not cinder block) and with a poured concrete roof. Given the construction materials and technique, it is highly likely that it was built in the 1940s rather than earlier as I suspected.

One other structure remains that may date back to when the land was being farmed. Concrete abutments of a small dam in the Rouge are still standing where the river passes between 751 Robinhood Circle and 4651 Burnley Drive in Charing Cross Estates. I am not sure whose property this dam stands on - the Herbisons' or the Baumans'.

Adams Court: It was probably about 1948 that the Herbisons decided to sell 6.19 acres on the north edge (along the Rouge) to Clarence W. Eilber. The sale certainly took place before 1949, since the Edison aerial photograph of that year clearly shows a new house constructed at

the end of a private lane leading back from Adams Road. According to Mr. Redding, Mr. Eilber had his six acres planted in extensive flowers and other landscaping plants. A 1963 aerial photograph shows that one other house had been built in this 6.19 acre part of the old farm. Five years later, in 1968, there were six houses built along the private road that is called Adams Court. The last two houses, built in the 1980s, are the nearest to Adams Road on the north side of the court.

It is Dr. Deer's feeling that the Herbisons sold the land to Mr. Eilber in the late 1940s to cover financial difficulties possibly from the Depression years.

Riverside Meadows Subdivision: The plat map for Riverside Meadows at the township office is dated July 3, 1956. It contains the twenty-one acres of the Herbison Farm that remained after the sell-off to C. W. Eilber seven years earlier. The subdivision contains twenty-six building sites.

The C. A. Harlan Tract

The remaining property in the northeast 1/4 of Section 24 is a parcel of about twenty-eight acres that lies to the immediate south of the Herbison Farm described above. It fronts on Adams Road and, again, has the Rouge River as its approximate west boundary. It first appears as a separate parcel on the 1857 township map. However, the name assigned to the property is not clearly decipherable. On the 1872 map, the property is listed as thirty-eight acres and owned by an "M. Rose." A dwelling is clearly shown on the property at Adams Road on what is today the Harlan School property. The 1938 Rural Properties Inventory record notes that this house was built in approximately 1835. By 1896 the property is back to twenty-seven acres and is owned by Mr. Isaac Maybee, who owns an adjoining eight acres in the southeast 1/4 of the section. "V. Nixon" is shown as the owner on a 1908 map. The Oakland County Road Commission Assessment District No. 2 map, dated 1916, identifies the owner as "F. E. Schultz."

See *Harlan House* in Chapter 6 for a description of this "Harlan Tract" during the time that C. Allen Harlan owned and developed it.

Harlan Elementary School: The largest of C. A. Harlan's contributions, and certainly the most noted in Section 24, was the sale of approximately ten (9.6) acres of his original twenty-eight to the Birmingham School District at a very low price. The excellent elementary school located there bears his name. The transaction and construction of the school building took place in 1955. Since then, the children of our area have attended Harlan School. Most are able to walk

safely there. There was a serious concern in 1980, when the Birmingham Board of Education decided to eliminate several school buildings due to declining enrollment. It was announced that only one building was needed to serve the area then covered by Adams School, just north of Maple Road and Harlan School in our section. The parents of both schools fought to build the case for their school to survive. I do recall that the Adams backers seemed to be more fervent in their fight. However, we in Section 24 were delighted when Harlan was selected to remain open. The main reason probably was that it was a newer structure and less costly to maintain and operate. Adams School was closed and subsequently sold to Roeper School, a private institution.

The ten acres for Harlan School came out of the northeast corner of the 28-acre parcel. However, in the very northeast corner is a 1.85-acre parcel that was carved out for James Harlan (3665 N. Adams), son of C. A. Harlan. He built his house there in the 1950s at about the same time as his parents built their house on the remaining land to the south of the school.

Willison's Bloomfield Farms (C. A. Harlan Property): After the death of Mrs. Harlan, about 1982, the property was sold to developer David Willison. The sixteen acres, in the shape of a large letter "L," have been developed into twenty-two building sites. The Harlan House remains, however, as has been characteristic of subdivision development in Section 24. This development is a perfect example of what is sometimes referred to as the recent (1990s) practice by real estate developers of "filling in the blanks." Blanks are small, undeveloped areas that were, for one reason or another, passed over during the initial wave of residential development. Builders are now seeking these sites to develop. They are often easier to work with than virgin areas because roads and utilities are generally available or easy to obtain. The houses built in this subdivision are the largest and most expensive in Section 24, with the possible exception of a few in Bloomfield Estates. Although the name on the plat map is "Willison's Bloomfield Farms Estates," it was identified for some time with a sign along Adams Road as "Pinebrook." The developer, David Willison, resides in the subdivision at 718 Browning Court. The subdivision has the Rouge River as its western boundary and wraps around the Harlan School property on its west and south.

This was the last subdivision developed in Section 24. The entire section has now been developed into residential subdivisions, with the exception of Springdale Golf course, the Pilgrim Congregational Church and Harlan School properties, and a few acres in the S.E. 1/4 occupied by the Buckberrough and Schooley estates.

Southeast ¼ of Section 24

Original Purchase

Lemuel Castle and Joseph Fairbanks were listed as the original joint purchasers of the S.E. 1/4 of Section 24. The 160 acres in this corner of Section 24 have had by far the most interesting and active history of ownership. About the time that the 320 acres of the west 1/2 of the section were being developed by Judson Bradway (1914) into a massive subdivision, the S.E. 1/4 was being developed into a half dozen strip estates of ten to fifteen acres each. The homes that were built there between 1906 and 1927 are described in detail in Chapter 6.

The Rouge River and Kensington (Ball Line) Road form natural boundaries that figure prominently in the division of the 1/4 section into smaller parcels.

The first division of the 160 acres was into two halves; the north eighty acres being owned by a Michael Pearsall; the south half passing through three owners in rapid succession - 1827, Joseph Fairbanks - 1830, Gersham Bartlett - 1837, Asa Castle, who built a house on his property on the south side of the Rouge where it crossed Ball Line Road (east of Ball Line).

On the 1857 map of the area, the 160 acres is split three ways: Bader-Gillett owned seventy-five acres most to the west of Ball line Road, now Springdale Golf Course; B. Valentine had forty-eight acres in the northeast corner along Adams Road; Solomon Caswell owned the thirty acres at the intersection of Adams and Big Beaver Roads. Note that Solomon Caswell also owned a large portion of Section 19 across Adams Road from his property in Section 24.

By 1872, C. Pearsall is listed as the owner of the west (Springdale) part, J. Sinclair had acquired the B. Valentine property to the north, and the Solomon Caswell piece was divided between sons J. Caswell and G. Caswell.

The 1896 map of Bloomfield Township shows the 1/4 section divided into four parcels: southwest (43 acres) E. B. Converse, northwest (35 acres) F. Malander, northeast (37 acres) T. C. Williams, and the southeast (38 acres) of the Caswell's owned by Moses K. Taber. Five houses are shown in this 1/4 section. Three are at, or near, the intersection of Big Beaver and Ball Line (Kensington) Roads.

N ½ of SE ¼ of Section 24

The eighty acres in the north half of this quarter section are occupied today by: Nantucket Green and Adams Castle subdivisions, a small portion of Charing Cross subdivision at the intersection of Burnley and Kensington Roads, and the northern tip of Springdale Golf Course, including the clubhouse.

By 1916 T. C. Williams' holdings had been reduced from about forty acres to eleven acres. The remainder was distributed into three additional parcels that are horizontal strips fronting on Adams Road and ending essentially at the Rouge River (see the 1916 Map segment in the attachment for the configuration, size and ownership). The twenty-one acres of property between Kensington Road and the Rouge is broken into two parcels. The Springdale Golf Course property was still privately owned and not yet a public park. Note that at this time the Bloomfield Estates subdivision had already been in existence for two years, although very little if any building had yet taken place.

The land we are describing here was planted in apple orchards, whereas the land to the north (Baumann, Herbison, Schultz) was primarily cultivated farm land.

In 1911 T. C. Williams leased a portion of the south edge of his property to the Village of Birmingham for use as a source of sand and gravel. The property now occupied by Adams Castle and the subdivision of the same name served as a "gravel pit" for the next eleven years. See *Adams Castle* in Chapter 6 for more information on this interesting land use.

The 1925 property ownership map shows that the land had been broken into even smaller parcels. The building of large, impressive estate houses had begun just before a few years earlier. George E. Phillips had built *Thornbrook* about 1920 and Carl A. Strand had built *Strandcrest* only the year before in 1924. *Adams Castle* would not be built for two more years (see Chapter 6 for descriptions of these estates and their history). On the very north edge of the area being described was a narrow (198 feet by 1402.5 feet) 5.96-acre strip of property owned by a Joseph Richmond, separating the G. E. Phillips estate from the F. C. Schultz farm. Today this is N. Shady Hollow Circle and the lots on the north side of the street. The property also included what is today the circle at the end of Mohr Valley Lane. It does not appear that any dwelling had yet been built on it. The land along Kensington Road had by this time been carved into five farm plots. G. F. Moore still privately owned the north tip of Springdale Park.

The 1930 McAlpine Atlas of Oakland County shows a few significant changes over the 1925 McAlpine Map referenced above. Harry A. Stormfeltz had built the *Adams Castle* estate in 1927. A house is shown on the farmland on Kensington Road owned by Fred E. Holmes. This was due west of the Carl Strand house. It clearly shows up in photographs taken from the *Strandcrest* backyard in the 1930s. Dorothy (Schwarz) Hilty recalled living there as a teenager (this house is no longer standing). *Springdale* is now clearly identified as a park (not yet a golf course). It has been annexed to Birmingham.

Richmond - Collins - Flues: No dwelling is shown on the Richmond property yet (1930) although it must have been built close to this time. The 1938 Michigan Rural Properties Inventory record notes that the house was built in 1928. Sometime in the 1930s, Mr. Richmond sold his 5.96 acres to a Mike Collins. A large house with a garage building, including living quarters above for a caretaker, was built in the 1930s. The address was 3415 N. Adams Rd. I have been unable to determine if Mr. Richmond or Mr. Collins built the house. In any event, in 1936, Robert H. Flues purchased the property from Mr. Collins and moved in with his wife Mildred and two daughters. He lived there until 1958. The 1956 Birmingham City Directory lists Mr. Flues as operating "R. H. Flues & Associates, Auto Equipment" at 222 E. Maple Ave., Birmingham.

The Flues family did not occupy the main house, as it had burned to the ground a few years earlier (it must have stood for only a couple of years). Barbara (Flues) Curry recalled that, when she moved in with her family, there was a large hole where the foundation of the main house had been. It was being used as a place to dump trash and debris. Mr. Flues filled it in. Mrs. Curry remembers that, when they moved into the house in 1936, a couple, Pat and Irene Morgan, were occupying the quarters above the garage. They later moved to one of the apartments that Carl Strand had built in the large garage on his property, a short distance to the south.

Barbara Curry said, that when the family first moved into the garage apartment on the N. Adams property, water was obtained from a spring near the river on the west end of the property. It was brought to the house by an electric pump. Occasionally, the water would freeze in the line from the pump in very cold weather. Detroit Edison would come out and thaw out the pipe electrically for \$200.

The 1949 Detroit Edison aerial photograph of the area shows that at that time the Flues house was located a few feet east of due north from the Phillips house (*Thornbrook*). It was situated on the property line between 741 and 749 N. Shady Hollow Circle. The tunnel that seems to have run north out of the Phillips house (if indeed there really was one) could possibly have

connected to the house that had burn. There was a lane straight in from Adams Road that made a large circle in front of the house. The lane was on the south boundary of the Flues property, right where N. Shady Hollow Circle runs today.

The property in the north half of the S.E. 1/4 of Section 24 stayed virtually unchanged for the next thirty years, except for a minimal turnover in ownership. This is described in Chapter 6 in the detailed histories of the various estates. In 1953 the developer of Charing Cross Estates acquired a triangular tract along Kensington Road and added it to the Jacob Bauman farm when constructing the subdivision. This is where Burnley Dr. intersects with Kensington Rd..

