United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

1. Name

historic Valley Railway Historic District

and/or common

2. Location

street & number See 10. not for publication

city, town Independence to Akron vicinity of congressional district 14 and 19

state Ohio code 039 county Cuyahoga

code 035

state Ohio

3. Classification

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<th>Status</th>
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4. Owner of Property

name Chessie System Attn.: Lloyd Lewis

street & number Terminal Tower

city, town Cleveland vicinity of state Ohio

state Ohio 44113

5. Location of Legal Description

courthouse, registry of deeds, etc. Cuyahoga County Administration Building Cuyahoga County Office Building

street & number 1219 Ontario 175 South Main

city, town Cleveland, Ohio

6. Representation in Existing Surveys

title Ohio Historic Inventory National Register (as noted herein)

date (OHI - 1976)

depository for survey records Ohio Historical Society

city, town Columbus state Ohio
### Description

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Describe the present and original (if known) physical appearance

This is a linear industrial district consisting of a single-track railway line 24.5 miles long and its right-of-way, which is generally 60 feet wide but which has some minor variations in the property lines as determined by the topography. There are no structures historically associated with the development of the railway other than bridges and culverts over which the right-of-way passes, except for the Vaughan Road station in the Jaite Mill Historic District and the Boston Mills depot in the Peninsula Village Historic District.

Although the railway begins in downtown Cleveland, its surroundings have been altered by later construction in the vicinity of the right-of-way south to Rockside Road. In Independence. The district boundary begins at Rockside Road, where there is a dramatic change to a rural environment which retains the integrity of setting, feeling and association that characterized the Valley Railway when it ceased to have an independent existence in 1915. This boundary is also the northern boundary of the Cuyahoga Valley National Recreation Area.

**Rockside Road to Jaite**

At this point the railway follows the west bank of the Cuyahoga River Valley, and the remains of the Ohio Canal are on the east bank. Approximately one mile south of Rockside Road the railway crosses Hemlock Road, where there are early twentieth century structures of the Hydraulic Press Brick Company. Farther to the south 1.2 miles, the railway intersects the north end of Riverview Road, which it then roughly parallels for much of the length of the valley. The railway passes under a highway bridge at Pleasant Valley Road and continues along the lowland of the river valley an elevation of ten to twenty feet above the river. South of Pleasant Valley Road 1.5 miles, the railway enters a narrow ravine between steep bluffs. Farther south 1.4 miles, Chippewa Road (Ohio Route 82) crosses over the valley on a 1,113-foot long concrete open-spandrel arch bridge of seven spans (1930–1931). South of Route 82 the river meanders through the valley basin, which widens from 1,000 to 4,000 feet across, and the railway follows a gentle curving route with Riverview Road on the high ground to the west.

At Vaughan Road the railway passes Jaite, the company town of the Jaite Paper Mill Company (National Register 5/21/79). The buildings include four houses and a store building which have been restored as the park headquarters of the Cuyahoga Valley National Recreation Area. A number of small outbuildings include a tiny wood frame station which has been relocated to the west approximately ten feet to remove it from the right-of-way.

**Jaite to Peninsula**

Following a straight level route the railway enters Summit County three-quarters of a mile south of Jaite. Farther south 1.2 miles the railway crosses Boston Mills Road, where the thriving community of Boston Mills formerly existed. Its depot has been removed to Peninsula (below). At the crossing stands the late nineteenth century company store of the Cleveland and Akron Paper Bag Company. South of Boston the railway passes under the high-level bridges of Interstate-271 and the Ohio Turnpike (1967 and 1955 respectively). Approaching the village of Peninsula, the railway must cross a large loop of the Cuyahoga River. The single-track road is carried on a deck bridge of steel plate-girders nine feet deep, with two spans 72 feet long supported on three sandstone piers. The bridges are replacements constructed as part of the improvements made between 1895 and 1915. The center pier has been raised by (continued)
approx. two feet and the end piers partly rebuilt with concrete. The railway then runs into the village of Peninsula through a deep cut and crosses the main street, Streetsboro Road (Ohio Route 303) at the center of the Peninsula Village Historic District (National Register 8/23/74). There is a spur siding in Peninsula, and the Boston Mills depot stands next to the main line. It is a board-and-batten building with a bracketed gable roof and vernacular Italianate windows.

