

The Valley Observer

A Guide to Cuyahoga Valley Scenic Railroad



Cuyahoga Valley Scenic Railroad: Yesterday, Today, and Tomorrow

The year is 1880. Suddenly, the quiet serenity of the Cuyahoga Valley is startled by the harsh sound of a steam whistle. A new technology has found the valley of the "crooked river."

What brought the railroad here? The desire to find a more efficient way to move people and goods. Though railroads were in many parts of the eastern United

States, including Ohio, by the 1850s, the Cuyahoga Valley did not see train transportation until 1880. In that year the Valley Railway Company connected the growing industry of Cleveland, Akron, and Canton with the coal fields of Tuscarawas County. Previously, the Ohio & Erie Canal (O&EC) provided the means of moving goods through much of this area.

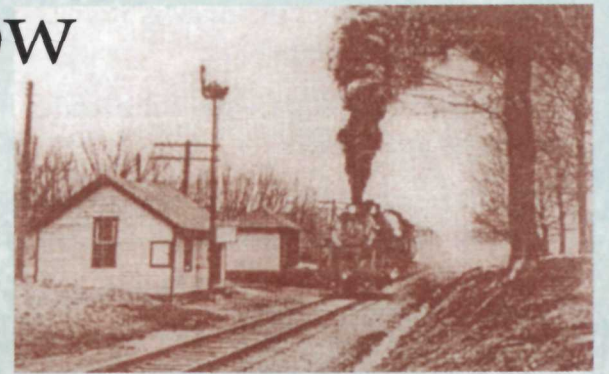
The Valley Railway's cargo consisted primarily of raw material such as coal, stone, iron, copper, sand, lime, and ore. It also offered passenger service for both utilitarian travel and tourist excursions. Indeed, in 1880, John Reese, a Canton author, published the *Guide Book for the Tourist and Traveler over the Valley Railway!*, a booklet that provided riders with information about the country and towns they were passing through.

No doubt the sound of train whistles brought serious concern to those canal boat operators still plying their trade. Yet, until the devastating Flood of 1913 effectively closed the O&EC, both modes of transportation operated side-by-side in the valley. The railroad raised nearly 80% of its revenue from carrying coal while the canal concentrated on hauling agricultural goods.

After a decade of operation, the Valley Railway became part of the Baltimore & Ohio Railroad (B&O) during a period of financial troubles and consolidation. In the 20th century, competition from automobiles, trucks, and buses caused the decline of



Boston Mill Station, c. 1896.



Vaughn (Jaite) Station, c. 1950.



Passengers waiting for the train at the Peninsula Depot Visitor Center.



The Schrack family enjoys a ride on the train.

both freight and passenger service.

Interest in the railroad remained strong, however. In the early 1970s, the Cuyahoga Valley Preservation and Scenic Railway Association (CVP&SR) began offering train excursions in Cuyahoga Valley National Recreation Area (now Cuyahoga Valley National Park). This unique and imaginative partnership continues today, as the railroad operates on the National Park Service track and roadbed.

During the 1990s, the Cuyahoga Valley Line changed its name to "Cuyahoga Valley Scenic Railroad" (CVSR) and continued to increase and improve its service. In addition to providing service to the general public, CVSR promotes educational programming, including the "Student Explorer" which highlights the cultural and natural heritage of the valley. Special event rides, such as the

popular North Pole excursion "The Polar Express," occur throughout the year. Charter trips are also available. CVSR also assumed an important role as a venue in the new Ohio & Erie Canal National Heritage Corridor. Known as CanalWay Ohio, the Corridor is a 110-mile partnership park between Cleveland and New Philadelphia, Ohio.

What is the future of this unique scenic railroad? Look for extended service both north and south, different styles of rail cars, and the addition of new types of trips.

The partnership between CVSR and Cuyahoga Valley National Park is an important one. It truly follows Congress' intent for the National Park Service "to conserve the scenery and natural and historic objects and wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations" (Organic Act of 1916). May you and yours enjoy both CVSR and the national park it travels through for many years to come.



EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

Out the Window

As you pass through the Cuyahoga Valley, take time to look out the window. Accompanying the rhythmic clackety-clack of the train is the rhythm of life in the valley. The patchwork of field, forest, river, and wetland communities provides ample habitat for a great diversity of life. What catches your eye? What do you hope to see? A glimpse of a white-tailed deer? The magnificent great blue heron stalking prey in the river? Brightly colored wildflowers? Or wetlands exploding with activity?

Each season offers something new. Here are some hints for what you might see. What can you add to the list?

Spring

As the thaw begins and winter retreats, the stirring to enjoy the rejuvenating warmth of the sun tugs young and old out of house, den, and burrow.

