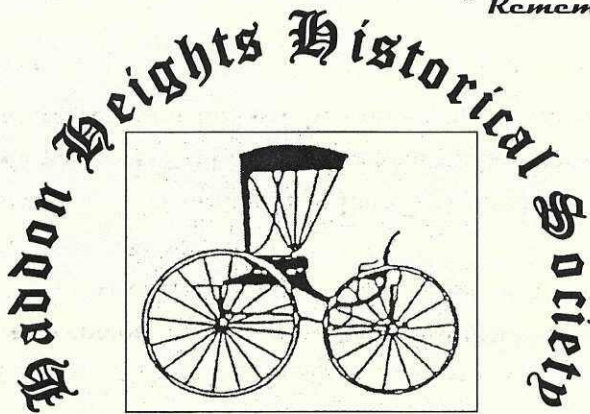


" Remembering Yesterday For The People Of Tomorrow "



Bulletin

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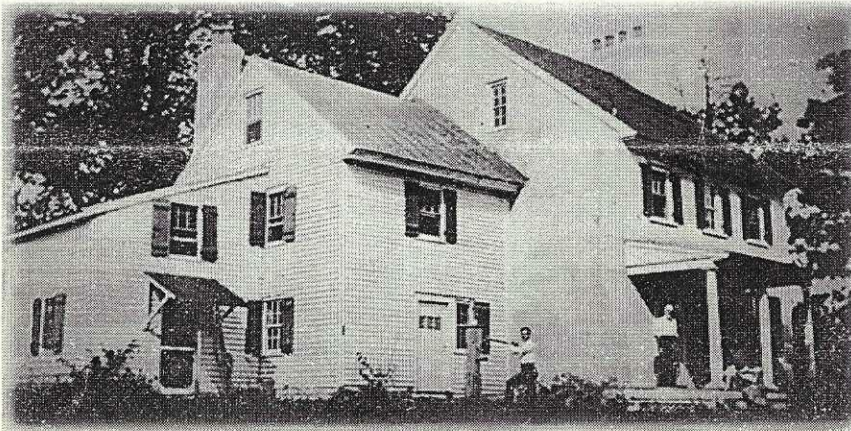
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Volume 41 Number 4

October 2016

We meet on the third Monday of January, April, July, and October - at 7:00pm in the Library

DATING HISTORIC BUILDINGS- Have you ever thought about the history of your home? Our nation's earliest architectural feats? The houses and businesses of Station Ave, the White Horse Pike, or King's Highway? Maybe you have wondered about the age of a home in the neighborhood as you walk through town... Join us for our next Historical Society meeting and learn from a renowned historian and architect how to dig into the past.



Col. Joseph Ellis House, 1009 Sycamore Ave, Haddon Heights (c. 1720)

the fabric of the building itself, such as architectural style, building construction methodology, decorative details, paint layering, roofing evolution, window configurations, and evidence of change. With many of the homes in Haddon Heights dated at more than 100 years old, residents should find this topic to be very interesting. We hope to see you on the 17th.

Dating Historic Buildings is a program about deciphering the architectural past. Our speaker, local Preservation Architect Margaret Westfield, will discuss the many tools she uses in estimating the age of houses. Some of the various approaches she will discuss include: researching visual images in period photographs, postcards and maps; consulting the written records of deeds, wills, estate inventories, newspaper clippings, correspondence, bills, and organizational records; looking for documentation in the Historic American Buildings Survey, architectural surveys, and written histories; and, analyzing

PRESIDENT'S MESSAGE- The leaves are beginning to fall, students are back in school, and the weather should be getting cooler. Welcome to Fall !!!!!!!!!!!!! I hope you all had a great summer and that you are now ready to be an active member of the Haddon Heights Historical Society. We currently need a secretary and a publicist. I know you are out there just waiting to volunteer. Please contact any member of the board to join the leadership of this vibrant organization. Special thanks to Joan for organizing our table for the Fall Festival and to her committee, Anne, Doug, and Margaret. You all did a fantastic job. I am looking forward to seeing all of our members at the October meeting. Margaret Westfield will be presenting an informative program about dating historic houses. Again, PLEASE consider volunteering!!!!!!!!!!!!!! We really need your help. *Elena*

ELECTION OF OFFICERS AND BOARD POSITIONS-

Once again, the October meeting will see the election of officers and members to serve in posts coming up in rotation to be filled. Please see the back page of the Newsletter for a listing. Any member can serve on the Board or one of the committees.



