

HISTORIC SITES IN OUR PARKS

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SITES in CUYAHOGA VALLEY NATIONAL PARK
and
BEDFORD RESERVATION
within the Boundaries
of the VILLAGE of WALTON HILLS



by JEAN and BOB KAINSINGER

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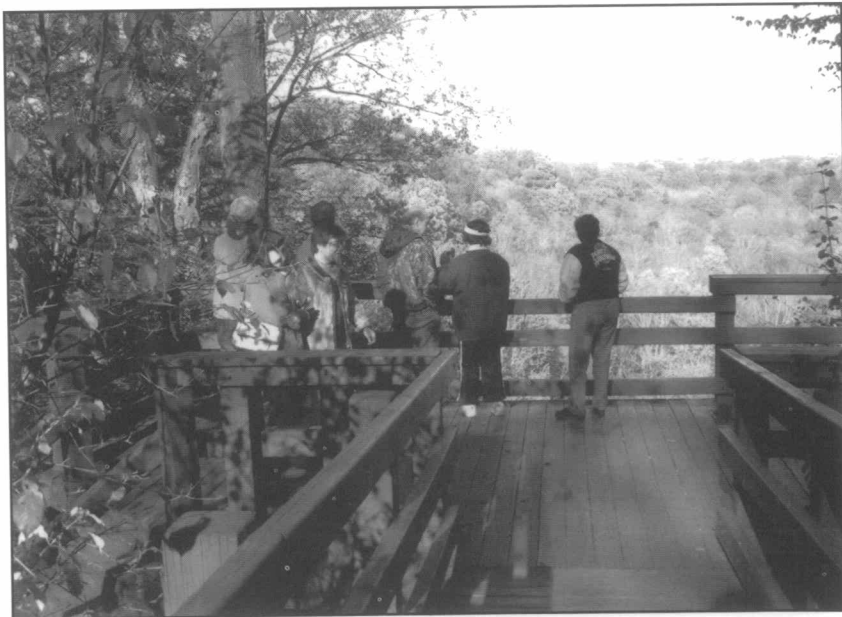
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GORGE OVERLOOK in Bedford Reservation became a National Natural Landmark in 1968. The overlook stands on the old Cleaveland Quarry. (2006 photo)

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CHAPTER 1

GLIMPSES into OUR PAST

The Village of Walton Hills is a small community of about 2400 people and 960 houses nestled within the Cuyahoga Valley National Park and Bedford Reservation. Our hilly terrain was formed from thundering rivers of water from melting glaciers of the Ice Age that ended fourteen or fifteen thousand years ago.

Some of our Walton Hills roads date back to 10,000 B.C. and were created by the bison. Dunham Road from our southern border to Tinkers Creek Road, and Alexander Road from Dunham Road to our western border, were bison paths. Bridle paths and many all-purpose paths within our parks were first made by bears, horses, deer and other animals in their search for food, water and salt. The paths led to Tinkers Creek and its tributaries which flow through the village. In fact, one local tributary is Deerlick Creek, named for its saltlicks.

Years ago tribes of Indians camped on our hilltops during the warm-weather months and used the animals' paths when they traveled. Fur trappers were also familiar with this area.

Early in our country's history, the Continental Congress granted the State of Connecticut this part of Ohio; Connecticut called it their Western Reserve. Fearing the Northwest Ordinance, passed in 1787, would negate Connecticut's claim to the land, the state sold their Western Reserve acreage to the Connecticut Land Company. The Land Company commissioned one of their agents, General Moses Cleaveland, to survey and map out the area east of the Cuyahoga River into township lots of 5 square miles.

Cleaveland's crews surveyed the Western Reserve in 1796 and 1797. A lawyer at the time, Moses Cleaveland joined his men only the first year, he was not with them when they surveyed the Tinkers Creek area and Bedford Township. As part payment for his service to the company, the Connecticut Land Company gave Moses Cleaveland ownership of considerable acreage in the Western Reserve, land of his choosing. He died ten years later, at age 52. The son of one of his heirs, Clark Cleaveland, established a quarry and dairy farm in the part of Bedford Township that today is Walton Hills.

Almost all Cleaveland acreage within Walton Hills boundaries is now part of the Cuyahoga Valley National Park and Bedford Reservation.

Ninety years ago promoters of a park system in Greater Cleveland acquired land in the area of Tinkers Creek for one of the first links in the development of an "Emerald Necklace," the Cleveland Metroparks.

In 1974 Congress authorized the creation of the Cuyahoga Valley National Recreation Area, which is now the Cuyahoga Valley National Park.

Chapters in this booklet feature historic sites in Bedford Reservation and Cuyahoga Valley National Park that are within the boundaries of Walton Hills.

BEDFORD RESERVATION

When the Cleveland Metropolitan Park District was established in 1917, the Board of Park Commissioners recognized the significance of the Tinkers Creek gorge in Bedford Township and immediately made plans to survey and purchase land around the gorge.

Most of the gorge area was then privately owned by farmers who willingly sold their "worthless" back acreage to the Park District. The steep hillside banks of Tinkers Creek made the land economically unfit for farming.

Years back, in the mid 1800s, quarries operated along the banks of Tinkers Creek. Good quality, marketable sandstone had been removed from those banks. Also in the 1800s, the noise of working grist mills and saw mills could be heard along both the north and south sides of the area. But, by the early 1900s, blocks of discarded sandstone, foundation bricks, stone blocks, mill stones and discarded metal parts marked the spots where there had been quarries and mills.

By 1922 the Park District owned 712 acres of land around the area of Tinkers Creek, and named the park Bedford Reservation. A small portion of the park came from within Bedford city limits, but most of the acreage was in the township area that is now the Village of Walton Hills. At the present time Bedford Reservation encompasses 2206 acres of land, much of the additional land also within Walton Hills.

In the 1920s Bedford Reservation was a more or less undeveloped park. It was merely acres of hilly forest, winding streams, and a few trails.

In contrast to the nearby woods, park land along Egbert Road from today's ranger station past the golf course and into Lost Meadow Picnic Area had been acres of fields, abandoned farm land.

Many of the large evergreen trees we see in the park, especially those along Egbert Road, were planted in the 1930s. During the depression years the Board of Park Commissioners was able to use federal dollars to create the park we recognize today. The Civilian Conservation Corps Program developed Gorge Parkway, complete with scenic stone bridges, stone culverts and stone walls to enhance the park. Men hired by the CCC planted many spruce and other evergreen trees in selected areas. They improved the existing bridle paths. Picnic groves with pavilions were also the product of the Civilian Conservation Corps.

Shawnee Hills Golf Course is the most versatile golf facility operated by the Metroparks. Shawnee Hills opened in 1957 as a public 9-hole, par 3 regulation course. Since its expansion in 1989, Shawnee Hills offers golfers an 18-hole regulation course, a 9-hole par 3 course and a 29-station Driving Range.

Golfers walking down the hill from the #1 green to the #2 tee, pass the grave site of Hannah Jane Egbert, the infant daughter of James Egbert who was buried in 1843 in her front yard. The 18-hole course was designed to skirt the grave site.

Bedford Reservation is considered a distinctive and significant area for several reasons: the Tinkers Creek Gorge, a unique, brittle shale-sandstone rock called the Bedford Formation, the diversity of plant and animal life, its many historic sites and Shawnee Hills Golf Course.



(2006 photo)

The CUYAHOGA VALLEY NATIONAL PARK

For its first twenty-five years the park was named the Cuyahoga Valley National Recreation Area. In December of 1974 Congressman John Seiberling of Akron, along with a group of biologists, naturalists and historians, successfully persuaded Congress to authorize the creation of the Cuyahoga Valley National Recreation Area. The CVNRA was established six months later, in June of 1975.

October 2000 marks the date when this national recreation area officially became the Cuyahoga Valley National Park, listed among other national parks like Yellowstone and the Grand Canyon. A section of the national park, small in size but having notable historic sites, is within the boundaries of the Village of Walton Hills. The CVNP includes the western parts of the village that abut Tinkers Creek, Sagamore Creek and Dunham Road.

The Cuyahoga Valley National Park is a 33,000 acre national park along the Cuyahoga River, stretching from Cleveland to Akron. The CVNP preserves the rural character of the Cuyahoga River Valley; a 22-mile long strip of yesterday, between two modern urban centers, Cleveland and Akron. The park has 125 miles of multi-purpose trails, and a canal with locks, aqueducts and a towpath. The park has historic significance, promotes cultural offerings and has recreational facilities.

The National Park Service allows some local parks and private businesses within the boundaries of the CVNP to operate independently. For example, Bedford Reservation which is part of the Cleveland Metroparks, is under the jurisdiction of the Cuyahoga County Board of Park Commissioners. The Astorhurst Restaurant and the Astorhurst Golf Club are two privately-owned businesses within the national park.

GLEESON GRIST MILL STONE, by Astorhurst Restaurant (1986 photo by Nina Wolf)



CHAPTER 2

TINKERS CREEK

Tinkers Creek is the largest tributary of the Cuyahoga River. It begins near Streetsboro, Ohio in the Twin Lakes area and winds its way westward. It curves through Bedford Reservation and flows into the Cuyahoga River, just south of Tinkers Creek Road, in Valley View, Ohio. Tinkers Creek and its tributaries supply one third of the water that flows down the Cuyahoga River.

Several streams empty into Tinkers Creek, but two of its major tributaries, Deerlick Creek and Hemlock Creek (formerly called Wood Creek) join the river in Walton Hills. Deerlick Creek's branches -- East Branch, South Branch and Southwest Branch -- wind through villagers' properties prior to emptying into Deerlick Creek.

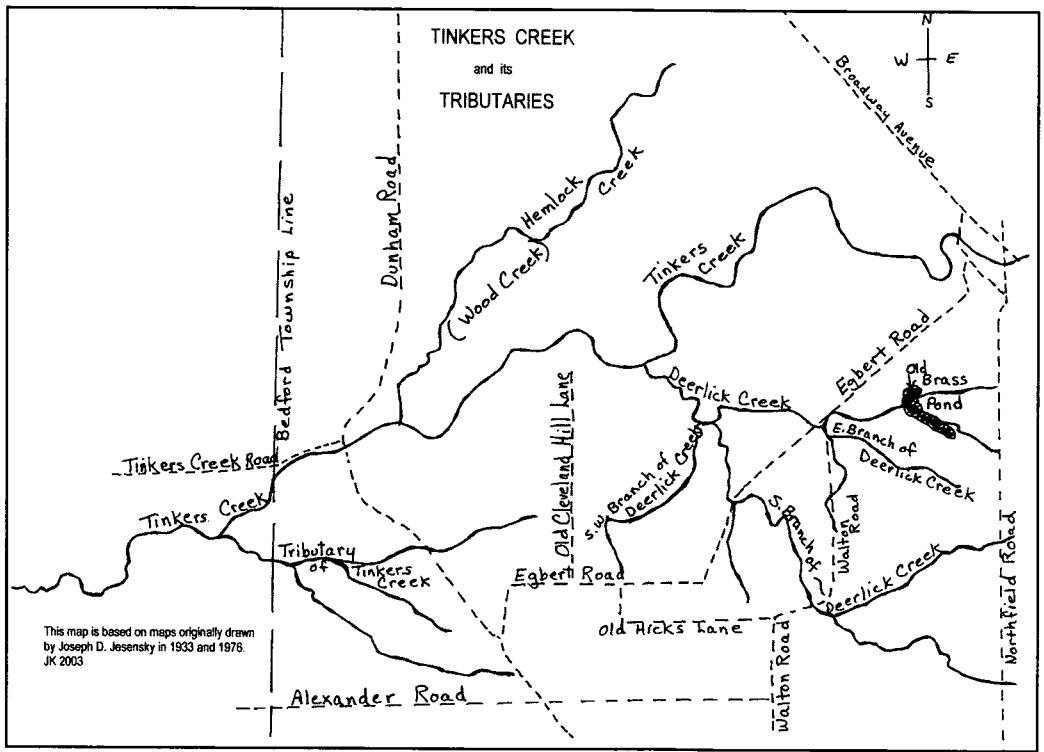
Tinkers Creek was named for Captain Joseph Tinker, a member of Moses Cleaveland's surveying party. Tinker was noted for his skill at transporting supplies from Connecticut to the surveying work crew in the Western Reserve. Sometimes he led pack horses overland to the surveying party, and if he could reach the men by boat he used water routes to deliver goods to the surveyors.

In the fall of 1797, Joseph Tinker and two other men were in a boat near the Lake Erie shoreline when it capsized during a storm. All three drowned, but Tinker was given the honor of having a creek named for him by his fellow map-makers.

In the 1800s and early 1900s residents reported good fishing in Tinkers Creek. Bass, bluegill, crappie and catfish from the creek provided the main course for many family dinners. Local mothers often made soup from turtles caught in the creek.

SALT LICKS and SPRING WATER

There are many springs along Tinkers Creek and its tributaries where fresh water seeps through rocks. The Indians knew about the springs, frequenting the spots for drinking water.



Salt licks can be found in the creeks, especially in Deerlick Creek, one of the principal Tinkers Creek tributaries. Salt deposits are under the rocks, and when the rushing water filters through the rocks, dissolved salt mixes with the fresh water, providing animals their mineral salt requirements. In years past animals were regularly seen licking the salty water seeping through rocks at the mouth of Deerlick Creek. Indians, fur traders, and early settlers considered the salt licks a prime source for wild game, meat and pelts.

TINKERS CREEK GORGE

Today the Tinkers Creek Gorge receives national recognition as a national natural landmark.

Except for when it flows through Bedford Reservation, Tinkers Creek is a calm, slow-moving stream. In the Bedford/Walton Hills area, the river plunges abruptly in a series of cascades and waterfalls. Steep scenic cliffs of exposed sandstone and shale frame its sides. For over 12,000 years Tinkers Creek has been carving out a valley through Bedford Township. Its steep-walled gorge is one-half mile in length and one hundred ninety feet deep at the observation platform. As the river continues to slowly cut through soft and brittle sandstone and shale, the valley will become even deeper in years to come.

Many sightseers enjoy stopping along Gorge Parkway to view the spectacular gorge. The National Park Service saw the need to preserve the area, and in October of 1968 Tinkers Creek Gorge became a National Natural Historic Site on the National Registry of Scenic Places.

TINKERS CREEK BECOMES POLLUTED

For decades in the 1900s polluted water filled Tinkers Creek and its tributaries. Polluted water flowed through villagers' properties, parkland and eventually emptied into the Cuyahoga River. Much of the pollution entered streams from Bedford and Walton Hills businesses situated along Northfield Road, Krick Road and the north end of Egbert Road. The polluted creeks had foam floating on the surface, slime-covered rocks and water that supported little, if any, desirable plant or animal life.