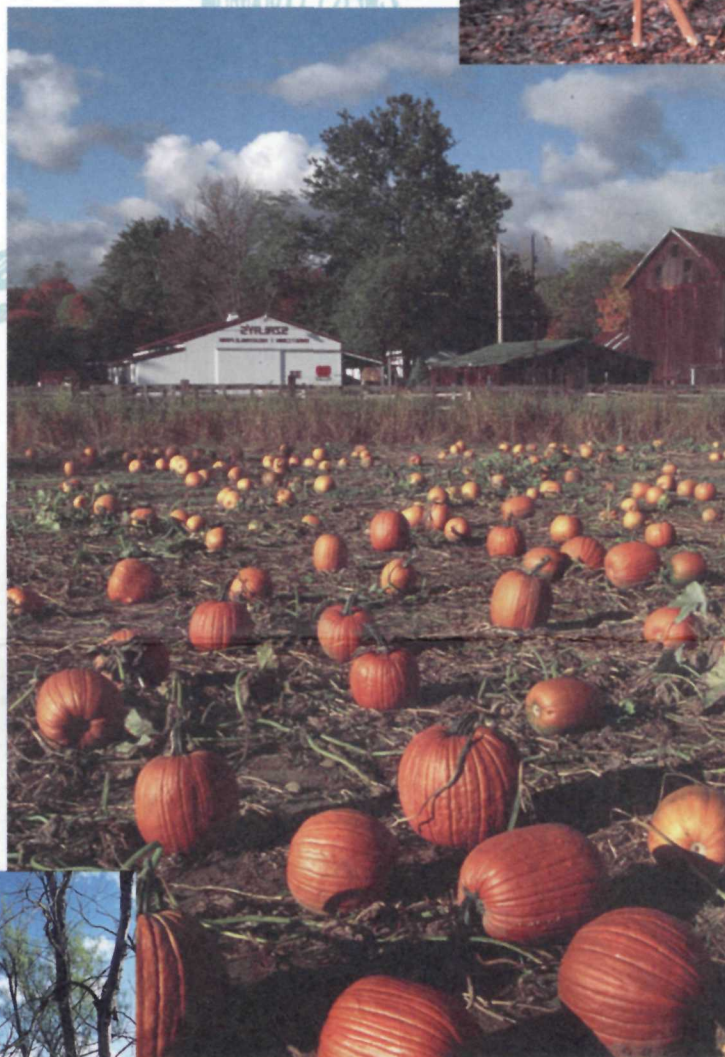
Look for...

- Canada geese and goslings nesting near water as protection from predators such as coyote and fox. If a threat should appear, mother swims away from shore with her young following close behind.
- White-tailed deer and fawns eating tender young grass and flowers
- Great blue herons nest-building high in the trees north of Station Road Bridge



• Wildflowers in bloom, especially flowering dogwood's white blossoms; the white, pink, and purple of dame's rocket; and yellow and blue iris in wetland areas

- The return of the migrating songbirds. The redwinged blackbird, a sure sign of spring, guards its nest with a loud "konkaree." Eastern bluebirds, formerly a rare sight, are returning.



Autumn

As summer fades into fall, the blazing hues of northeast Ohio become the center of attention.

Look for...

- White-tailed deer, with thicker coats, in the midst of breeding season.
- Cattails with fluffy tops dispersing their seeds in the wind
- Red fox and coyote slinking on the edge of fields, scouting for rabbits or small rodents
- The valley dressed in brilliant colors: the red or orange of red maple; the dull red or orange of red oak; the orange-brown of American beech; the yellow or orange of sugar maple; the yellow or yellow-gold of the weeping willow, quaking aspen, and tulip tree.

Summer

Fostered by warm temperatures and long days, activity abounds during this season of growth.

Look for...

- White-tailed deer with reddish summer coats
- The yellow of wingstem, orange of jewelweed, and pink of multiflora rose, often found along the railroad tracks
- Evidence of beaver, one of only a few animals besides humans that can radically change their environment. Search for dams, lodges, and chewed or fallen trees.
- People enjoying the Towpath Trail on foot, bicycle, and horseback
- Great blue herons close to the river, motionless...waiting patiently for an unsuspecting fish



Winter

Looking at crisp cold days—dark, fallow, barren—from warm passenger cars, we could assume that life comes to a frozen halt. Do not be deceived! There is plenty of activity.

Look for...

- The welcome contrast of evergreens, like eastern hemlock, pine, and spruce, against the brown and white winter landscape
- White-tailed deer, possibly in herds, that will shed their antlers in January or February
- The bright red of a male cardinal. Insect or worm eaters like robins migrate to warmer climates as their food source dwindles in cold weather. Seed eaters like cardinals, bluejays, and the chickadee, have better luck finding food in winter and stay year-round.
- Beaver lodges or dams. Caches, or piles of sticks for food, may be seen close to lodges. Imagine the family warm and cozy inside.
- Frozen ponds or icy wetlands which hide a world below. Turtles and frogs, burrowed in the mud, are in a deep sleep called torpor.





0 1 mile

Lake Erie

Cleveland

Sitting on the shore of Lake Erie, the City of Cleveland offers a variety of experiences for visitors. Museums, sports venues, and shopping and entertainment districts are just some of its many attractions.

See Inset



LTV Steel Corp.

