



Olmsted 200

Bicentennial Notes about Olmsted Falls and Olmsted Township –
First Farmed in 1814 and Settled in 1815

Issue 37

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Peltz Family Left Long Ago, but Olmsted Lures Them Back

This is the sixth and final part of a series about the Peltz and Simmerer families who were important in Olmsted Falls in the 19th and 20th centuries.

Because Philip Simmerer and three of his sons ran their hardware store in what now is called Grand Pacific Hotel for so long – about eight decades – the Simmerer family was prominent in Olmsted Falls for most of the 20th century. (See Issue 36 of *Olmsted 200* from May for more on that.) The same might have been true of the Peltz family if Joseph Peltz and his second wife, Minnie, had not moved to California in 1920. They didn't stay, but Olmsted has lured Joseph's descendants back over the decades, and the family's Olmsted connection is now commemorated in a little girl who lives on the other side of the country.

Joseph Peltz, who was born in 1856 as the son of German immigrants, was a merchant in Olmsted Falls from the early 1880s until 1920. From 1893 until 1912, he and his brother-in-law, Philip Simmerer, were partners in the store in the Grand Pacific Hotel building. Before and after that, Peltz operated his own store on the opposite side of the street. (For more on that, see Issue 33 of *Olmsted 200* from February and subsequent issues.)

Although Peltz kept in touch with friends and relatives back in Olmsted in the years until his death in 1938, Olmsted residents eventually lost track of what happened to the Peltz family. On the other end, Peltz descendants had trouble tracing their family history back to the Olmsted years. A little more than a year ago, Doug Peltz, the great-

great-grandson of Joseph Peltz and his first wife, Anna Simmerer Peltz, had only one photograph of his great-grandfather, Julius, the son of Joseph and Anna. They had nothing further back – and many questions. Through his diligent efforts in contacting Peltz and Simmerer relatives, as well as people with knowledge about Olmsted history, he has filled in many of the gaps. The following information is based heavily on his work.



The photo on the left was taken of Joseph and Minnie Peltz before they moved from Olmsted Falls to California in 1920. The photo on the right shows Minnie and Joseph Peltz later in their lives in California. Peltz's descendants initially remained in northeastern Ohio, but eventually they also migrated west.

Julius Peltz was born on June 25, 1882, as the first child and only son of Joseph and Anna. He graduated from high school in Olmsted Falls 17 years later in 1899. In recent years, his framed diploma has hung in a hallway at Olmsted Falls City Hall.

After high school, Julius Peltz went to the Case School of Applied Science, which now is part of Case-Western Reserve University in Cleveland. He earned a degree in engineering in 1906. He at first worked as a mechanical engineer for a company in Cleveland.

In 1907, Julius married



This diploma for Julius Peltz's graduation from high school in Olmsted Falls in 1899 hangs in a hallway at Olmsted Falls City Hall.

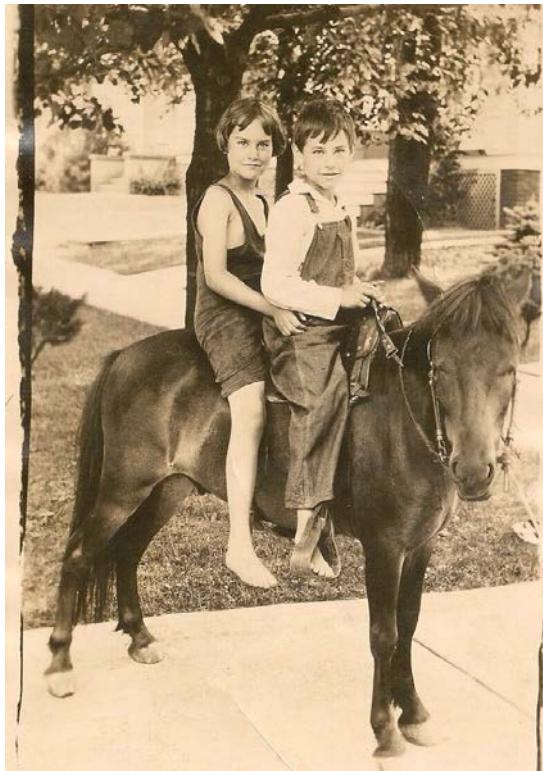
Myrtle Ehrbar, who came from a family of nine children in Berea. They had five children: Oliver Joseph, born in 1908; Marshall, born in 1911; Jean, born in 1916; Douglas born in 1917; and Janet, who was born in 1925. The family lived in Cleveland until 1916, when Julius became superintendent of Lakewood's water department and they moved to 1648 Marlow Avenue in Lakewood.