Starting in the early 1900s, Brass Pond was a basin of foul odors and toxic wastes. Brass Pond was located at the west end of Krick Road Industrial

Park, on land more recently owned by the S. K. Wellman Corporation. Polluted water from Brass Pond flowed over the dam into the East Branch of Deerlick Creek. Over a hundred years ago Best Foundry dug the five-acre Brass Pond along the creek, for a water supply for its manufacturing plant. A concrete dam was built at the west end of the pond. Today, Krick Road Industrial Park is situated on the site of the old foundry.

The pollution of Tinkers Creek could be attributed to Best Foundry or other nearby manufacturing plants. McMyler-Interstate Company, an industrial complex of fifty buildings stretching along Northfield Road from Interstate Street to the railroad tracks, manufactured giant cranes, heavy equipment and during World War I, munitions and other war supplies. A more recent contributor of hazardous wastes could have been S. K. Wellman's bucket division plant that faced Egbert Road.

Over seven decades several businesses, industries and residential properties drained their liquid wastes into Brass Pond. The combination of chemicals dumped into the water from many varied sources formed new compounds, some of which were toxic wastes containing high levels of ammonia, nitrogen, iron, phenolic compounds and aluminum. Polluted water went from Brass Pond, to Tinkers Creek, to the Cuyahoga River.

CLEANING UP POLLUTED CREEKS

After years of working closely with the Ohio Environmental Protection Agency, in 1978 Thomas G. Young, Mayor of Walton Hills, got permission from the Ohio EPA to drain Brass Pond. A local work crew drained and cleaned out the pond and then knocked down the dam.

The Ohio EPA was then able to trace and monitor the source of any new pollutants entering the stream. The Ohio EPA, the Northeast Ohio Regional Sewer District and the Cleveland Metroparks began working together to prevent liquid wastes from entering local Tinkers Creek tributaries.

Within a decade there were visible signs that this section of Tinkers Creek and its tributaries were improving. The rocks lost their slimy, whitewashed appearance and became more natural looking, and once again the water began to sustain schools of small fish and other animal life.

CHAPTER 3

INDIAN TRAILS

From as early as 3500 BC and as recently as the late 1700s, bands of Indians traveled through Walton Hills areas of Bedford Reservation and Cuyahoga Valley National Park. The entire stretch of Dunham Road and the west section of Alexander Road were once part of major Indian trails. Depending on their purpose, their needs and their haste, the Indians used alternative paths to get to their destinations. Some paths led to hunting grounds, some were primarily for traveling, others for scouting, and still others were war paths.

Some Indian trails went north and west to Lake Erie, Lake Huron, Lake Michigan and Lake Superior. Some went northeast towards Lake Ontario and the St. Lawrence River. Others led south to the Gulf of Mexico.

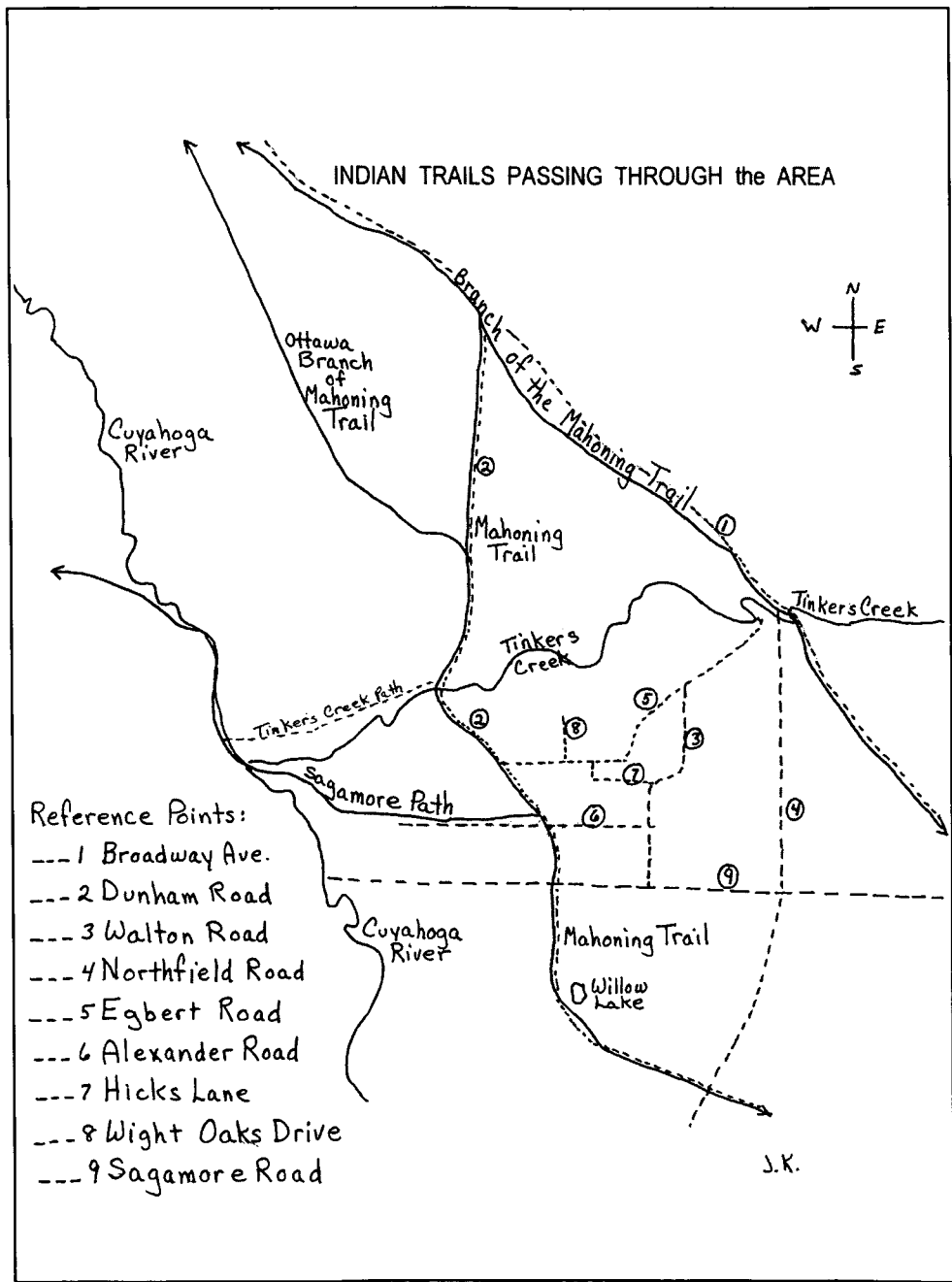
In 1914, local men who were interested in preserving Ohio history formed the Indian Pathfinders Association No. 1. Using information researched from a variety of sources, they made detailed maps in the early 1930s of Indian trails that passed through Walton Hills and the State of Ohio. The founder and president of the Pathfinders was Elmer B. Wight, past owner of the Cleveland Hills Farm on Wight Oaks Lane in Walton Hills. The secretary of the group was Virgil D. Allen, Sr., father of the first mayor of the Village of Walton Hills.

The MAHONING TRAIL

Dunham Road, from its south end to its north end was part of a major Indian route. Called the Mahoning Trail, it started where the three rivers meet in Pittsburgh, worked its way through Ohio, and ended in Detroit.

The Mahoning Trail was not only used by several Indian tribes. French explorers, fur trappers and traders traveled along the trail as did French, English and American soldiers. Pioneers and settlers moving to western home sites also used the Mahoning Trail.

During frontier years this great trail connected Fort Pitt and Fort Detroit, the two most important outposts in the Northwest Territory. Commercial pack trains transported goods between the two forts, stopping at trading posts along the way. Our parklands were camping spots for these travelers.



The OTTAWA PATH

Where the Mahoning Trail forded Tinkers Creek and headed north, the trail was referred to as the Ottawa Branch of the Mahoning Trail. Starting in Walton Hills, the Ottawa Branch climbed Dunham Road hill and continued to Turney Road, Broadway Avenue, and onward to Lake Erie.

The SAGAMORE PATH

A well used branch of the Mahoning Trail was called the Sagamore Path. At Dunham and Alexander Roads, the Sagamore Path went west, following the northern ridge of Sagamore Creek. It crossed Alexander Road near Hub Industrial Park. Then it veered north, followed the ridge, and continued north toward Tinkers Creek.

Sagamore Path became a supply route to western outposts. Provisions and furs were traded along the way. Moravian Missionaries who in 1786 set up a temporary village of Pilgerruh near Hathaway and Canal Roads, recorded seeing lengthy commercial pack horse trains moving slowly along the Sagamore Path. Missionaries sometimes saw pack trains consisting of ten men leading 90 horses laden with flour, bacon and other supplies. Pack trains headed for Lake Erie where the goods were shipped by boat to Sandusky and then to Detroit.

An ALTERNATE ROUTE

Another Indian path along the Mahoning Trail started where Dunham Road meets Tinkers Creek. It followed the north ridge paralleling Tinkers Creek Road and went west to the Cuyahoga River.

A MODERN DAY TRAIL - The BUCKEYE TRAIL

The Buckeye Trail is included here to differentiate between the historic trails and this modern trail. The Buckeye Trail Association was established in 1959, and is an Ohio nonprofit association. Volunteers planned, marked and mapped over 1100 miles of trails encircling the state of Ohio. They work closely with the National Park Service and local parks to plan routes and coordinate efforts. In Walton Hills, the trail passes through Bedford Reservation and CVNP.

CHAPTER 4

INDIAN SITES

For many years, from mid Spring through Autumn, bands of woodland Indians camped in the western half of Walton Hills. Their summer campsites were near major Indian trails for east-west and north-south travel. The Native Americans set up their camps on the broad hilltops, where steep ridges offered them the advantage of good viewing points and protection from their enemies. The Walton Hills area offered them good drinking water, salt and a likely spot to find game animals. They hunted, farmed on hilltops and bottom land as well, and distilled salt for their own use and for trade.

Then in the mid 1600s, the Iroquois declared ownership of this part of Ohio. Since they were a powerful Indian tribe, other Indians stopped camping in our area. For almost 100 years the only Indians seen around here were those passing through on trails. Then once again during the second half of the 1700s, a few bands of Indians camped along the ridges.

INDIAN POINT

Indian Point is thought to have been an old Indian fort, located on the hilltop on the north side of Hemlock Creek Picnic Area in Bedford Reservation. Indian Point is a high, flat-topped ridge that rises sharply between Hemlock Creek and Tinkers Creek. From Indian Point the Indians had a good view of the Tinkers Creek Valley, could defend themselves and send smoke signals to other bands of Indians. This site is thought to be of Algonquin origin.

A band of Indians probably camped within the fort. On the hillsides by Indian Point the numerous fresh water springs provided good drinking water. The lowland by the creek had rich soil for growing corn. The area yielded many nuts and berries and wild vegetables and herbs. Fish were abundant in the creeks. Salt licks, especially those at the mouth of Deerlick Creek, attracted many wild animals and game birds, making hunting an easier chore.

Settlers who moved to the area in the early 1800s saw evidence of a fort at Indian Point. Moses Gleeson, who owned several acres of land in the area, including Indian Point, reported seeing a double row of earth trenches along with the rotted remains of log stockade posts. Within the post trenches

he saw piles of burnt stones from Indian fire pits and other kinds of camp midden such as charred bones and camp refuse. In the late 1880s a great-grandson of Moses Gleeson, Edmond "Cub" Carey, posted a sign on a nearby tree. The sign made notice of this site having been a fort.

When Cuyahoga Valley Historian Joe Jesensky scouted Indian Point in the early 1920s, he could detect no trace of the old fort posts. But, he did see evidence of a double row of ditches across the narrowest part of the hilltop land. In 1929 Jesensky discovered a flint drill of Indian origin in an old corn field nearby. Two years later Jesensky and Mr. Donkin, a Cleveland archaeologist from the State Archaeological Society submitted a documented paper after visiting the site and interviewing local people who shared information and artifacts with them. In more recent years, Dr. David Brose, who was the Archaeologist for the Cleveland Museum of Natural History, studied the site and compiled a report on this probable Indian fort.

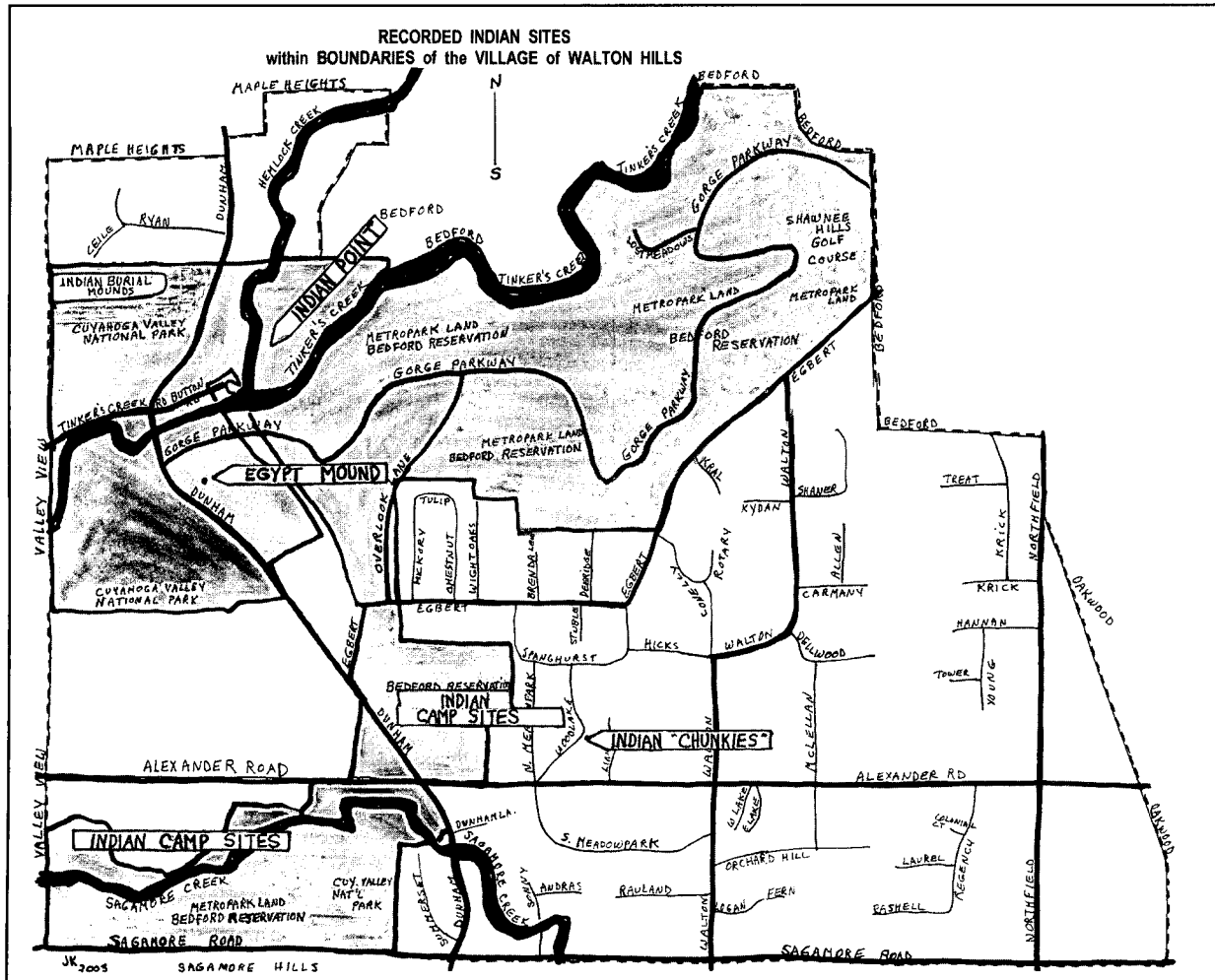
INDIAN MOUNDS on TINKERS CREEK RIDGE

Longtime residents, many of whom have since passed away, reported seeing a series of Indian burial mounds near Indian Point. Beginning at Dunham Road and going west, there is a long ridge that parallels the north side of Tinkers Creek Road. The site of the mounds is said to have been on that stretch of land on the hilltop. Through the passage of time, trees have grown to mature heights along the entire ridge, making identification questionable and disputable. However, Indians could very well have buried their dead on this hilltop, the hill just west of Indian Point. Part of this area, the land close to Dunham Road, is within Walton Hills boundaries and is now part of the Cuyahoga Valley National Park.