Leonard Krieger CanalWay Center

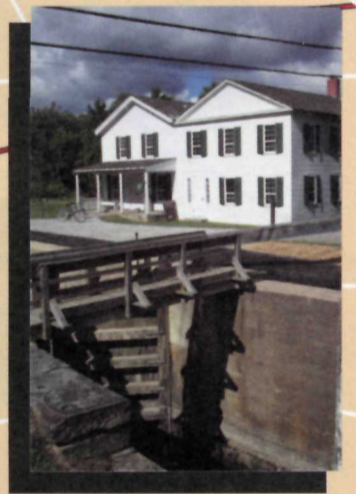


Leonard Krieger CanalWay Center

A unit of the Cleveland Metroparks, the Ohio & Erie Canal Reservation interprets the heritage of an industrial setting found amid the natural setting of the Cuyahoga River Valley. Visit the CanalWay Center for exhibits on this unique landscape.

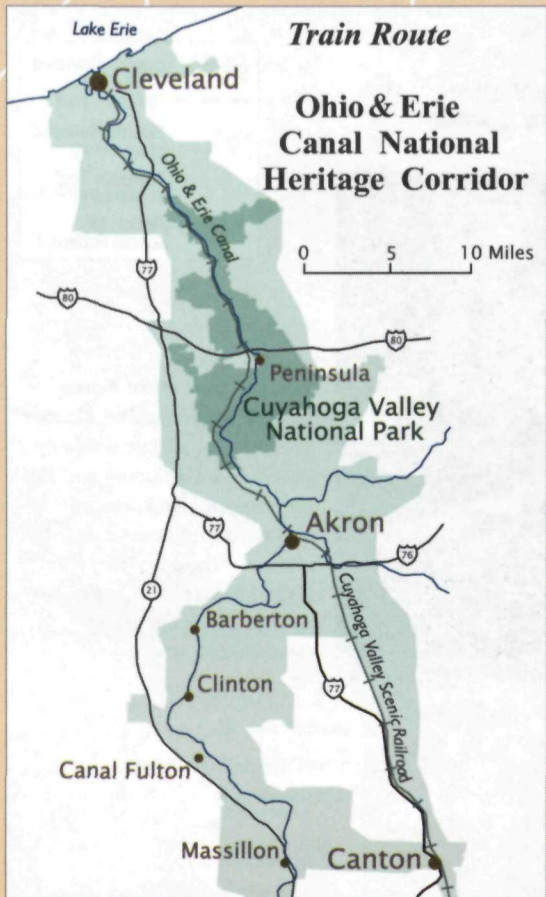
Towpath Trail

Following the historic route of the Ohio & Erie Canal, the Towpath Trail now stretches through a large portion of the National Heritage Corridor.



Canal Visitor Center

This building once served canal boat passengers waiting to pass through Lock 38. Now see exhibits illustrating 12,000 years of history in the valley, including the history of the Ohio & Erie Canal.



Train Route

Ohio & Erie Canal National Heritage Corridor

0 5 10 Miles

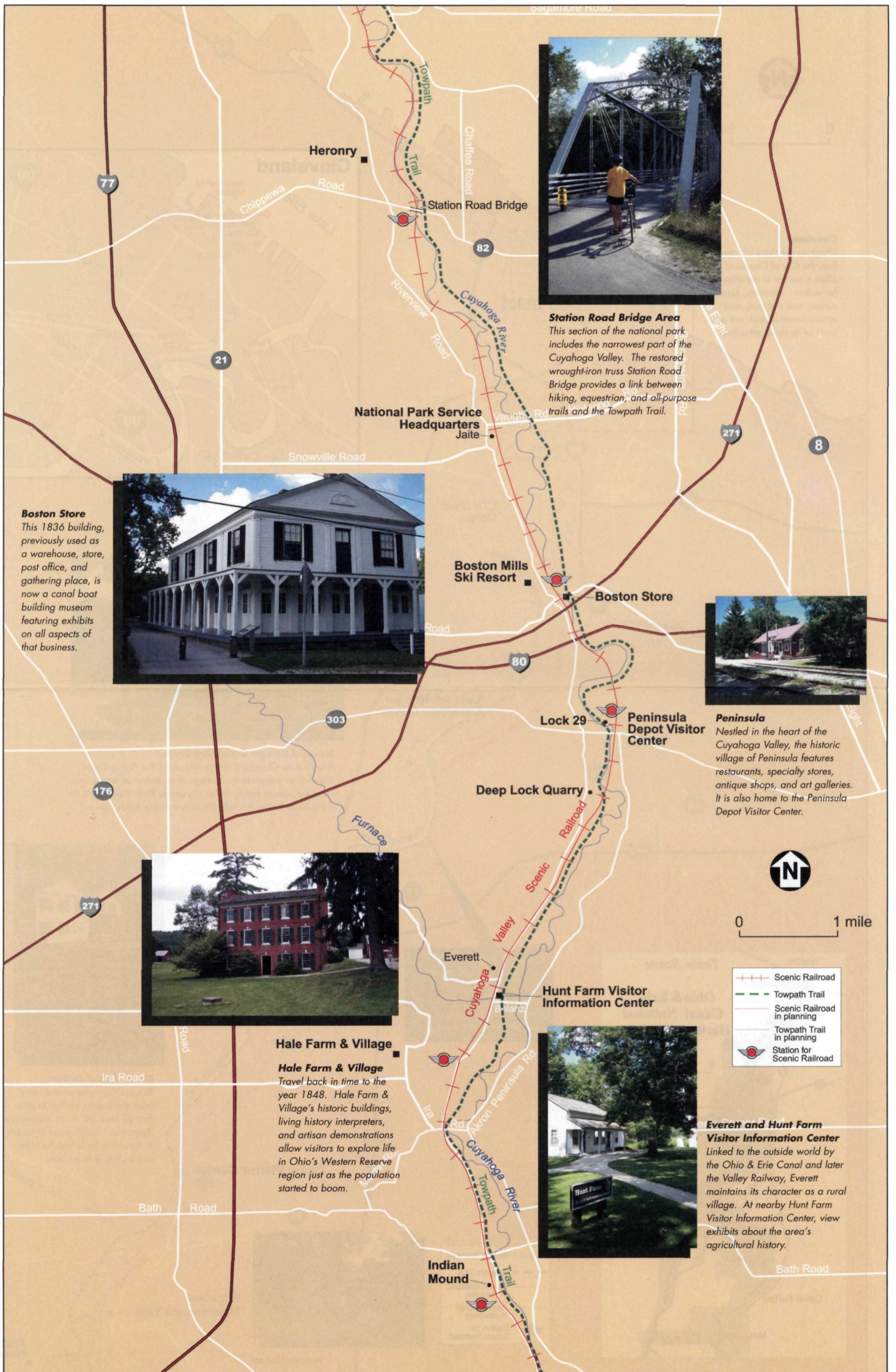
- Scenic Railroad
- Towpath Trail
- Scenic Railroad in planning
- Towpath Trail in planning
- Station for Scenic Railroad



