1) Stroh Brewery, One Stroh Drive, north of Gratiot, west of Rivard. Present brewhouse was built in 1912.

2) Cadillac Square. The city's Central Market in the 19th century and frequent locale for labor rallies in the 20th.

3) Engine Works of the Detroit Shipbuilding Company, 1801 Atwater at Orleans. Between the 1850s and 1920s, this firm was one of the leading shipbuilders on the Great Lakes. The present structure, built in 1901, is now occupied by the Globe Trading Company.

4) Dom Polski, West Side, 3432 Junction, between Otis and Kopernick. Meeting place for Polish clubs and trade unionists.

5) Dom Polski, East Side, 2281 East Forest, between Chene and Dubois.

6) International Workers Home, 3014 Yemans near Joseph Campau. The left-wing mutual-aid society once housed here collapsed during the Red Scare of the 1950s.

7) Saint Albertus Church, St. Aubin and Canfield. Detroit's first Polish church. The present structure was built in 1884.

8) Cadillac Motors, 450 Amsterdam at Cass. Built in 1905, this three-story factory housed the Cadillac Company's main operations until 1921, when General Motors (which bought Cadillac in 1908) built the Clark Street plant (site 35).

9) Ford Piquette plant, Piquette Avenue at Brush. Ford built this plant in 1904 and later began production here of the Model T. After Ford moved to Highland Park (site 10), Studebaker bought the plant in 1911 and expanded its operations eastward. The nearby Plant 10 at Piquette and Beaubien served as a shelter for the unemployed in the 1930s.

10) Ford Highland Park plant, Manchester Avenue east of Woodward. Only two main buildings survive of the original complex, where Ford developed the auto industry's first moving assembly line between 1910 and 1913. After Ford moved production to Dearborn in the 1920s (site 17), Briggs Manufacturing leased part of the complex to build auto bodies for Ford.

11) Studebaker, West Jefferson at Clark Street. The few remaining buildings of this complex were the site in 1913 of the auto industry's first major strike, led by the IWW.

12) Timken Axle, Clark Street between Oak and Wabash. A major parts supplier in the early years of the auto industry.

13) Studebaker Corporation Plant #5, 1938 Franklin Street near St. Aubin.

14) Packard Motor Car Company, 1580 East Grand Boulevard near Mt. Elliott. Built between 1903 and 1911, this plant produced high-priced cars and aircraft engines until Packard closed it in 1954. It is now sub-divided into lofts for small-scale industry.

15) House of the Masses, 2101 Gratiot at St. Aubin. Detroit's Socialists bought this hall during World War I from a German fraternal organization and made it their headquarters. Closed by the Palmer Raids of 1920, it served in the 1930s as union headquarters for the Mechanics Educational Society of America.

16) Detroit Workmen's Co-Operative Restaurant, 2934 Yemans east of Joseph Campau. Organized to serve single men working in Detroit's auto industry, the co-op's upstairs hall was a frequent meeting place for unions, ethnic groups and socialists. The Polonia Restaurant occupies this site today.

17) Ford River Rouge complex, Miller Road and Dix. The Rouge was the largest auto production center in the world when completed in the 1920s.

18) The Detroit Athletic Club, Madison Avenue at John R.

19) Hastings Street, presently the Chrysler Freeway. What is now I-375 was once the center of Detroit's black community.

20) The Ossian Sweet home, 2905 Garland at Charlevoix. Clarence Darrow defended Sweet and his brother for shooting into a white mob attacking their home in 1925.

21) Fisher Fleetwood plant, Fort Street at West End Avenue. This plant built LaSalle bodies until 1940 and Cadillac bodies thereafter. Fleetwood was one of two Detroit GM plants occupied during the 1937 sitdown.


23) Capuchin Monastery, 1740 Mt. Elliott north of Lafayette. The soup kitchen that opened here in 1929 is still feeding the poor and unemployed.

24) West Fort and Oakwood. The Hunger March of 1932 assembled at this intersection.

25) Gate 3 at Ford River Rouge. In 1932, an overpass (since torn down) crossed Miller Road near the powerhouse. The Hunger March massacre began here.

26) Grand Circus Park, downtown. Detroit's Unemployed Councils rallied here in the 1930s. The Hazen Pingree monument is on the Park's southern edge.


28) Motor Products, Mack Avenue near Hart. After this parts maker closed in the 1950s, Chrysler built an extension of 27a over the site.


30) Hudson Motors. Before merging into AMC in the 1950s, this independent automaker (founded by the department store family) had two main plants: A) at East Jefferson and Conner, now a parking lot, and B) the stamping plant on Conner south of Gratiot, later a GM plant, now closed.

original buildings on Mill and West Jefferson.

32) Dodge Main. Employing 35,000 workers at its peak in World War II, Dodge Main closed in 1980. The city demolished the plant and surrounding residential areas for GM’s new Poletown plant.

33) Kroger Warehouse, 120 South Green Street near Fort. Site of the first strike for Jimmy Hoffa, then 18.