Peninsula to Bath Road
At Peninsula the railway runs parallel to the east side of the river for 1.1 miles, where it re-crosses the river on a second steel plate-girder deck bridge, a single span 114 feet long with two shallower extensions of 25 feet each. The two main piers of rock-faced sandstone have been raised by two additional courses, and the ends of the bridge rest on rebuilt concrete piers. The Ohio Canal also crossed the Cuyahoga River at Peninsula, and south of the bridge the railway passes Deep Lock, the deepest lock on the canal (National Register, 9/9/74). Near this point Riverview Road soon joins the railway again, and the two closely parallel one another almost to the Akron corporate line. One mile south of Deep Lock the road crosses the railway so that it lies on the west side of the right-of-way south of this point. One mile farther south, the railway crosses Everett Road at the former village of Everett. There are several nineteenth century dwellings nearby. South of Everett 0.2 mile the railway crosses Furnace Run on a small plate-girder deck bridge approx. 50 feet long. South of Everett 1.7 miles the railway crosses Ira Road, which now serves as a stop on the Cuyahoga Valley Line for an excursion train to the Hale Farm and Village. South of Ira 1.4 miles the railway crosses Bath Road at Botzum, the southern boundary of the Cuyahoga Valley National Recreation Area.

Bath Road to Howard Street, Akron
Two miles south of Bath Road at the Akron corporate boundary, with Riverview Road still parallel to the east, the railway passes a modern residential subdivision on the west and a shopping center to the east of the right-of-way. These features extend for half a mile to the intersection of the railway with North Portage Path and Merriman Road. The railway then enters the Sand Run Metropolitan Park, and 1.3 miles past the intersection turns into the valley of the Little Cuyahoga River, a tributary of the Cuyahoga River and the route of the Ohio Canal. The railway follows a winding course through the Little Cuyahoga valley at the base of the bluffs to the west, until it enters a precinct of platted city streets. Between Walnut Street and Howard Street, the railway crosses the impressive staircase of canal locks (Locks 12 and 13), still watered, on a three-span plate-girder deck bridge. The piers of this bridge have been faced and restored with concrete. The railway then crosses Howard Street on a plate-girder through bridge approx. 70 feet long. This marks the end of the district; beyond Howard Street the character of the surroundings changes radically to that of a twentieth century urban environment.
Valley Railway Historic District

The contributing resources are:

Structures

The rail and its right-of-way, 24.5 miles long and averaging 60 feet wide.
Cuyahoga River bridge, Peninsula, two spans, 72 feet total length (1895-1915).
Cuyahoga River bridge, Peninsula, one span, 114 feet long (1895-1915).
Furnace Run bridge, Northampton Township, one span, approx. 50 feet long.
Ohio Canal bridge, Akron, three spans, approx. 250 feet total length.
Howard Street bridge, Akron, one span, 70 feet long.

Buildings

None

Objects

None

Sites

None

Non-contributing structures

Several minor culverts are not substantial in size or scale, and are not specifically addressed in the documentation of the areas of significance.
### Areas of Significance—Check and justify below

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### Statement of Significance (in one paragraph)

**Significance (Criterion A)**

The Valley Railway (1871–1895) and its successor the Cleveland, Terminal and Valley (1895–1915) formed a crucial link between the coal fields of east central Ohio and the steel industry of Cleveland, and later became the primary route between Cleveland and Akron through its connections with the Baltimore & Ohio Railroad; thus it made a significant contribution to the broad patterns of industry and transportation in northern Ohio. In addition, the railway followed the route of the Cuyahoga River and the Ohio Canal and clearly illustrates the evolution of nineteenth century transportation modes to serve the same region and the same terminals over a period of years. This 24.5 mile portion of the Cleveland-Akron section of the railway is that which retains the integrity of location, setting, feeling and association that existed on this part of the route in 1915, when the properties of the Cleveland, Terminal and Valley were purchased by the B & O and the railway ceased to exist as a separate entity.