Frazee House

Fitzwater Maintenance Yard

Frazee House



Station Road Bridge Area
 This section of the national park includes the narrowest part of the Cuyahoga Valley. The restored wrought-iron truss Station Road Bridge provides a link between hiking, equestrian, and all-purpose trails and the Towpath Trail.



Boston Store
 This 1836 building, previously used as a warehouse, store, post office, and gathering place, is now a canal boat building museum featuring exhibits on all aspects of that business.



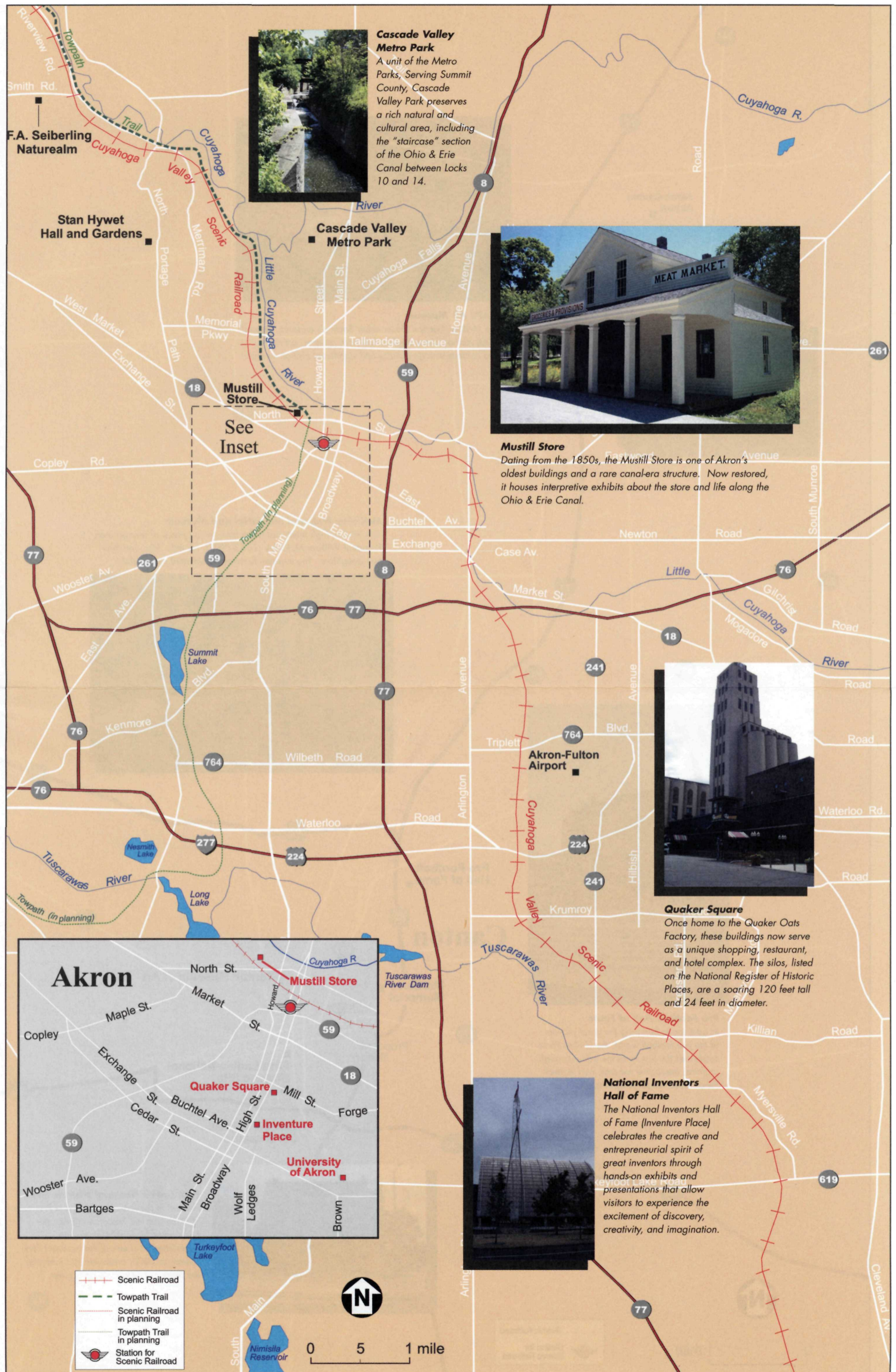
Peninsula
 Nestled in the heart of the Cuyahoga Valley, the historic village of Peninsula features restaurants, specialty stores, antique shops, and art galleries. It is also home to the Peninsula Depot Visitor Center.