EGYPT MOUND

Another possible Indian burial site is Egypt Mound. Egypt Mound is on the east side of Dunham Road, on the flat hilltop across the street from the Astorhurst Golf Course driving range. Today, trees and underbrush conceal the mound's existence.

The mound is roughly triangular in shape, like the bottom of an iron. The two longer sides of the flat iron are about thirty meters long and the shorter



end is about ten meters long. It is about eight meters higher than surrounding land. Rounded rocks are scattered around the base.

It is likely that Indians used the formation for a burial mound. Several facts give credence to that possibility. It was close to the Mahoning Trail and it was located in an area used by Indians. Also, Indian Point was located on the hilltop on the north side of Tinkers Creek while Egypt Mound was on the hilltop on the south side of Tinkers Creek.

Part of Egypt Mound was used as a cemetery by the Gleeson family. On the mound is the grave and gravestone of Moses Gleeson's son Edmond, who died in 1854. A fence that had surrounded the burial plot is now gone, and the slabs of sandstone which supported the fence are barely visible. No other grave is in the family plot.

The mound's flat iron shape is peculiar to the shape of other Indian mounds. Joseph Jesensky theorizes the mound became triangular shaped when New York Central Railroad crews were seeking landfill to elevate the track level behind the mound and used part of the mound. For some reason, maybe because they saw evidence of human bones, they stopped digging into the mound. The large rocks scattered around the base of the mound could be rocks that were too large to use for fill.

The mound has been studied a number of times to determine its origin by geologists, archaeologists and others authorized by the state or national government. The reports are inconclusive. The experts can not designate the site an authentic Indian mound. Because the summit of the mound is a family cemetery, their digs were limited with only a few superficial test holes explored.

Since 1982 the mound and its surrounding land are owned by the national government and are part of the Cuyahoga Valley National Park. Egypt Mound, the local landmark that has kept the curious guessing for many years, will keep its secret identity.

CAMP SITES ALONG ALEXANDER ROAD

According to Dr. David Brose, from about 700 AD to 1620 or 1640, Ottawa Indians camped on the high flat land along the north side of the Sagamore River, from Dunham Road westward toward Hub Parkway. Indians returned to the Alexander Road area for a few decades beginning in about 1730.

The camp sites are on both Bedford Reservation land and private land owned by residents and the three churches on Alexander Road. Throughout the years, residents living in the area have uncovered Indian artifacts such as arrowheads, Indian tools, and heaps of uncut flint rock and flint shavings.

CAMP SITES NE of ALEXANDER / DUNHAM ROADS

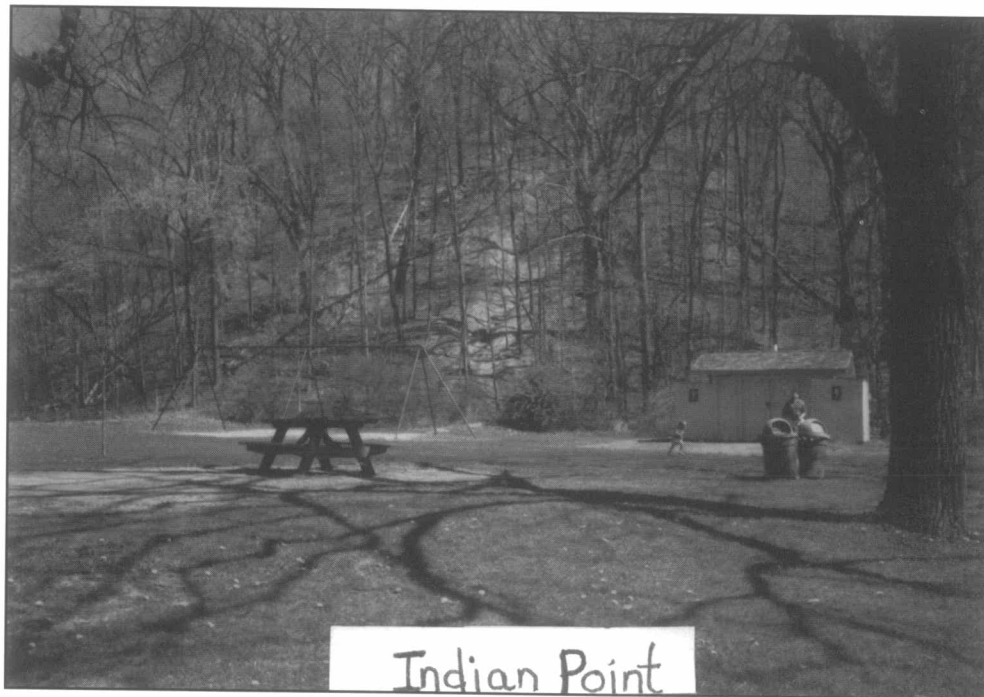
An Indian camp site was on a wide expanse of high land that rises next to Bedford Reservation's parking lot at the northeast corner of Alexander and Dunham Roads. The Indian camp site continued east toward North Meadowpark Drive and north to Egbert Road. A good part of that camp site is in Bedford Reservation.

Young boys who grew up in that area in the early 1900s related stories of how they spent many hours on the old camp site, playing and scouting for Indian artifacts. During interviews in the 1980s, when they were up in years, they each told about walking every inch of that land and eagerly displayed the Indian artifacts they had collected from the site.

In 1971 a cache of more than 25 Indian game balls, which French fur trappers and traders called *chunkies*, were found along a nearby ridge. The chunkies were found about 1 _ feet below the surface. The sandstone and granite balls of three different sizes could have been used for a bowling or baccii type of game. Two of the chunkies were shaped like those used by a discus hurler. Perhaps when Indians packed up to leave their summer camps, they buried the chunkies and hoped to find them upon their return the next summer.

In 1978-79, just before the Metroparks purchased the land from George Timko, Archaeologist Dr. David Brose, along with Jack and Greg St. John explored the area. They canvassed the parking lot area, the creek at its north, the cliff at its east and the eastern third of the hilltop land. They did a careful excavation of two 10-foot squares. Among their findings were two shell beads, rock scrapers and a piece from an ax that were of Indian origin, a few arrow points, fragments of flint, and a pottery shard.

INDIAN POINT. A high hill rises up from the flats where Hemlock Creek flows into Tinkers Creek. Its summit is a sharp narrow ridge. On the ridge, evidence of an Indian fort was discovered years ago. (2003 photograph)



CHAPTER 5

COMMUNITY of LITTLE EGYPT and its ROADS

The first person to build a cabin in Bedford Township was Elijah Nobles. In 1813, Nobles built his log cabin on the north side of Tinkers Creek, just to the east of the Independence Township line, near today's Dunham Road. He only lived there a short time. According to Crisfield Johnson, in his definitive *History of Cuyahoga County Ohio* published in 1879, Nobles "found himself reduced to extreme poverty with a heavy encumbrance on his land." He abandoned his cabin in 1815 and moved to Bedford.

Part of Nobles' property passed into the hands of Adams & Starr who built the first mills in Bedford Township, and the rest was purchased by Cardeo Parker who opened a tavern.

FIRST PERMANENT RESIDENTS in BEDFORD TOWNSHIP - The COMSTOCK FAMILY

The first permanent residents in Bedford Township were the Comstocks. In 1814, Stephen and Julia Comstock left Connecticut to settle here on land they purchased from the Connecticut Land Company. They built their log cabin on the north side of Tinkers Creek on today's Astorhurst property, the southwest corner of Tinkers Creek Road and Dunham Roads. Their second child, Sarah, was born in April of 1815. Sarah Comstock was the first child of settlers born in Bedford Township.

The GLEESON FAMILY

Moses and Polly Gleeson first settled on land they purchased in Independence Township, on Canal Road by Tinkers Creek Road. By 1818, Moses Gleeson began purchasing nearby parcels of land in Bedford Township, by the junctions of Tinkers Creek, Dunham and Egypt Roads.

Within a few years Gleeson became the principal land owner and businessman in this area. Gleeson owned a gristmill, a sawmill, a large inn/tavern known as *World's End*, a lot of acreage along the east and west sides

of Egypt (Dunham) Road south of Tinkers Creek Road, and land north and south of Tinkers Creek.

Gleeson land north of Tinkers Creek is now part of Bedford Reservation, and his other land holdings are now part of Cuyahoga Valley National Park.

Note: Moses Gleeson's surname is more frequently spelled *Gleason*. *Moses Gleeson* is recorded on original deeds in Cuyahoga County Archives, and is also the spelling used by Crisfield Johnson in his historical reference book.

The COMMUNITY of LITTLE EGYPT

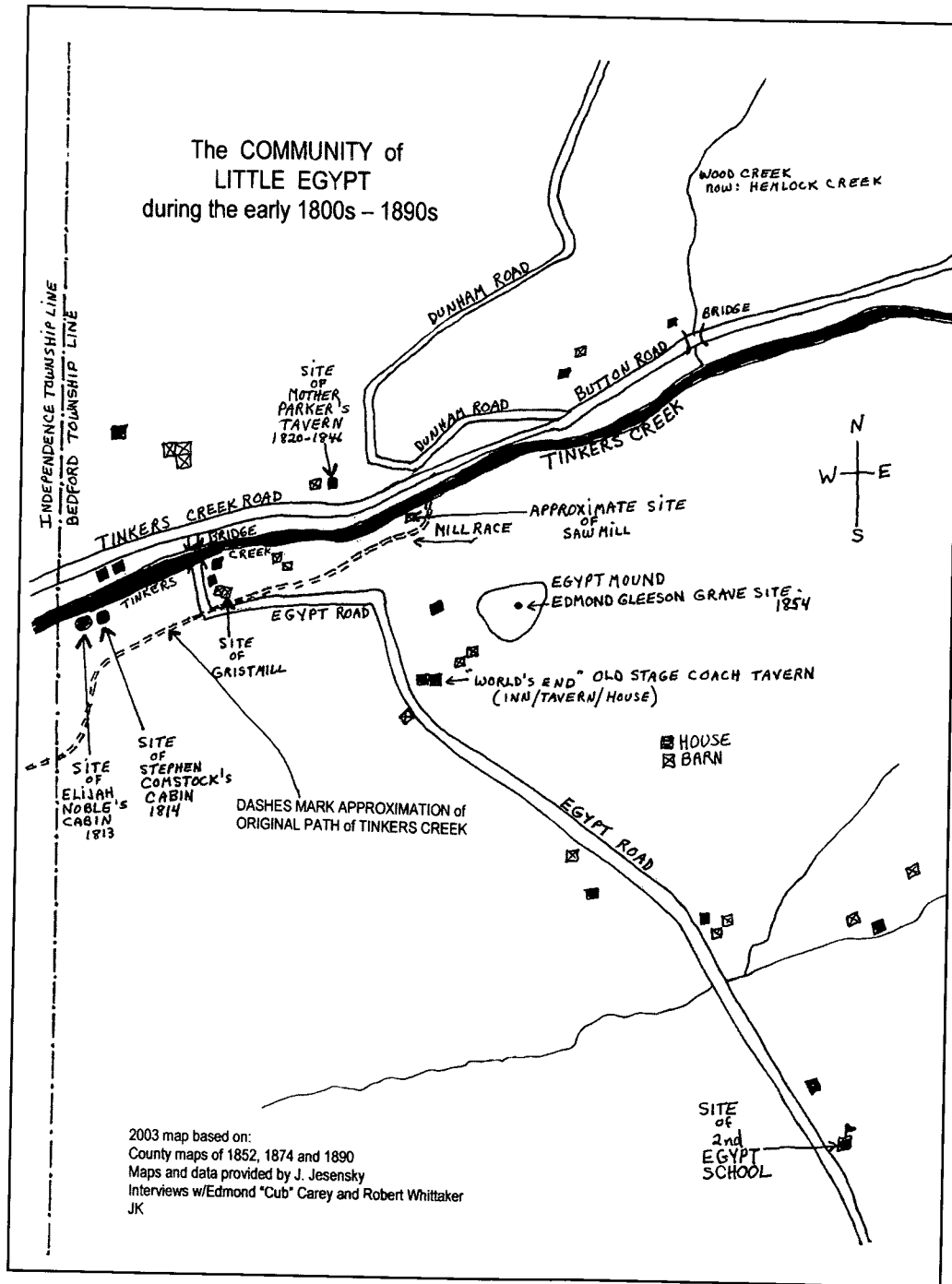
From the early 1800s into the 1900s, a settlement called Little Egypt existed at the junction of Tinkers Creek, Button, Egypt and Dunham Roads. A cluster of several houses, a school, mills, an inn and two taverns formed the nucleus of the community. Little Egypt got its name from a nearby mound that was a visible landmark on the eastern hillside of present day Dunham Road, opposite the Astorhurst Golf Course Driving Range. Early settlers probably thought the mound resembled the shape of an Egyptian pyramid. They called the mound *Egypt Mound* and their community *Little Egypt*.

Little Egypt was at a busy road junction. From these crossroads travelers could reach the canal, Bedford, Cuyahoga Falls and beyond. When the Akron-Cleveland section of the Ohio Canal opened in 1827, many Bedford people traveled through Little Egypt to get to the canal. The canal enabled farmers to market their crops and livestock, and gave businessmen expanded opportunities to sell their products. From the center of Bedford the canal was only four miles away by taking Button Road and Tinkers Creek Road.