34) Ternstedt General Motors, Fort Street at Livernois.


36) Parke Davis and Company, Joseph Campau Avenue at the Detroit River. An innovator in producing “ready made” drugs, Parke Davis had moved production out of Detroit by the 1980s and sold its headquarters plant to Stroh Brewery.

37) Midland Steel, 6660 Mt. Elliott at Strong. The first sitdown in Detroit began here in November, 1936.

38) Slovak Hall, 7151 Strong Avenue at Carrie. Meeting hall for the Midland Steel strikers.


40) Polish Falcons Hall, 4132 Junction north of Michigan Avenue. Meeting hall for the Kelsey–Hayes strikers.

Cigar Plant Sitdowns, 1937

41) Webster–Eisenholzer Cigar, 5545 Grandy near Ferry, now empty.

42) Mazer–Cressman Cigar, 5031 Grandy at Theodore, now owned by the city’s Neighborhood Services Department.

Downtown Sitdowns, 1937

43) Woolworth’s Store, 1249 Woodward at Grand River.

44) Woolworth’s Store (New Center), 6565 Woodward at Grand Boulevard.

45) Barlum Hotel, 111 Cadillac Square.

46) Statler Hotel, corner of Park Avenue, Washington Boulevard, and Bagley Avenue.

47) Book Cadillac Hotel, corner of Washington Boulevard and Michigan.

Chrysler Sitdowns, 1937

48) Plymouth Assembly, Lynch Road at Mt. Elliott, now owned by the city.

49) DeSoto, 6000 Wyoming at McGraw.

50) Dodge Forge, Lynch Road.

51) Dodge Truck, Lynch Road.

52) Amplex Engine, Conant north of Dunn (since demolished).

53) Chrysler Highland Park, Oakland Avenue south of the Davison Freeway.

54) Sam’s Cut Rate, 1056 Randolph at Monroe and 15 Campus Martius (since demolished). Until the 1950s, Sam’s was Detroit’s major blue-collar clothing and drug store.


57) Gate 4, Ford Rouge, Miller Road. Site of the Battle of the Overpass in May, 1937. Present overpass is a new structure.

58) Federal Screw, Martin Street at Otis. Here and at site 59, employers tried to break the union in 1938.

59) American Brass, 174 South Clark at West Jefferson.

60) St. Martha’s House, 1818 Leverette, west of Trumbull. Former shelter run by the Catholic Worker.

61) Chevrolet Gear and Axle, 1840 Holbrook west of St. Aubin. A key site in the 1939 tool and die strike.

62) Hartford Avenue Baptist Church, 6300 Hartford at Milford. Rev. Charles Hill was among the few black ministers who opened his doors to union meetings during the UAW’s Ford organizing campaign.

63) Hudson Naval Armory, Mound Road north of 9 Mile Road. GM’s Hydromatic Division now occupies this former defense plant.

64) Chrysler Tank Arsenal, Van Dyke north of 11 Mile Road. General Dynamics bought the facility in 1982.

65) Willow Run Bomber plant, Ypsilanti. Ford built B-24 bombers here during World War II. GM’s Hydromatic Division now occupies the site.

66) Brewster Public Housing, between Mack Avenue, Beaubien, and 1-75. Construction began in the late 1930s on this first public housing project in Detroit. It opened as segregated black housing.

67) Parkside Public Housing, East Warren and Conner. Begun shortly after Brewster (site 66), Parkside was initially a whites-only project.

68) Sojourner Truth Public Housing, Nevada at Fenelon. Neighborhood whites rioted when this segregated, all-black project opened in 1942.

69) Northland Shopping Center, Greenfield and 8 Mile Road.

70) Richard’s Drive In, Greenfield and 8 Mile Road.

71) Lafayette Park Redevelopment Area, formerly the “Black Bottom” ghetto.

72) North Woodward Avenue Congregational Church, 8715 Woodward Avenue at Blaine.

73) Freedom House, the activities center of the Trade Union Leadership Council, 8670 Grand River north of West Grand Boulevard.

74) 606 Horse Shoe Lounge, St. Antoine near Madison. The last survivor of the Paradise Valley entertainment district.

75) Paradise Theater, Woodward Avenue at Parsons. In the 1940s, the Paradise was a nationally known center for Big-Band jazz. Now Orchestra Hall.

76) 12th Street and Clairmount. This intersection was the flashpoint for the 1967 riot/rebellion.

77) Research Park, 5500 Trumbull north of I-94. In the 1960s, urban renewal pitted the residents of the former Hobart Street area against developers allied with neighboring Wayne State University.

78) Eldon Avenue Gear and Axle, Lynch Road at Eldon. This Chrysler plant was the site of bitter disputes over working conditions in the 1960s and early 1970s.

79) Woodmere Cemetery, West Fort and Woodmere Streets. In the Northeast section, Fernwood, Block 18, Graves 20–24, UAW Local 600 retirees placed headstones in 1979 to mark the graves of four victims of the 1932 Ford Hunger March massacre.