Hale Farm & Village
 Travel back in time to the year 1848. Hale Farm & Village's historic buildings, living history interpreters, and artisan demonstrations allow visitors to explore life in Ohio's Western Reserve region just as the population started to boom.



Everett and Hunt Farm Visitor Information Center
 Linked to the outside world by the Ohio & Erie Canal and later the Valley Railway, Everett maintains its character as a rural village. At nearby Hunt Farm Visitor Information Center, view exhibits about the area's agricultural history.



Cascade Valley Metro Park
 A unit of the Metro Parks, Serving Summit County, Cascade Valley Park preserves a rich natural and cultural area, including the "staircase" section of the Ohio & Erie Canal between Locks 10 and 14.



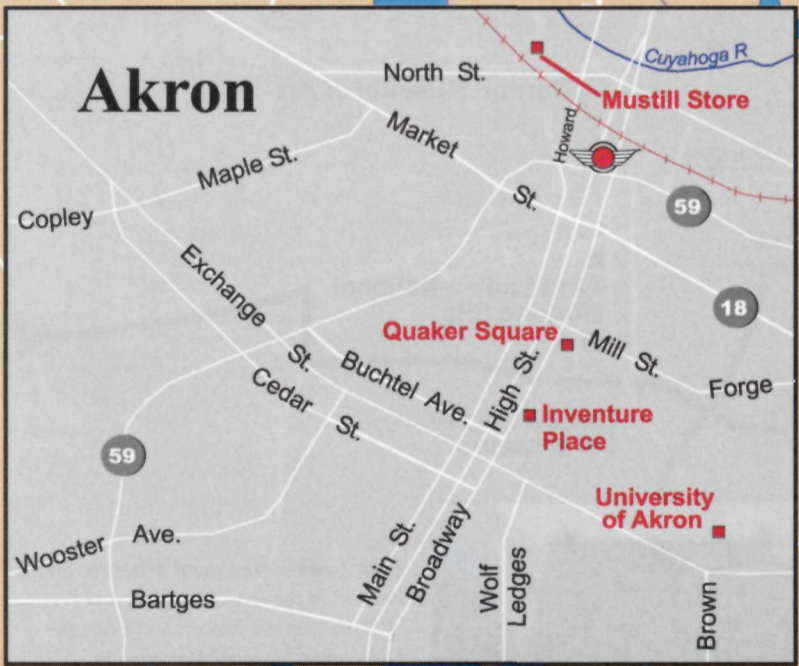
Mustill Store
 Dating from the 1850s, the Mustill Store is one of Akron's oldest buildings and a rare canal-era structure. Now restored, it houses interpretive exhibits about the store and life along the Ohio & Erie Canal.



Quaker Square
 Once home to the Quaker Oats Factory, these buildings now serve as a unique shopping, restaurant, and hotel complex. The silos, listed on the National Register of Historic Places, are a soaring 120 feet tall and 24 feet in diameter.