ROADS in LITTLE EGYPT

Tinkers Creek Road. This road became a dedicated county road in 1811. Tinkers Creek Road started at the Cuyahoga River and traveled eastward to Dunham Road.

An iron trussed bridge with wood planks crossed Tinkers Creek at the north end of Egypt Road. The bridge was located at the site of the old Gleeson grist mill, near the township border.



Ned Hubbell, in his book *Life in Bedford 1813-1970*, writes that Tinkers Creek was on the south side of today's Astorhurst Restaurant, not on the north side as it is today. The path of Tinkers Creek has been diverted to its current horseshoe shape around today's Astorhurst Restaurant parking lot.

Egypt and Dunham Roads. Both of these roads were once part of the Mahoning Trail and the Cleveland-Pittsburgh Stagecoach Road. At its north end, Egypt Road started at Tinkers Creek Road and extended south to Valley View Road in Sagamore Hills.

The south end of Dunham Road was at Button Road. Dunham Road went northward into the Village of Maple Heights. Egypt Road and Dunham Road did not connect in those days. Egypt Road got its name from what was thought to have been an Indian Mound that resembled the shape of an Egyptian pyramid. Dunham Road was named for the Dunham families who settled along the Maple Heights section of the road in the early 1800s.

Records at the County Engineers office show Egypt and Dunham Roads as being among the very oldest roads in Cuyahoga County. They became dedicated County roads in 1820, twenty years after Moses Cleaveland and his team surveyed this part of the Western Reserve in 1796 and 1797. By 1852 the County laid wood boards along the roads, marking them as plank roads on their maps. Years later, the County paved the roads with bricks. In 1907 the County relocated the two roads in the Tinkers Creek area and merged them to form one roadway – Dunham Road.

Button Road. Button Road, dedicated as a county road in 1825, was one of several early highways of the Western Reserve. The west end of the road started at Dunham Road and the east end was at West Grace Street, in Bedford. The road connected Bedford with the canal and Cuyahoga River. By taking Button Road, it was only four miles from the center of Bedford to the canal.

The last time the County Engineers did any repair work on Button Road was in 1915. By 1923 Button Road was no longer a through road. Portions of the hilly mid-section of the road had washed out by then, and the County decided it was not feasible to rebuild, pave and maintain that part of Button Road.

The missing mid-section of Button Road is a steep, narrow dirt path; a 180-foot incline along a ridge. A natural spring on the steep hillside makes the land unstable. Years ago there had been a wooden guard rail, but it offered little protection to the traveler. The severe grade presented a real challenge to a man

who tried to pull a wagon loaded with goods up the hill. One local farmer made extra money by providing his services and his team of spare horses or mules to travelers who needed help up Button Road hill.

Today, the short, paved western section of Button Road leads to Bedford Reservation's maintenance center and Hemlock Creek Picnic Area.

Park staff recently cleared the underbrush from the old washed-out, mid-section of Button Road. Horseback riders and hikers can now follow the original path of Button Road, from Dunham Road to its terminus at West Grace Street in Bedford.

The junction of Tinkers Creek Road, Button Road, Dunham and Egypt Roads was bottomland, prone to flooding and mosquito problems. Today, landfill elevates the banks of Tinkers Creek and low land in this area.



VIEW from BUTTON ROAD HILL, in Bedford Reservation.
(1932 sketch by Joseph Jesensky)

MOTHER PARKER'S TAVERN

In c. 1820 Cardeo Parker opened an inn and tavern on land that earlier belonged to Elijah Nobles. This public house was called Mother Parker's Tavern. It was in operation from 1820 until 1846 and was noted for its warm hospitality. Mary Ann Parker, Cardeo's wife, operated the business during the 1820's and for a short time after her husband died in 1827. Then she moved to Independence and opened an establishment by the Akron-Cleveland Canal.

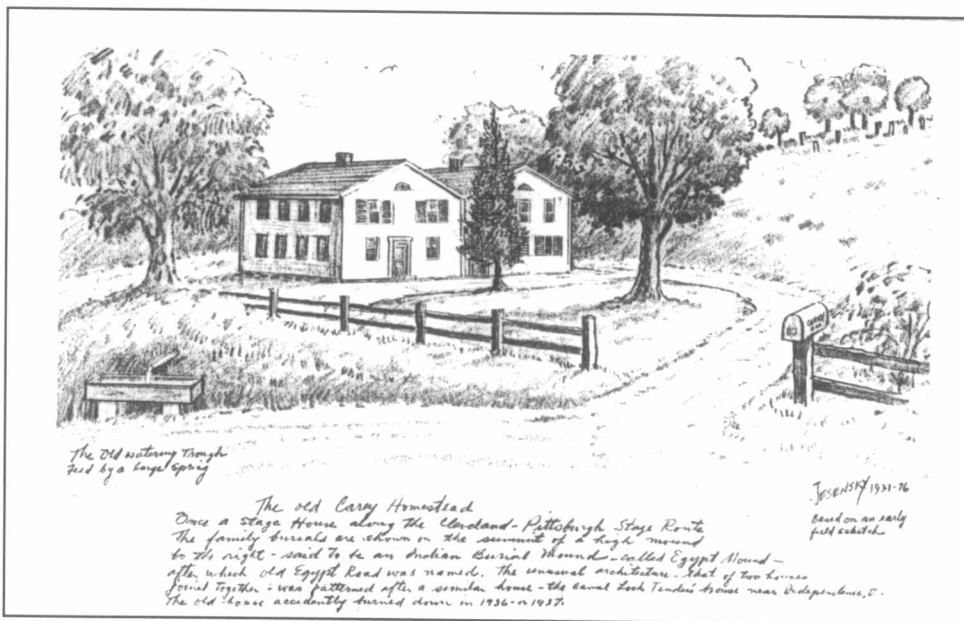
The Legend of the Lost Dauphin is a story told about Mother Parker's Tavern. In the early 1820's two young men entered the tavern, and Ma Parker served them dinner and found them a room in her inn. They left the next morning without paying the bill. However, several months later Mary Ann Parker received a letter postmarked from a country in Europe. In the envelope was a sum of money that far exceeded the unpaid bill and a letter identifying the two visitors. The writer requested Ma Parker to keep the contents of the letter secret.

In time the story became public. The Lost Dauphin was Louis Philippe, the oldest son of the King of France, and his companion was his wife disguised as a young man. Louis Philippe returned to his country to reign as King of France from 1830-1848. It is historical fact that Louis Philippe traveled in Ohio during the 1820s when he was forced to flee his country and live in exile. It is also known that Louis Philippe stayed in two other Ohio cities, Gallipolis and Coshocton, during the early 1820's, so the legend that King Louis Philippe of France slept overnight in Walton Hills is probably true.

The last private owners of the Cardeo Parker property were the Grohs, descendants and heirs of the Mightons. Two of their scenic old barns stood at the base of the hillside, but neither is there today, nor is the Groh house. In 1981 this land became part of the Cuyahoga Valley National Park.

SKETCH of WORLD'S END by Joseph Jesensky.
 Jesensky based this 1976 drawing on his 1931 sketch.
 Part of his caption read:

"The Old Carey Homestead. The family burials are shown on the summit of a high mound to the right – said to be an Indian Burial Mound called Egypt Mound after which old Egypt Road was named. The old watering trough was fed by a large spring."
 (Sketch reproduced by Nina Wolf)



WORLD'S END

World's End was the name of an old tavern house on a stagecoach stop along the Cleveland-Pittsburgh Stage Road. *World's End* sat on the eastern hillside of Egypt Road, overlooking the Tinkers Creek Valley, opposite today's Astorhurst golf course driving range. Indeed, from that vista a person could have felt he was on top of the world.

The building, owned by Moses Gleeson, was of unique architecture. It was two houses joined together. One section housed the resident family and the other half accommodated overnight guests upstairs, with a kitchen, dining room and tavern on the first floor. In front of the stagecoach inn, near the road, a spring-fed watering trough provided horses and pack animals with ample, good-tasting water. This long wooden water trough was a local landmark for many years.

By the turn of the 20th century the structure was no longer used as an inn or tavern. For a few decades Howard Carey, a descendant of Moses Gleeson, and his family resided in the historic homestead. A fire which accidentally started in the kitchen destroyed *World's End* in either 1936 or 1937. The wooden building – over one hundred years old – had to be torn down.

In 1982 the national government purchased the hilltop where once sat *World's End*. Soon afterwards the park service cleared the land of structures left standing.

The twin to *World's End*, called the Locktender's House, which was also built by Moses Gleeson, stands at the corner of Canal and Hillside Roads. This building, restored by the Cuyahoga Valley National Park, houses the Canal Visitor Center. The Locktender's House built c. 1825, was completed by 1827 in time for the dedication of the Cleveland to Akron stretch of the canal.

However, in 1827 the Locktender's House consisted of only one house. Its duplicate connecting side wasn't built until 1853. Perhaps for its first years, *World's End*, like the Locktender's house, was only half its size.

MILLS in LITTLE EGYPT

Early maps show a grist mill and a saw mill in this area. The grist mill was built by Adams and Starr in 1815, on part of Elijah Nobles' property. Moses Gleeson took over the mill a few years later and made it a successful operation. A stone foundation supported the mill's wooden super structure. A millrace, or sluice channeled water from Tinkers Creek, providing a constant supply of water to the grist mill. Today, two mill stones from the old Gleeson grist mill are featured in front of the Astorhurst Restaurant. They were found at the mill site by a former owner.

The grist mill stood behind the present day Astorhurst Restaurant on the grounds where there is now a concrete block building used for living quarters. Records at the Cuyahoga County Archives indicate the mill, with living quarters for the family, was built c. 1840. Moses and Polly Gleeson, with their 7 sons and 3 daughters moved to the grist mill location from their first homestead at the junction of Canal Road and Tinkers Creek Road. The site of the grist mill is now on Cuyahoga Valley National Park land.

Moses Gleeson's saw mill was located on the south side of Tinkers Creek, in the location of today's Hermits Hollow Picnic Area of Bedford Reservation. It was run by a steam engine.

DISTILLERY

This area had springs of crystal-clear water seeping through cracks in rocky hillsides. A distillery was in use off and on into the early 1900s. Using a wooden trough, the distillers piped spring water from the hillside by today's Astorhurst Driving Range to the flats below where they made their liquors. The site of the distillery is in the Cuyahoga Valley National Park.

EGYPT SCHOOL

The first schoolhouse in the community of Little Egypt was located somewhere near the junction of Egypt and Tinkers Creek Roads on land now part of Bedford Reservation. Located in the bottomland – landfill elevates the land around Tinkers Creek today – the schoolhouse was prone to flooding. In addition, mosquitoes created a health hazard.

In 1880 Bedford Township Schools built another school in Little Egypt on higher land, a half mile south of the original school. Egypt School served children living in School District #6, the southwest corner of the township. The second Egypt School was a large, wood frame, one-room grammar school. The pot-bellied stove which stood in the center of the room was the source of heat. One teacher worked with students who ranged in age from six to twenty. The roster varied from year to year, but attendance records show 36 students enrolled in the 1909-1910 school year. By 1920 too few students lived in the Little Egypt area of Bedford Township to warrant keeping the school open. The building and acre lot were sold and the remaining grammar school students were assigned to Walton School in School District #7.

COMSTOCK / GLEESON / CAREY FAMILIES

As years went by, in 1848 Gleeson's 38-year old son, Edmond, married the 26-year old Comstock daughter, Charlotte. They had a daughter, Clara, who married Dominick Carey in 1881. Clara (Gleeson) Carey inherited the bulk of the Gleeson estate, including the Astorhurst land holdings.

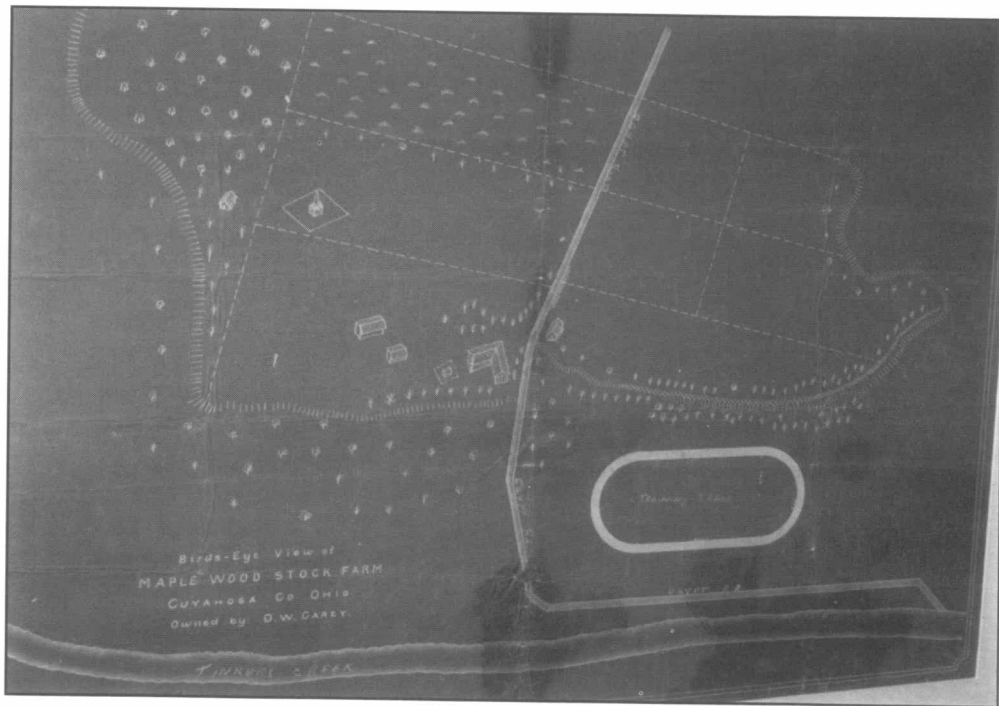
With Dominick's talents in the construction industry and Clara's money, the two of them developed a construction company that employed from 700 to 1200 men at one time, making a fortune and a name for themselves. Newspaper articles credited Dominick Carey with participation in the construction of the New York City subway and Sandusky Bay Causeway and Bridge. Tragically, in 1892, only eleven years after they were married, Dominick Carey drowned during a storm while overseeing flood damage to the Main Street Bridge over the Ohio River in Wheeling, West Virginia. He was 48 years old. This stone bridge, which Carey designed and his company built, was considered the greatest stone arch in the United States at the time. His achievements are recorded in lengthy obituaries in a number of newspapers.

SITE of MAPLE WOOD STOCK FARM

For many years the rolling acres of the Astorhurst property were pasture land. In the late 1880s Dominick Carey built a horse training facility on bottom land near Tinkers Creek and Dunham Road. He designed Maple Wood Stock Farm to satisfy his passion for raising, training and trading race horses. Carey hired managers to take over the daily operation of the facility, and then

later, one of his sons, Howard, managed the Maple Wood Stock Farm. Howard Carey trained trotters and pacers, racing them at Grantwood and Cranwood Race Tracks in southeast Cleveland. Howard ran the training track until the family sold its Astorhurst acreage to Philip and Mary Astor in 1918.