The photo on the upper left was the only one that Doug Peltz had at one time of his great-grandfather, Julius. He believes it was taken sometime around 1905. The photo on the upper right of Julius Peltz is believed to have been taken in 1906 during his senior year at the Case School of Applied Science.

The lower left photo was found in the baby book of Janet Peltz Daly, the youngest child of Julius and Myrtle. The back of the photo says, "Mom and Dad," so Myrtle and Julius are apparently the couple on the right side. It apparently was taken early in the 1900s at an unknown location, possibly Cleveland, where they lived until 1916, or Lakewood, where they lived after that.

“Julius became ill at some point in the 1920s,” Doug Peltz wrote. “This was not discussed much by his children, though eventually it was revealed that it was in part mental illness, a taboo subject of the time. He was living in a sanitarium in Cleveland by 1930, leaving Myrtle to raise the five children on her own. He died at the age of 54 in February 1937. My grandfather spoke very little about Julius, and so this fact combined with the scant photographs we have, have made him all the more mysterious to me.”



This childhood photo shows Jean and Buddy Peltz in Lakewood.

Oliver joined the Air Force in World War II and became a career military man. He lived in Japan during much of the 1950s and ultimately settled in Tulsa, Oklahoma, with his wife. They had no children.

Marshall left Lakewood in his early 20s to get away from the cold Ohio winters. After staying with a cousin in North Carolina while working as a tutor, he married a woman there, but eventually they moved their family to Colorado and later California.

The photo to the right shows Buddy Peltz during his World War II U.S. Navy service.

Doug Peltz added, “I do know his wife Myrtle remained devoted and in love with him; once he was living in the sanitarium, she had to take a job as a nurse's assistant to make ends meet, but every morning would ride the street car to the sanitarium to go see him.”

Janet, the youngest, was the only child of Julius and Myrtle Peltz who remained in the Cleveland area. She married Bill Daly and raised a family of four in Fairview Park. The other daughter and three sons of Julius and Myrtle spent good portions of their lives in and around Lakewood before moving west.



Jean married a man from Chicago. They lived in Lakewood at first and had two children there. Then they moved to the Chicago suburb of Wheaton, Illinois, where they had two more children.

Douglas, who was known as Buddy, served in the Navy during World War II. He met a New England woman, Audrey Smith, during shore leave. They married in Maine after the war. Then they moved to Lakewood, where they had all three of their children in the late 1940s. Buddy became an engineering salesman, so he moved the family around the eastern United States until he was drawn to a position in the Chicago area that allowed him to live near his sister, Jean. More about Buddy's family comes later.



Peltz daughter also moved west.

The second child of Joseph and Anna Peltz was a daughter, Verna, who was born on June 11, 1886. Until 2015, Doug Peltz did not know what had happened to her, but since then, he has pieced together details of her life and obtained a couple of photos as a result of his contacts with relatives on that side of the family.

Verna married William Aloys Greif, known as "Ollie," in 1907. He was the firstborn child to Louis Greif, one of the founding brothers of Greif Brothers Company, a barrel-making company that began in Cleveland in 1882. The company now is called Greif, Inc. It is an industrial packaging manufacturer currently based in Delaware, Ohio. Ollie and Verna had two daughters.