Another change of significance in the 1950s occurred when Mr. and Mrs. Lee J. Mohr built their house on a 4.67-acre parcel along Kensington Road (5125) just south of the entrance to Charing Cross Estates subdivision. This was only the second house on the east side of Kensington for the entire distance from Big Beaver to Wattles. Mr. Mohr worked for Detroit Steel Products. Mrs. Lee (Emillie) Mohr was the sister of Marie K. Bauman, who with her husband Jacob Bauman, had owned the 105-acre farm that became Charing Cross Estates. About the same time as the Bauman property was platted, the Mohrs built their house on Kensington. I remember that for about twelve years after we moved here in 1975, Mrs. Mohr had a sizable garden plot on the property. She sold flowers and produce from a stand on Kensington Rd. as it went by her house.

However, the area underwent a major change in the 1960s. The change began with the sale of Mr. Flues' 5.96 acres to Englehart, Buettner and Holt (a Royal Oak real estate firm) in November 1958. The Flues property was platted in 1956 into a nine-lot subdivision with the name *Pine Grove Estates*. However, the lots were never developed prior to the 1964 sale to William J. Pulte for part of his Nantucket Green subdivision. The 1963 aerial photograph of the area (just two years before Pulte developed Nantucket Green) shows a strange pattern of three circular roads, end to end, on the property. The east-most circle is obviously the turnaround at the end of the lane that led from Adams Road to the Flues house. What the other two circular roads or paths are, I have been unable to determine. The Flues house was torn down almost immediately after being sold to the Royal Oak real estate firm in 1958. Barbara Curry told me that she and her husband, W. Peter Curry, had wanted to buy the house and property in 1958 instead of letting it go to the developer, but they were unable to arrange the deal.

Nantucket Green

The sale of the Flues property in 1958 was followed in 1964 by a massive acquisition of property by William J. Pulte, Inc. Mr. Pulte's company purchased seven parcels of land totaling almost fifth-five acres, which he combined and developed into the *Nantucket Green* subdivision. Following is the list of the properties that were combined in this large residential development project:

Pine Grove Estates (Flues)	5.76 acres
James Ford (Thornbrook)	13.00 acres
Carl A. Strand (Strandcrest)	14.30 acres
Lee J. Mohr (0.81 acres retained)	4.67 acres
(ownership unknown)	4.50 acres
James Ford (Kensington Rd.)	7.67 acres
Harry Stevens (part of Adams Castle) est.	<u>5.00 acres</u>
TOTAL	54.88 acres

William J. Pulte, Inc.: What Judson Bradway was to the residential real estate development in the Birmingham-Bloomfield area from 1910 through 1940, William J. Pulte was from 1969 through the 1990s. Bill Pulte was very generous in responding to my inquiry for information about his development of Nantucket Green. In 1992, I was able to talk with him for about thirty minutes and have many questions answered. Unfortunately, he said that since the project was done almost thirty years ago, he had no remaining written or photographic records of the work.

Mr. Pulte began his company as a one-man operation in 1950, which specialized in building custom homes in the \$75,000 to \$200,000 price range. Today those would be houses of over a million dollars.) In 1960 he changed, direction and focused his attention on the development of "communities of traditionally early American Colonials." The motto for his company in the 1960s was: "Pulte Built means Better Built." Just prior to the development of Nantucket Green in 1964-65, Pulte, Inc. had developed six other subdivisions in the area:

Concord Green
 East Greenwich Green
 West Greenwich Green
 Metamora Green
 Georgetown Green
 North Georgetown Green

While he was developing Nantucket Green, Pulte was concurrently developing Bennington Green in the southwest corner of Franklin and W. Long Lake Roads.

Between 1961 and 1964 William Pulte, won several awards in the "Certified Home Contest" of *McCall's* magazine. Two of the plans used in Nantucket Green were featured and pictured in *McCall's*: the Blair and the Nantucket. Mr. Pulte was also the recipient of the Outstanding Design Award from *House and Homes* magazine.

By 1965, Wm. J. Pulte, Inc. had begun to branch out beyond the Oakland County area. The Potomac Maryland Division was established and was in the midst of developing an area named Fox Hills of Potomac in 1965. Today the company is worldwide.

Development of Nantucket Green : I return now to the specifics of Nantucket Green. Actually, the Pulte marketing brochure referred to both an East and a West Nantucket Green. Things had gone so well in the development and sale of homes in the subdivision in Section 24 that Mr. Pulte acquired a number of undeveloped lots in the Wendover Woods subdivision, immediately to the east of Nantucket Green, in Troy Township. He built homes of the same colonial design there and referred to the area as East Nantucket Green. The same house there sold for \$1,000 less than in our area because of smaller lots.

Wm. J. Pulte, Inc. developed the fifty-five acres of land identified above into 104 lots: thirty-six west of the Rouge and sixty-eight east of it. The average lot size is just less than a half acre. Initially, the subdivision was to be only about ninety-seven lots. However, at the last minute, Harry Stevens, who had acquired the Adams Castle estate at about the same time Pulte had put together his collection of parcels, decided to sell the (approximately) five acres between the Castle itself and Kensington Road to Pulte. This allowed Pulte to extend Shady Hollow Circle south into a cul-de-sac and add seven lots to the project. This additional five acre appendage to the original Nantucket Green was separately platted in September 1965, three months after the main area, and carries the name "Nantucket Green No. 1."

The land Pulte developed contained four historic houses. Three remain standing in the midst of our subdivision today (Strandcrest, Thornbrook, and the Mohr house). The fourth was demolished in the project. It was the house (referred to as the "Lockhart" house by Mrs. Hilty) on Kensington Road, built about 1926, that Dorothy (Schwarz) Hilty had lived in as a teenager. Lee J. Mohr and his wife Emillie stayed in their house on an oversized lot (0.81 acres) that is a

separate acreage parcel and not officially part of the subdivision. Mohr Valley Lane, on which the house stands (at Kensington Rd. entrance) was named after them.

James Ford owned *Thornbrook* when Pulte acquired the land. Karen DiChiera told me that she and her husband David purchased the house directly from the Fords. It stands today at the corner of Chain Bridge and N. Shady Hollow Circle. Carl A. Strand sold *Strandcrest* to Pulte in 1965. John and Marilyn Shuler bought the house from Pulte and decided to fix it up rather than purchase one of his new colonials.

The Strand property also contained a caretaker's cottage and a large barn-garage that had been converted into apartments. Some of the original owners still in the subdivision recall that there had been an expectation that the Strand apartments would be left and converted into a community building for the subdivision.

Mr. Pulte claims that he did not have to do much excavation to contour the land for the subdivision. The bulk of what was done occurred to the west of the Strand house where the steep hill is evident today. The composition of the soil varies. The foundations on the lots on either side of the river are generally in clay. Those up on the higher ground toward Adams Road are in sand and "pea gravel."

The first house built in Nantucket Green (807 Thorntree Court) was that of Mrs. Eleanor Minnock and her husband, J. Edmund Minnock, who moved into their house on September 3, 1965. I interviewed Mrs. Minnock on July 9, 1995. She said the terrain of the land that became Nantucket Green east of the Rouge River was fairly level for much of the distance west of *Strandcrest* and *Thornbrook*. It then dropped quite sharply down to the river. The drop is about fifty feet from *Strandcrest* (800 feet) to the river (750 feet). During construction of the subdivision it was discovered that the composition of the soil on the east side was primarily sand and gravel. The west side was lower and composed primarily of clay. Pulte's crew drastically excavated and terraced the area west of the two extant estates. The removed material was trucked to the west side of the river and used to raise the level of the land for the thirty-some houses built there. The Minnock house was severely damaged in a fire in early 2007. It was completely demolished and a new house built on the site.

The last house built was for Ray and Janet Guidos (749 N. Shady Hollow Circle).

In my conversation with Bill Pulte, he recalled the discovery of the bones of a Native American woman and child while his crew was excavating for water or sewer lines near the Strand house (for more information on this see Chapter 2).

Both the Ford and Strand parcels were still covered with trees of the orchards that had been there for fifty years or more. Many of these old trees were left in place during the cutting of the roads and building of the houses. As of 2024 almost none of these ancient apple trees remain.

Bill Pulte recalled that all 104 houses were built and sold in an eighteen-month period spanning late 1965 to early 1967. There are six basic floor plans and thirty-five different front designs for the houses in Nantucket Green. The following information on model name, floor space and original cost (including base lot) is from the Wm. J. Pulte, Inc. marketing brochure:

The BLAIR *	2,000 sq. ft. (est.)	\$33,950
The MAXWELL	2,500	36,450
The GEORGETOWN	2,650	36,950
The WILLIAMSBURG	2,675	37,950
The NANTUCKET *	2,550	36,450
The HAMPTON	2,600	37,950

* Featured in *McCall's* magazine.

The houses in Nantucket Green have been great investments. These same houses in 2023 were being sold in the range of \$500,000 to \$650,000, depending upon their location, condition, improvements and additions. This is an appreciation in value of over 1,200 percent in thirty-seven years. This is an increase in value of about fifteen times the original cost.

Adams Castle

At about the same time that Pulte acquired the land for Nantucket Green, Harry Stevens bought the 10.96-acre *Adams Castle* estate from Dr. H. A. Paysner. As mentioned above, Mr. Stevens sold about five acres on the west end of his property to Pulte to be included in Nantucket

Green. In 1966, Mr. Stevens had the property between the 2.24 acres on which the Castle itself stands and Adams Road platted into a subdivision which he named "Adams Castle." The subdivision contains ten building sites, five on each side of Adams Castle Drive. The first house was built there in 1966, and the remainder between 1968 and 1969. The houses were all built by Robertson Builders (for more information on the history of Adams Castle estate see Chapter 6).

S ½ of SE ¼ of Section 24

The final eighty acres of Section 24 contain some of the most interesting property from an ownership standpoint. This 1/8th section is located in the northwest quadrant of the intersection of Big Beaver and Adams Roads. The Rouge River, the GTWRR and Kensington Road all traverse this small portion of the section. Today this area contains: the major portion of Springdale Golf Course, three small subdivisions, Pilgrim Congregational Church, and three of the Adams Road estates described in Chapter 6 – *Eastover*, *Burrough Croft*, and *Eastbourne*. The short stretch along Adams Road as one walks past the Buckberrough (*Burrough Croft*) and the Schooley (*Eastbourne*) property gives the same view that existed in the late 1920s. It is the only stretch along Adams that has remained the same for the past 100 years.

The history of property transactions through 1896 was covered at the beginning of the section on the SE ¼ of Section 24. At that time the eighty acres of the south 1/2 were split almost equally between E. B. Converse (forty-three acres) on the west and Moses K. Taber (thirty-eight acres) on the east. The *1896 Illustrated Atlas of Oakland County* shows that there were three dwellings on the Taber property at the point where Big Beaver Road turned about forty-five degrees to the north, becoming Ball Line (Kensington) Road. Moses and Mary Taber sold their thirty-eight acres to Fred and Sarah Mallender on January 7, 1901 for \$2,500.

Five years later, on August 8, 1906, Fred Mallender sold a 15-acre strip on the north edge of his property, that ran from Adams Road to Ball Line Road to John H. and Clara H. Buckberrough for \$1,875. In the Chapter 6 section dealing with *Burrough Croft* there is a description of the various partitions of the original fifteen acres made by John Buckberrough between 1910 and 1947. John Buckberrough ended up in 1947 with only ten percent (1.45 acres) of his original purchase.

A 1908 property map shows that the property to the west of Ball Line Road (Springdale) had transferred to Charles Riley. A "J. Grouse" owned a two-acre triangular piece of land to the

east of Ball Line and north of the section line (also in Springdale today). Fred Mallender owned the twenty-three acres between Ball Line and Adams north of Big Beaver.