### Transportation Developments in the Region

Following the Cuyahoga River route, the first canal boat navigated the Ohio Canal from Akron to Cleveland on July 4, 1827. The entire length of the canal was opened to Portsmouth on the Ohio River in 1832. Cleveland's strategic location at the northern terminus of the canal caused the city to flourish over the next two decades. However, during the 1850s the advent of the railroads began to make heavy inroads into canal traffic. Between 1851 and 1853 four major railroads began operation into Cleveland: the Cleveland & Pittsburgh to the southeast in 1851 (a separate branch line of this railroad was opened between Hudson and Akron in 1852), the Cleveland, Cincinnati & Chicago to the southwest in 1851, the Cleveland, Painesville & Ashtabula to the east in 1852, and the Cleveland & Toledo to the west in 1853. The latter two were merged in 1868 to form the Lake Shore Railway with a continuous route from Erie to Toledo. The next year (1869) this was consolidated with other lines to form a through route from Buffalo to Chicago, the Lake Shore and Michigan Southern, later part of the New York Central System.

### Origins of the Valley Railway

By 1871 when the Valley Railway was chartered, Cleveland was a transportation hub. However, there was no line directly to the south between Cleveland, Akron, Canton, and connecting to West Virginia. Cleveland industrialists and entrepreneurs Andros B. Stone, Nathan P. Payne and Stillman Witt realized that access to the coal fields south of Canton could help to supply the growing industries of Cleveland. Stone and Witt were among the founders of the Cleveland Rolling Mills Company. The right-of-way for the railway was surveyed in 1872, and the route through the Cuyahoga Valley was chosen because it was generally one of easy grades and wide curves. In the city of Cleveland the line actually (continued)
followed the abandoned canal bed. Construction of the railway began in 1878.

Historical Development of the Valley Railway

The Valley Railway began operation between Cleveland and Canton in 1880. The line reached its southern terminus at Wheeling Junction, Ohio, in 1882. By 1888, the movement of freight accounted for more than 75% of the company's income. Coal constituted nearly 44% of the tonnage hauled, while farm products made up less than 6%. Passenger service between Cleveland and Akron and thence to Washington and Chicago was substantial.

In the valley the railway served the old canal town of Peninsula, industries such as the Jaiete Paper Mill and the Cleveland and Akron Paper Bag Company, and individual farm residents like the Hale family. In 1890 the Baltimore & Ohio acquired a controlling interest in the Valley Railway, thus gaining access to Cleveland. During the 1880s and 1890s, however, the road received competition from the Connotton Valley Railroad, which also served Canton and entered Cleveland through the Rolling Mills. Subsequently the economic climate of the early 1890s caused the foreclosure of the road in 1895. Under the direction of vice-president Sylvester Everett, the Valley Railway was reorganized as the Cleveland, Terminal and Valley, which made improvements to the system and in 1898 built a new passenger depot in Cleveland on Canal Road. The depot served until 1934, when its operations were moved into the new Union Terminal. The Cleveland, Terminal & Valley Railroad assets were entirely purchased by the Baltimore & Ohio in 1915.

Significance - Transportation

The specific events associated with the Valley Railway line (founding by industrialists, coal hauling) are significant in the development of the nineteenth century transportation systems serving northern Ohio industrial centers. However, other considerations make the Valley line unusual. The line is unique because it follows the proven route of an earlier transportation system, the canal, and it retains the character of a nineteenth century railway line to an unusual degree. Unlike other railroads, the line was never double-tracked for expanded traffic, and the right-of-way remained virtually unaltered. While the rights-of-way of the other railroads mentioned above remain in existence and many of them in operation as parts of the Amtrak and Conrail systems, the Valley Railway possesses a unique integrity of location, setting, feeling and association.

The evolution of transportation modes in the valley, which began with trails, the river and the canal, stopped with the railroad. In terms of transportation technology, the railway is still the most prominent and advanced feature in the Cuyahoga Valley one hundred years after its opening. Unlike many other railway lines, it has not been paralleled by interstate or superhighways. All of the automobile roads in the valley are only improved nineteenth century rural wagon roads. In addition, while the industrial and through traffic was of course the mainstay of the railroad's business, it is significant that the line provided the sole access for local residents between the valley and the population centers. For these reasons, the Valley Railway line remains the most intact remnant of the local network of railroads which linked the burgeoning industrial centers of northern Ohio in the late nineteenth century.