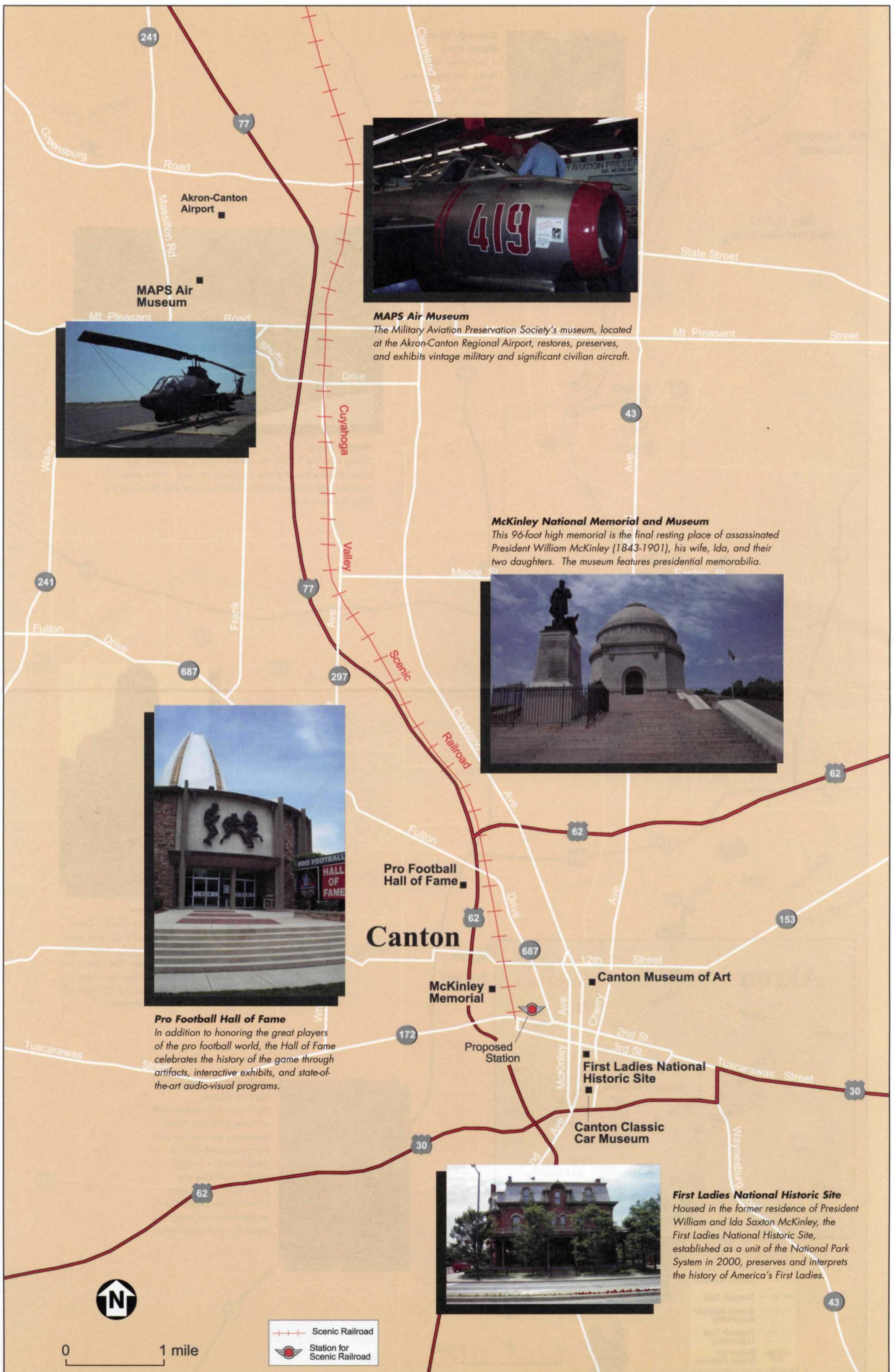
National Inventors Hall of Fame
 The National Inventors Hall of Fame (Inventure Place) celebrates the creative and entrepreneurial spirit of great inventors through hands-on exhibits and presentations that allow visitors to experience the excitement of discovery, creativity, and imagination.



- Scenic Railroad
- Towpath Trail
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0 5 1 mile





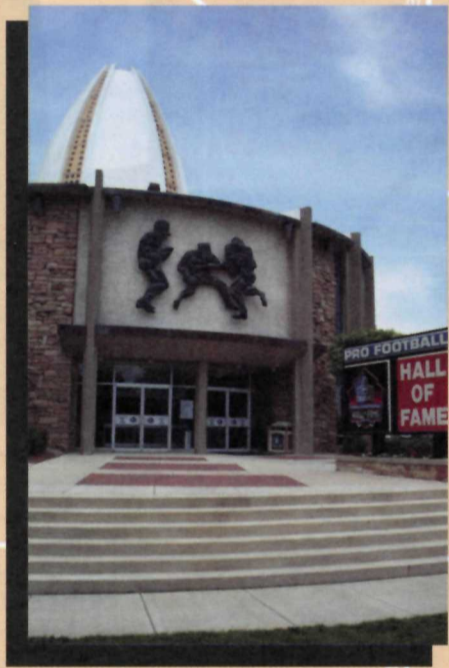
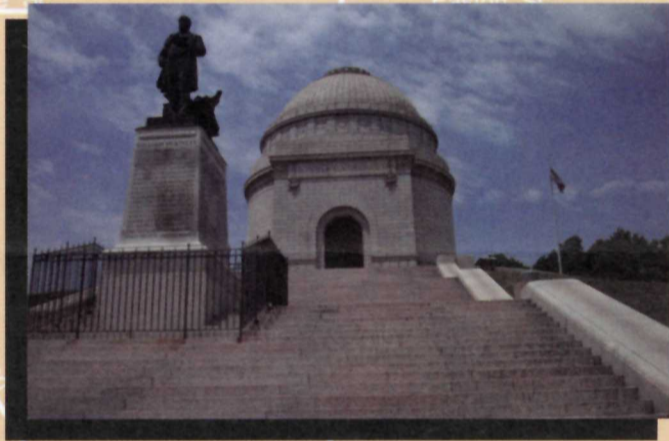
MAPS Air Museum