(As Doug Peltz wrote recently, "To make matters confusing, Julius Peltz's sister-in-law, Margaret Ehrbar, was Louis Greif's 2nd wife, i.e. Ollie's step-mother. My dad and I have speculated that Julius might have met Myrtle Ehrbar first, then Myrtle and her sister Margaret had the idea of playing cupid to Julius's little sister Verna, 'setting her up' with Margaret's step-son Ollie, who was similar in age to Verna.")

Members of the Peltz family believe that Julius and Verna married in a double wedding ceremony, possibly in Olmsted Falls. But so far, they have not been able to turn up any photos from it. They still hope some relatives might have such a photo.

“Sadly the marriage between Verna and Ollie did not last,” Doug Peltz wrote. “Ollie is alleged to have been abusive and a drunk, and Verna courageously divorced him, against fierce social taboo, when the girls were young. The Greif family sided with Verna in the dispute, and even supported her financially. It is said that Ollie was ex-communicated from his Greif family, and so inherited none of their wealth. He remarried, had a third daughter, and was never heard from again. He died in 1948.”



Verna Peltz holds her elder Daughter, Margery.

Verna and Ollie’s two daughters were Margery, who was born in 1911, and Audree, who was born in 1914. They grew up in Cleveland and Lakewood, but both of them married during or after World War II and moved west to raise their families. Margery moved to Portland, Oregon. Audree moved to Los Angeles.

Alice Stilwell McPeak, the granddaughter of Minnie Peltz (Joseph’s second wife), told Doug Peltz about meeting Audree on a visit to Minnie Peltz’s home in Los Angeles in about 1943. “Audree’s son Kurt says that by that point she would have just been visiting; she didn’t move to Los Angeles until the late 1940s,” Doug wrote. “Verna’s grandson Kurt was born in Los Angeles just a few blocks from Joseph’s home, though he never knew his great-grandpa Joseph or Minnie; they had passed away before he was born. He tells me he did grow up hearing stories about the names of Peltz, Simmerer, and places like Olmsted Falls and Lakewood.

Verna is believed to have left Ohio in the 1940s and moved in with her daughter Margery in Oregon. Every few years, she visited Audree and her family in Los Angeles. Verna died in Portland in 1975 at the age of 88.

Peltz family still shows affinity for Olmsted Falls.

Although the Peltzes strayed far from Olmsted Falls, at least one branch of the family has come, in one sense, full circle.

As noted earlier, Douglas “Buddy” Peltz, son of Julius and Myrtle Peltz, served in the U.S. Navy during World War II. Those must have been formative years for him because his grandson, Doug, said he preferred to tell of his adventures as a young man at sea rather than talk about his childhood. He joined the Navy in 1939, a couple of years before the United States entered the war. He helped run supplies to Britain on the USS Texas while dodging German submarines. In 1942, he was transferred to the Pacific theater to serve on the USS Azurlite and then the USS Agenor.

Doug wrote, “He told us that he watched the iconic moment of the American flag being raised at Iwo Jima through his binoculars, from the deck of the Agenor.”

Here is another story Doug, with help from his father, Fred, tells about Buddy Peltz:

When he enlisted, my Grandpa was sent to Great Lakes Naval Training Station (north of Chicago). Many of his new friends at Great Lakes were from the Toledo and Cleveland area. One night some of his fellow sailors from Ohio were telling stories about a drunken night of celebration they had spent in the outskirts of the Cleveland area. They had even taken photos. "We got to this small town and realized we'd have to sleep it off in a cemetery there," they said. "What town was it?" Doug asked, his curiosity piqued. They couldn't remember, but showed him a photograph from where they decided to 'sleep it off.' Doug laughed and pointed at the details in the background. There in the photo was one of his drunken friends sleeping on a big granite bench with the name "PELTZ" inscribed on it. It was our family plot in Olmsted Falls! (We believe the bench was a marker that Doug's grandfather Joseph Peltz had purchased for the family before leaving Olmsted Falls for California in 1920.)