(continued)
Preservation and Adaptive Use

The Cuyahoga Valley Preservation and Scenic Railway Association was formed in 1971. Its purpose is to bring back the experience of a steam-powered train in the Cuyahoga Valley. The last B & O passenger train service through the valley ended in 1963. In 1974, Congress created the Cuyahoga Valley National Recreation Area, through which the nominated portion of the railway runs. Since 1975, the association has operated an excursion train carrying passengers to the Hale Farm and Village in Bath, Summit County, and later this trip was extended to Akron. A 1917 steam locomotive (Mikado 2-8-2 type) owned by the Midwest Railway Historical Association and a train of ten cars runs on the line weekly during the summer months through a leasing agreement with the Chessie System (CSX Corporation). The Chessie System plans to cease all freight operations as of January, 1985.

10. Verbal Boundary Description

The district boundary is the property line of the right-of-way of the Baltimore and Ohio Railroad, with an average width of 60 feet, from the north side of Rockside Road, Independence, Cuyahoga County, Ohio, to the east side of Howard Street, Akron, Summit County, Ohio, a distance of 24.5 miles.
Major Bibliographical References

John J. Grabowski, "The Valley Line: Pastoral But Practical," WRHS News, July–August 1919
John S. Reese, Guide Book for the Tourist and Traveler over the Valley Railway! (Canton, 1890-1915).

10. Geographical Data

Acreage of nominated property: 178 acres
Quadrangle name: Cleveland South, Shaker Heights, Northfield, Peninsula, Akron West.
Quadrangle scale: 1:24,000

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Verbal boundary description and justification:

List all states and counties for properties overlapping state or county boundaries:

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11. Form Prepared By

Name/Title: Eric Johannesen, Preservation Officer
Organization: The Western Reserve Historical Society
Date: September 1984
Street & Number: 10825 East Boulevard
Telephone: 216-721-5722
City or Town: Cleveland
State: Ohio 44106

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

- national
- state
- local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature: [Signature]
Date: 3/14/85

For HCRA use only:
I hereby certify that this property is included in the National Register
Date: [Date]

Keeper of the National Register
Date: [Date]

Chief of Registration
Historic District

B: 17 447/720 East
   4582/000 North

C: 17 449/580 East
   4580/360 North

L: 17 447/720 East
   4580/360 North

Mapped, edited, and published by the Geological Survey
Revised in cooperation with State of Ohio agencies

Control by USGS, USC&GS, and Cleveland Regional Geodetic Survey

Topography by photogrammetric methods from aerial photographs
taken 1952. Planetary surveys 1953. Revised from aerial photographs taken
1962. Field checked 1963

Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue

Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown

Entire area lies within the Connecticut Western Reserve
Dotted land lines established by private subdivision of the
Connecticut Western Reserve

There may be private inholdings within the boundaries of
the National or State reservations shown on this map
June 7, 1985

Chessie System/Lloyd Lewis
Terminal Tower
Cleveland, OH 44113

Dear Mr. Lewis:

This is to inform you that the Valley Railway Historic District has been entered into the National Register of Historic Places by the National Park Service, Department of the Interior.

The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966. All nominations are approved by the Ohio Historic Site Preservation Advisory Board.

Enclosed is information explaining the purposes and goals of the National Register of Historic Places.

Sincerely,

W. Ray Lucas
State Historic Preservation Officer

WRL:rs
Enclosure

X.c:
Representative Cliff Skeen
Senator Oliver Ocasek
Jeff Brown, RC
Eric Johannesen, WRHS
Law Albert, Superintendent
NEFCO
NOACA
National Register of Historic Places File Checklist

The following materials are contained in this file of the National Register form for:

Name: Valley Railway Historic District

County: Cuyahoga

[X] Original National Register of Historic Places nomination form

[ ] Multiple Property Nomination form

[X] Photographs

[ ] Photographs (copies)

[ ] USGS maps

[X] USGS maps (copies)

[X] Sketch map(s)/figure(s)/exhibit(s)

[X] Correspondence

[ ] Other

CES: 5/01