

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

For HCRS use only  
received  
date entered

5-17-85

## 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 \_\_\_ not for publication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

Summit code 153

## 3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property

name Chessie System Attn: Lloyd Lewis

street & number Terminal Tower

city, town Cleveland \_\_\_ vicinity of state Ohio 44113

## 5. Location of Legal Description

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

street & number 1219 Ontario 175 South Main

city, town Cleveland, Ohio xxxxx state Akron

## 6. Representation in Existing Surveys

title Ohio Historic Inventory has this property been determined eligible? \_\_\_ yes  no  
National Register (as noted herein)

date (OHI - 1976) \_\_\_ federal  state \_\_\_ county \_\_\_ local

depository for survey records Ohio Historical Society

Columbus state Ohio

city, town

state

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

## 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 at 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 1,133-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

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Valley Railroad Historic District, Independence to Akron, Cuyahoga and Summit Counties  
Ohio

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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.

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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.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates            1871-1915            Builder/Architect

## 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

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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 Jaite 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.

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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.

## 9. Major Bibliographical References

John J. Grabowski, "The Valley Line: Pastoral But Practical," WRHS News, July-August 19  
 John S. Reese, Guide Book for the Tourist and Traveler over the Valley Railway! (Canton, 18  
Poors Manual of Railroads (New York, 1890-1915).

## 10. Geographical Data

Acreeage of nominated property 178 acres

Quadrangle name Cleveland South, Shaker Heights, Northfield, Quadrangle scale 1:24,000

UMT References Peninsula, Akron West.

A 

1	7
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4	4	7	5	2	0
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4	5	8	2	4	2	0
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B 

1	7
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4	4	7	7	2	0
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4	5	8	2	0	0	0
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C 

1	7
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4	4	9	5	8	0
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4	5	8	0	3	6	0
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D 

1	7
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4	5	5	0	0	0
---	---	---	---	---	---

4	5	6	6	4	4	0
---	---	---	---	---	---	---

E 

1	7
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4	5	2	0	0	0
---	---	---	---	---	---

4	5	5	9	0	0	0
---	---	---	---	---	---	---

F 

1	7
---	---

4	5	5	5	0	0
---	---	---	---	---	---

4	5	5	2	5	7	0
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G 

1	7
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4	5	6	7	7	0
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4	5	4	9	0	0	0
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H 

1	7
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4	5	6	3	0	0
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4	5	4	7	6	1	0
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Verbal boundary description and justification

