

# NOTES FROM THE SERVICE

DATE \_\_\_\_\_ SPEAKER \_\_\_\_\_

TEXT \_\_\_\_\_

SCRIPTURE \_\_\_\_\_

NOTES FROM THE MESSAGE:

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PERSONAL APPLICATION:

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Etiquette \*Please refrain from walking and using the middle aisle during worship service. \*Exiting/Entering the sanctuary during prayer and ministry of giving is not permitted. \*No food, gum or drink permitted in the sanctuary.” \*Please silence cell phones.” \*Please no talking during offertory service \*Pray for the Sick, and Shut-in and those in bereavement \*Come to Bible Study and hear the speakers on people who had relationships in the Bible



## Zion Hill Baptist Church

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Rev. Jimmy L. Gates, Sr., B.A., M.DIV., Pastor



**February 28, 2021**

# ORDER OF SERVICE

SUNDAYSCHOOL.....9:15AM.....SIS BEVERLY DURST

.....CALL TO WORSHIP.....

MUSICAL INTERLUDE.....11:30AM.....MUSICIANS

SCRIPTURE.....OFFICERS

PRAYER.....OFFICERS

SELECTION.....

OFFERING.....FINANCIAL COMMITTEE

SELECTION.....

THE SPOKEN WORD.....PASTOR JIMMY L. GATES, SR.

Message: "Born Physically Blind, but Many are Spiritually Blind"

Scripture: JOHN 9:1 - 7

TIME TO RECIEVE THOSE WHOM THE LORD HAS CALLED..... PULPIT

ALTAR CALL.....PULPIT

BENEDICTION.....PASTOR JIMMY L. GATES, SR.

RECCESIONAL.....LET THE CHURCH SAY AMEN

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## Announcements:

*Responsive Reading today:*

John 11:33-44

### FROM THE PASTOR:

The Trustees are in the offices on Mondays from 11:30 a.m. until 1:00 p.m. if you want to drop off your tithes and offerings.

**Wednesday Bible Study** online at 7 p.m. –

**Call In:** 701-802-5360 and **Access Code:** 7817353

**Sunday School** online on Sunday's at 9:15 a.m. –

**Call in:** 978-990-5047 ~ **Access Code** 3312613#

***The Lord is not slack concerning his promise, as some men count slackness; but is longsuffering to us-ward, not willing that any should perish, but that all should come to repentance. 2 Peter 3:9***



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## **VOLUNTEERS HELP WANTED:**

**WE'RE LOOKING FOR SOMEONE TO TAKE OVER OUR AUDIO AND VIDEO MINISTRY.**

Those who are seriously interested please see  
Rev. Jimmy L. Gates, Sr.

## BLACK HISTORY MONTH

# A BLACK-OWNED COMPANY BUILT CINCINNATI'S FIRST BUSES

A thriving carriage builder, founded by a man who escaped slavery, switched gears to build automobiles in the 1910s and buses in the 1920s.

**Greg Hand**

February 23, 2021

**I**t took some time for buses to catch on in Cincinnati, as track-bound streetcars ruled the roads into the 1920s. But many of Cincinnati's earliest buses were manufactured by the Greenfield Bus Body Company, the direct descendant of the C.R. Patterson & Sons Company, which had been founded by a man who escaped slavery.

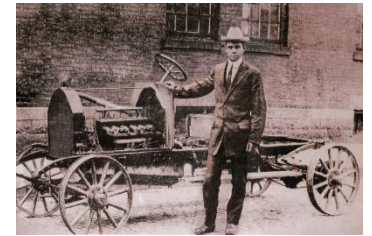
Fred Patterson stands next to a truck chassis soon to be converted into a passenger bus by the Greenfield Bus Body Company.

### PHOTOGRAPH COURTESY OF HISTORICAL SOCIETY OF GREENFIELD OHIO

Charles Richard (C.R.) Patterson was born in 1833 into slavery in Virginia. He escaped and made his way north, settling in Highland County, Ohio, located along one of the major thoroughfares of the Underground Railroad. His skills as a blacksmith landed employment at a local carriage company. He launched his own carriage works in 1865 through a partnership with a white investor, James P. Lowe, and the company did a lot of business in Cincinnati.

When Lowe died, Patterson bought out his shares and incorporated the C.R. Patterson & Sons Company in 1893. Despite the name of the company, only son Samuel Patterson originally worked with his father. The other son, Frederick Douglas (Fred) Patterson, successfully sued the Greenfield Union School District to gain admission to its high school and became the first African-American athlete at Ohio State University, where he majored in classical studies. Fred took a job teaching in Louisville and only returned to Ohio to assist his aging father when brother Samuel fell ill.

Fred Patterson almost immediately took charge and began plotting a new course for the company. He advertised Patterson products nationally as the "Largest Negro carriage concern in the United States," but began experimenting with horseless carriages.



By 1916, Patterson rolled out the first Patterson-Greenfield automobile. The 30-horsepower vehicle came in two models, a roadster and a touring car, and boasted a competitive price of \$850. Fred Patterson's factory is recognized as the first—and only—automobile manufacturer wholly owned by an African American. Production was limited because each vehicle was individually manufactured from scratch. The dozen or so mechanics employed by the company worked on all parts of the car, from suspension to engine to roof. There was no production line. In addition, the workforce in Greenfield was largely drawn from the surrounding farms. Consequently, production was seasonal, with the mechanics building vehicles during the fall and winter but returning to agricultural duties in spring and summer. Still, the cars were known to be sturdy and reliable.