In June 1910 Fred Mallender sold 18.3 of his twenty-three acres to Walter Thompson and the 5.3 acres in the very southeast corner of Section 24 to Frank B. Bromley, Mr. Thompson's brother-in-law. To the 18.3 acres, Mr. Thompson added 7.4 acres along Ball Line Road that he acquired at the same time from John Buckberrough. This gave Mr. Thompson a total of 25.7 acres for his estate *Eastover*. He started construction on the house the same year (1910) (see the description of *Eastover* in Chapter 6 for additional details of the many property transfers that occurred between 1910 and the present). Sometime between 1910 and 1916 Mr. Thompson sold four acres of his 25.7 to his brother-in-law, giving Mr. Bromley a total of nine acres for his estate.

By 1925, the property that was soon to become Springdale Park was in the hands of a Mr. Ardussi. The Thompsons had sold *Eastover* to Douglas Davis, and Frank Bromley had sold his nine acres to Gordon Mendelsson.

Also, in March 1925, Arnold T. Schooley acquired 4.38 acres from the north side of John Buckberrough's property. There he built his estate, which he named *Eastbourne* (see Chapter 6 for more on *Eastbourne*).

Springdale Park (Golf Course)

Springdale Park shows up on the 1930 *McAlpine Atlas of Oakland County* for the first time. The circumstances that caused it to transfer from private ownership to a public township park are unclear. One rumor is that the transfer to the township took place as the result of default in property tax payment, possibly related to the Depression. The park was annexed to the City of Birmingham officially in 1932. It was tied into the process by which Bloomfield Hills and Birmingham became incorporated as "cities" in 1932 and 1933, respectively. Bloomfield Hills voted itself a city the year before Birmingham, basically to keep from being included in the incorporation activity of Birmingham. As part of the incorporations of the two cities within Bloomfield Township, "... the City of Bloomfield Hills received the previous township hall, which was within its boundaries, and the City of Birmingham got the township park, Springdale."

The 1938 Rural Properties Inventory record for Springdale, indicates that its name had recently been changed from Bloomfield Park to Springdale Park. This most likely occurred at the time of transfer from the township to the city of Birmingham in 1933, when the village was incorporated into a city. This record also shows that Springdale contained at that time 46.5 acres,

41.5 of which were developed into a golf and tennis facility; the remaining 5.5 acres was classified as a "farm wood lot." This wood lot area was made up of lots 52, 53, 54 and part of lot 48 of Bloomfield Estates subdivision, which appear to have become a part of the park in early 1938. A small piece of lot 47 was added nine years later.

Lot 42 of Bloomfield Estates is also within the city limits of Birmingham. It does not appear to be part of the park - golf course. It was probably annexed as a separate transaction, although I have been unable to find the circumstances that led to it being annexed.

A small part of Springdale Golf Course located along Big Beaver Road west of the Rouge River is used by the city of Birmingham as a snow-dumping area. During the plowing of streets in the city, snow is trucked out to this area and deposited. As it melts, the run-off flows naturally into the river.

Springdale opened as a Bloomfield Township park in August 1929 (see *Bloomfield Blossoms*, pg.112) . Darrell Middlewood, director of Public Services for Birmingham, told me he thinks that it may have become a golf course in 1922, ten years before the township ceded it to Birmingham.

Three Subdivisions from *Eastover*

The focus now turns to the portion of the SE ¼ of Section 24, between Adams Road and the Grand Trunk Railroad. In 1936, John Buckberrough sold 1.28 acres on the west end of his remaining property to Mrs. Clara Schwarz and her son Bruce. Included in the sale was a narrow twenty-foot lane for access to Adams Road. Mrs. Schwarz built a small white frame house on the property, where her daughter Mrs. Dorothy (Schwarz) Hilty eventually lived with her (see Charter 6 for more information).

In 1938, Esther Berman owned the 9.5 acres in the south edge of the section that had been part of *Eastover*, then Frank B. Bromley, followed by Gordon Mendelssohn. There was a well and a toolshed on the property but no dwelling. According to an article in the *Eccentric*, the toolshed burned to the ground in 1925.

In 1940, Sam Israel acquired the 21.65 acres of *Eastover* and the nine acres of Esther Berman, combining them back into the original configuration of Walter Thompson's *Eastover* (see Chapter 6 for more on Sam Israel).

Cecil B. McCann acquired the Israel property in 1953. He was responsible for the partitioning of the thirty-plus acres into two new subdivisions.

Hickory Hollow Subdivision

Much of what is written below about *Hickory Hollow* Subdivision I learned during a lengthy telephone interview with Mrs. Frederick (Dorothy) Sevald in 1993. Mrs. Sevald died in 2001.

In 1954, Frederick Sevald and Wm. W. Lyman, Jr. were working together at Smith-Hinchman & Grylls, an architectural firm in Detroit. Both were interested in building houses for themselves. A friend at work told them about the property that Cecil B. McCann had for sale on Kensington Road. The property was to the west of the Buckberrough property that been sold forty years earlier to Mr. Thompson by Mr. Buckberrough. The two decided on purchasing about nine acres that now forms Hickory Hollow subdivision. They laid out the dimensions of the subdivision before the actual purchase, then decided on who would buy which lots. Sevald took the three lots on the north side (4.009 acres). Lyman took four lots (4.970 acres) on the south. Seven houses were built on the eight lots.

The small piece of property in the very northwest corner of the subdivision that is designated a "Private Park" is jointly owned by all seven of the property owners in Hickory Hollow. According to Mrs. Sevald, the county constructed and maintains the gravel road - Hickory Bend. The rear entrance to the *Castle* off of Kensington Road, through the stone gate and over the stone bridge, was in use by the residents of the *Castle* during the first several years of Hickory Hollow.

The ground on which Hickory Hollow is built is heavy clay, which was very difficult to excavate for the foundations. The residents of Hickory Hollow, as of the interview in 1993, still obtained their water from wells dug on their property. Mrs. Sevald said their well goes down about 200 feet. There are a number of underground streams in the area (aquifers), and the well drillers passed through a number of these on their way down to a stable water table level. Those residents who had more shallow wells dug had problems with sand getting into their systems.

All of the residents originally had septic tanks. These, however, proved to be somewhat ineffective, due to the heavy clay soil and poor percolation of the ground. Mr. Sevald led an effort to get the residents to join together to pay the cost of installing an eight-inch private sanitary sewer to connect the houses in Hickory Hollow to a sanitary main line that ran down Kensington

Road. When the project was actually undertaken, the only two actually to connect and share in the construction costs were Mr. Sevald and his neighbor to the east, Mr. Miller. The manhole for this sewer is easily seen from the sidewalk along the east side of Kensington. It is in the little stream that runs into the Rouge River. The rest of the residents continued to use their septic tanks for a number of years. Three other residents eventually connected to the sanitary sewer when the township offered it as a public service. also, as of 2024, all of the individual wells had been replaced by connection to the Township Water Department service.

I asked Dorothy Sevald if she, or any of the residents, had ever discovered any old foundations or other signs of the Asa Castle house or the settlement referred to as "Chittendens"- both from the 1830s. She said that no evidence had ever been uncovered. Following her death in 2001, Mrs. Sevald's house was demolished in early 2002. Construction was begun that summer on a new, modern two-story home. The new owners are: Ted and Janet Willett.

The home at 5311 Hickory Bend was built and lived in by Robert Saarinen Swanson, son of architect J. Robert F. Swanson and Eva-Lisa ("Pipsan") Saarinen, daughter of famed Finnish architect Eliel Saarinen (1873-1950). I interviewed Robert S. Swanson in May 1993. In 1956 Mr. Swanson selected Hickory Hollow as a place to live with his wife, Janet, through his contact with William W. Lyman, Jr. who at the time worked at the Swanson Architectural firm, having transferred from Smith-Hinchman & Grylls.

Mr. Swanson did not design the house that he and Janet lived in at 5311. It was a single story companion house to the two-story house and was built by William Lyman. These were "Tech Built" houses that originated on the East Coast. The *Holly Hills* subdivision in Franklin also contains homes of the "Tech Built" type. Robert and Janet Swanson lived at 5311 from about 1956 to approximately 1962. They sold their house to Mr. and Mrs. Richard Davis. The Davises have lived there ever since.

Bloomfield Adams Manor

A little later that same year (1954), Cecil McCann sold 8.7 acres of the 9.5 that Mr. Israel had acquired from Esther Berman on the south edge of the property. It was purchased by J. E. Hall and developed a year later by D. D. Kersting (Budget Building). The subdivision is known as Bloomfield Adams Manor. It contains nine lots. The lots are on either side of Ivy Lane, which runs

between Adams Road and Kensington. There is a curious bend in the lane for which there appeared to be no explanation at first.

After some study, I learned that the middle lot of the five on the north side of Ivy Lane is not part of the subdivision. Mr. McCann did not include the .978 acres in the sale. It was not until 1957 that this piece of the *Eastover* estate was sold off by the Klapproths, who had purchased the remaining 12.5 acres from Mr. McCann. This property on the north side of Ivy Lane is larger than the other lots, which causes the bend in the road. In an attempt to discover why this lot may have

special significance, I contacted the current owner, Becky Markee (787 Ivy Lane). The mystery was quickly cleared up. In the southwest corner of the property is a large subterranean well. It would have been right in the middle of Ivy Lane if the road had been straight. It is unclear which of the owners of *Eastover* had the well constructed and for what purpose. The Markees do not use it today, but access is still available through a metal plate-covered manhole. So, even though 787 Ivy Lane looks like part of Bloomfield Adams Manor, it is not. It is a separate acreage parcel in the township records.

Pilgrim Congregational Church

In 1965, Phillip Stevens (Builders) acquired the remaining 11.5 acres of *Eastover*. Phillip is the son of Harry Stevens, who at the time had just purchased Adams Castle. In 1966, Phillip Stevens took the next step in shrinking the *Eastover* estate. He sold four acres fronting on Adams Road to Pilgrim Congregational Church. Members of The Congregational Church of Birmingham, at Cranbrook and Woodward Ave., apparently formed Pilgrim Congregational. It is interesting to note that both the parent church and the spin-off are built on property that was once owned by relatives. Frank B. Bromley, Walter Thompson's brother-in-law moved to the property at Cranbrook and Woodward after he sold his land in Section 24 (Bloomfield Adams Manor) to Gordon Mendelssohn.

The sale to Pilgrim Congregational contained an agreement for an easement for a twenty-foot lane from Adams Road along the south edge of the property to the remaining 7.49-acre parcel on Kensington. This lane does not exist today, although a portion of the north driveway to the front of the church and then parking lot follows the original lane.

Gloucester Square (Kensington Lane)

Phillip Stevens held the property for less than three years. He sold the remaining 7.49 acres on which the Thompson *Eastover* estate mansion stood to Lorimer Land Corporation. In 1971, Lorimer subdivided the property into fourteen building sites. The original name given to it was *Gloucester Square* subdivision. Though today, it is commonly known as Kensington Lane after the cul-de-sac that runs into it from Kensington Road. The original *Eastover* estate house occupies three of the lots and has been excellently restored and maintained by Thomas and Gail Gossett. One other lot is undeveloped. There are twelve houses in the subdivision, including the 1910 *Eastover* estate house.. One of the major efforts in developing the property into the present subdivision was the filling in of the large spring-fed pond that was a prominent feature of the property when Walter Thompson first built his estate in 1910. The water from the spring can still be seen flowing out of Kensington Lane subdivision under Hickory Bend and into the Rouge (see *Eastover* in Chapter 6 for a description and a photograph of this pond).