These two 1948 photos above show Audrey Peltz and daughter Linda at Chestnut Grove Cemetery. Note the 1887 vault in the left photo. In the right photo is the Peltz bench on which a Navy friend of Buddy Peltz slept during a night of drunken carousing that ended in Olmsted Falls almost a decade earlier. The lower left photo shows Buddy and Linda Peltz.

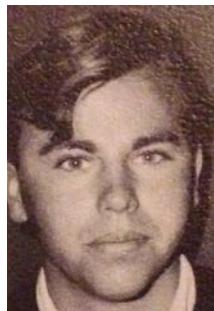


Buddy and Audrey Peltz had three children: Linda, Fred and Nancy. In the 1960s, they moved to a small Northern Illinois town called Sycamore. It has a historic downtown district, which Doug Peltz has said bears some similarity to Olmsted Falls. Sycamore was incorporated as a village in 1858, just two years after Olmsted Falls

incorporated as a village. Buddy died in 1992 at age 74. His family is planning a reunion in 2017 to mark the centennial of his birth.

Doug has fond memories of the stories told by his grandfather, Buddy, such as those of childhood Memorial Day trips to the family plots at the old Chestnut Grove in Olmsted Falls, where Buddy's parents, Julius and Myrtle, would leave flowers.

"Since he was a child he found these trips boring and his father would encourage him to go catch a big 'Oscar Feetlebum' down in Rocky River – a bullfrog," Doug wrote. "(That expression has lived on in my family; when my mother was pregnant and they didn't have a name picked out, my father would refer to us as 'Oscar Feetlebum.') My dad thinks that Julius and Myrtle picked it up from a German-American cartoon, the Katzenjammer Kids, which was popular among German-Americans of the time."



This is Fred Peltz as a young man.

Buddy and Audrey's older daughter, Linda, stayed in Illinois and raised a family there. Their younger daughter, Nancy, and her family found their way back to Ohio, specifically Canal Fulton and other communities in the Akron-Canton area.

Their son, Frederick Douglas Peltz, who was born in 1948 in Lakewood, was in high school in the 1960s, when the family moved to Illinois. He graduated from Wheaton High School in the same class as the late actor John Belushi. Fred became a dentist and retired from his practice just last year.

The only son of Fred Peltz and his wife, Nancy, is Doug, who was named after his grandfather. He is a former elementary school science teacher and a co-founder of a San Francisco company called Mystery Science, which develops "open-and-go lessons to inspire kids to love science," according to its website (<https://mysteryscience.com>). That website also has a video of Doug Peltz.

During a 1997 pilgrimage to Olmsted Falls, members of the Peltz family posed for this photo at the Peltz bench in Chestnut Grove Cemetery. On the far right is Audrey Peltz. Left of her is Doug Peltz, holding his niece, Madeline Kuhn. Behind him is his aunt, Nancy Peltz Philabaum. On the left side of the photo are his sister, Kelly, and his mother, Nancy.





This is Doug Peltz from 2015.

“I’m working with an all-star team of people, with the aim of nothing less than radical improvement in the quality of science education for young people in this country,” Doug wrote. He believes his interest in science might have something to do with his father’s work as a dentist, his great-grandfather’s work as an engineer and his great-great-grandfather’s work as a druggist in Olmsted Falls. However, he has not figured out how his grandfather, Buddy, fit into that lineage of science-leaning ancestors.

“Word of Clint Williams’s incredible renovation work in Olmsted Falls spread far and wide.” Doug wrote.

“It reached all the way to my family in Illinois during the mid-1990s. We took a ‘pilgrimage’ back to Olmsted Falls in order to see what Clint had done, and to visit the family plots at the cemetery. I had never even heard that this existed, so I was astounded. This was my first trip. 1997.”

Doug added, “My family is very grateful to Clint Williams and to the dedication of the Olmsted Falls citizens for preserving these and allowing us a glimpse into our family’s past. It is wonderful to be reconnected with Olmsted Falls.”