Dominick Carey's blueprint of Maple Wood Stock Farm is on display at the Walton Hills Historical Resource Center. The blueprint illustrates the horse facility, the original path of Tinkers Creek and Egypt Road, and the grave site of Edmond Gleeson on Egypt Mound.



DOMINICK CAREY'S BLUEPRINT of his MAPLE WOOD STOCK FARM. Lois Fradette donated the blueprint to the Village of Walton Hills in 2001. (Photo by Jeffrey Smith)

SITE of ASTOR DAY CARE CENTER

Philip and Martha Astor purchased twenty-one acres and the old Gleeson house from the Careys in 1918. The Astors renovated the old house and opened a child care center in their home. Well-to-do Cleveland and Shaker Heights families left their children with the Astors when they vacationed.

Because parents often picked up their children around the supper hour and stayed to eat, the Astors decided to add a country club type of restaurant to their house. The new business prospered, and before long the Astors closed their child care center and concentrated exclusively on the dining operation. In 1933, when the 18th Amendment was repealed and prohibition ended, the Astors obtained a liquor license for their business. The small-group dining room on the north side of the building was the Astor's restaurant.

THE ASTORHURST

Party Center and Picnic Grove. When a group of investors purchased the Astor property in 1958, they enlarged and changed the layout of the house to include a large restaurant/party room, two smaller party rooms and a lounge bar. Since 1974 the Astorhurst has been owned and operated by the Prinios family. They recently converted their facilities into a party center. Astorhurst Party Place acreage includes a picnic grove with a sheltered pavilion and cooking facilities for large groups of people.

Astorhurst Country Club, the golf course. In the mid 1960s a group of investors bought the adjacent Carey land for a golf course. They sold out in 1974. The Astorhurst Country Club, as it is now called, is an 18-hole, daily fee, public golf course.

The ice cream stand. Close to Dunham Road is an ice cream and sandwich stand that opened in 1985. It is on the same site as a hot dog stand that operated some forty years earlier. The original owners also sold fuel from a gas pump that was at the side of road, in front of the building.

Although all these Astorhurst properties are privately owned today, they are within the jurisdiction and boundaries of the Cuyahoga Valley National Park.

1934 PHOTO of the ASTORHURST VILLA.
In those days the Astorhurst was commonly referred to as a
"leisurely, genteel dining facility."
(Photo courtesy of The Bedford Historical Society archives)



HERMIT'S HOLLOW PICNIC AREA

Before Bedford Reservation was established, a Bedford Boy Scout troop built a cabin along the south bank of Tinkers Creek in the picnic area now called Hermit's Hollow. The Scouts used the cabin on weekends and summers in the early 1900s. Then in the 1920s when they no longer used the cabin, the Scout troop let an old man stay there as caretaker. Chris Foss, whom locals considered a hermit, died in the cabin in 1929. Hermit's Hollow Picnic Area in Bedford Reservation is named for the recluse whose last home was this shanty.

QUAKER FLATS

Sometime during the late 1800s a group of Quakers lived here and farmed the bottom land that is now Hemlock Creek Picnic Area in Bedford Reservation. They raised a special type of corn for the manufacture of brooms. The story originated with Chris Foss.

EDMOND "CUB" CAREY

Edmond "Cub" Carey, great-grandson of Moses and Polly Gleeson and son of Dominick and Clara Carey, died in 1987. He lived his whole life in the Tinkers Creek area. In 1979 he was interviewed by four interested parties: Dr. David Brose who was the Archaeologist and Historian for the Cleveland Museum of Natural History, Wally Newark, a free lance reporter for the Cleveland Press, Robert Burns, Jr., Researcher for the CVNRA, and local historian Joe Jesensky. During the interviews his recollections helped confirm and enrich many bits of historical data reported about Little Egypt. The CVNP is currently restoring Cub Carey's home, located at the corner of Tinkers Creek and Canal Roads. The house is rightfully named "The Gleeson House."

TINKERS CREEK TAVERN

Tinkers Creek Tavern at 14000 Tinkers Creek Road is on the approximate site where Elijah Nobles built his cabin in 1813. In operation since the mid 1920s, the rustic tavern has been called Charlie's, Tinki's and Sebastian's. The property was recently purchased by an individual who specializes in renovating historic sites for their commercial value. The building and grounds are under construction. The remodeled tavern will feature large windows overlooking Tinkers Creek.

CHAPTER 6

OXEN LANES and SANDSTONE QUARRIES

When Bedford Metropolitan Park opened in 1922, the Park Board determined that it was not necessary to build a new roadway in the park. There already were horse trails and wider, tramped down oxen lanes winding through the park. These oxen lanes, used by local farmers and quarry workers in the 1800s, led west to Dunham Road, north to Button Road and east to Egbert Road.

Families who lived along Dunham and Egbert Roads used the lanes to take their produce to markets. They also used them to haul logs to Dawson's Mill and other nearby sawmills. The mills paid cash for logs, especially for chestnut, maple, oak and beech logs. The hard work of cutting down trees on and near their land, and selling them to a mill, was worth the effort to cash poor local farmers.

In the early 1930s, Elmer B. Wight, a summer resident who owned Cleveland Hill Farm on Wight Oaks Drive and was interested in preserving local history, charted and mapped the old oxen lanes that meander through Bedford Reservation and areas nearby.

SANDSTONE QUARRIES

In the 1840s quarrying became a major industry along the banks of Tinkers Creek and its tributaries. By the 1880s the market for commercial grade Berea Sandstone seemed unlimited. It was a common sight for the locals to see teams of oxen hauling sandstone blocks along oxen trails and onward along the existing local roads. Today's visitor to Bedford Reservation can see remnants of three old quarries and oxen lanes that led to quarries.

The CLARK CLEVELAND QUARRY

Remains of the Cleveland Quarry are on the banks and south hillside of Tinkers Creek, a few feet north of Gorge Parkway at the Overlook Lane intersection. Descendants of the family state that several buildings in downtown Cleveland along Superior Avenue were built with sandstone blocks from the

Cleveland Quarry. An oxen lane connected the Cleveland Quarry and Egbert Road. Today's bridle path on the north side of Gorge Parkway, as it winds toward Egbert Road, was the lane used by the Cleveland Quarry.

LOST MEADOW QUARRY

This sandstone quarry was located on the banks of East Branch of Deerlick Creek, near today's Lost Meadows area. One oxen lane led from the quarry to Egbert Road and another lane led to the center of Bedford via Button Road and on to West Grace Street. The park road and a bridle path leading from Gorge Parkway to the south hillside by Lost Meadows follow the old oxen lane.

The MARS WAGER QUARRY

Mars Wager, who came from a prominent Cleveland family and lived on Cleveland's west side, purchased over 200 acres of land facing Dunham Road for its marketable Berea sandstone. The Wager Quarry, which was along the back acreage of the property, was in operation in the late 1800s until the very early 1900s. An oxen lane led from the quarry to Dunham Road. Sandstone was quarried until the NYC laid tracks for its freight line along Dunham Road, cutting off the quarry from its access to Dunham Road. The Wagers eventually sold the back acreage to the Cleveland Metroparks. Today, a visitor can see remnants of the quarry by following a path on the west side of Overlook Lane.

CHAPTER 7

THE CLEVELAND HILL FARM and QUARRY

Another historic site in Bedford Reservation begins near the end of Wight Oaks Drive and extends north to Tinkers Creek. A little over ten years ago the Metroparks razed the last standing structures on the property; the c.1854 Greek Revival house and its large, old bank barn. Mother Nature reclaimed this whole area where there was once a prosperous quarry and dairy farm, a princely house of Greek Revival design, two cottages and a cabin. Some former residents of note were Clark Cleaveland, a descendant of Moses Cleaveland, Elmer B. Wight who was instrumental in documenting the Indian and pioneer history of this area and Virgil D. Allen, Jr., who was the first Mayor of the Village of Walton Hills.

Today's hiker, following a gas line that runs through this land, will see flat fields and woods on the south side of Gorge Parkway, and to the north of Gorge Parkway, sandstone boulders stuck into the steep-sloped, carved-out bank of Tinkers Creek.

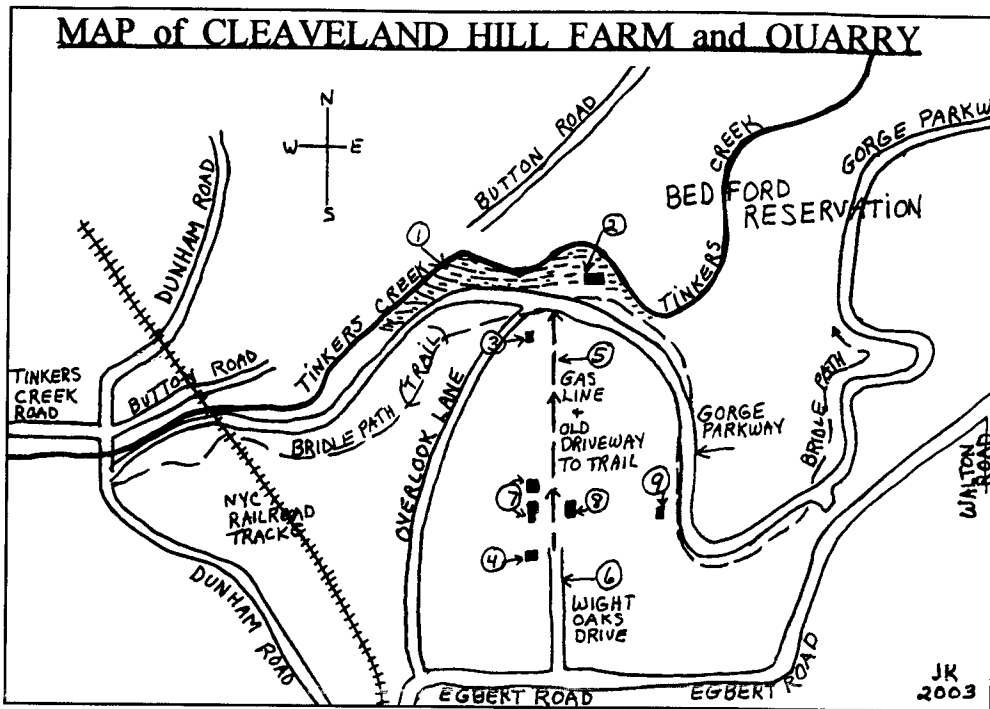
FIRST SETTLERS on the PROPERTY

Earliest records at the Cuyahoga County Archives indicate in 1827 Martin Sheldon was the owner of these 162 acres. His log cabin sat a few yards southeast of where Overlook Lane meets Gorge Parkway today.

To reach their house the Sheldons took a trail that started at Dunham (Egypt) Road and followed the south ridge of Tinkers Creek. Today's Gorge Parkway follows that trail. Sheldon cut a path to connect his house and the trail by Tinkers Creek. Today a gas line follows Sheldon's trail. In 1833, when Egbert Road was laid out, Sheldon extended his drive to Egbert Road.

ABNER CLEVELAND

Abner Cleaveland inherited nearby parcels of land along Tinkers Creek from his uncle, Moses Cleaveland. He moved from his home state of New York when he was a young man, to see his newly-acquired land. He settled down in



- 1) Site of the Cleaveland Hill Quarry.
- 2) Gorge Overlook.
- 3) Site of first homestead built in 1827 by Martin Sheldon on his 162 acres.
- 4) Site of homestead built in 1827 by Sheldon's neighbor, Joseph Trumbell, on his 154 acres.
- 5) This pathway led from the trail (today's bridle path) to the homestead and farm. Today, a gas line follows the pathway and Gorge Parkway follows the trail.
- 6) When Egbert Road was laid out, residents cut a new drive for egress to Egbert Road. The 1860 County Atlas lists it as Cleveland Hill Lane. Elmer Wight renamed it Wight Oaks Drive.
- 7) Site of the Clark Cleaveland house and bank barn.
- 8) Site of cottage Elmer B. Wight built for weekend guests.
- 9) Site of Joe Jesensky's cabin. Between 1923 and 1933 Jesensky spent many weekends and vacations hiking, sketching and taking field notes in the Tinkers Creek area. Jesensky assisted Wight with topographical maps of the area.

Bedford and began purchasing additional parcels of land in Bedford and outlying areas.

In 1846 Abner Cleaveland and his elder son James, upon seeing exposed, commercial quality sandstone on the south hillside bank of Tinkers Creek, envisioned a money-making opportunity, and bought parcels of property along the creek that are now part of Walton Hills. Abner and James Cleaveland considered their purchase a business venture, with no intent of moving from their homes in Bedford. Instead, Abner's younger son Clark moved to the banks of Tinkers Creek, developed the quarry into a prosperous business and managed the dairy farm on acreage uphill and south of the quarry.

JAMES CLEVELAND

James Cleaveland acquired more quarry land when, in 1859 at age 35, he married Edmond Gleeson's 32-year old widow, Charlotte Comstock Gleeson. James promptly sold his interest in the quarry land to his father. James Cleaveland and his wife Charlotte made Bedford their home, where from 1860-1862 he was Mayor.

CLARK CLEVELAND

Clark and Fanny Ladiska Cleaveland, built their house in c.1854. The site of the house is a short distance past the north end of Wight Oaks Drive. If the house were standing today, it would be west of the road, with the front of the house facing east. Their Greek Revival style home was a popular architectural form throughout the Greater Cleveland area from 1820 until 1860. Near the north side of their house stood one of their out-buildings, a large impressive-looking bank barn.

It is written that Clark Cleaveland made most of his money from the quarry, not from the dairy farm. Several buildings along Superior Street in downtown Cleveland were built with sandstone blocks from the Cleveland Quarry, and sandstone blocks from the Cleveland Quarry were used to build Walton School that still stands today at 7307 Walton Road.

Clark Cleaveland died at age 80 in 1913, and Fanny Cleaveland died six months later, at age 89. The gravestones of the Cleavelands can be seen in Bedford Cemetery.

1909 photo of the CLEVELAND HILL FARMHOUSE, built c. 1854, on the west side of Wight Oaks Drive. Noted residents: Clark Cleaveland, Elmer Wight and the Virgil Allens. Margaret Allen, widow of our first mayor, sold the house and the last remaining parcel of their Walton Hills land to the Metroparks in 1977. (Photo reproduced by Nina Wolf)



FANNY and CLARK CLEVELAND in a 1910 photo. (Photo reproduced by Nina Wolf)

In 1929, sixteen years after Clark died, the Metroparks bought from Elmer B. Wight, their first parcel of "Cleveland" acreage, land that encompassed the quarry.