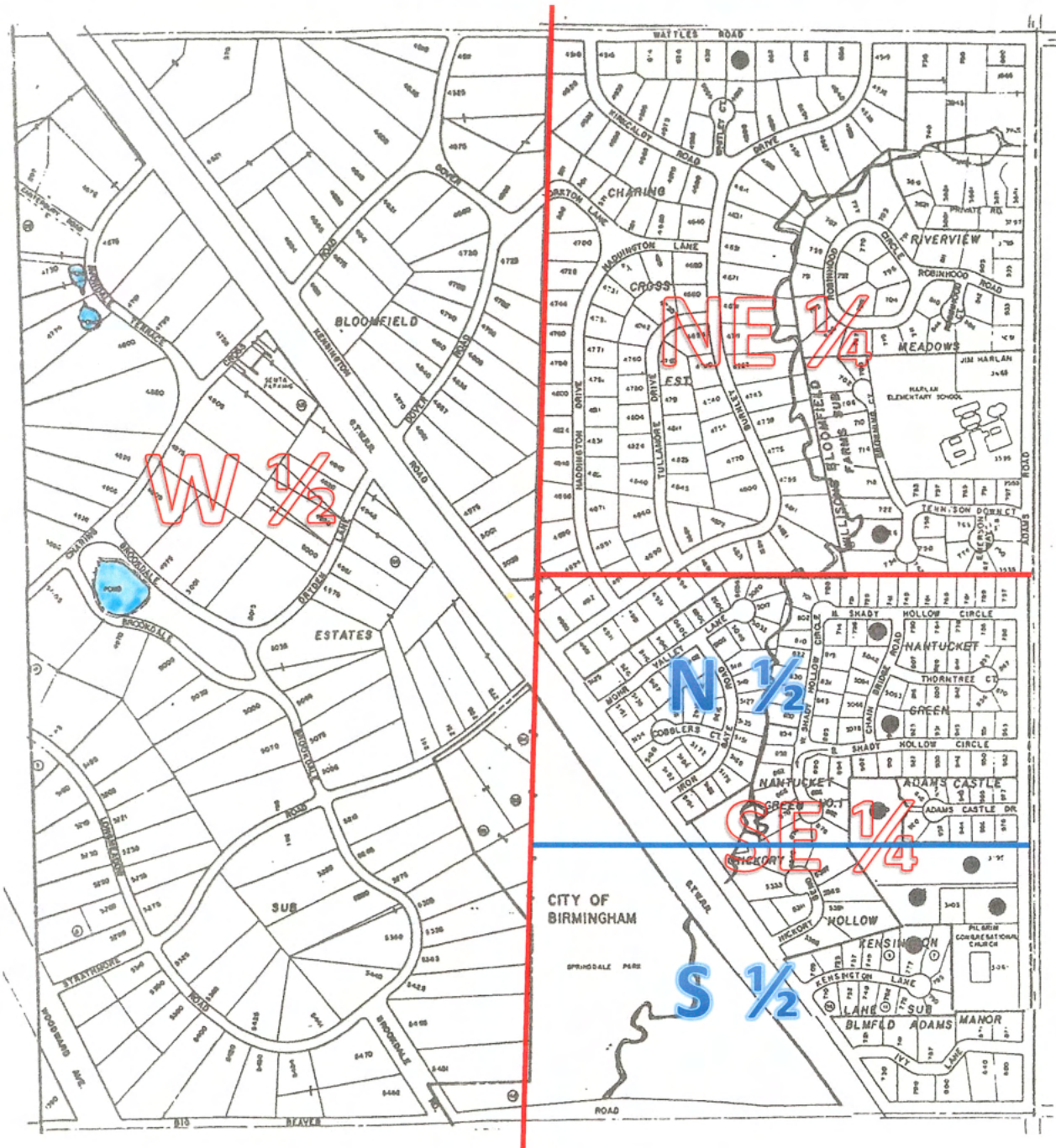
Ralph Graham Acquisitions and Subdivision Plan

Ralph Graham had been in the process of gathering up the parcels of the original fifteen acres that Mr. Buckberrough sold off through the years. In 1964 Mr. Graham purchased the Schleicher house and 0.52 acres. This is where he and his wife resided. In 1985, he purchased the original Buckberrough house and its 1.45 acres. As mentioned above, he rented this house out. His next acquisition came a year later (1986) when he purchased the 4.38 acres that Mr. Buckberrough sold to Mr. Schooley in 1925. This gave him 6.38 of the 7.6 acres.

In February 1991, Ralph Graham presented a request to the Bloomfield Township Planning Commission to split the "Schooley" parcel into two parts. The request for the split was approved in July 1991. One parcel of 1.372 acres was set aside for the original Schooley house and frontage on Adams Road. The second parcel of 2.785 acres is to the west of the house and includes a strip of land for an access road to Adams. Mr. Graham submitted a plan to develop this larger piece into a three-lot subdivision. This portion of his petition was not approved. The Planning Commission held it pending further review. The Commission had expressed concern for storm water drainage and a lack of conformance to the "ordinance with respect to road frontage."

Mr. Graham's plan may been taken over by another local resident. If it is approved, the result will be a new subdivision for Section 24. It will contain three existing houses (Graham, Hilty, and Schooley) and three houses yet to be built behind the Schooley house. There will be a sixty-foot cul-de-sac leading in from Adams Road, paralleling the lane that leads back to the Schwarz/Hilty house.

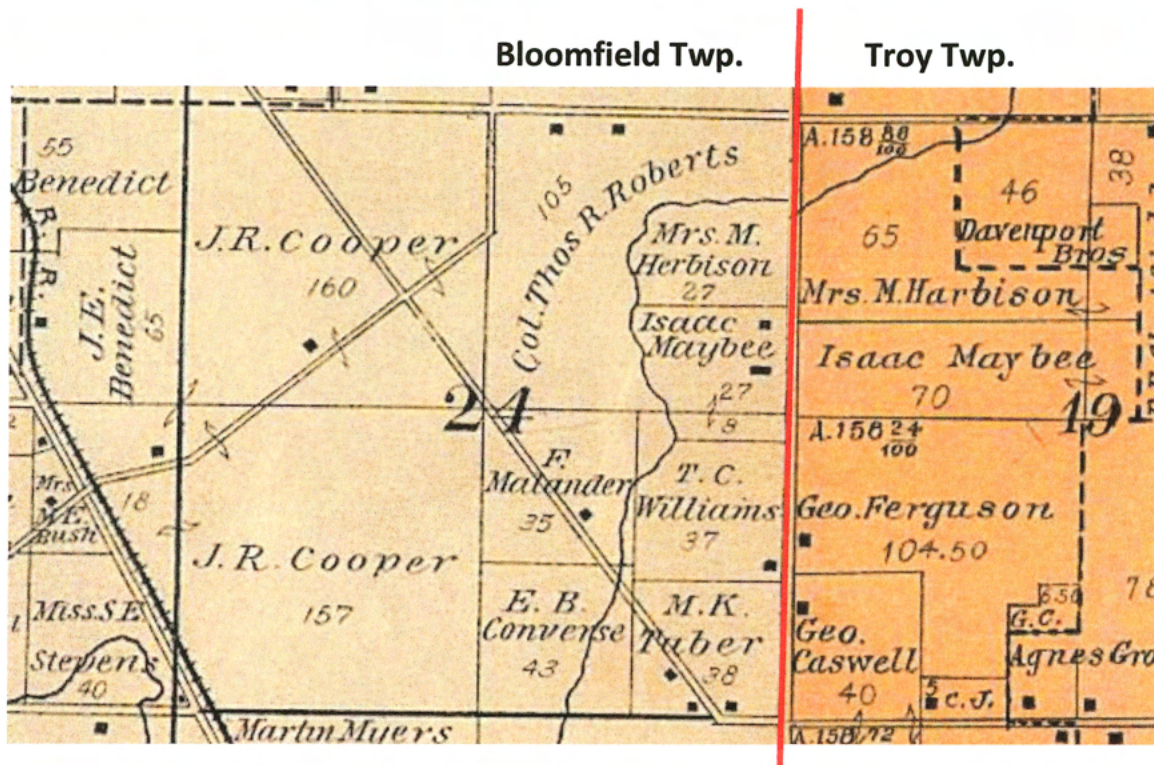
Section 24 – SUBDIVISIONS



Subdivision Statistics

Name	Date Platted	Developer	Lib/Page	Lots/Houses
Adams Castle	1/4/66	Harry Stevens (Robertson Bros.)	L118, pg. 6	10 / 10
Bloomfield Adams Manor	8/10/55	Budget Builders (C.D. Kersting, et al)	L78, pg. 13 (Ind. Parcel)	09/09 (01/01)
Bloomfield Estates	9/5/14	Judson Bradway Co.	Original Plat (after GTWRR)	137 / 122 (126)
Charing Cross Estates	12/24/53	Irving Green	L71, pg.24	118 / 118
Gloucester Square (a.k.a. Kensington Ln.)	5/3/71	Lorimer Land Corp.		14 / 12
Hickory Hollow	7/6/54	Wm. W. Lyman, Jr.	L73, pg. 10	7 / 7
Nantucket Green Nantucket Green, No 1	6/22/65 9/1/65	Wm. J. Pulte Carl Strand, James I. Ford Harry W. Stevens	L114, pg. 30-32 L116, pg. 22-23	92 / 92 11 / 11
Riverside Meadows	7/3/56	John D. Harrison John D. Harrison, Jr.	L86, pg. 16	26 / 26
Willison's Bloomfield Farms	4/23/85	David Willison Co.	L185, pg. 3 & 4	22 / 22
Adams Court (Private Ln.)	Approx. 1949	C.W. Eilber	Not a Subdivision	15 / 15

Three Farms on 1896 Map



⑥

THE COOPER FARM, James R. Cooper, Owner.

ONE OF the largest, as well as one of the most productive farms in this vicinity is the Cooper Farm, consisting of three hundred and forty-five acres. The owner, Mr. James R. Cooper, was born on the place and remained there until he was nineteen years of age. He then went to Detroit and secured a position with the smelting works in that city. When his father died he inherited about thirty acres of land from him. Later he purchased the Anthony, Cantine and Brush farms successively. The Cooper farm is situated one and a half miles north of Birmingham, on the Detroit and Pontiac road, and is well known throughout this section of the country. The farm is all improved and yields immense crops every year. The soil is a clay loam and the land slightly rolling. Run-

ning streams fed by springs run through the farm and afford plenty of water for horses and cattle. A drilled well also supplies a splendid mineral water, which is being shipped to various places quite extensively. There are two houses and large hay, grain and cattle barns. A windmill supplies water and grinds all the feed. Some well-bred trotting stock is kept on the farm, prominent among which is the stallion Spartacus. As may be imagined, it requires a great deal of care and judgment to properly attend to a farm of this size. Although Mr. Cooper does not attend to the farm personally, it is under the careful management of his capable superintendent, Mr. Wilborn B. Harris. Mr. Cooper was married twenty-three years ago to Miss Jennie Chitsey and has one daughter and two sons. By hard work and good management Mr. Cooper has acquired one of the best farms in this part of Michigan.

③

FOUNTAIN FARM, Isaac Mabee, Owner.

FOUNTAIN FARM consists of one hundred and ten acres of good farming land, all improved. It is located two miles northeast of Birmingham, on the town-line road. The land is quite level and the soil is a clay-gravelly loam. A running stream of water



BARN SCENE—FOUNTAIN FARM.