As Fred’s only son, Doug was told since he was a child that he is the only one left to carry on the Peltz name. That helped spark his interest in researching the family’s history. In 2015, Doug and his wife, Carrie, who already had a daughter (Miranda) had a second daughter. By then, Doug was well immersed in the effort to contact distant relatives and find out all he could about the Peltzes and the Simmerers, so he found another way for her to carry the family name. She is Josephine Peltz in honor of her great-great-great-grandfather, Joseph, the man who not only was a prominent merchant in Olmsted Falls but was responsible for bringing the Simmerers to Olmsted.



Nancy Peltz Philabaum and her family from the Akron-Canton area also posed at the Peltz bench in Chesnut Grove Cemetery. Note the 1887 vault that also is in the background of one of the 1948 photos on page 7.

“Carrie and I both loved the name Josephine regardless, but for me, it had the double significance that it is the feminine form of Joseph,” Doug said recently. “At the time of Josie’s birth, I had just discovered Alice [Stilwell McPeak, granddaughter of Minnie Peltz and keeper of many of the photos used in this series]; I’d just heard her wonderful story about meeting my young grandfather during the war (at the very moment

before he was about to ship out into the Pacific!) It was because of Alice, and all these wonderful old photographs...that my family history and last name had come alive to me. All these photos and sleuthing has become such a source of wonder and enjoyment for me, I couldn't imagine a more fitting gesture than to name my daughter after Joseph."

Thus, almost a century after Joseph Peltz left Olmsted Falls for California, a girl born June 25, 2015, in California now bears a version of his name. Perhaps she someday will share her father's interest in Olmsted's history.

This brings to an end this six-part series about the history of the Peltz and Simmerer families – for now. Doug Peltz is still working to get information and photos out of his relatives, and he has been good about sharing what he finds. So if he comes up with more discoveries related to Olmsted history, they likely will show up in *Olmsted 200*. In fact, more are coming next month.



Josephine Peltz was born last June.



In 2015, Doug Peltz's sister, Heather Peltz Nakehk'o, and her family along with Ohio cousins – Nancy Peltz Philabaum and family – posed at the house at 7486 River Road about in the same position that Florian Peltz and his family posed in the 1860s (prior to several renovations of the house). Kevin Roberts, who owned the house, lent them a wagon wheel to help simulate the original photo below. Florian Peltz, the family patriarch, is in the center of the lower photo with his hand on the wagon wheel. Third from the left is Joseph Peltz, who was born in 1856, and was a prominent businessman in Olmsted Falls until he moved to California in 1920.

Locomotive and Caboose Came from Out of State

Grand Pacific Junction is known for the long-standing local buildings that developer Clint Williams restored and repurposed, but two of the most popular attractions are not buildings, and they have been there less than a quarter of a century. They are a Vulcan locomotive painted green and a red caboose.

“Oh, the people love it,” Williams said. “The kids love it. They love to go over there and look at the steam engine and caboose and get an ice cream cone in the summer. Somebody’s always there taking pictures. I just come through there a little bit ago. Some woman stopped her car right in the middle of the driveway. [She] and her friend got out, and she’s having her picture taken by the steam engine. This goes on all day long.”



When Williams created Grand Pacific Junction in the early 1990s, he knew he wanted a caboose for it. He didn’t expect to get a locomotive as well. When his uncle called him to ask if he wanted to buy an antique car, Williams told him, “No, I’m looking for a caboose.” His uncle, using salty language, said he knew where Williams could get both a caboose and a steam locomotive. They were in

Mishawaka, Indiana, so Williams went up there, negotiated a price with the owner and wrote a check for them. He declined to say how much he paid for them but said he wouldn’t take \$150,000 for them now.