HENRY FORD'S PIQUETTE AVENUE PLANT: BIRTHPLACE OF THE MODEL T-

The following excerpt is from an article titled "From Here to Gone", appearing in the September/October 2016 issue of *Antique Automobile Magazine**. When Henry Ford began his third and ultimately successful (ad)venture, it was housed in a rented facility on Mack Avenue in Detroit, which was made available through arrangements orchestrated by the Ford Company's principal investor...coal merchant Alexander Malcomson. The building, which was owned by Albert Strelow and situated across the street from Malcomson's coal yard, previously served as Strelow's

wagon shop. Ford Motor Company moved in during April 1903. At the end of that year, a second storey was added, and by the spring of 1904, some 40 workers were churning out 15 two-cylinder Model A's per day.

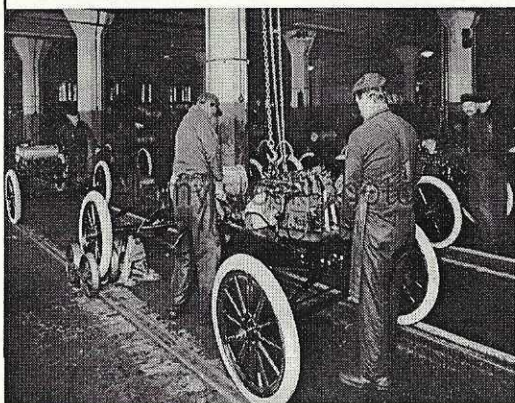
Already bursting at the seams, the fledgling firm moved quickly that same year in search of a more accommodating assembly solution. They ventured far off into the outskirts from what was then considered the city center (a mere three miles north of the Detroit River) and settled on a three-plus-acre parcel, where two rail lines intersected known as Milwaukee Junction. Bordered by Beaubien and Brush Streets, the property sat on Piquette Avenue and would be Ford Motor Company's home from October 1904 through 1910.

A purpose-built structure was erected, but at the time there was no established benchmark or blueprint for the construction of an automobile factory. So the tried and true New England-style mill building was pressed into service. A three-storey brick factory was built. Its long and narrow proportions (388' x 56') allowed for an abundance of windows (355 in total), which followed New England tradition to provide good ventilation and plenty of natural light.

Despite the Piquette Avenue plant's old-world design details, there were some recent lessons learned in Detroit upon which Ford capitalized during its construction. Oldsmobile's factory near Belle Isle burned down in 1901, so the new Ford plant included a vault to secure documents and drawings, fire doors to not only seg-

regate, but isolate sections of the factory floor, and a very early example of a ceiling mounted fire suppression system.

In addition to being the first piece of commercial real estate that the company owned, Piquette nurtured Ford from its origins as a simple start-up to its self-sustaining status as an industrial powerhouse, and from an adolescent assembler to an avant-garde innovator, as well. All the early letter cars were built there: B, C, F, K, N, R and S. Most significantly, the plant was the birthplace of the legendary Model T. In addition, it is said that very primitive moving-assembly-line ideas were first experimented with at Piquette Avenue.



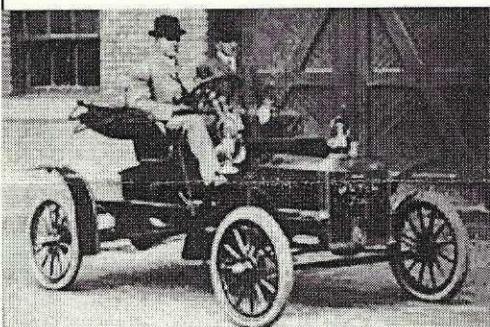
The first 12,000 Model Ts were assembled at Piquette before Ford found itself in need of still more manufacturing capacity. It was a result of the universal acclaim that the Model T immediately achieved. Meanwhile, Ford also



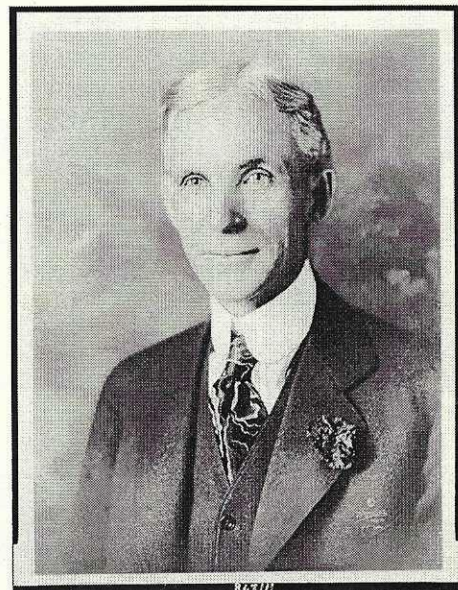
fought a good portion of the infamous Seldon patent suit from within the walls of Piquette.

Ford outgrew the Piquette plant and the company would soon move further out into what were then the Detroit hinterlands...up Woodward Avenue to what would become the Highland Park Complex. The Piquette plant was sold to Studebaker in 1911, which owned it until 1933. 3M then took it over and used it for only light storage until 1989. The result was that Piquette suffered only minimal wear and tear during the bulk of its existence... fortunately.