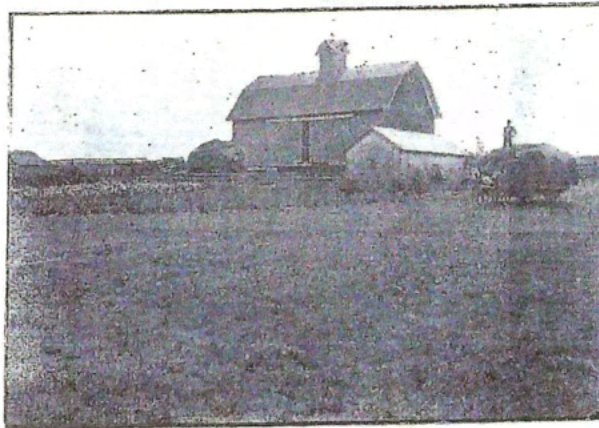
branch of the River Rouge) runs through the farm. The buildings consist of a very pretty farm house and three large barns. The house stands on an elevated piece of ground and is surrounded with handsome shade trees and shrubbery. Everything about the place presents a neat and tidy appearance. The farm was formerly known as the Taber farm and has a reputation of producing fine crops. Mr. Mabee keeps the regular farm stock of horses, sheep and hogs, besides an extraordinary fine lot of cattle. Mr. Mabee was at one time engaged in mercantile business at Birmingham, which he continued for six years. He was born in New York state and has lived within four miles of Birmingham for the past thirty years. He was married in 1850 to Miss Sallie Pomeroy, and has one daughter.

18*

MEADOW SPRING FARM,

Messrs. Frank and Nathan Herbison, Owners.

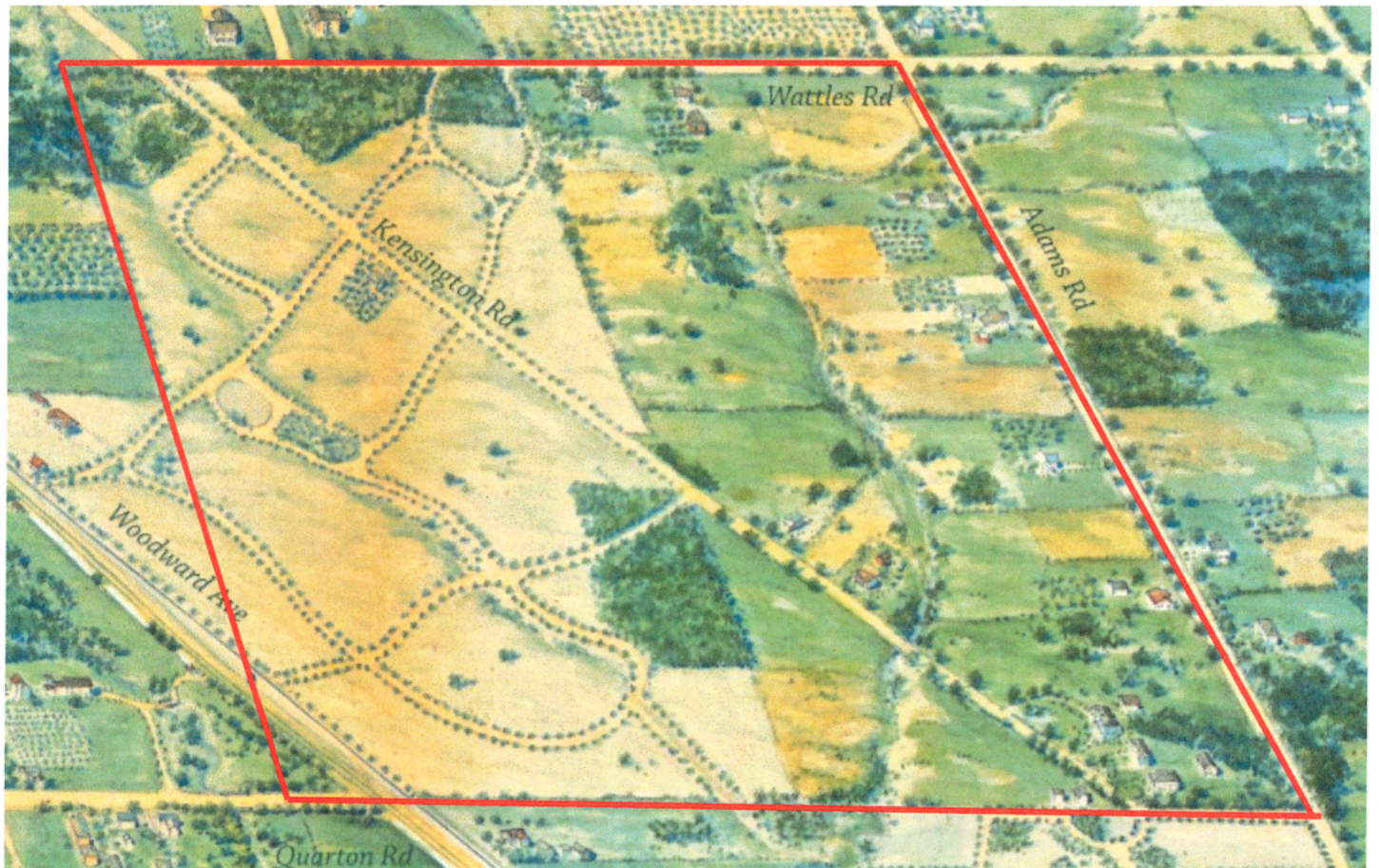
MEADOW SPRING FARM is one of the prettiest farms in this vicinity. It is located two miles north of Birmingham, on the town-line road, and contains ninety-five acres of fine farming



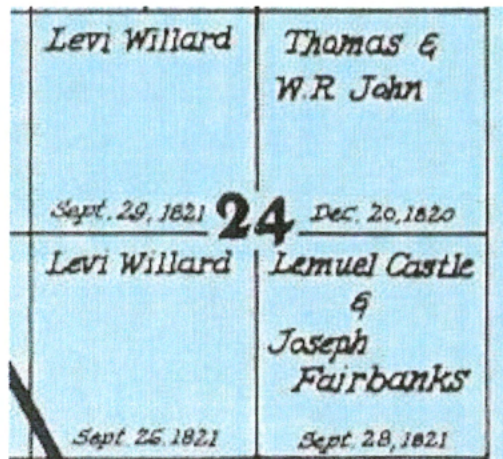
BARN SCENE—MEADOW SPRING FARM.

land. The land is beautifully rolling and of a gravelly loam soil. Messrs. Herbison purchased this farm some eleven years ago and have been improving it ever since, until now it is in the highest state of cultivation. The buildings consist of a large farm house and hay, grain and stock barns. A branch of the River Rouge runs through the farm, supplying water for the stock at all times. The house is situated on a hill, surrounded by fine shade trees, and commands a fine view of the surrounding country. The products of the place are of all kinds of farm produce which are raised in abundance. One of the special features of the farm is a splendid herd of thoroughbred Red Polled cattle, including a registered Red Polled bull. These cattle are of the hornless variety and are noted for the quantity and richness of their milk. In addition to this herd, the ordinary farm stock of horses, sheep and hogs are kept. Mr. Frank Herbison was born in Troy and Mr. Nathan Herbison in Royal Oak. Both are unmarried and have followed the occupation of farmers all of their lifetime.