The locomotive, a model 0-4-OT, was built in 1922 by Vulcan Iron Works in Wilkes Barre, Pennsylvania, for Sturm & Dillard Company of Columbus, Ohio. A 1930 history of Franklin County, Ohio, described Sturm & Dillard as “railroad contractors whose work has formed an important part of the great system of rail transportation lines as they now cross and re-cross the Midwest and southerly states of the country.”

In 1946, South Bend Sand & Gravel in South Bend, Indiana, bought the locomotive. In 1970, it was donated to the Scottsdale Club, which operated a swimming pool. According to a 2009 article in the *South Bend Tribune*, children used it as a playground toy. After a child was injured on it, “the owner was advised by his insurance liability company to sell it to anyone who would pay to move it,” the paper reported. In 1977, a man named Cleon Miner, owner of Machinery Supply Company in Mishawaka, bought it and used it to advertise his business. Later, Miner bought the caboose to go with it.



This is what the locomotive looked like in 1953, when South Bend Sand & Gravel Company owned it.

“The steam engine is not a full-sized steam engine,” Williams said. “It’s smaller and shorter.”

The engine, which was painted yellow and white in Mishawaka, has the numeral 100 on the front, which he likes. “I think it’s been lucky,” Williams said. “It’s still there. It could have been gone for scrap years ago.”

Less is known about the caboose, but it apparently came originally from the Chicago and North Western Railway.

To get the locomotive and caboose to Ohio, workers had to take the boiler off the locomotive and the trucks – or wheel units – off of the caboose. They were loaded together on one lowboy trailer. The locomotive and caboose were loaded onto two other lowboys. Before the three semis left Indiana, Williams had banners tied to the locomotive and caboose saying, “Going to Historic Olmsted Falls, Ohio.” He and his late wife had planned to follow the semis to Olmsted Falls, but he soon abandoned that plan.



The Vulcan locomotive is much more colorful at Grand Pacific Junction than it was in South Bend, Indiana.

“I said, ‘Hey, let’s just go home. I can’t watch this thing. It’s weaving and rocking and such. I’m going home.’”

The next morning, Williams arrived early at Grand Pacific Junction, where he found the locomotive and caboose out behind the Livery Stable building (now home to Clementine’s restaurant). A crane also was there to unload them.

Prior to their arrival, Williams had a concrete slab installed, as well as underground water, sewer, electricity and phone connections. He called on a friend at Conrail get a donation of railroad tracks and ties. He paid workers \$500 one weekend to lay the track manually. “It was a hot day, and they had a pretty good time doing it,” he said.

Initially, Williams had the caboose placed next to the gazebo and the locomotive going the other way, facing south.



The caboose has its original stove.

The locomotive and caboose arrived at Grand Pacific Junction in 1992. Several years ago, they received a companion: a Kalamazoo car. It is a type of handcar that was used on the rails. The name comes from the best-known manufacturer of such vehicles,



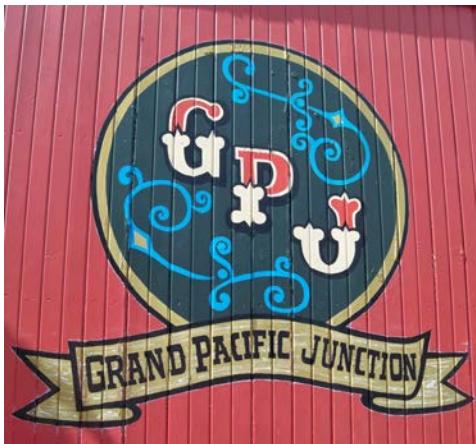
Visitors can climb up to peek inside the locomotive.

“I looked at it for a week or 10 days, and I said, ‘It doesn’t fit. It doesn’t look right.’”

So Williams had a crew with a crane return and switch them around to have the locomotive facing the gazebo. “Now it looks nice and it fits,” he said.

To restore the locomotive, Williams had workers weld plates to it. Then he had a man spend a Sunday pressure-washing everything from the undercarriage to the top, so it could be painted all over.