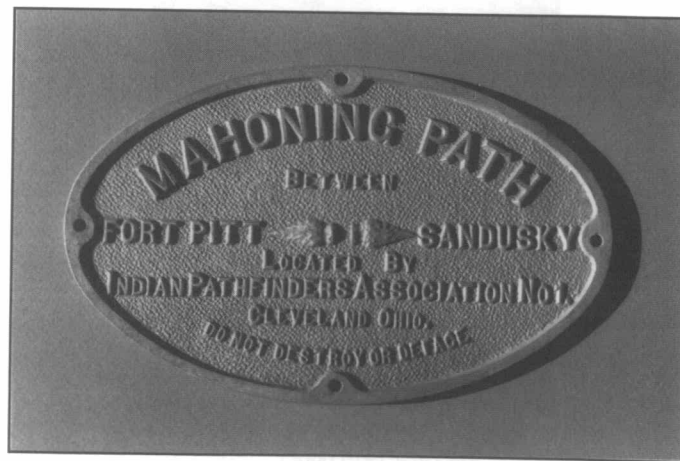
"CLEAVELAND" or "CLEVELAND"

A county scribe by the name of John Tinker, is credited with revising the spelling of the name "Cleaveland." Moses Cleaveland and his descendants in this area are remembered by an incorrect spelling of their last name. Throughout his life, Abner Cleaveland signed his name as given to him, yet the carving on his marble marker at Bedford Cemetery is "Cleveland." Likewise, the names carved on tombstones of his descendants are also spelled "Cleveland." Abner's son James used the new spelling of his name, and his son Clark accepted both spellings. In the 1930s the faint lettering on the front of the large bank barn could still be read "The Cleaveland Farm."

ELMER B. WIGHT

One Cleaveland Hill Farm owner of note was Elmer B. Wight, a wealthy man who devoted considerable time from 1914 into the 1930s to the documentation of Indian and pioneer existence, not only in the Tinkers Creek Valley, but throughout the Western Reserve and the State of Ohio.

CAST ALUMINUM PLAQUES marking the Mahoning Trail were nailed to strategically located trees in the 1920s by Elmer Wight and members of his Pathfinders Association No. 1. All plaques in our area were removed from the trees by memento-hunters.
(1986 photo by Nina Wolf)



Wight purchased the Cleaveland Hill property in 1917, a few years after Clark and Fanny Cleaveland died. Wight had hoped he and his ailing wife could move from their primary residence near Lake Erie to the Egbert Road property, but his plans never materialized. Wight used the house as a weekend retreat, especially in the summer, but never made it his permanent residence. During the Wight years, caretakers lived on the property, managed the farm and cared for the house.

In 1914 Wight founded the Indian Pathfinders Association No. 1. The goal of the Pathfinders was to draw maps of Indian trails as well as Indian campsites, villages, Indian and non-Indian forts, routes of military expeditions crossing the state, and sites of battles and other historic incidents. The men spent years researching material in libraries and museums throughout the country, conducting numerous interviews, corresponding and meeting with historians, and retracing the old trails on foot.

TOPOGRAPHICAL MAPS of TINKERS CREEK VALLEY

At his own expense Wight had aerial photographs taken of the area so he could more easily track old Indian and oxen trails. He wanted to use the photos to make topographical maps of the Tinkers Creek Valley.

In the early 1920s Elmer B. Wight befriended a young graphic artist who had been spending his weekends and vacations in Bedford Reservation. While hiking in the park, Joseph Jesensky drew sketches of scenic and historic spots and wrote field notes of his observations. The friendly young man became acquainted with local residents who lived near the park. The old timers related to Jesensky the local history of the area. It was that type of information, plus his acute observations, that Jesensky relied on to record his extensive field notes. Probably no one in those days knew Bedford Reservation better than Jesensky. Wight was impressed with the young man and asked Jesensky to help him by making individual topographical maps from his aerial photographs.

Between 1923 and 1933 Joe Jesensky and Elmer Wight used the photos to make a series of topographical maps of the Tinkers Creek Valley. Individual maps featured the rivers and creeks, old Indian trails, forts and campsites, oxen trails, roads, farmhouses and lines of fences, and other historic and scenic points of interest.

Copies of all these maps can be viewed at the Walton Hills Historical Resource Center.

In 1929 Elmer Wight sold to the Cleveland Metroparks the part of his land that included the quarry. This was the first of four parcels of the Cleaveland Hill Farm and Quarry that would eventually be park land. Before selling the acreage, Wight moved the original cottage that overlooked the quarry and gorge to a spot on his farm.

HOME of the FIRST MAYOR of WALTON HILLS

Elmer Wight's daughter, Margaret, married his good friend's son, Virgil D. Allen, Jr. In the mid 1930s Margaret and Virgil Allen, Jr. remodeled and enlarged another cottage on the Cleaveland Hill Farm for a weekend and summer home. This cottage, originally built by Wight for his weekend guests, stood across the drive facing the main house. As years went by, the Allen family spent more and more time at their retreat in the country, until in 1946, three years after Elmer Wight passed away, they moved into the main house.

Virgil D. Allen, Jr. served as first Mayor of the Village of Walton Hills, from June 1951 to January 1954. He died nine years later. Allen is remembered for leading the drive for zoning ordinances in Bedford Township, organizing efforts and working for the incorporation of the village and writing the first set of Village Zoning Ordinances. He was instrumental in persuading Ford Motor Company to build a stamping plant in the village.

REMAINING ACREAGE SOLD to METROPARKS

Margaret Wight Allen shared her father's keen interest in the ecology of the land. The Allens sold sections of the farm to the Metroparks in 1952 and 1961. In 1977, when she was ready to move in with her daughter Betsy, Margaret Allen wanted to assure herself that Cleaveland Hill Farm would become a natural preserve. She sold the remaining acreage, main house and bank barn to the Metroparks.

CHAPTER 8

EGBERT ROAD and the JAMES EGBERTS

Egbert Road is named for James Egbert, the man who petitioned the County for its dedication. It became a county road in 1833. Considered a minor thoroughfare, Egbert Road remained a winding, narrow dirt lane after several other county roads in the area were planked. Finally, in the late 1920s the surface was graveled.

In 1837 James Egbert purchased 80 acres of land along the northwest side of Egbert Road, at the north end of what is now Walton Hills. He proceeded to clear the land, farm and raise his family. By 1846 he had an operating saw mill on his property, and by 1860 he owned an additional 156 acres of back land. Egbert family members retained ownership of the acreage until 1900.

County Archive records indicate that for a period of years before and after 1860, James Egbert also owned and operated a saw mill at the southwest corner of Dunham and Alexander Roads, aside Sagamore Creek. That land is also park land.

The EGBERT HOUSE

The James Egbert house was an impressive two-story house that sat on a gentle hilltop overlooking the intersection where Walton and Egbert Roads meet. The house had an ornate front door and threshold, in contrast to the more simple neighboring farmhouses. A winding driveway that led to the house crossed a stream. A ten-foot long wooden bridge forded that creek.

The site of the Egbert house is now part of Shawnee Hills Golf Course, in Bedford Reservation. The terrain was altered when the Metroparks rerouted the stream in the mid 1980s for a new 18-hole course at the golf course.

FARM LAND BECOMES PARK LAND

In the early 1920s the Metropolitan Park Board began purchasing farmland along the north end of Egbert Road, including the James Egbert farm. The Park Board rented out those farms for a few years, until they were prepared to raze the old houses and include the fields in its Bedford Reservation.

The rows of evergreen trees facing Egbert Road today were planted during the depression years.

HANNAH EGBERT GRAVESTONE

Several long-time residents recall seeing the upright sandstone slab grave marker of Hannah Jane Egbert. The infant girl lived from 1840-1843 and was buried in the family front yard on the northwest bank of the stream. Local sightseers frequented the site on their walks through the park. When the Park District tore down the house and barn in late 1929, the gravestone was discovered and left standing intact. As years passed by, the gravestone got broken and the top half disappeared. The site of Hannah Egbert's grave is between hole number one and two on the 18-hole golf course. Recently the Metroparks repositioned the bottom half of Hannah Egbert's gravestone to a new spot a few yards away - uphill and near a cart path.



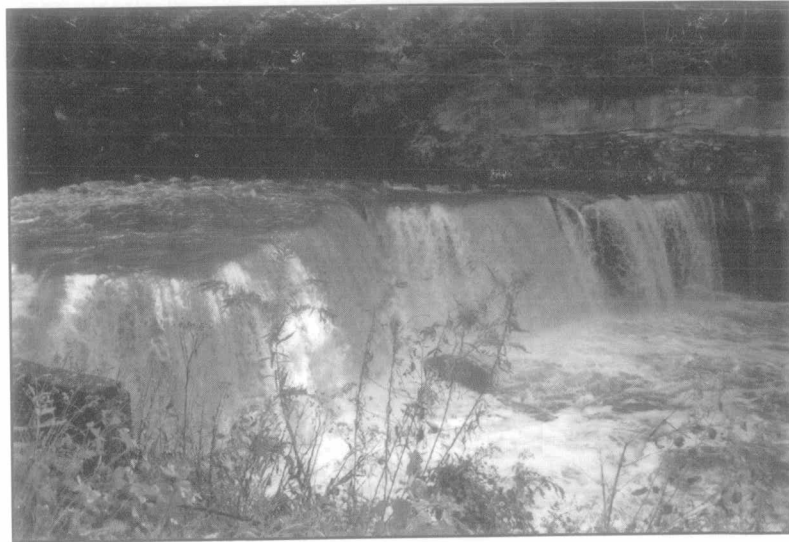
The JAMES EGBERT HOUSE stood on the northwest side of Egbert Road, overlooking the Walton/Egbert Roads intersection. (1910 photograph reproduced by Nina Wolf)

CHAPTER 9

SITES ACROSS the CREEK - in BEDFORD The GREAT FALLS of TINKERS CREEK and VIADUCT PARK

Viaduct Park, a section of Bedford Reservation located at the junction of Willis and Taylor Streets, is a new 6.6 acre park dedicated in June of 2002. A paved path from the parking area leads down to Tinkers Creek. By walking down the path, a visitor sees the impressive Great Falls of Tinkers Creek, the viaduct above the arch and remnants of the industry that once thrived in this area.

The Great Falls of Tinkers Creek was the source of power for the first industries in the town of Bedford. In 1821 Daniel Benedict built a saw mill in this location, ruins of which the visitor can see. A visitor can see evidence of Holsey Gates' roller mill, which earlier had been Willis' grist mill. The Holsey Gates roller mill housed a large 3-story wooden building that hung over Tinkers Creek's edge. There are ruins of the Bedford Electric Light & Power Company plant and an old bridge that crossed Tinkers Creek and connected Willis Street to Plank Road (now Union Street).



The GREAT FALLS of TINKERS CREEK. 2006 photo, taken after an October rain.

The Viaduct is listed on the National Register of Historic Places. The Cleveland & Pittsburgh Railroad stone viaduct, a picturesque bridge that spans the Tinkers Creek gorge at its east end, was completed in 1864. It replaced a wooden truss bridge built some twelve years earlier. The Viaduct is 225 feet long and towers 120 feet above the water. In 1902 the C & P Railroad completed another railroad bridge, one that sits atop the stone arch, for another set of tracks. Tons of fill dirt were used to support the 1902 bridge and the existing arch. This is now the Norfolk Southern line.

BEDFORD GLENS

Bedford Glens, a wooded picnic area with baseball fields, can be reached from Willis Road in Bedford. Bedford Glens is on the north side of Tinkers Creek, opposite the Egbert Road picnic grounds. In the late 1800s and into the 1900s, Bedford Glens was a privately owned park in the woods where people came to picnic and dance. The facilities were greatly improved and expanded and by 1924 Bedford Glens featured an elegant year-round ballroom with a bowling alley built in the lower level annex. The Metroparks acquired the land in the 1920s, but Bedford Glens Dance Pavilion continued to be operated by Evan Day, brother of band leader Ed Day.

Ballroom dancing at Bedford Glens. Crowds of Greater Clevelanders came by car and the interurban trolley car to dance to the music of Ed Day's band at Bedford Glens Dance Pavilion. Nationally noted bands, including Lawrence Welk and "Rita Rio and her All Girls Band," were guest bands that played at Bedford Glens. Ballroom music by Ed Day and his band "Ten Knights in a Ballroom" was broadcast two to three hours each week on radio station WHK. In 1939, when roller skating and roller dancing became more popular than ballroom dancing, the dance floor was converted to a roller rink. When the Golden Glens Pavilion burned to the ground in April of 1944, it was never rebuilt.

POWERS MILL

Evidence of an old mill built by Stephen Powers in 1842, can be seen along the north banks of Tinkers Creek from behind the pavilion at the Egbert Road picnic area. The Powers family owned and operated a saw mill and woolen factory for about fifteen years. By walking down to Tinkers Creek a visitor can see the remnants of Power's stone dam and buildings.

CHAPTER 10

The NEW YORK CENTRAL FREIGHT LINE

For several decades in the 1900s, New York Central freight trains ran along the Dunham Road section of Walton Hills. This secluded strip of land is now mostly park owned, except for a section east of Dunham Road and north of Egbert Road that is privately owned since the mid 1990s.

The freight line, in operation from 1911 until the 1960s, hauled strings of cars laden with coal and other bulky cargo. During those years the familiar whistles of its coal-powered steam locomotives pierced the ears of nearby residents several times daily.

Faced with declining business, the New York Central stopped using the line in the 1960s. In 1973 they tore down the high steel trestle and removed the tracks. NYC employees hauled away most of the debris, but left behind some railroad plates and spikes for local souvenir hunters to find when they scoured the track bed.

The Cleveland Electric Illuminating Company took over ownership of the railroad right-of-way. The company turned over to the local Metropark the portion of the right-of-way south of Alexander Road for a multi-purpose trail.

CEI kept its section of right-of-way from Egbert Road to the south trestle abutment, at the top of the hill by Tinkers Creek. The right-of-way was 60 feet wide near Egbert Road, but widened to 300 feet wide at the abutment. Its path was covered with large rough stones, making it difficult for people to negotiate on foot and nearly impossible by bike. The last four hundred yards of the right-of-way was a man-made embankment that gradually rose to an imposing 80 feet above the surrounding ground level and ended abruptly at the south trestle abutment. In 1994 and 1995, the elevated railroad bed leading to the south trestle abutment was leveled to its original terrain.

Today, only memories and scattered pier foundations remain of the NYC line that paralleled Dunham Road. Its long and high steel trestle that spanned Tinkers Creek Valley and was a noted landmark, is erased from the landscape. Even the elevated railroad bed leading to the south trestle abutment is flattened.

The FREIGHT LINE'S BEGINNINGS

Back in the 1890s the Lake Erie and Pittsburgh Railway bought the right-of-way for this freight line. At the turn of the century the New York Central Railroad System acquired the L. E. & P., one of several smaller railroad lines in this part of the country. Local people referred to the line by both its names, the L. E. & P. and the New York Central. On official county maps, however, it was listed as the L. E. & P. Railroad for its entire existence. The freight line extended from Cleveland to Hudson, Ohio. Once in Hudson, the freight line connected with other rail lines.