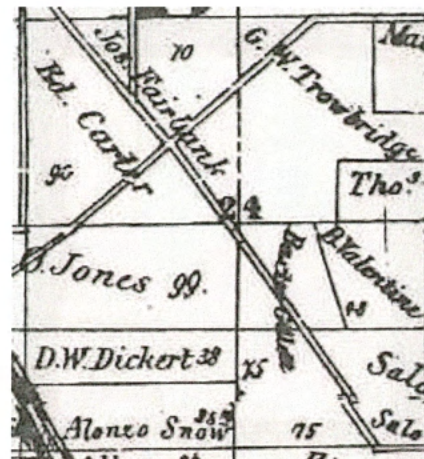
1915 Bird's Eye View – Map



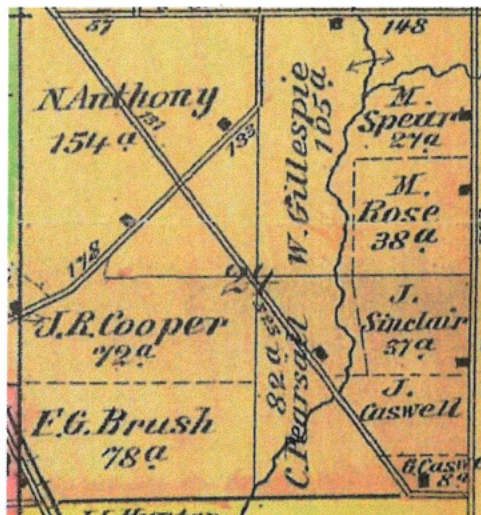
Historic Maps



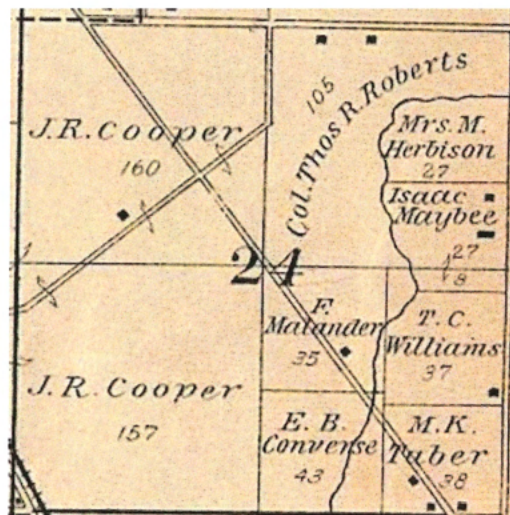
Orig. Owners



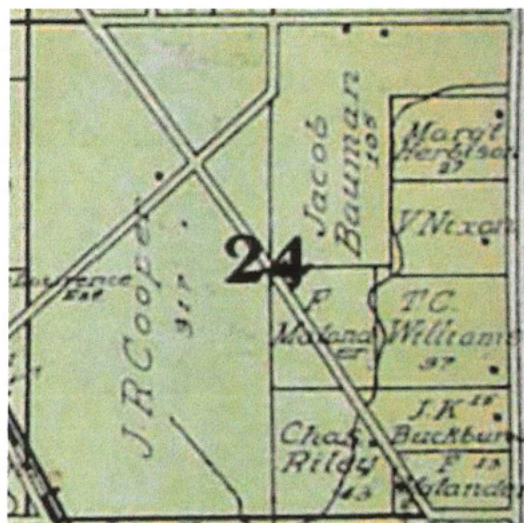
1857



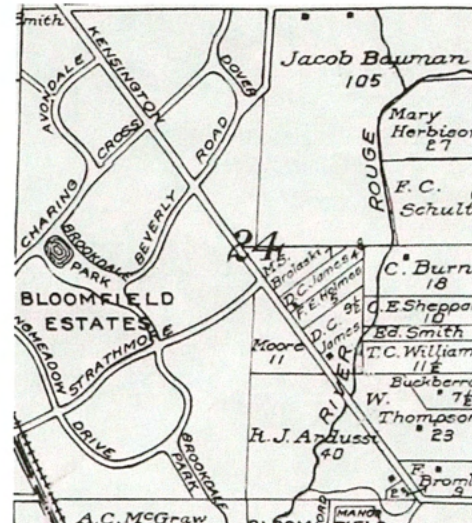
1872



1896

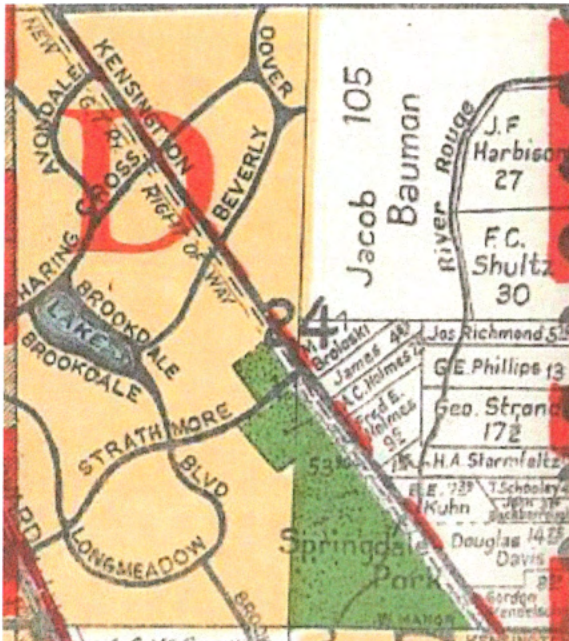


1908

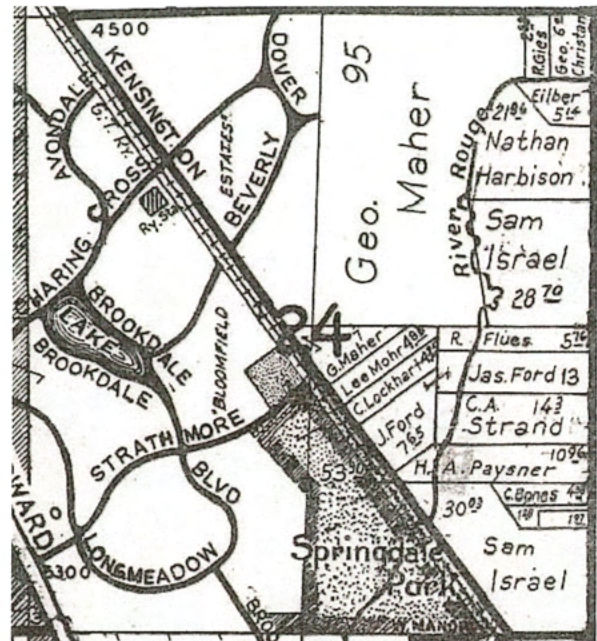


1916

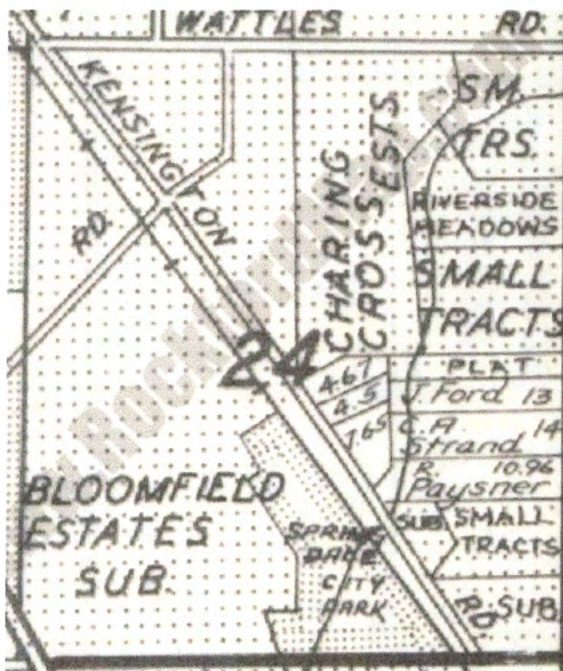
Historic Maps - continued



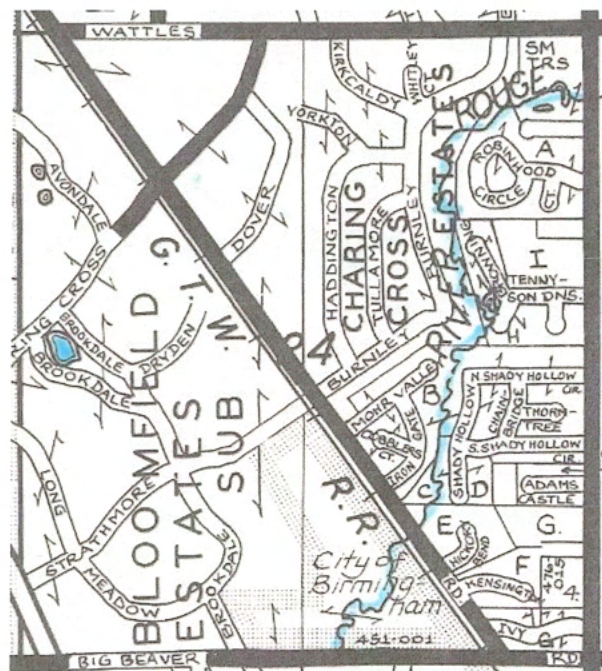
1930



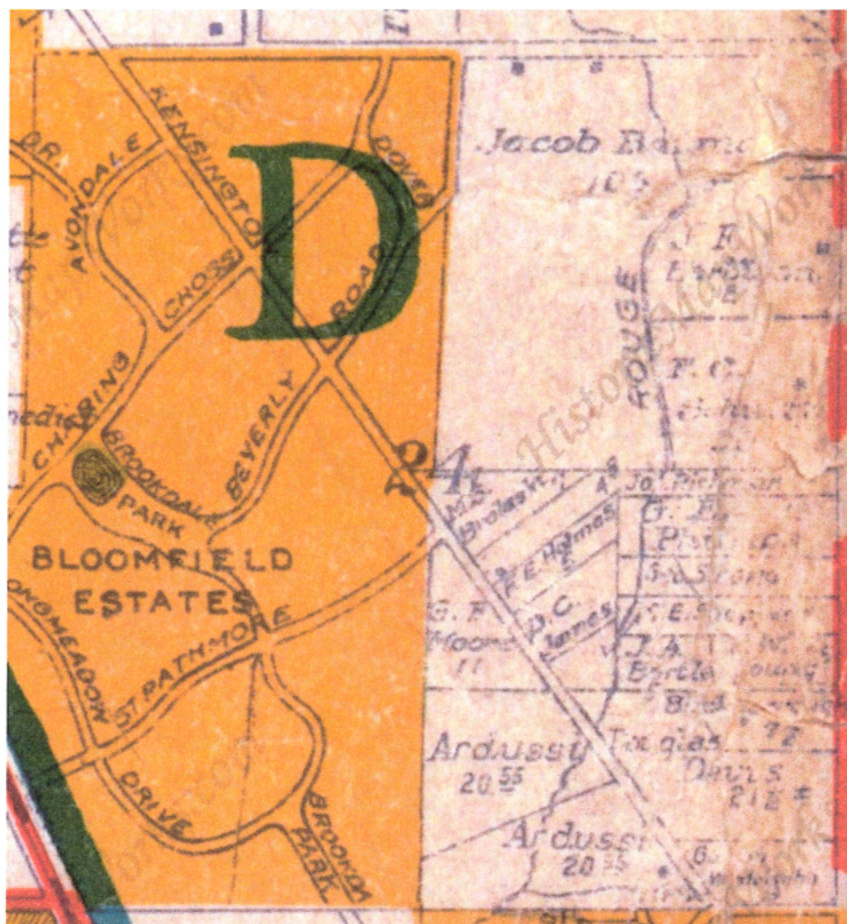
1947



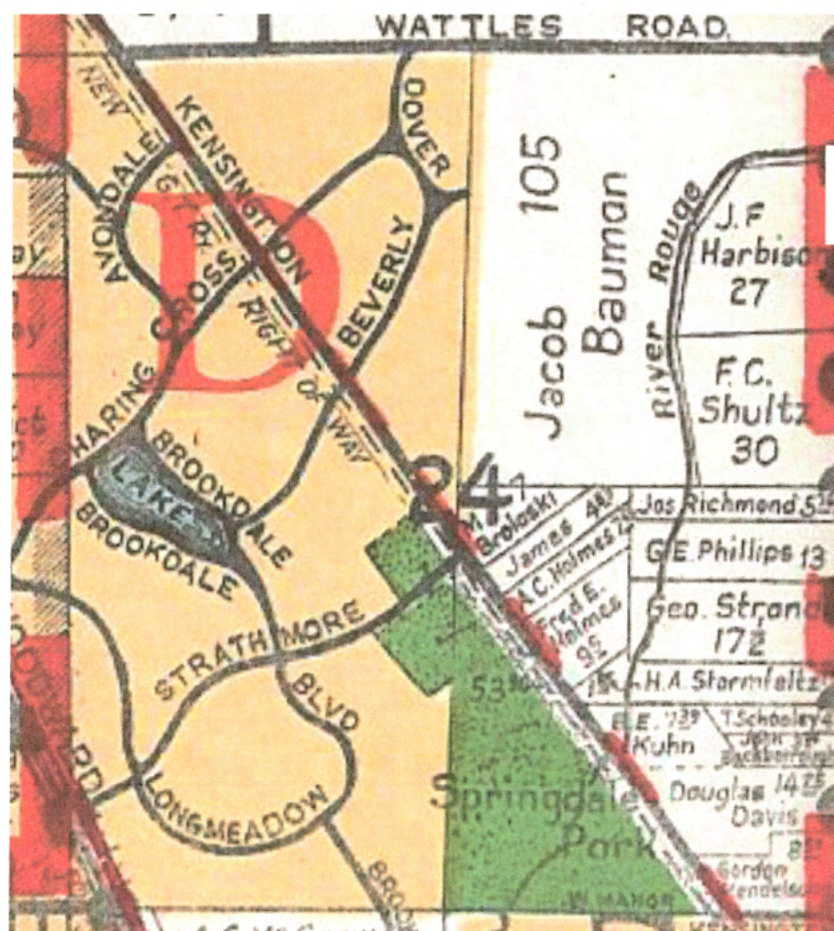
1960



1998

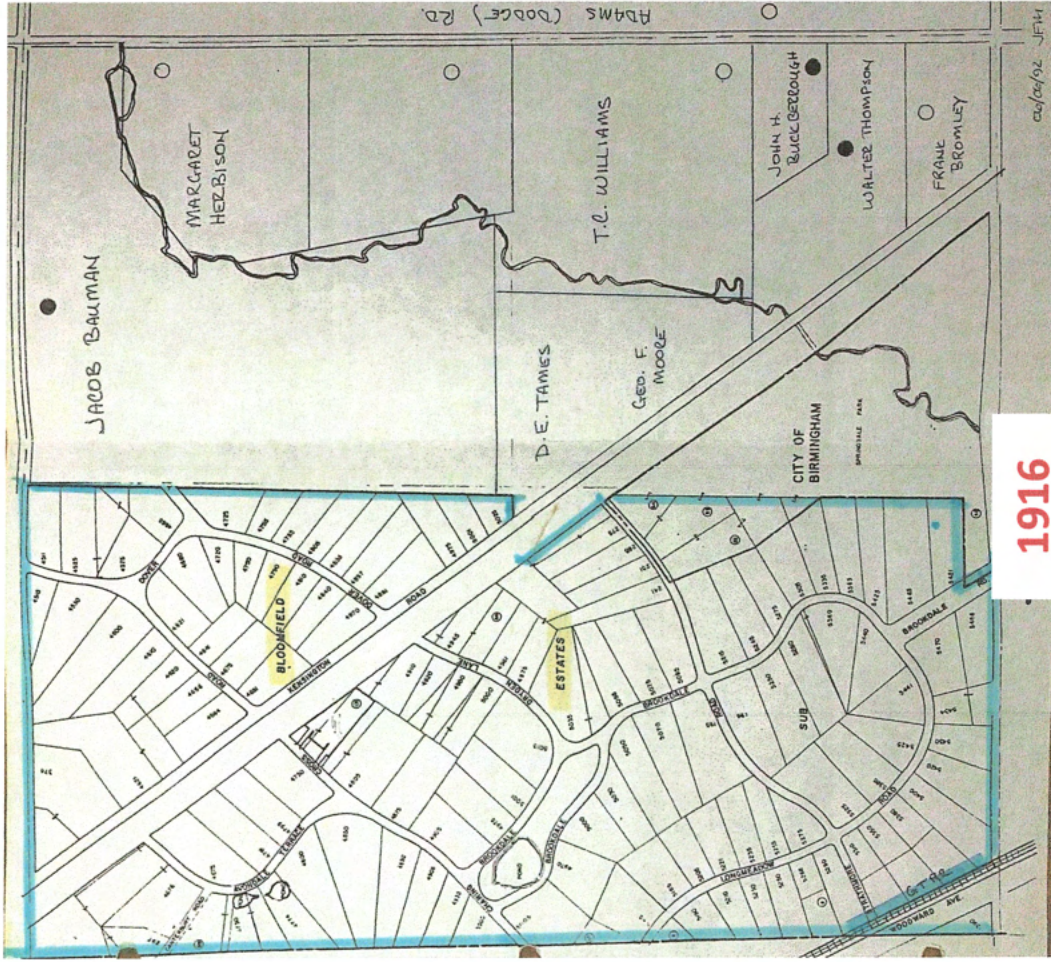


1925

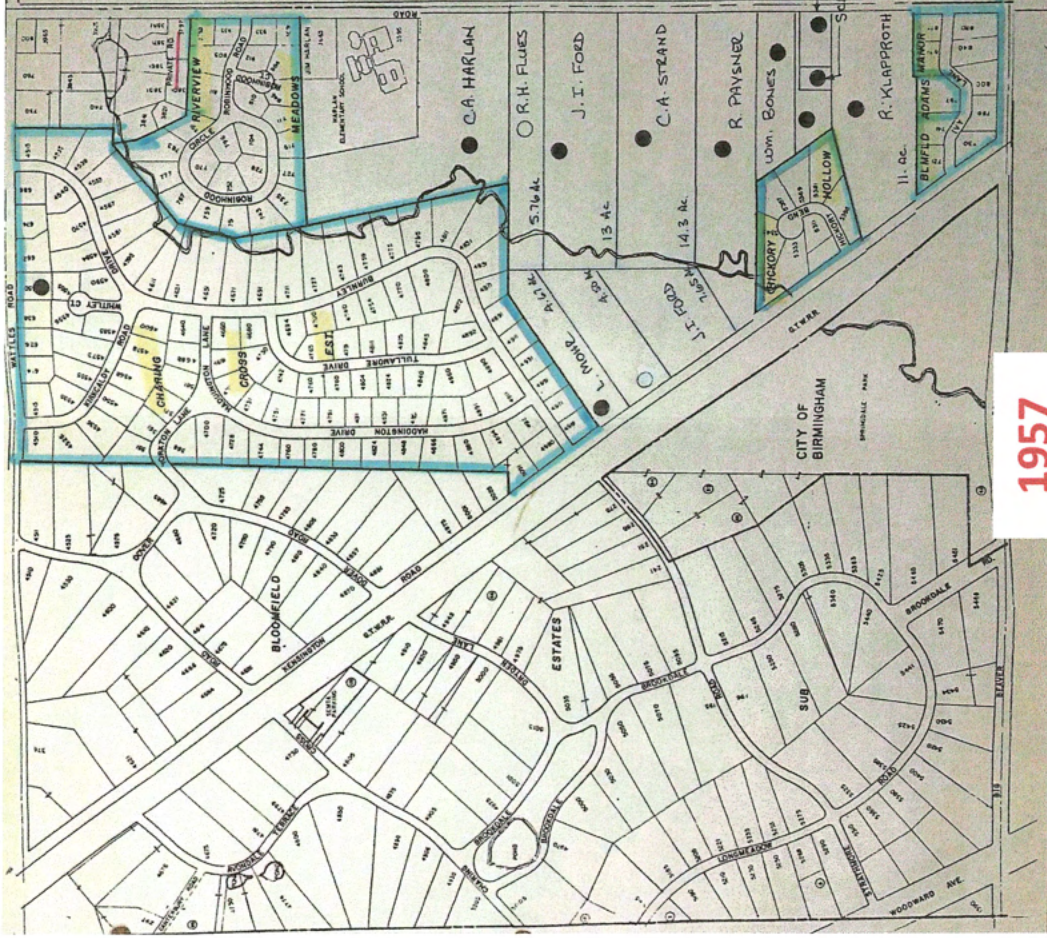


1930

Evolution of Subdivisions



1916

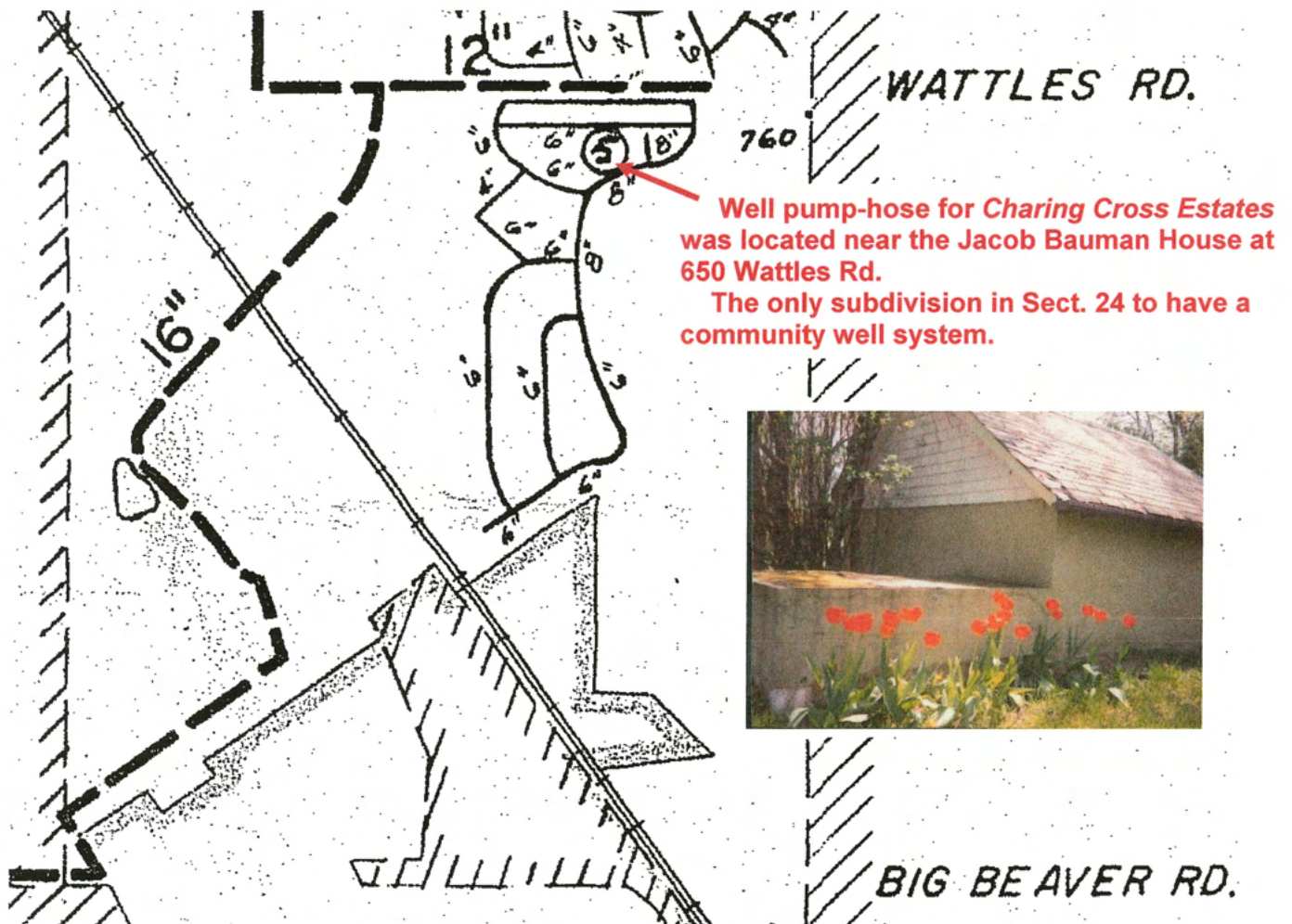


1957

1985



Well House No.5 - Charing Cross Est.



LEGEND

- 8" ——— EXISTING WATER MAINS
- PROPOSED FEEDER WATER MAINS
- - - - - WATER MAINS PROPOSED
- PRESSURE ZONE
- ③ EXISTING WELLS

Source: Proposed Additions to Water System MAP, Rev. 1963

Section 24 – Area History

- Sources & Reference of Information –

No.	Resource	Information Available
INDIVIDUALS		
1	John and Linda Allman Birmingham, MI 48009	Owners and residents of <i>Burrough Croft</i> from 1976 through 1985, prior to Ralph Graham. The Allmans provided me with some oral history and descriptions of the house.
2	Dr. Charles Barker, M.D. (and wife Nancy) Bloomfield Hills, MI 48304 (deceased)	Son Charles introduced himself to me at Baldwin Library (12/30/91). In 2002 Nancy Barker responded to my request for information.
3	Roger Benedict (Pilgrim Congregational Church) Adams Road	I met Roger (6/13/92) in the parking lot of the church. He is the only member left who was part of the original group that moved to the Adams Road location in 1963
4	Erik Bergishagen (deceased) (Jagersbo Kennels) Troy, MI 48084	(Referred to me by Bill Bones.) He may have helpful memories from the late 1930s through present.
5	John Bones Bloomfield Hills, MI 48304	Grew up in <i>Eastbourne</i> (the Schooley house). Son of William L. Bones, owner from 1936 through 1986.
6	William (Bill) Bones Bloomfield Twp, MI 48304	Bill Bones owned <i>Eastbourne</i> for 50 years. I had a long and informative telephone interview with Bill Bones about his family and the property.
7	Donald J. Bortz (deceased) Bloomfield Hills, MI 48304	Owner and resident of <i>Adams Castle</i> from 1978 to about 2017. I interviewed Mr. Bortz extensively on the telephone about his acquisition of the Castle.