I. 17 4 5 3 0 0 0 4 5 5 2 5 8 0

J. 1 7 4 5 0 1 0 0 4 5 5 9 0 0 0

K. 17 4 5 3 2 4 0 4 5 6 6 4 5 0

L. 1 7 4 4 7 7 2 0 4 5 8 0 3 6 0

M. 17 4 4 6 8 8 0 4 5 8 2 4 6 0

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

state	N/A	code	county	code
-------	-----	------	--------	------

state	code	county	code
-------	------	--------	------

## 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 W. Ray Luce

title SHPO date 3/14/85

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration



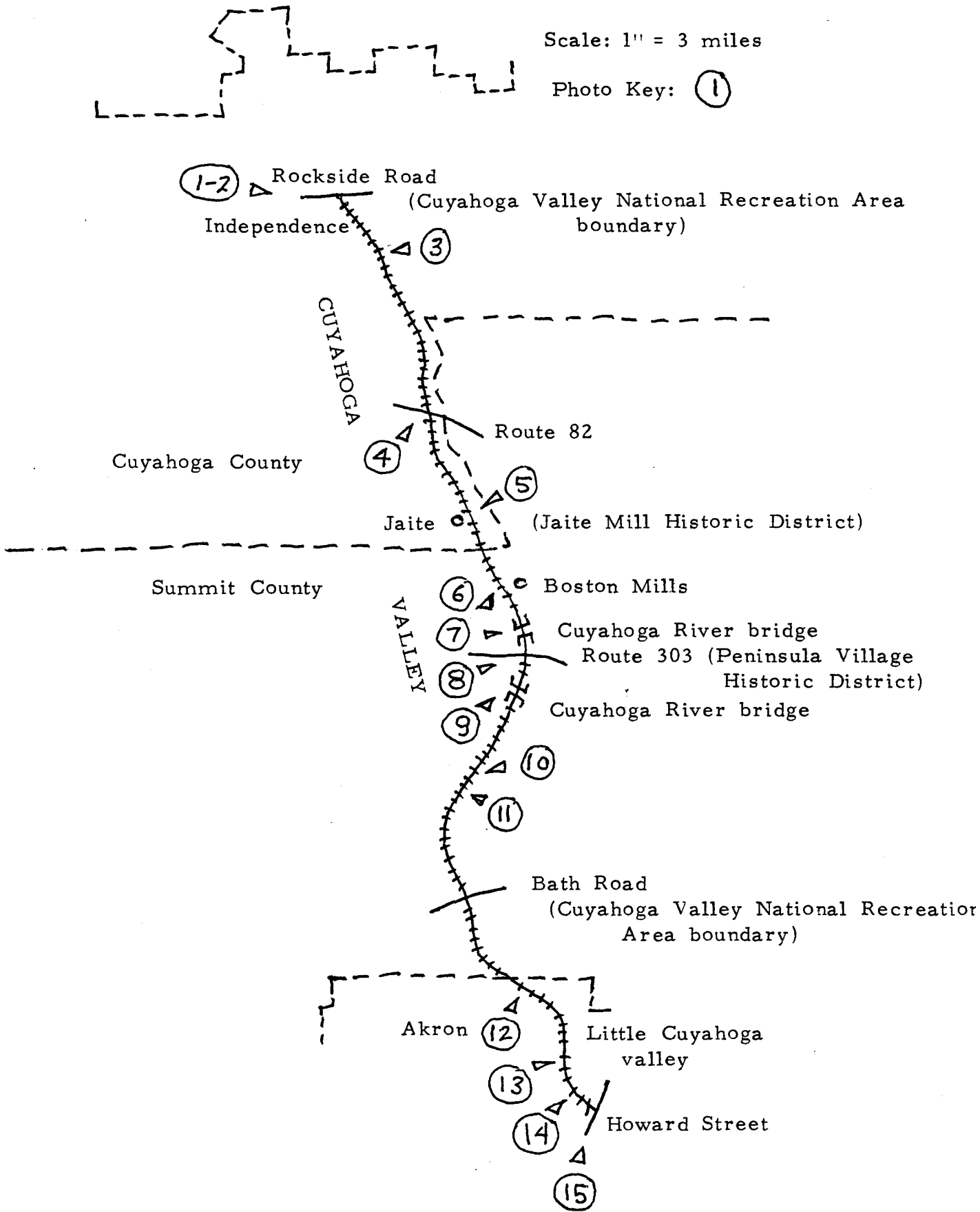
VALLEY RAILWAY HISTORIC DISTRICT

Cuyahoga and Summit Counties, Ohio

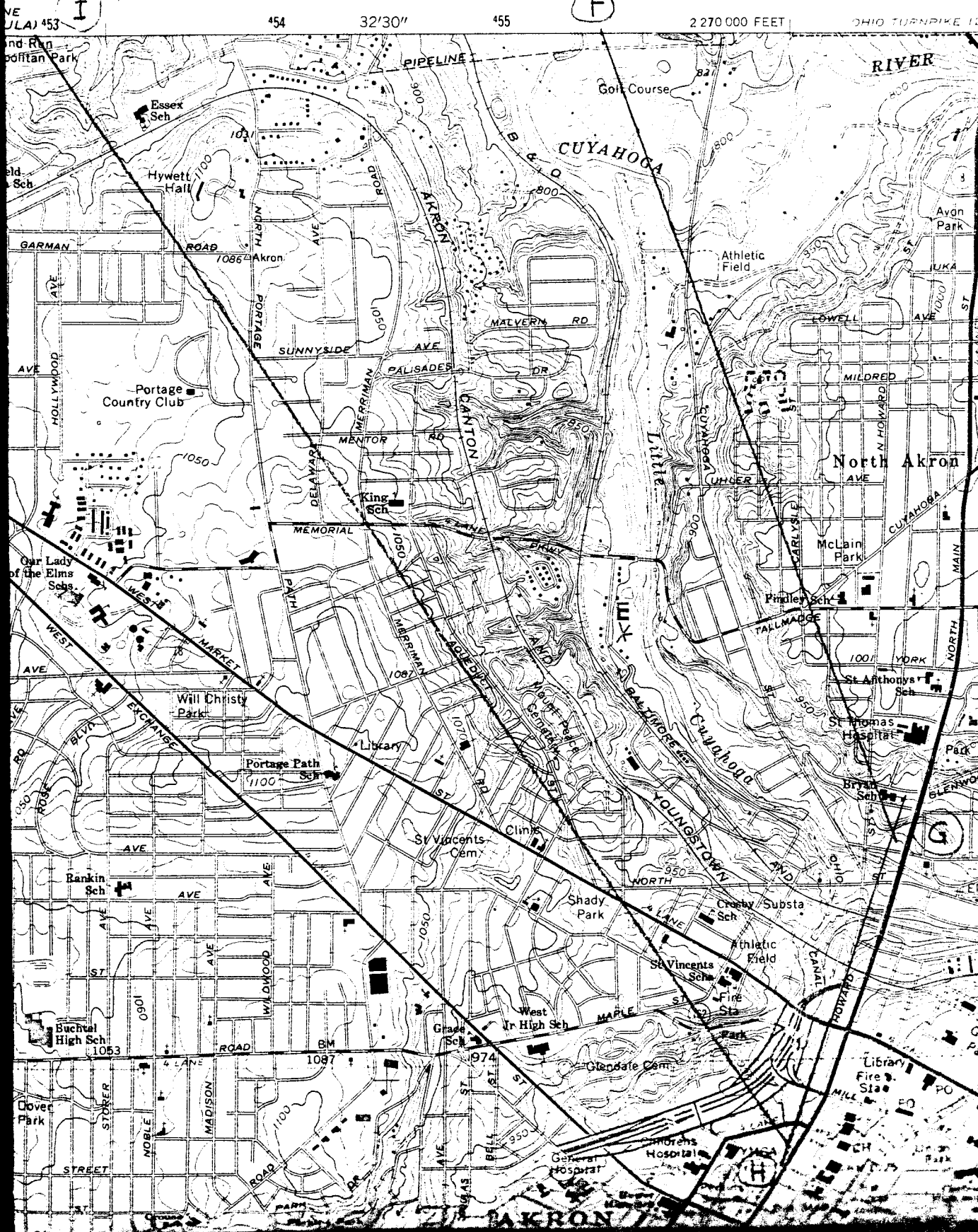
Cleveland