Whereas most railroad tracks in our part of the country follow a valley floor and have relatively few and easy grades, this stretch of tracks crosses steep, treacherous hillsides and unyielding terrain. This line required many culverts, fills and bridges, including several high trestles. The highest and most imposing of its bridges crossed Tinkers Creek. This bridge was the longest, at roughly a quarter mile, and stood a full 150 feet above the water. Two other nearby trestle bridges on this line, that are also now park land, crossed Sagamore Creek gorge and Brandywine Creek.

Engineers and construction crews faced significant problems and arduous and risky work conditions when they planned and laid this freight line.

WORK STARTS on the LINE

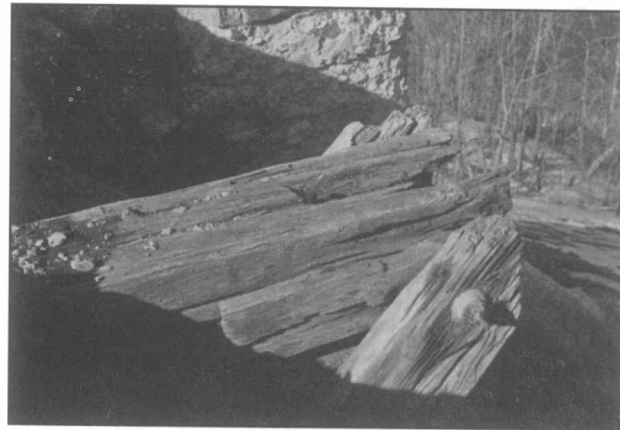
It took seven years, from 1904 until 1911, to complete the Tinkers Creek section of the freight line. Work crews elevated long stretches of the land before they laid the ties and rails. A wide concrete culvert was constructed for Sagamore Creek to flow through.

Cuyahoga County engineers rerouted Egbert Road in 1907, so that instead of having to build two bridges in the Egbert / Dunham Road area, one would suffice at the new intersection. That bridge supported the two-way train tracks as well as a railroad spur. In addition, bridges were built over Alexander Road and Sagamore Road.

The SOUTH TRESTLE ABUTMENT
as seen from Hemlock Creek Picnic Area.
(1994 photo by Judi Schroeder)



VIEW from the ELEVATED PATH
(1994 photo by Judi Schroeder)



DURING the REMOVAL PROCESS, the ENCASED TIMBERS by the south trestle
abutment are exposed. (1994 photo by Judi Schroeder)

TRESTLE BRIDGE PREPARATIONS: RAISING the GROUND LEVEL

The natural land elevation at the northwest hillside of Dunham Road was much higher than the hillside level at the southeast. In between the two hillsides was the Tinkers Creek Valley. In order to minimize the grade, the ground level for tracks southeast of the bridge had to be built up. Crews raised a 400-yard stretch of land until it rose to an imposing 80 feet above the surrounding ground level, where the south trestle abutment would be constructed.

The raised embankment consisted of approximately 250,000 tons of granulated slag, "popcorn slag" as it is also called. Granulated slag is ideal road-base material because of its fine granulation, light weight and compacting properties. The slag is a by-product of the blast furnace process used by steel-producing factories in the early 1900s. It is believed that this particular slag came from old steel mills in Youngstown and/or Pittsburgh.

CONSTRUCTING BRIDGE ABUTMENTS

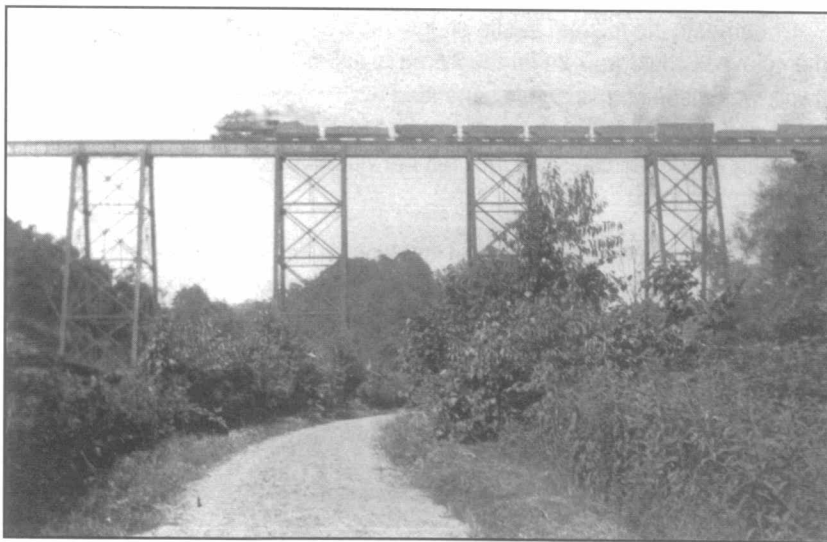
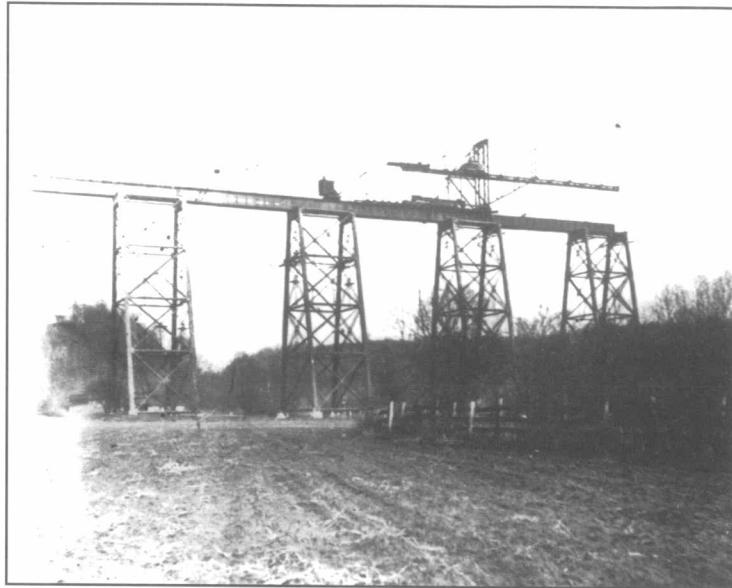
Constructing a railroad bridge to cross the Tinkers Creek Valley was an engineering feat. Sturdy bridge abutments on both of the hillsides were needed because the hillsides were composed of flaky, unstable shale and soft sandstone.

Railroad crews built and then buried a wooden framework under each concrete abutment. They used 12 inch by 12 inch timbers for the hidden reinforcement. Then they encased the wooden scaffolding with dirt, gravel and slag, and, lastly, poured concrete over the mixture for added strength. These superstructures formed the foundation for the high steel trestle bridge.

Some of the encased timbers by each trestle abutment crisscrossed to form a framework for the embankment leading to the trestle abutment. The NYC built a wooden scaffold structure, using timbers 12" x 12" thick. Local old-timers said it resembled a Tinker Toy construction. Many evenly-spaced concrete piers provided a sturdy foundation for the framework.

The framework served two purposes; it provided support for the to-be-built elevated track and it housed temporary railroad tracks during construction.

CONSTRUCTING THE NYC TRESTLE BRIDGE over the Tinkers Creek Valley.
(Photo reproduced by Nina Wolf)



STARTING in 1911 NYC freight trains crossed Tinkers Creek Valley on this trestle-supported bridge. (Date of photograph unknown. Photo reproduced by Nina Wolf)

Using those tracks, a train engine repeatedly backed up and dumped a bottom-load car of slag, thus forming the slag-filled embankment. As more and more slag was dumped, the wooden scaffold was completely buried. Except for the piers and framework, the embankment was composed solely of granulated slag. Time and weather exposed some of the inner wood framework.

In 1909, when most of the other projects for this section of the line were completed, work began on the bridge.

The TRESTLE BRIDGE

This railroad bridge, built during the years 1909 to 1911, towered 150 feet above Tinkers Creek and had a span of almost a quarter of a mile.

The trestle-supported bridge had two sets of tracks with a narrow walkway in the middle. Several platforms jugged out along the side of the bridge for emergency use. The platforms served as safe havens where railroad workers could stand when trains passed by. Also, on each platform sat a barrel of water. Even though the bridge itself was made of steel, sparks from the steam engines could ignite the wooden ties, causing a fire.

Underneath the railroad trestle bridge there was a catwalk, built so that railroad employees could walk under the tracks to inspect and make repairs. The catwalk was made of a string of suspended wood planks, each about 8 inches wide and 2 inches thick. The workers had to walk on those planks. Workers hastily got off the catwalk if they felt the vibrations of an approaching, slow-moving freight train.

Several long-time residents, men and women too, from suburbs in and around Walton Hills, share their stories about their bridge walks. They tell of breathtaking, harrowing trips along the bridge and/or catwalk, from one end of the bridge to the other. Most of them never felt or saw an approaching train, but they said they would have outrun an approaching train rather than scurry to the nearest platform for safety. None of these people recall anyone falling off the bridge.

RAILROAD SPUR

The NYC constructed a spur called the Little Egypt Siding. It paralleled the main set of tracks. The spur began south of the trestle bridge, to the rear of the property at 7135 Dunham Road, and ended just north of Alexander Road, by today's First Energy high-voltage electric power lines. The single-track siding enabled workers to take cars off the main track for repairs or water, and allowed other trains to pass by.

SAGAMORE CREEK CULVERT

West of Dunham Road and a few feet south of Alexander Road, railroad crews constructed a wide culvert through which Sagamore Creek could run, and over which the tracks could be laid. This is yet another long stretch of land where considerable landfill was required to provide the proper grade.

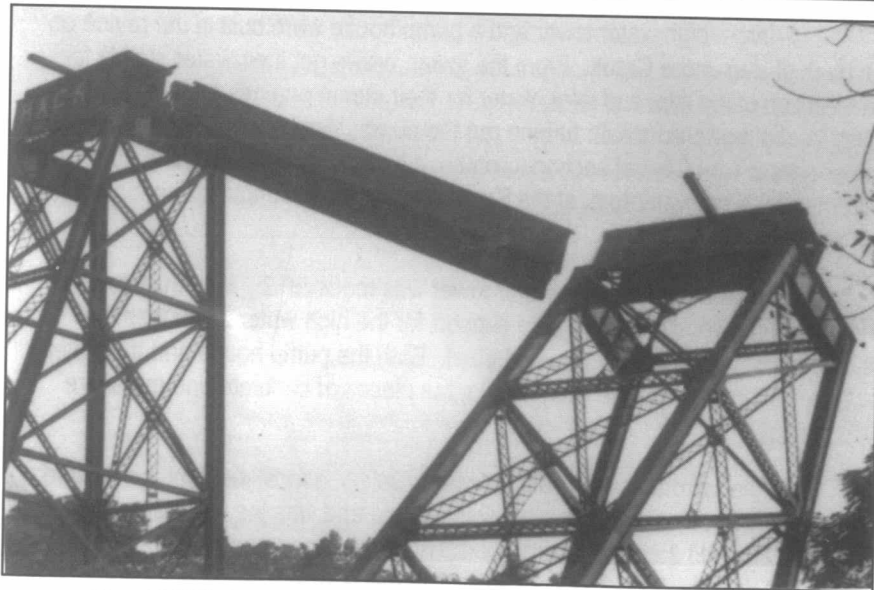
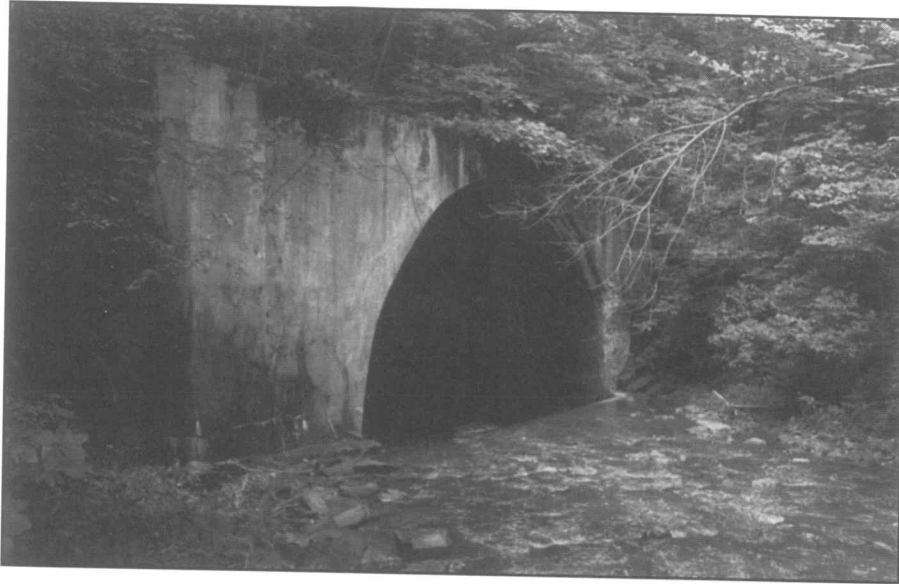
SAGAMORE CREEK WATER TOWER and PUMP HOUSE

A large, high water tower and a pump house were built in the ravine on the bank of Sagamore Creek. From the tower, crews got their water supply for construction of the line, and later, water for their steam engines and emergency uses. A coal-powered steam turbine ran the pump. According to Richard Long, son of a New York Central section foreman, it took no more than five minutes for a fireman to fill his water tank at the Egypt stop before his engineer continued his journey.

The tank (body) of the water tower was made of 2 _ inch thick tongue and groove redwood planking. The support for the high water tower was the usual superstructure of concrete and steel. Both the pump house and the water tower were torn down in the early 1940s, but pieces of concrete and metal are near the culvert.

In the railroad's early years, Joseph Dolejs, a local resident, performed two jobs for the railroad. He ran the pump house and was the line walker. Engineers stopped their trains at his pump house station to add hot water to their engines. Dolejs checked the coal supply and made sure adequate hot water was available. As line walker, he checked his section of tracks for loose ties, and kept an ample supply of water barrels placed on platforms along the trestle.

The NYC Sagamore Creek CULVERT. Near the culvert workers built a water tower and pump house for the freight line. (1986 photograph)



The TRESTLE FALLS. In 1973 the NYC razed the long, high steel trestle.
(Photo reproduced by Nina Wolf)

REMOVING The TRACK BED

After the New York Central tore down the high steel trestle bridge in 1973 and removed the train tracks in this area, CEI took over ownership of the section of railroad right-of-way that led from Egbert / Dunham Roads northward to the south trestle abutment. The right-of-way was 60 feet wide near Egbert Road, but widened to 300 feet at the abutment. The last 400 yards was a man-made embankment that gradually rose to an imposing 80 feet above the surrounding ground level, ending abruptly at the south trestle abutment. Today, the former right-of-way is a long, privately-owned driveway with a house that overlooks the Tinkers Creek Valley.