“It took us about 90 days to restore the caboose,” Williams said. That included putting a new toilet, air conditioning, heating and a telephone in it. The bathroom originally had no drains; the waste was just flushed down onto the tracks. The caboose retains its original stove and two narrow bunks for crew members to sleep on.



The caboose displays the Grand Pacific Junction logo.

that came about. I thought it would be something nice for people to look at. So I just added one more flavor to the bunch there.”

The Kalamazoo car (to the right) joined the caboose and Vulcan locomotive at Grand Pacific Junction several years ago. It is a type of handcar that was used by railroads for many years. Its name comes from a handcar manufacturer in Kalamazoo, Michigan. It was part of the collection at Trolleyville, U.S.A. So was the B&O Depot, which is located nearby at Grand Pacific Junction. The story of the depot and the story of Trolleyville, U.S.A., were in Issue 36 of Olmsted 200 from May 2016.



the Kalamazoo Railroad Velocipede and Car Company, which was founded in 1883 and located in Michigan.

Williams did not have to go far to find it. He noticed it one day next to the new Dollar General store along Columbia Road at the Columbia Park Shopping Center. It was left over from Trolleyville, U.S.A. (For the story of Trolleyville, U.S.A., see Issue 36 of *Olmsted 200* from May 2016.)

“I thought it’d be kind of neat,” Williams said. “So I went and talked to them, and I was able to purchase it. We restored it, and that’s how

New Shop Revives Old Name

The newest shop at Grand Pacific Junction has taken on a name that is about two centuries old. The Kingston Mercantile Company opened on May 5 in the Depositors Building between Matteo’s and Dolls and Minis. Kingston was an early, unofficial name for Olmsted Township back when the township’s only official name was Township 6, Range 15. It reportedly was called Kingston after Ashbel King, one of the original purchasers of township land from the Connecticut Land Company. But as Criswell Johnson wrote in his 1879 *History of Cuyahoga County, Ohio*, the Kingston name “had no legal validity; it was merely applied at the fancy of the proprietors to survey township number six.”

Kris Carrender, co-owner of the store with Sue Macri, said they weren’t sure what to call the store at first. “So we said, ‘You know what? Let’s look at our history,’ ”

Carrender said. “We love this building that we’re in. We love our suite that we’re in. It’s just so historical, and you can just imagine what it looked like many, many years ago.”

“Mercantile” also is an old-fashioned name. Carrender said it reminds her of the television show, “Little House on the Prairie.”

It’s not quite an antique shop. “We like to call ourselves vintage home goods,” Carrender said. “Because we do have antiques, but we have antiques that have seen better days, and we’ve repainted them. So we have some pristine antiques, but we have a lot of antiques that somebody put in their barn and left there for 50 years.”

Both Carrender and Macri work fulltime day jobs in Maple Heights, so the store’s hours are limited mainly to evenings for now. Both are Olmsted Falls residents.

Still to Come

The next issue of *Olmsted 200* will include stories about the future of Grand Pacific Junction, the types of drugs that Joseph Peltz sold in Olmsted Falls a century ago, and how Olmsted celebrated the nation’s bicentennial.

If you know of other people who would like to receive *Olmsted 200* by email, please feel free to forward it to them. They can get on the distribution list by sending a request to: wallacestar@hotmail.com. *Olmsted 200* has readers in several states beyond Ohio, including California, Colorado, Texas, Louisiana, North Carolina, West Virginia, Florida, Massachusetts and Maine, as well as overseas in the Netherlands and Japan.