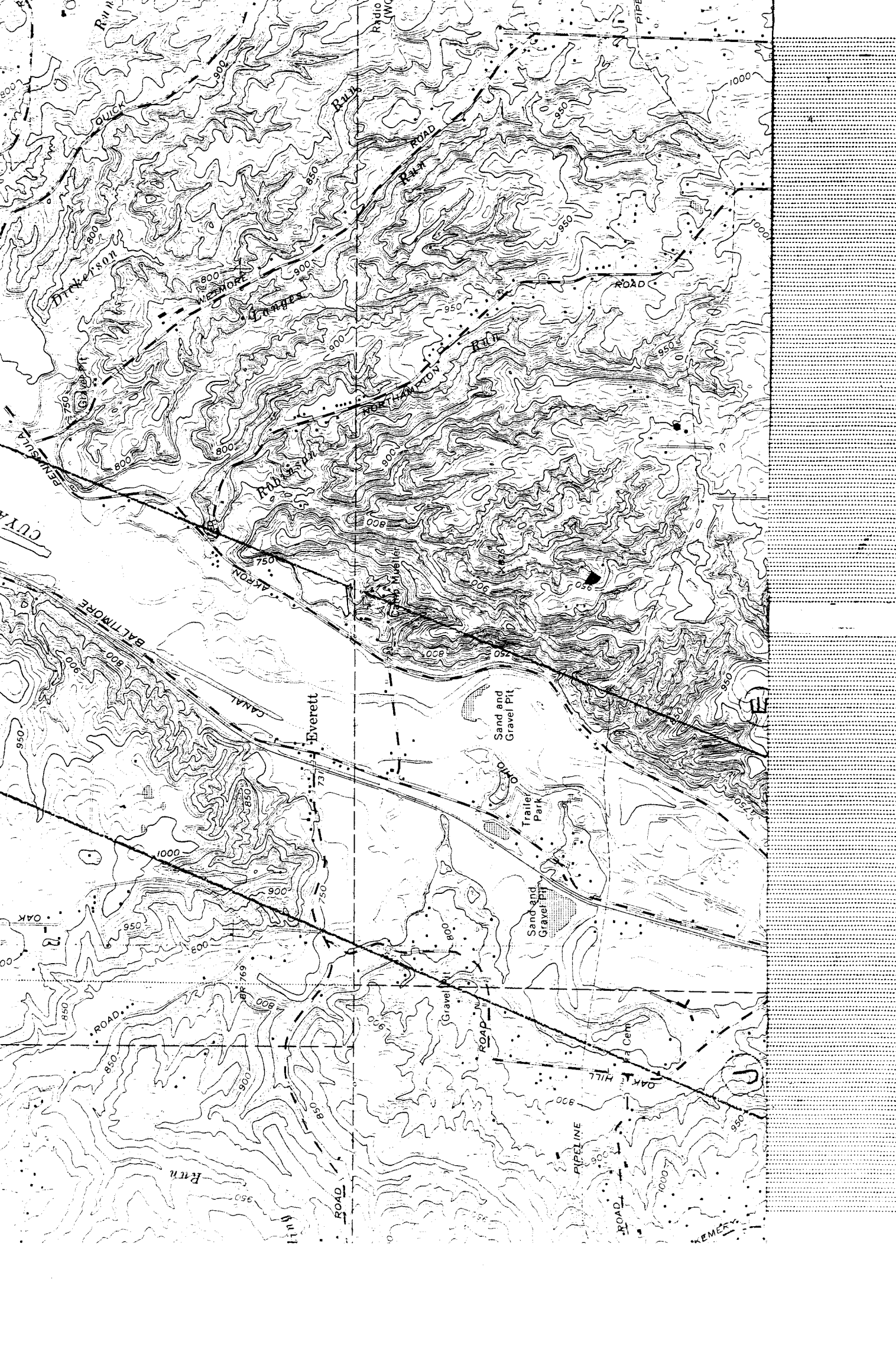
Scale: 1" = 3 miles

Photo Key: ①



AKRON WEST  
OHIO-SU  
7.5 MINUTE SERIE





K: 1/ 423) LTV  
477/1AEN North

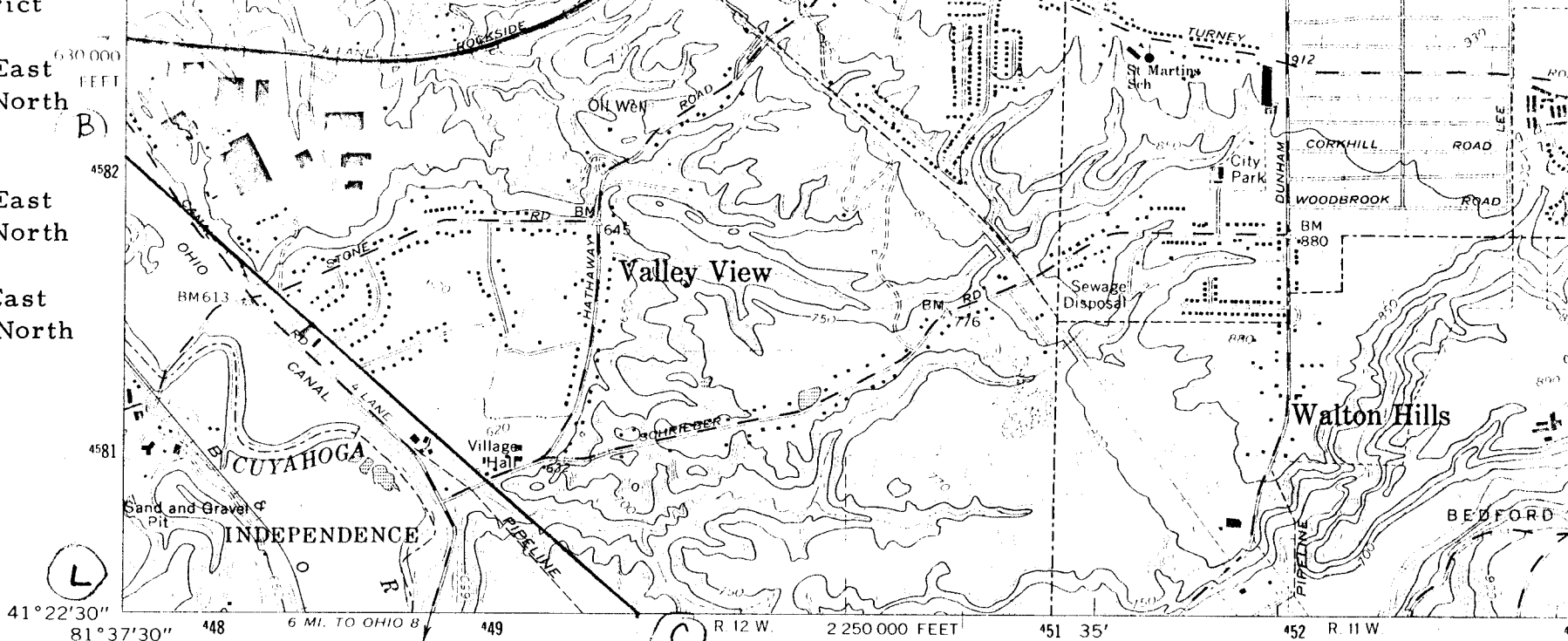


Historic District

B: 17 447/720 East  
4582/000 North

C: 17 449/580 East  
4580/360 North

L: 17 447/720 East  
4580/360 North



41°22'30"  
81°37'30"

(BROADVIEW HEIGHTS)  
4666 I SW

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

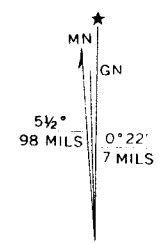
Topography from photogrammetric methods from aerial photographs  
taken 1952 and planimetric surveys 1953. Revised from aerial photographs taken  
1962. Field checked 1963