8	Mrs. W. (Barbara) Curry Birmingham, MI 48009	Barbara lived for a while on property between <i>Thornbrook</i> and C. A. Harlan property. The so-called "Flues" property became the northern extent of Nantucket Green. Barbara gave me a lengthy interview about her recollections of the area when she lived there in the late 1930s. Her father owned the property until 1958.

Section 24 – Area History

- Sources & Reference of Information –

No.	Resource	Information Available
9	Dr. Edwin Deer, D.D.S. (deceased) Birmingham, MI 48009	Dr. Deer had extensive knowledge of the land use of what is now Charing Cross Estates. He is a grand-nephew of Nate, Frank, and Margaret Herbison, who had their farm in the NE ¼ of Section 24. (See 1896 & 1908 maps.)
10	Greg Degowski, Archivist Bluewater - Michigan Chapter National Railway Historical Society	Informed me that the archives of the old GTWRR were to be moved to the Railroad Museum in Durand, MI, in 1994
11	Karen (VanderKloot) DiChiera (deceased) Beverly Hills, MI 48025	Owner and resident of <i>Thornbrook</i> from 1965 through 1992. Allowed me to tour the house and provided significant oral history.
12	John DiCicco Bloomfield Hills, MI 48304 646-1917	(Referred to me by Becky Markee.) Knows a lot about the development of <i>Bloomfield Adams Manor</i> subdivision (Ivy Lane.) I have not talked with John.
13	Sean Eliwood Bloomfield Hills, MI 48304	Was tenant of <i>Burrough Croft</i> in 1992.
14	Arthur Fitch Birmingham, MI 48009	(Referred to me by Barbara Curry.) Son of the Fitch family who had lived on the F. C. Schultz property that became the Carl A. Harlan property in 1951.
15	Peter and Michelle Fredericks Bloomfield Hills, MI 48304	Owner of <i>Thornbrook</i> from 1992 to present.
16	Mrs. Howard (Jane) French (deceased) Birmingham, MI 48009	Daughter of Walter Thompson, who built <i>Eastover</i> in 1910. Mrs. French described the property as the house was being built, and her life there between 1910 and 1921.
17	Mrs. West (Annette) Gallogly (deceased) Birmingham, MI 48009	Born 1911. Daughter of George E. Phillips, who built <i>Thornbrook</i> (5033 Chainbridge Rd.). Also, former Mrs. Carlton M. Higbie. Provided some oral history on her family and the estate.
18	Walter A. Goodman Bloomfield Hills, MI 48304	Owner in early 1990s of the Andrew Meyer property (of dahlia garden fame). Built by Judson Bradway Co. circa 1922.