The Military Aviation Preservation Society's museum, located at the Akron-Canton Regional Airport, restores, preserves, and exhibits vintage military and significant civilian aircraft.



McKinley National Memorial and Museum

This 96-foot high memorial is the final resting place of assassinated President William McKinley (1843-1901), his wife, Ida, and their two daughters. The museum features presidential memorabilia.



Pro Football Hall of Fame

In addition to honoring the great players of the pro football world, the Hall of Fame celebrates the history of the game through artifacts, interactive exhibits, and state-of-the-art audio-visual programs.



First Ladies National Historic Site

Housed in the former residence of President William and Ida Saxton McKinley, the First Ladies National Historic Site, established as a unit of the National Park System in 2000, preserves and interprets the history of America's First Ladies.



Calling All Rail Fans!

Have you ever wondered about the intricate details of trains? Things such as weight, horsepower, or manufacturers? If this sparks some interest, then please read on. However, we must warn you—this may be a sign you are becoming a “train enthusiast.” It could become addictive and there is no known cure!

Cuyahoga Valley Scenic Railroad (CVSR) recreates 1950s train travel by operating restored and renovated vintage equipment.



Engines

Locomotive #14, Locomotive #15, the B&O 800, Locomotive #6767.

Manufacturer: Montreal Locomotive Works

Year/Model: 1959, FPA-4

(Freight Passenger A-unit, model 4)

Weight: 258,000 lbs (129 tons)

(fully loaded with fuel and water)

Engine: Diesel/Electric 1800 horsepower, 4 axles. Each axle has its own DC motor.

The diesel engine itself is a V-12, model 251.

The generator doubles as a starter for the V-12 engine.

Definitely the pride of the fleet, these streamlined passenger locomotives are

each capable of speeds of 100 miles per

hour. Their primary use was by the Canadian

National Railroad for high-speed passenger

service between Montreal and Toronto.



Engine #15



The Baltimore & Ohio Engine #800

Locomotive #4099

Manufacturer: American Locomotive Company

Year/Model: 1952, RS-3

Weight: 240,000 lbs (120 tons)

Engine: Diesel/Electric 1600 horsepower,

V-12, model 244

Top Speed: 70 mph



Engine #2014

Locomotive #2014

Manufacturer: Electro Motive Division (EMD) of General Motors

Year/Model: 1951, SW-8

Weight: 200,000 lbs (100 tons)

Engine: Diesel/Electric 800 horsepower,

V-8, model 567-B

Top Speed: 25 mph

Locomotive #1822

Manufacturer: Montreal Locomotive Works

Year/Model: 1958, RS-18

Weight: 260,000 lbs (130 tons)

Engine: Alco 251B, 1800 horsepower

Top Speed: 75 mph

Coaches

CVSR operates six cars in the 110-115 series that the Budd Company of Red Lion, Pennsylvania, built in 1938 for the Atchinson, Topeka & Santa Fe. These coaches ran on the train called the “Scout.” Each stainless steel car has its own 30 kilowatt generator to power heating and cooling.

MARC Coaches 161 through 169

Built in 1949 by the Budd Company, these were originally used on the Pennsylvania Railroad. Later used extensively in and around Washington, D.C., the coaches were recently retired from commuter service by the Maryland Department of Transportation.

The Lone Star, #89 (concession car)

The Pullman-Standard Company built this coach as a B&O 10/6 sleeping car (ten roomettes and six double bedrooms). Originally named the Shenango model, it was sold to Ringling Brothers Circus by the early 1970s to be used in their circus train as a 20-room sleeping car for performers. Acquired by CVSR in 1993, the coach was gutted and refurbished as the present concession car.

Saint Lucie Sound

The Saint Lucie, built by the Budd Company in 1948 for the Florida East Coast Railroad, was sold in 1986 to Gordon Chapman, owner of Canadian General/Tower Limited. Chapman refurbished the car to its present luxurious condition. It was acquired by CVSR in 1994 and is available for special charters (see conductor for details).

Fort Mitchell

The Budd Company built the Fort Mitchell in 1948 for the Central of Georgia Railroad. In the 1970s, the Southern Railroad utilized the coach before it was obtained by the Roanoke Chapter of the National Railway Historical Society for use on their mainline steam excursions on the Southern Railroad. CVSR purchased the coach in 1994 and converted it to a wheelchair-accessible car that was put into service in 1998.