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

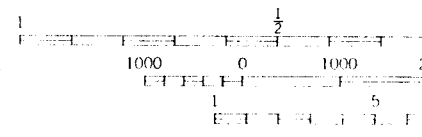
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked

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



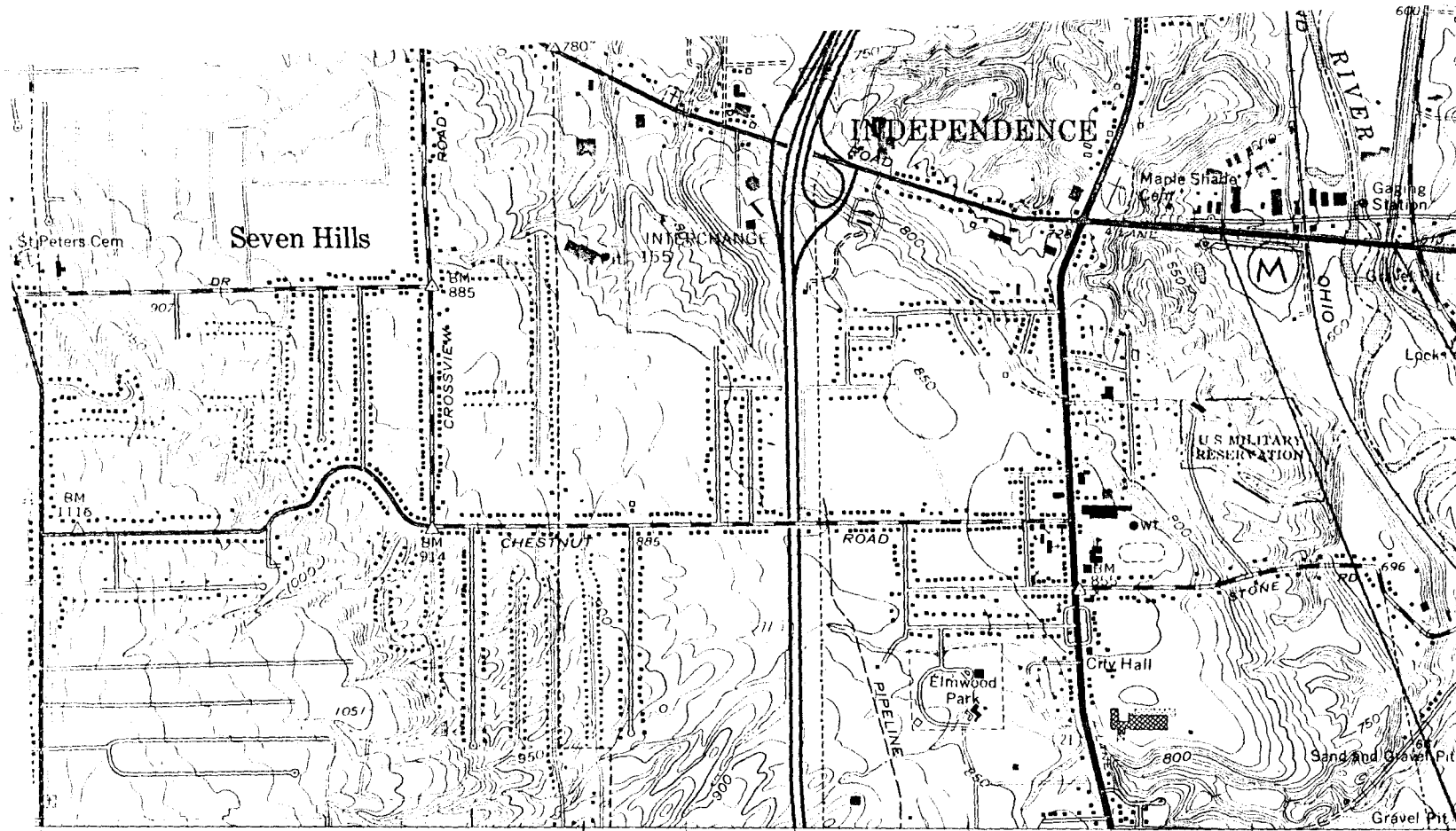
UTM GRID AND 1979 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



CONT  
NATIONAL GE

THIS MAP COMPLIES WITH  
FOR SALE BY U. S. GEOLOGICAL SURVEY  
A FOLDER DESCRIBING TOPOGRAPHIC

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



Valley Railway  
Historic District

A: 17 447/520 East  
4582 '420 North

B: 17 447/720 East  
4582/000 North

L: 17 447/720 East  
4580/360 North

M: 17 446/880 East  
4582/460 North

(A)

(B)

(L)

10  
 444 40' R. 12 W. 445  
 41° 22' 30"  
 47000m.E. 81° 37' 30"  
 INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 1980  
 OHIO TNP. (INTERCHANGE 11) 7 MI.  
 BRECKSVILLE (OHIO 82) 3.9 MI.  
 OHIO TNP. (INTERCHANGE 149)  
 5 MI TO OHIO 82 (INTERCHANGE 149)  
 WEST RAINFILL (OHIO 303) 10 MI.  
 444  
 445  
 47000m.E.  
 41° 22' 30"  
 81° 37' 30"



QUADRANGLE LOCATION

ROAD CLASSIFICATION

- Heavy-duty ——— Light-duty - - - - -
- Medium-duty - - - - - Unimproved dirt - - - - -
- Interstate Route ○ U.S. Route ○ State Route