Section 24 – Area History

- Sources & Reference of Information –

No.	Resource	Information Available
19	Mrs. Thomas (Gail) Gossett Troy, MI 48084	Owner and resident of <i>Eastover</i> from 1977 through 2000. Gail gave me a tour of the house, provided significant oral history, and gave me a couple of newspaper articles that had been published some years earlier.
20	Ralph Graham (deceased) Bloomfield Hills, MI 48304	Former owner of the Buckberrough property, <i>Burrough Croft</i> . Had future plans to develop the area with three more lots.
21	Ms. Dorothy Hilty (deceased) Bloomfield Hills, MI 48304	(Retired Harlan Elementary School teacher.) Lived in Schwarz/Hilty House on Adams Rd. Provided me with her property Abstract, which gave extensive details about the development and ownership history of the SE ¼ of Section 24.
22	Jonathon and Brenda Holcomb Bloomfield Hills, MI 48304	Owners of <i>Strandcrest</i> from 1992 to 2017. Jon provided me with several photographic and oral history on <i>Adams Castle</i> .
23	Mrs. Ernest (Helen) Kaiser (deceased) 3449 Wendover Troy, MI 48084	The former Helen Strand, daughter of Carl Strand, who built <i>Strandcrest</i> . She provided me with much oral history of her family and the house. She also provided many photographs of house and property from the 1930s.
24	John King (deceased) Bloomfield Hills, MI 48304	Informal historian of Bloomfield Estates Subdivision. Received a paper that Mr. King wrote on history of <i>Bloomfield Estates</i> .
25	Erich Kurth Birmingham, MI 48009	Noticed by Barbara Curry in obituary of Marie (Bauman) Kurth. Erich is probably the nephew of Jake and Marie Bauman.
26	John and Becky Markee Bloomfield Hills, MI 48304	Becky allowed me to inspect the large well and holding tank on her property on Ivy Lane. Was probably for <i>Eastover</i> and perhaps for the flower gardens of Sam Israel. The Markee lot is not part of the subdivision but a separate acreage lot.
27	Charles H. Martinez (deceased) (Archaeologist – Retired, V.P. OCP&HS) West Bloomfield, MI 48322	Expert on Native American life in this area. Also very active in the OCP&HS. Knew the research material at Pine Grove Museum very well.
28	Christopher (Chris) Redding Bloomfield Hills, MI 48304	I talked with Chris (4/17/93) about the root cellar on his lot on Adams Court, built by either Herbison or Eilber.

Section 24 – Area History

- Sources & Reference of Information –

No.	Resource	Information Available
29	John Reddy Bloomfield Hills, MI 48304	Lives in the Jacob Bauman farmhouse on Wattles, west of Adams Road.
30	Leonard J. Risch Royal Oak, MI 48073	(Referred to me by Bill Bones.) Leonard is the son of the caretaker of <i>Thornbrook</i> when the Fords owned it. I did not interview him.
31	Mrs. Frederick J. (Dorothy) Sevald (deceased) Bloomfield Hills, MI 48304	Phone interview (5/5/93) in which she described the origins of <i>Hickory Hollow</i> Subdivision – Smith, Hinchman & Grylls (architectural firm).
32	John and Marilyn Shuler (deceased)	Owners of <i>Strandcrest</i> from 1965 through 1991.
33	Jeheskel (Hezy) Shoshani Bloomfield Hills, MI 48304	Professor at Wayne State University. Expert on Mastodons in Michigan.
34	Jack Steelman Birmingham, MI 48009	(Referred me to Barbara Curry, 4/3/92). Long-time resident of Birmingham. Interested in history of the area.)
35	Mrs. Harry (Marian) Stevens (deceased)	Owner and resident of <i>Adams Castle</i> from 1965-1976. Provided brochures and newspaper clippings.
36	Robert Saarinen Swanson, Architect Bloomfield Hills, MI 48304	Son of J. Robert F. Swanson and Pipsan (Eva-Lisa) Saarinen. Phone interview (5/6/93) about time he lived at 5311 Hickory Bend.
37	Paul Trap Holland, MI 49423	Retired school teacher and railroad historian. He specializes in the GTWRR and the stretch between Detroit and Pontiac. (See also, Lexington Group in Trans. Hist.)
38	Charles Williams (deceased) (former) Manager Bloomfield Village Assoc. Bradway Boulevard	Mr. Williams worked for the Judson Bradway Company 1947-1964. He died Feb. 12, 1993, the day before he was to deliver two albums of material development information on the N. Woodward Corridor by Judson Bradway. His secretary found the material in his car and let me borrow it.
39	Rick Zurel	Native American Specialist Schoolcraft College
GOVERNMENT ORGANIZATIONS		

Section 24 – Area History

- Sources & Reference of Information –

No.	Resource	Information Available
40	Bloomfield Hills City Offices 45 E. Long Lake Road Bloomfield Hills, MI 48304	(947) 644-1520
41	Bloomfield Township Offices 4200 Telegraph Road Bloomfield Hills, MI 48302	<ul style="list-style-type: none"> Assessor (248) 433-7700 Field Book and Platt Maps, filed alphabetically by subdivision name.
	Oakland County Register of Deeds 1200 N. Telegraph Road Pontiac, MI 48341	Detailed information on property ownership. "Liber" reference notes <ul style="list-style-type: none"> Real Estate Recording Index by Name Tract Index (248) 858 0596
43	Oakland County Planning Executive Office Building 1200 N. Telegraph Rd. Pontiac, MI 48341	- Ron Campbell
44	Road Commission of Oakland County (RCOC) Administrative Offices 31001 Lahser Rd. Birmingham, MI	- <i>Oakland Highways</i> , annual reports of the RCOC especially during the 1920s. - Detailed maps of all road improvement projects. These often contain identification of property owners living along the route at the time of the project.
45	United States Department of Interior Geological Survey	<i>Topographical Maps of Michigan</i> "Birmingham Quadrangle," 1968, Rev. 1973
ARCHIVES – LIBRARIES - HISTORICAL SOCIETIES		
46	Baldwin Public Library 151 Martin St. Birmingham, MI 48009 (248) 647-1700	<ul style="list-style-type: none"> <i>Birmingham Observer Eccentric</i> – microfilm Birmingham (Bloomfield) City Directory – (1926- XXXX) Card Catalog through 1982: General, Obit, Biography Computer Listing 1983 through present
47	Bloomfield Township Public Library 1099 Lone Pine Rd. Bloomfield Hills, MI 48302 (248) 642-5800	<ul style="list-style-type: none"> <i>Birmingham Observer Eccentric</i> – microfilm Atlases of Oakland County: 1996 and 1908
48	Burton Historical Collection Detroit Public Library Woodward Ave. Detroit, MI	

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- Sources & Reference of Information –

No.	Resource	Information Available
49	Cranbrook Archives Cranbrook Educational Community	<ul style="list-style-type: none"> Mark Coir, former director of Cranbrook Archives, Provided employment record for John Buckberrough, civil engineer at Cranbrook.
50	Cranbrook Institute of Science 1221 N. Woodward Ave. (P.O. Box 801) Bloomfield Hills, MI 48303-0801	Information on Native Americans. Also, the Bloomfield mastodon find in 1934.
51	The Lexington Group in Transportation History	<ul style="list-style-type: none"> Don Hofsommer, national director Sam Breck, head of Michigan 8 Paul Trap, Detroit to Pontiac Section Railroad history (see individual listing)
52	Michigan Department of State Bureau of History 717 West Allegan Lansing, MI 48918-1805	Rural Property Inventory (1936-1942)": (7/18/92) Ordered and received materials on all properties in Section 24, except Bloomfield Estates, which was already developed by 1936.
53	Oakland County Pioneer & Historical Society (Pine Grove Museum and Grounds) 405 Oakland Ave. Pontiac, MI 48342	Excellent research library well indexed. <ul style="list-style-type: none"> Charles H. Martinez, vice president (deceased)
BUSINESSES		
54	Bloomfield Village Association 3595 Bradway Blvd. Bloomfield Township, MI 48304	<ul style="list-style-type: none"> Larry Nutson, former manager e-mail: villagemanager@bloomfieldvillage.net
55	Detroit Edison (Cartography Section) 2000 Second Ave., Room 607.G4 Detroit, MI 48226	<ul style="list-style-type: none"> Helen Thompson John Squires Aerial photographs – earliest is 1949 Scale 1 in./1200 ft.;
56	Grand Trunk Western Railroad Division of Canadian National Railroad	<ul style="list-style-type: none"> Bill McKnight, et al
57	Hubbell, Roth & Clark, Inc 2001 CenterPoint Pkwy, Suite 109 Pontiac, MI 48341 Web-site: www.hrc-engr.com	<ul style="list-style-type: none"> Tom Biehl, partner Frank Chopp, maps Just north of Square Lake on east side of Franklin Road
58	Pulte Home Corp. <ul style="list-style-type: none"> William (Bill Pulte) (deceased) 	Provided many first-hand accounts of the development of Nantucket Green Subdivision and the extant Estate Homes. .

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- Sources & Reference of Information –

No.	Resource	Information Available
<i>Books & other Publications</i>		
59	<i>Birmingham (Bloomfield) City Directories</i> 1926 – XXXX Stored in Historical Reference Section of Baldwin Library.	First published in 1926. The 1927 edition contains an excellent history of Bloomfield Township Residents and contains the names of most of the estates in the .
60	<i>Bloomfield Blossoms</i> Glimpses into the history of Bloomfield Township and Bloomfield Hills, Michigan. Published by Bloomfield Township Bicentennial Commission Copyright 1976	Written by Kay Smith (deceased) Graphic design by John W. Cooper
61	<i>Book of Birmingham</i> The Bicentennial Committee of the Birmingham Historical Board, City of Birmingham Michigan Copyright 1976	Written by Jervis Bell McMechan Researched by Virginia C. Ciohset Pen and ink sketches by Victor L. Klein
62	<i>The Detroit and Pontiac Railroad</i> Chapter 2, by Paul Trap	(See individual listing for Paul Trap.)
63	<i>Illustrated Atlas of Oakland County – 1896</i> Printed by: The Kace Publishing Co. Racine, WI	Bloomfield Township Public Library (Reference Area)
64	<i>First land Owners of Oakland County, Michigan</i> Published 1981 by Oakland County Genealogical Society	By The Committee on Land Records Co-Chairmen: Janet Courtney & Ruth S. Kennedy
65	<i>If This is Hastings. . .</i> <i>. . . Then Where is Hog's Hollow?</i> Sponsored by Rochester Hills Museum at Van Hoosen Farm	Written by Deborah J. Remer Contains an extensive list of research references.
66	<i>Oakland County, Michigan</i> <i>1857 Plat Map Transcription</i> Published 1993 by Oakland County Genealogical Society	Publication Co-coordinator: Marjorie G. Clark
67	<i>Pathways of History Through Troy</i> Published by the Troy Bicentennial Committee Copyright 1976	By Lois Lance
68	<i>From Seymour Adams' "Shadyside Farm"</i> <i>(circa 1823 To</i> <i>Birmingham Estates Subdivision 1915-1990</i>	A Historical Research Project of the Birmingham Estates Garden Club.
69	<i>Solomon Caswell's</i> <i>1796 Memoirs 1880</i> Printing paid for by the Troy Historical Society May 1982	Transcription of the original manuscript written by Solomon Caswell in 1877.

Section 24 – Area History
- Sources & Reference of Information –

No.	Resource	Information Available
70	<i>Standard Atlas of Oakland County – 1908</i> Printed by Geo. A. Ogle & Co. Chicago, IL	Bloomfield Township Public Library (Reference Area) Also on line BH Society website.