Baggage Car, #9084

The CVSR acquired this baggage car from the Grand Trunk Railroad in 1992. It is currently used to transport bicycles for the “Bike & Ride” trips that allow passengers to ride the train one way and bicycle back along the beautiful Ohio & Erie Canal Towpath Trail (or vice versa).



National Park Train Trivia

In the late 1800s and early 1900s, railroads provided the primary means of visiting the natural wonders and scenic attractions of parks like Yellowstone, Yosemite, and the Grand Canyon. Railroads not only delivered tourists to such places, but also built accommodations, provided services (camping, trail rides, concessions), and promoted the parks. In the process, the American public came to appreciate and value the natural and cultural resources they viewed and experienced. This tradition continues today on lines like the Cuyahoga Valley Scenic Railroad.

Test your knowledge of the history of railroads in the national parks with this selection of trivia questions.

Q: Completed in 1904, which "railroad" hotel is the world's largest log cabin building?

- a) The El Tovar, Grand Canyon National Park
- b) The Old Faithful Inn, Yellowstone National Park
- c) Glacier Park Lodge, Glacier National Park
- d) The Many Glacier Lodge, Glacier National Park

A: Nearly nine stories high, Old Faithful Inn is considered the grandest of rustic national park lodges. The others listed stand as a testament to the early years of railroad hotel building opulence.



The El Tovar at the top of the Grand Canyon (left), and a view of the entrance to this hotel (bottom).



The Old Faithful Inn, Yellowstone National Park, Wyoming, c. 1920.

Q: In 1907, the Yosemite Valley Railroad initiated passenger service to Yosemite NP, but tourists quickly came to prefer the freedom of auto travel. In what year did the number of automobile visitors exceed those arriving by train?

- a) 1909 b) 1916 c) 1924 d) 1932

A: In 1916, automobiles transported 14,527 visitors to Yosemite, compared to the 14,251 passengers traveling via train. The following year the ratio was 22,456 auto arrivals to 8,612 train arrivals. The railroad never recovered and no longer exists.

Q: Undaunted by the demise of the Yosemite railway, remote national parks still looked to railroads to provide access. Which company built lodges at Bryce Canyon, Zion, and Grand Canyon in the 1920s?

- a) Southern Pacific
- b) Atchison, Topeka & Santa Fe Railway
- c) Union Pacific
- d) Northern Pacific

A: Union Pacific underwrote construction at the three park units. You may see an historical advertisement in your coach from Union Pacific.

Q: Although railroads promoted national parks by bringing increasing numbers of tourists, conservationists remained concerned about the impact of technology on the wilderness. At least one reconsidered his views. Who said the following in 1902?

"When I first heard of the Santa Fe trains running to the edge of the Grand Canyon, I was troubled with thoughts of the disenchantment likely to follow. But...I was glad to discover that in the presence of such stupendous scenery they are nothing. The locomotives and trains are mere beetles and caterpillars, and the noise they make is as little disturbing as the hooting of an owl in the lonely woods."

- a) John Muir
- b) Teddy Roosevelt
- c) Aldo Leopold
- d) Gifford Pinchot

A: John Muir, the famous naturalist, made the statement. Muir is known for his wilderness explorations, writings on conservation, and as the first president and one of the founders of the Sierra Club.



JOHN MUIR NATIONAL HISTORIC SITE

Q: In the 1950s, construction of the interstate highways provided tourists with new options for transportation, causing train travel to national parks to plummet. However, by the late 1960s, nostalgia for the rails and increasing interest in preservation led to new railroad operations dedicated to excursion, tourism, and education. Which of the following witnessed the debut of this type of rail service on June 26, 1975?

- a) Petrified Forest National Park
- b) Grand Canyon National Park
- c) Cuyahoga Valley National Park
- d) Zion National Park

A: Using a Light Mikado steam engine, #4070 (pictured to the right), Cuyahoga Valley Scenic



Railroad traveled through Cuyahoga Valley National Park on that day. The route runs along that used by the Valley Railway in the late 19th century to connect Cleveland with Akron, Canton, and the coal fields of Tuscarawas County. Cuyahoga Valley National Park is one of the NPS units continuing the tradition of using train travel to introduce visitors to the natural wonders and scenic attractions.

Some parks currently served by railroads:

- Big South Fork National River & Recreation Area
- Denali National Park & Preserve
- Glacier National Park
- Grand Canyon National Park
- Harpers Ferry National Historical Park
- Klondike Gold Rush National Historical Park
- Mojave National Preserve
- National Capital Parks
- New River Gorge National River
- Sequoia & Kings Canyon National Parks
- Steamtown National Historic Site

Cuyahoga Valley National Park

15610 Vaughn Road
Brecksville, OH 44141
216.524.1497

<http://www.nps.gov/cuva>
<http://www.dayinthevalley.com>



Cuyahoga Valley
National Park

Cuyahoga Valley Scenic Railroad

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CanalWay
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