(NORTHFIELD)  
4661 SE

P ACCURACY STANDARDS  
RESTON, VIRGINIA 22092  
MBOLS IS AVAILABLE ON REQUEST

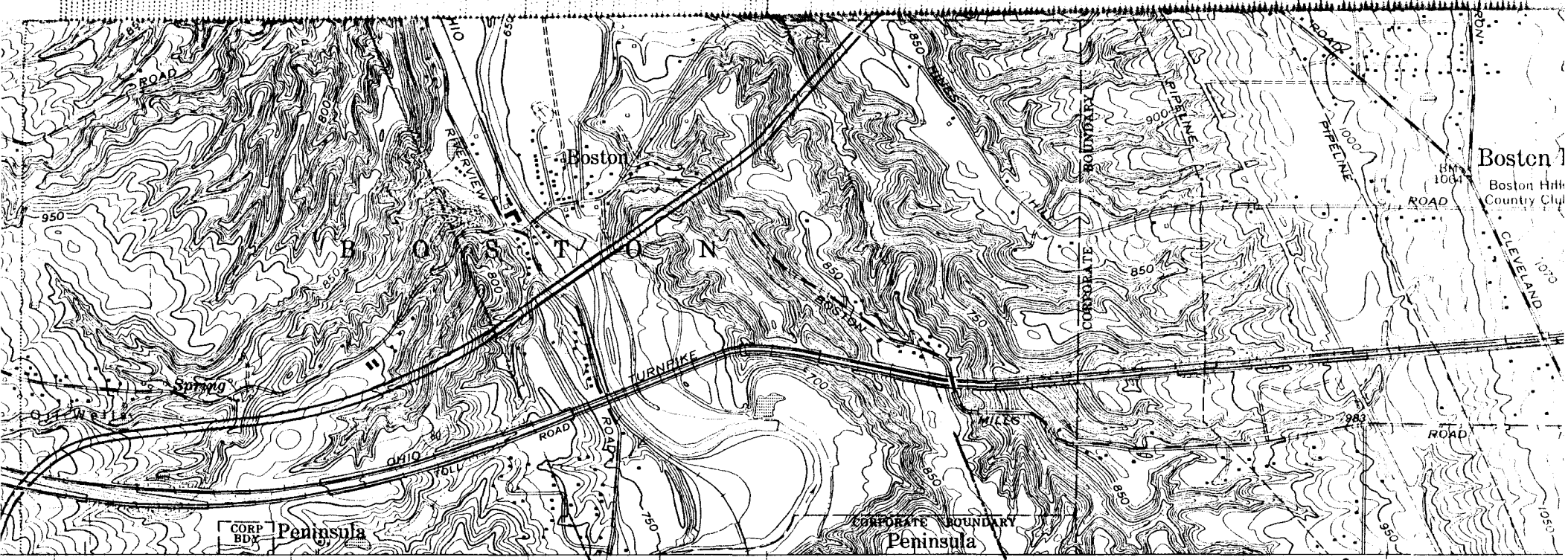
Revisions shown in purple compiled in cooperation with  
State of Ohio agencies from aerial photographs taken  
1977. This information not field checked. Map edited 1979

Purple tint indicates extension of urban areas

CLEVELAND SOUTH, OHIO

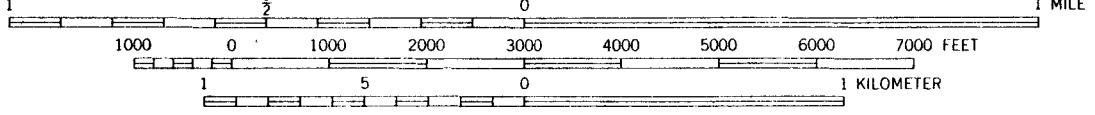
N4122.5—W8137.5/7.5

1963  
PHOTOREVISED 1979  
AMS 4661 NW—SERIES V852



0 FEET 35' R 11 W. 452 (PENINSULA) 4666 II NE 0.7 MI TO OHIO 303 454 32'30" 455 456 457

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

- ROAD CLASSIFIC
- Heavy-duty Ligt
  - Medium-duty Uni
  - Interstate Route



QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with State of Ohio agencies from aerial photographs taken 1977. This information not field checked. Map edited 1979.  
Boundary lines shown in purple compiled from latest information available from the controlling authority.

NOR  
N4  
AMS 4

4666 (NW SOUTH)  
CLEVELAND SOUTH

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



81° 37' 30" 41° 22' 30" 480000m E. 3.7 MI. TO U.S. 21 449 450 R 12 W 451 35' R 11 W 452 4666 (NE) (SHAKER HILL)