It then attracted the attention of a dedicated group of preservationists and local Ford historians who managed to take control and begin the task of stabilization. Those 355 New England-style windows, which went through 85-plus years of sweltering Detroit summers and wicked Motor City winters, needed a lot of attention! After securing the building, restoration followed, including a re-creation of the original facade. Among other distinctions, the non-profit 501(c)(3) Ford Piquette Avenue plant is now recognized as a National Historic Landmark and is on the National Register of Historic Places. It's open for informative tours, hosts regular events and is even available for group rental. Check out their website (FordPiquetteAvenuePlant.org) for further details.



It's well known that the tough and tumble Model T Ford had the ability to withstand all that Mother Nature and the natural environment could throw at her, which is one of the reasons so many "Tin Lizzies" remain with us to this day. Likewise, the Piquette Avenue plant was able to endure the incredible ups and downs that would ultimately redefine Detroit, with all of its spiritual and structural integrity left intact.



Perhaps the best way I can describe... if not salute the Ford Piquette Avenue

plant is to say, "If it were in a place like Stuttgart, Germany (the hallowed home of Mercedes-Benz)... with its indisputable historic purity and unaltered original form... it would be celebrated as a national shrine! Do go and see for yourself. No, you won't be disappointed. In fact, you'll be amazed. You can get involved by volunteering, becoming a member, adopting and helping restore a window, and shopping at Piquette's marvelous online museum store.

*Note- *Antique Automobile Magazine* is the official publication of the Antique Automobile Club of America. Author- Steven Rossi. Reprinted by express permission of the author. Thanks Mr. Rossi !

2017 Membership Application / Renewal- Haddon Heights Historical Society

Name _____

Address _____

Phone (H) _____ (W) _____ E-Mail _____

Type of Membership: _____ Single- \$10.00 _____ Household- \$15.00

I would also like to make a tax deductible donation to the Haddon Heights Historical Society, in the amount of \$ _____

Coming Events

10/17/16- 7:00pm- HH Library HH Historical Society Gen. Membership Meeting

11/5/16- League of Historical Societies of NJ meeting: NJ Historical Society, Newark, Essex co.

4/1/17- League of Historical Societies of NJ meeting: Wheaton Village, Millville, Cumberland Co.

6/10/17- League of Historical Societies of NJ meeting: Liberty Hall, Union County

Contact Peter Hill for more information about LHSNJ Meetings

MEMBERSHIP DUES- Your "Paid Through YEAR" is printed on your Newsletter label. Your dues help keep history alive. Paid-up members continue to receive the HHHS Newsletter!

If you give us your e-mail address, you will also electronically receive a full color copy of each edition of the newsletter.

HADDON HEIGHTS BOOK- The Historical Society's book "Haddon Heights-The Ideal Suburb" is available at the Library. This is a collection of reminiscences from our town's past. Whether you grew up here or just moved in, this book has hours of enjoyable reading.

Just a reminder...The Haddon Heights Historical Society is a 501(c)3 organization. Please keep us in mind as you plan your charitable donations. Make us part of Your Legacy...

How many of you have ridden in a Ford Model T like the ones built in Ford's Piquette Avenue plant in this month's article? If you have had that experience, please drop me a line with your memories! I drive a 1929 Model A now, but what was it like driving/riding in one back in "the olden days" as they say? Let's continue to do our share to "Remember Yesterday for the people of tomorrow"...Ken Funkhouser, Editor

2016 Historical Society Board

<u>President-(2014-2016)</u>	Elena Hill
<u>Vice-President-(2014-2016)</u>	Bob Hunter
<u>Past President-</u>	Margaret Westfield
<u>Treasurer-(Ends 2016)</u>	Art Ritter
<u>Secretary- (Ends 2016)</u>	Vacant
<u>Trustees-(2013-2016)</u>	Virginia Appleby
	Ken Funkhouser
	Anne McAdams

COMMITTEES / CHAIRS

<u>Newsletter Ed.-</u>	Ken Funkhouser
<u>Membership Chair-</u>	Joan Rossler
<u>Web Master-</u>	Dan Alexander
<u>Nominating Comm.-</u>	Bob Hunter/ Peter Hill
<u>Borough Council Liaison</u>	Vacant
<u>Affairs-</u>	Ginny Appleby
<u>Merch/Fund Raising-</u>	Joan Rossler/ Ginny Appleby
<u>Programs/Publicity-</u>	Doug Michell/ Dan Alexander
<u>Programs/Publicity- Asst.</u>	Vacant
<u>Digital Photographer</u>	Vacant
<u>Contact the Board : WWW.HHHISTORICAL.ORG</u>	

Haddon Heights Historical Society
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Haddon Heights, NJ
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