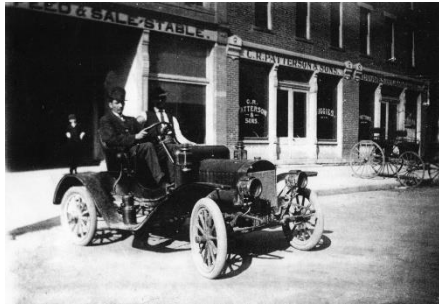
Fred's son, Postell Patterson, recalled in an interview for *The Dayton Daily News* [March 21, 1976]:

*"There wasn't anything like planned obsolescence back then. You didn't dare even to throw anything away, let alone plan for it to break down."*

Postell recalled the cars selling quickly because of the solid, four-cylinder Continental engine and a full-floating rear axle that smoothly handled the ubiquitous bumps on Ohio's mostly unpaved roads.

Fred Patterson drives one of the first Patterson-Greenfield automobiles out of the workshop. Buggies parked nearby suggest that horse-drawn vehicles continued to be the main product line for the company.

PHOTOGRAPH COURTESY OF HISTORICAL SOCIETY OF GREENFIELD OHIO



The inability to ramp up production through an assembly line, though, proved to be the undoing of the Greenfield-Patterson automobile. Over the course of three years, it's estimated that Fred Patterson manufactured around 30 vehicles. He was unable to procure the capital needed to build a production-line facility, and competition with Detroit automakers swamped his boutique product. Sadly, no Patterson-Greenfield auto is known to survive.

Switching gears yet again, Fred reorganized the company as the Greenfield Bus Body Company, which brought him into the Cincinnati market in a big way. His successful design for school buses was widely adopted by districts throughout Southern Ohio, Kentucky, and West Virginia. Infant transit companies seeking a sturdy vehicle to compete with the streetcars saw the "Patterson-Built" school buses as an ideal option.

Fred Patterson found his moneymaker. The Greenfield Bus Body Company shipped its transit buses as far away as Haiti, and as near as Cincinnati. Postell Patterson claimed, "Patterson-built buses were the first to ever carry passengers through the streets of Cincinnati."

In addition to buses, Fred Patterson's company made truck bodies for dairies, furniture manufacturers, moving companies, butchers, bakeries, icemen, and other specialized uses. An advertisement in *Bus Transportation* [October 1922] asserted: *"The Greenfield Line of bus bodies has always been known as the most popular and desired motor bus bodies on the market. Motor truck manufacturers have standardized with the Greenfield product. Truck dealers and bus line operators have found by experience that Greenfield Bus Bodies are best."*

Fred Patterson died in 1932, and the company survived him for only a few more years. Although maintaining high standards of quality, the Great Depression quashed the firm's efforts to attract investment for expansion and new equipment, and the company folded in 1939.

A historical marker in Greenfield, Ohio, notes the location of "the first known African-American automobile manufacturer" and also recognizes Fred Patterson's successes in education, politics, and the advancement of African American businesses through his work with Booker T. Washington.

## FROM THE HEART OF THE PASTOR.....

*“As he went along, he saw a man blind from birth. His disciples asked him, “Rabbi, who sinned, this man or his parents, that he was born blind?” “Neither this man nor his parents sinned,” said Jesus, “but this happened so that the works of God might be displayed in him.”* John 9:1-3

So, as we look at this story today in the Gospel of John, we find that the other gospels also have a version of the blind man. In [Mark 10:46-52](#), Bartimaeus is given as the name of a blind beggar, whose eyes Jesus opened as He went out from Jericho on His last journey to Jerusalem. An almost identical account is given by [Luke 18:35-43](#), except that the incident occurred "as he drew nigh unto Jericho," and the name of the blind man is not given. Again, according to [Matthew 20:29-34](#), "as they went out from Jericho" two blind men receive their sight. It is not absolutely impossible that two or even three events are recorded, but so close is the similarity of the three accounts that it is highly improbable. Regarding them, as referring to the same event, it is easy to understand how the discrepancies arose in the passage of the story from mouth to mouth. But one thing is for sure, the main incident of someone being blind is clear enough, and on purely historical grounds, the miracle cannot be denied.

Christ cured many who were blind by disease or accident; here he cured one born blind. Thus he showed his power to help in the most desperate cases, and the work of his grace upon the souls of sinners, which gives sight to those blind by nature. This poor man could not see Christ, but Christ saw him. And if we know or apprehend anything of Christ, it is because we were first known of him. Christ says of uncommon calamities, that they are not always to be looked on as special punishments of

sin; sometimes they are for the glory of God, and to manifest his works. Our life is our day, in which it concerns us to do the work of the day. We must be busy, and not waste daytime; it will be time to rest when our day is done, for it is but a day. The approach of death should quicken us to improve all our opportunities of doing and getting good. What good we have an opportunity to do, we should do quickly. And he that will never do a good work till there is nothing to be objected against, will leave many a good work for ever undone. Solomon the preacher writes in [Ecclesiastes 11:4](#). “Christ magnified his power, in making a blind man to see, doing that which one would think more likely to make a seeing man blind.” Human reason cannot judge of the Lord's methods; he uses means and instruments that men despise. Those that would be healed by Christ must be ruled by him. He came back from the pool wondering and wondered at, but at any rate he came seeing. This represents the benefits in attending on ordinances of Christ's appointment; souls go weak, and come away strengthened; go doubting, and come away satisfied; go mourning, and come away rejoicing; go blind, and come away seeing.

For if and when we learn to trust in the promises of God, yes there may be some who are **“BORN PHYSICALLY BLIND,”** but you don't have to be **“SPIRITUALLY BLIND”**