Valley Railway  
Historic District

4580000m N  
: 17 449/580 East  
4580/360 North

: 17 455/000 East  
4566/440 North

: 17 453/240 East  
4566/450 North

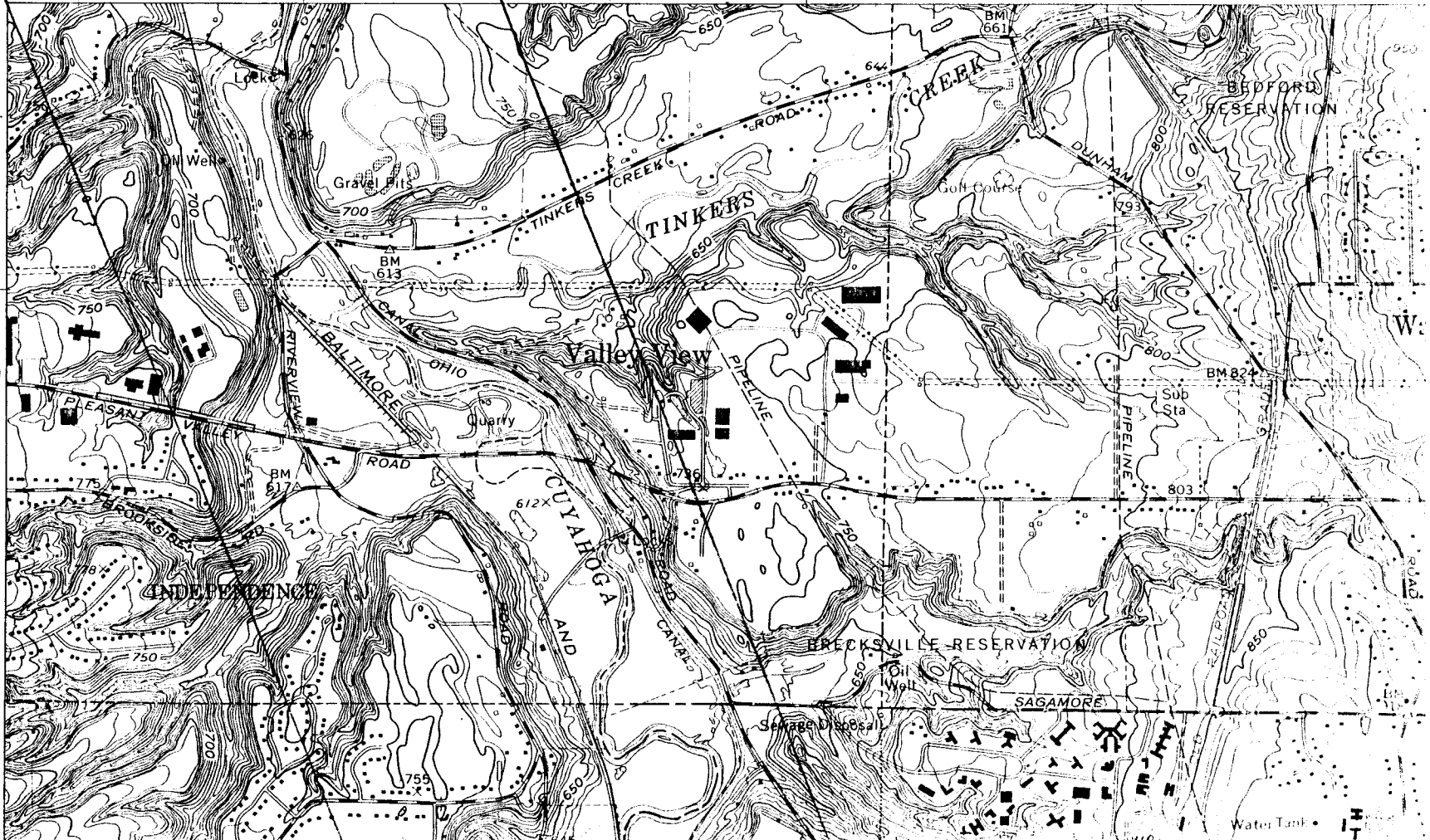
: 17 447/720 East  
4580/360 North

4579

4578

T. 6 N.

T. 5 N.

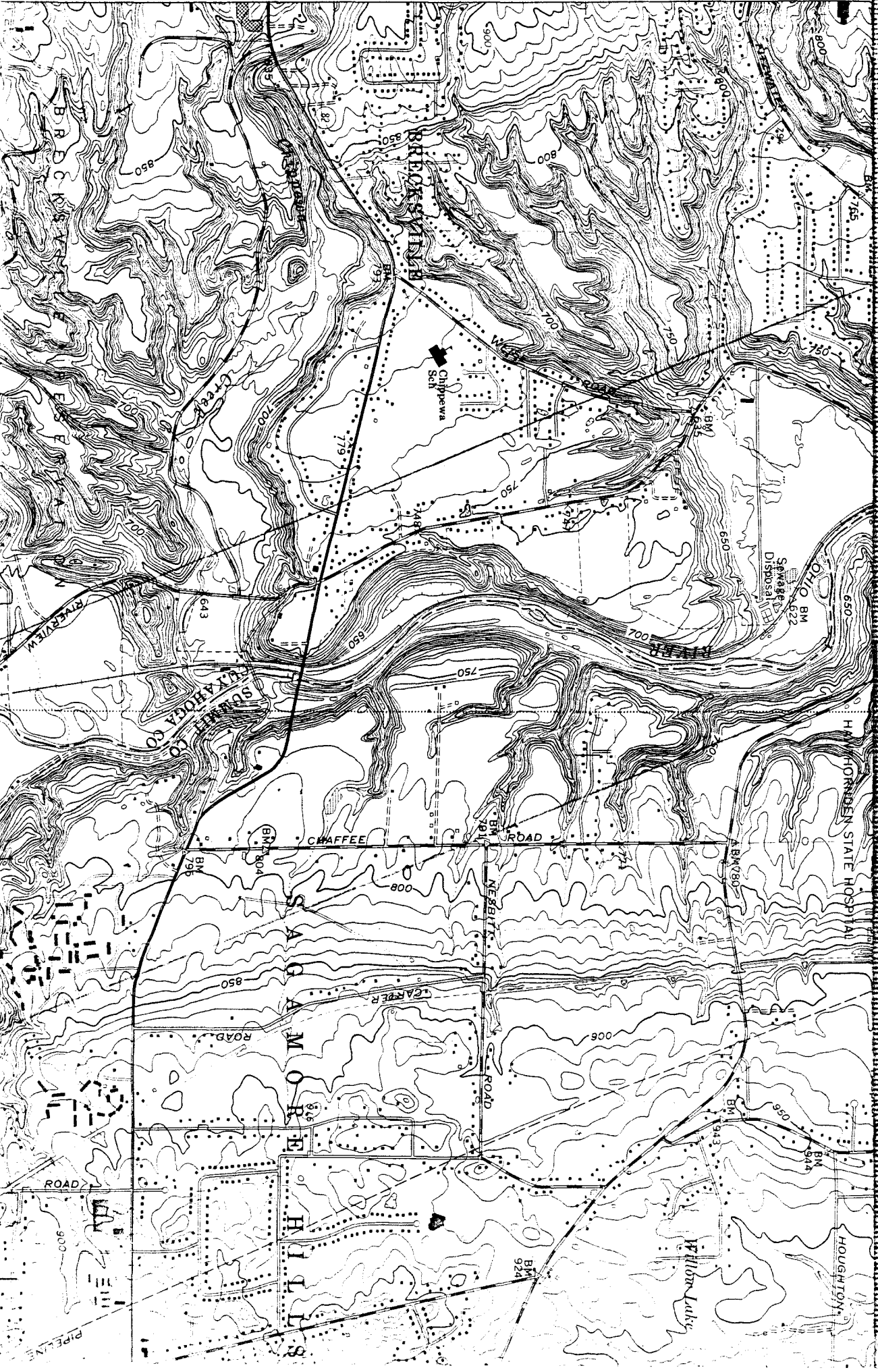


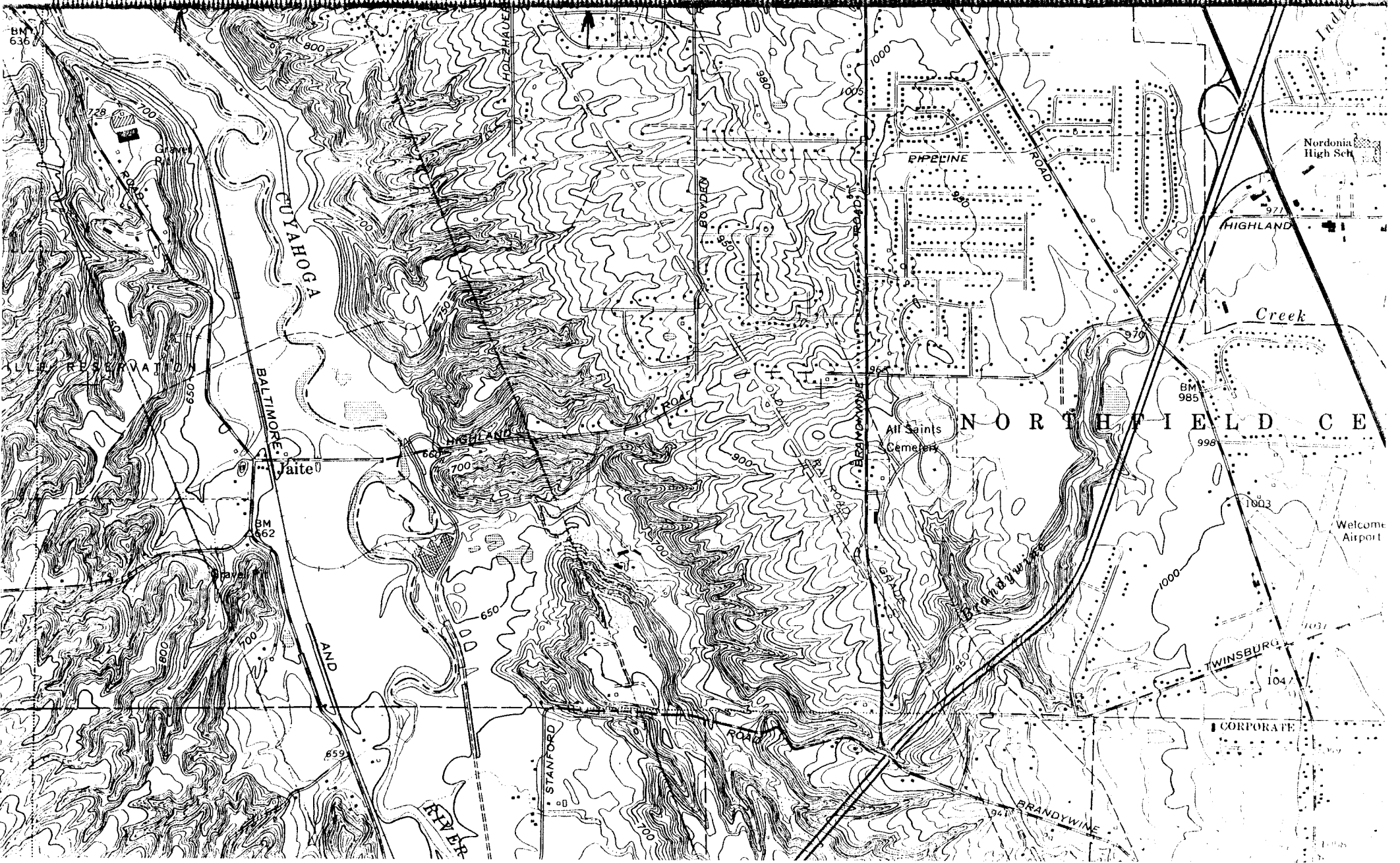
Water Tank



4666 1 SW  
(BROADVIEW HEIGHTS)

NORTH ROYALTON 6 MI.  
0.1 MI. TO U.S. 21





BM  
636

728

BM  
662

668

700

674

650

All Saints  
Cemetery

BM  
985

998

1003

Welcome  
Airport

1000

1031

TWINSBURG

104

CORPORATE

STANFORD

704

BRANDYWINE

941

CUYAHOGA

HO SHADE

BOYD

PIPELINE

ROAD

HIGHLAND

Creek

NORTHFIELD CE

INDIAN

Nordonia  
High Sch.