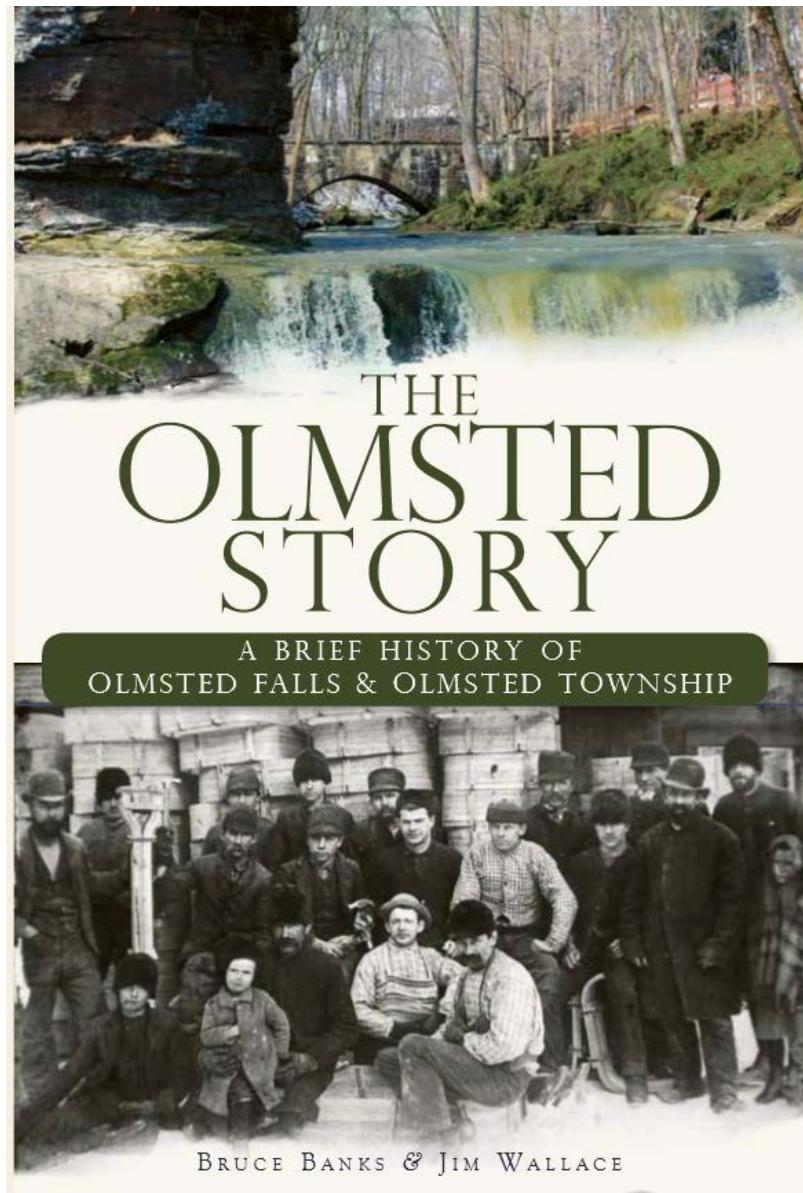
Your questions and comments about *Olmsted 200* are welcome. Perhaps there is something about Olmsted’s history that you would like to have pulled out of *Olmsted 200*’s extensive archives. Or perhaps you have information or photos about the community’s history that you would like to share.

If you have missed any of the past issues of *Olmsted 200* or want to share them with someone else, all of them can be found on Olmsted Township’s website. Go to <http://www.egovlink.com/olmsted/docs/menu/home.asp> and click on “Olmsted 200.”

Except where otherwise noted, all articles in *Olmsted 200* are written by Jim Wallace. Thanks go to Mary Louise King for helping to proofread and edit many issues. Written contributions and photos, as well as comments and questions about items in this newsletter, will be considered for publication. Send any correspondence by email to: wallacestar@hotmail.com.

Olmsted 200 is written, researched and edited by Jim Wallace, who is solely responsible for its content. He is co-author (with Bruce Banks) of ***The Olmsted Story: A Brief History of Olmsted Falls and Olmsted Township***, published in 2010 by The History Press of Charleston, S.C. *The Olmsted Story* is available at Clementine’s

Victorian Restaurant at Grand Pacific Junction, the Berea Historical Society's Mahler Museum & History Center and through online booksellers.



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