971

1071

BRANDYWINE

700

AND

700

800

659

BALTIMORE

jaite

WALTON

699

700

661

700

650

650

700

650

700

650

900

700

650

700

650

700

650

700

650

700

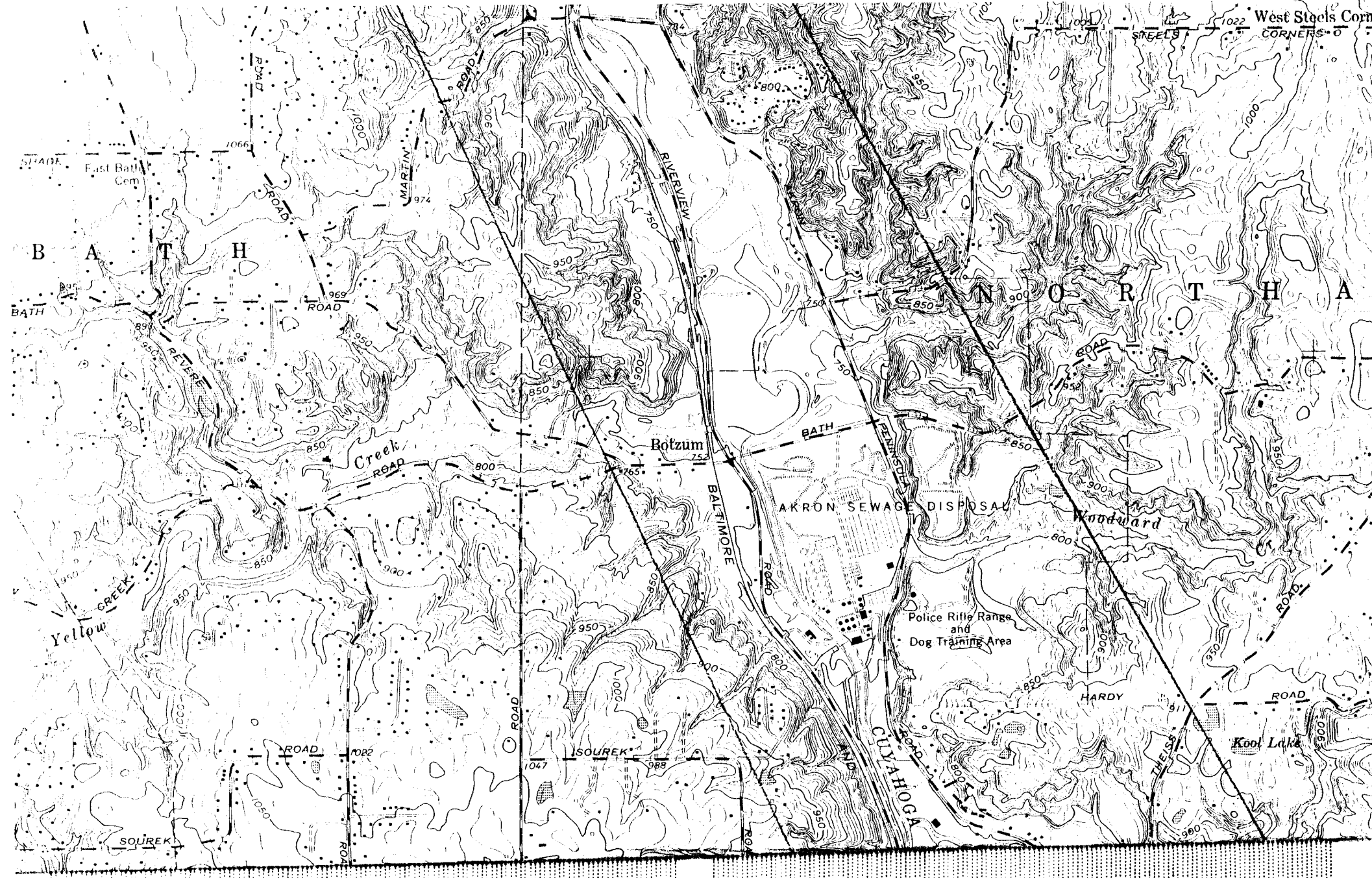
650

700

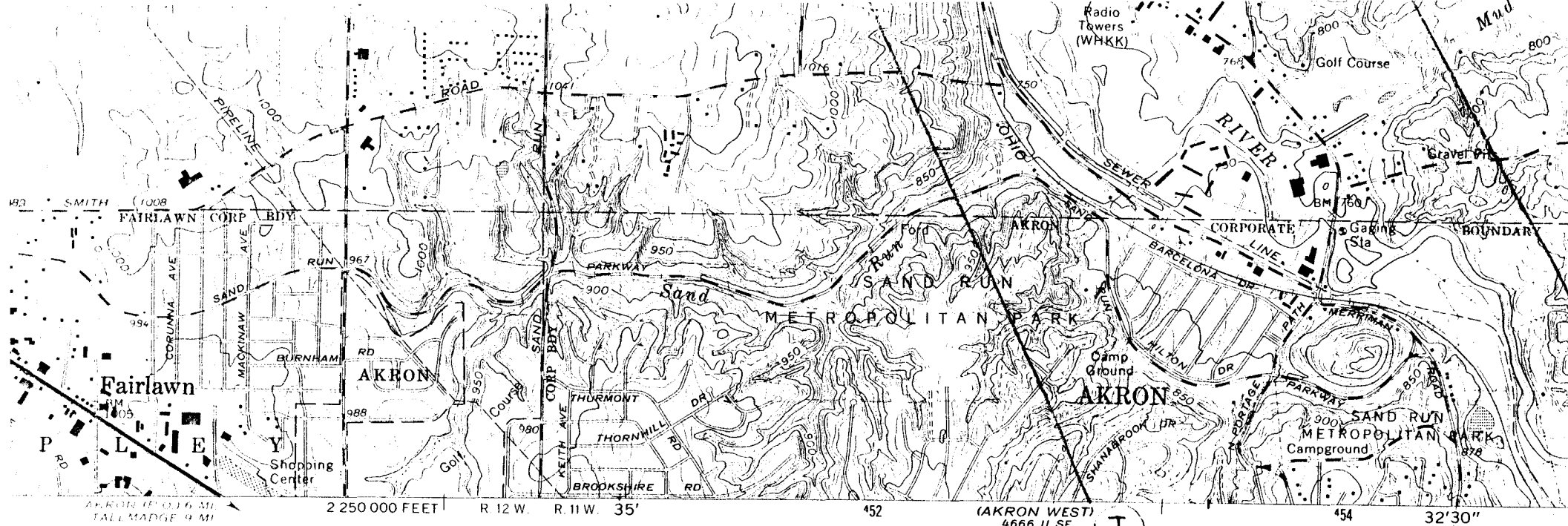
650

700

650



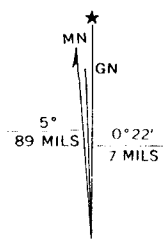
West Steels Corn  
CORNERS



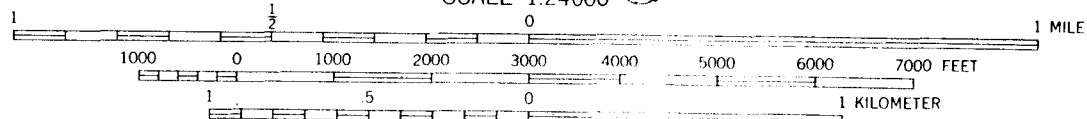
Published by the Geological Survey  
with State of Ohio agencies  
GS

Photographic methods from aerial photographs  
checked 1953. Revised from aerial  
field checked 1963

North American datum  
Ohio coordinate system, north zone  
verse Mercator grid ticks.



UTM GRID AND 1979 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Selected fence and field lines where  
photographs. This information is unchecked  
high only landmark buildings are shown  
Connecticut Western Reserve  
defined by private subdivision of the  
e

Boundary lines shown in purple compiled from latest  
information available from the controlling authority

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown  
of Ohio agencies  
information n  
Purple tint in

1985 Velma Avenue  
Columbus, Ohio 43211  
614/466-1500



OHIO  
HISTORICAL  
SOCIETY  
SINCE 1885

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 Luce*  
W. Ray Luce

State Historic Preservation Officer

WRL:rs  
Enclosure

X.c:

Representative Cliff Skeen  
Senator Oliver Ocasek  
Jeff Brown, RC  
Eric Johannesen, WRHS  
Lew Albert, Superintendent  
NEFCO  
NOACA

# Ohio Historic Preservation Office

## 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

Original National Register of Historic Places nomination form

Multiple Property Nomination form

Photographs

Photographs (copies)

USGS maps

USGS maps (copies)

Sketch map(s)/figure(s)/exhibit(s)

Correspondence

Other \_\_\_\_\_