In March of 1994 Cleveland Central Enterprises, Inc. purchased this strip of land from CEI. The company contracted with Independence Excavating, Inc. to excavate and remove the granulated slag buried under the elevated stretch of land, and then restore the area to its original topography. The embankment contained approximately 250,000 tons of granulated slag that the company planned to sell for use in the I-271 Express Lanes Project east of Cleveland.

The slag removal operation began in April of 1994 and was completed by September of 1995. After the slag was excavated, it was screened and crushed to meet ODOT specifications, and trucked away. Since one truck could hold approximately 24 tons, 10,375 truck loads of slag were hauled to the I-271 construction site.

(1994 photo by Judi Schroeder)



The MEN WHO BUILT the NYC FREIGHT LINE

The SUPERINTENDENT

The superintendent in charge of the construction of this particular New York Central line spent stretches of time here, but did not move to this area. He and his son, who was his assistant, rented rooms at Howard and Gertrude Carey's residence, the old Stagecoach Inn called "World's End." The large house sat at the crest of Dunham Road hill, across the street from the present day Astorhurst Driving Range.

The SECTION FOREMAN

Two successive section foremen were in charge of this 30-mile section of the line from 1904 - 1936.

In 1904 the NYC transferred Benjamin Long from his territory in Michigan, to take the job of section foreman in the Tinkers Creek Valley. He was in charge of thirty miles of the construction and maintenance of the rail line; fifteen miles of track in either direction from his Tinkers Creek Valley headquarters. His section of track extended north to the Marcy station, which was in Cleveland, and south to the Brandywine station. Benjamin Long moved here with his wife, Celia, and their three children.

In 1919, when Benjamin retired, his younger brother, Edward Long, assumed the job of section foreman. The NYC transferred Edward Long, his wife Annie, and their eight children from Hillsdale, Michigan. Edward Long was section foreman until he retired in 1936.

The BOARDING HOUSE FOREMAN

Pete Vranek was the boarding house foreman for the work crew, from 1904 until the mid 1920s. His job was to act as interpreter between the section foreman and the work crew, and keep the construction of this section of the railroad line moving along on schedule.

Vranek took orders from the section foreman, and had the job of relaying messages from his boss who only spoke English, to the crew, who only understood their native language, Hungarian. Vranek also had a working knowledge of the railroad business. Vranek's wife, Kathryn, was paid by the railroad to keep the boarding house clean, do the laundry and feed the road gang. She cooked, served them breakfast and supper, and also packed their lunches.

Although Pete and Kathryn Vranek were also recent immigrants from Hungary, the NYC hired them because they had a working knowledge of English. The Vraneks took the job because it came with free housing, free food, and free transportation to Cleveland, Ohio. The Vraneks had two children, Eli and Anna.

By the time this section of the rail line was completed and the construction gang and the boarding house foreman were "let go," the Vraneks had saved enough money to move to Cleveland and live on their own. The Vraneks opened a grocery store in their new neighborhood.

The GANDY DANCERS

Most of the men hired by the New York Central to construct this railroad line were recent immigrants from Hungary. They were either single or came to this rural locale without their wives. When they arrived many of them did not speak English. They had to rely on their boarding house foreman for instructions given to them from the railroad bosses. They kept mostly to themselves.

Most of the local residents didn't socialize with the railroad laborers. Township people referred to the section crew workers as gandy dancers; a slang term used to describe workers of a section gang who walked with a strained gait after having used a tamping bar along the railroad tracks, day after day.

RAILROAD HOUSES

At the turn of the century the New York Central purchased three houses because of their proximity to the railroad right-of-way. One was to be the residence of the NYC section foreman and his family, the second house a camphouse for the laborers, and the third was purchased because it stood underneath the path of the planned trestle bridge. Two of those houses are privately owned residences today. The third house was torn down by the

Metroparks and the acreage houses Bedford Reservation's maintenance center.

The RAILROAD CAMPHOUSE

The New York Central purchased a house at 15801 Egbert Road, situated on the east side of the railroad right-of-way, to be used as a bunkhouse where all its laborers would live, as long as they kept their jobs with the NYC.

The house faced Egbert Road, which in those days went sharply downhill, straight to Dunham Road. (Today, the west end of Egbert Road bends southward after it passes Overlook Lane.) When the NYC planned its tracks, Cuyahoga County engineers rerouted Egbert Road so that only one railroad bridge would have to be built over Dunham Road. The camphouse and its pie-shaped three and a half-acre lot were bordered by the tracks, old Egbert Road and the New Egbert Road.

The upstairs of the house was made into one large dormitory where all the laborers slept. The first floor contained the kitchen and living quarters for the boarding house foreman and his family, and a large dining room filled with picnic tables where the crew workers ate and socialized.

When the NYC no longer needed the camphouse for its workers, and the Vraneks moved out, they put it up for sale. The house sat vacant for a few years until Norm and Elizabeth Pearce purchased it in 1940. In 1958 Jake and Eleanor Senchur bought the property. Through the years their family expanded the property to five and a third acres. Today, four houses are on the land, all owned by Senchur family members.

The SECTION FOREMAN HOUSE

The New York Central bought the house at 7345 Dunham Road, built c. 1874, to be used as living quarters for its local section foreman and his family.

After purchasing the house, the railroad company made the inside as attractive as possible for its section foreman. The remodeled living room featured a large bay window as well as a set of solid oak French doors that separated two front rooms from the entrance hall.

From 1904 to 1939 the LOCAL SECTION FOREMAN lived in this NYC house at 7345 Dunham Road. (Year of photograph prior to 1935. Photo reproduced by Nina Wolf)



The RAILROAD CAMPHOUSE at 15801 Egbert Road housed the boarding house foreman and the section crew. This aerial view shows the house bordered by train tracks, new routing of Egbert Road across the bottom, and original Egbert Road pathway partly visible on the right. (Date of photo unknown. Photo reproduced by Nina Wolf)

A small apartment was added on one side of the upstairs of the house. The NYC built this suite of rooms for an assistant foreman and his family, should there ever be a need for one. Most likely the suite was never used for its original purpose. It is known that during Edward Long's tenure as foreman, there was no assistant foreman hired for this section of the line.

There were two coal stoves in the house; one in the living room and one in the kitchen that was used for both cooking and heating. There was an outside pump, an outhouse, and kerosene lanterns illuminated the inside of the house.

Train tracks ran along the rear of the lot. The NYC insisted that at all times the section foreman have a clear view of the tracks from inside the house. No sheds, barns, underbrush, trees or garden were allowed to obstruct his view of the tracks.

In the 1940s when Dunham Road was widened, a wide strip of frontage was taken away for the roadway, so that today the house sits much closer to the road than it did originally.

The NYC maintained the house, as it did the camphouse. The outside of the house was painted at regular intervals by railroad workers. However, the railroad would not pay for major improvements. When the Longs in the mid 1930s wanted the house wired for electricity, the family bore the installation cost themselves.

Richard Long, one of Edward Long's sons, worked part-time on the railroad line during his four years at Bedford High School (Moody) and over college vacation periods.

Paying the railroad company \$7.00 a month rent, the Edward Longs occupied the house from 1919 until 1939, which was three years after Edward retired. At that time the NYC gave the Longs the option of purchasing the house or moving. When they chose to relocate, the railroad sold the house. This house is privately owned today, and is not on park land.

The THIRD RAILROAD HOUSE

A third railroad house was located on the north side of Button Road, near where Hemlock Creek empties into Tinkers Creek. The house sat in the path of the railroad right-of-way, and also in the path of the soon-to-be-built

trestle. The New York Central solved the problem by purchasing the property and moving the house several yards to the east. Instead of using the house for railroad personnel, the company leased it to a local family, Rudolph and Lena Willing. Willing farmed the Button Road acreage and used his team of horses on excavation jobs.

As the house began to show its age, rather than sink money into major repairs, the NYC put the house up for sale. The Willings bought the property and renovated the house. Their son, Jack, and his wife Kathleen, lived in the house until they had both passed away, at which time the property became part of Bedford Reservation. The Metroparks razed the house and barn, and since the late 1980s the property houses the Bedford Reservation management and maintenance center.



PICTURED on their FRONT PORCH in days of yesteryear, are Willing family members.
(Date of photograph unknown. Photo reproduced by Nina Wolf)

CHAPTER 11

LAKE SHAWNEE

Lake Shawnee - a recreational opportunity for swimming, fishing, boating, camping and winter sports. Lake Shawnee would have been the most extensive recreational facility in the Cleveland Metroparks. Lake Shawnee and the dam to create it would have been within the borders of Bedford Reservation.

For six years in the 1960s, the Cleveland Metropolitan Park Board, Cuyahoga County Commissioners, County Engineers, Army Engineers, Lake Erie Watershed Conservation Foundation, Regional Plan Commission and Cleveland Chamber of Commerce promoted the economic, industrial and recreational benefits of the Lake Shawnee proposal. It would have been a flood control solution and a water recreation facility for not only local residents, but for visitors and vacationers.

However, Lake Shawnee would also have destroyed the natural and historical sights within Bedford Reservation. Chances are, the lake and dam would also have changed the environment of neighboring communities, such as Bedford, Walton Hills and Valley View.

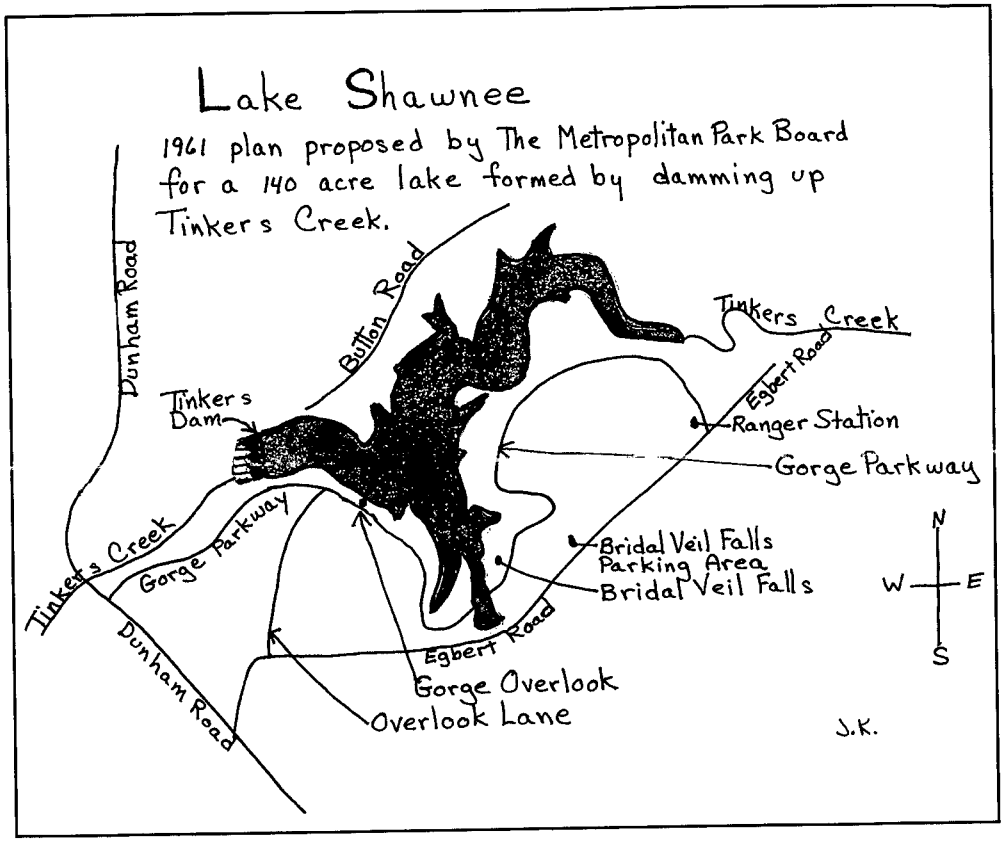
The LAKE SHAWNEE STORY

In 1961 County leaders planned to dam up Tinkers Creek near Dunham Road and create a huge lake within Bedford Reservation; the size of the lake estimated at more than 140 acres. Its 40-foot high and 200-foot long dam would have water gate controls and a roadway (Button Road) across the wall. Lake Shawnee would be two and one half miles long, stretching from near the Ranger Station on Egbert Road to Dunham Road. It would be the deepest man-made lake in Ohio; indeed almost as deep as Lake Erie.

The federal government was expected to pay for building the dam because it was categorized a major flood control project. Since Tinkers Creek and its tributaries supply one third of the water flowing into the Cuyahoga River, the dam would control flooding in areas of the Cuyahoga Valley.

Lake Shawnee

1961 plan proposed by The Metropolitan Park Board
for a 140 acre lake formed by damming up
Tinkers Creek.



This aggressive project got quite a bit of press in Cleveland newspapers. Some of the large headlines read, "Parks Chief Hits Idea of Dam, Lake," "Tinker's Creek Dam Would Add to Water Fun," "Federal Aid Sought for Flood Control Dam Here," "Would Build Reservoir in Metropolitan Park," "Would Create Year-Round Water Play Spot," "Tinkers Creek Kindles New Spark," "County Planners Optimistic Over Tinkers Creek Dam," "Giant Cuyahoga Dam Is Proposed," "Advantages of Tinker's Creek Dam Outlined," "Tinkers Dam, Reservoir to Be Aired," "We're Bound to Get Beautiful New Lake."

From the very beginning, in 1961, conservationists, naturalists and concerned laymen actively protested the destruction of the unique wilderness and historical aspects of the Tinkers Creek Gorge area. Lake Shawnee would have hidden from view a unique kind of rock.

Geologists considered Bedford Reservation a significant site because of the exposure of a Mississippian Era shale and sandstone that was 300 million years old. They named the unique rock "Bedford Formation." This very brittle, soft rock is made of thin layers of shale, alternating with thin layers of sandstone. The surface of Bedford Formation has ripples, or wave marks of the ocean from where it was formed. Bedford Formation was first described and named in the park, designating Bedford Reservation a "type locality." This rock is visible throughout Bedford Reservation in cascades, waterfalls, rapids and along the walls of Tinkers Creek Gorge.

William Nimberger, who was an artist and amateur naturalist, headed the drive to stop the flooding of the Tinkers Creek Valley. With help from staff members at the Cleveland Museum of Natural History, he researched and wrote a report about the ecological and geological significance of the valley.

Nimberger's work, over a four-year period, was a major factor in the subsequent abandonment of the project by the Cleveland Metropolitan Park Board. In 1965 the Lake Shawnee project had not yet received federal financial assistance, and in February of 1967 the entire project was dropped by the State of Ohio.

A year later the National Park Service proclaimed the Tinkers Creek Gorge a National Natural Landmark, preserving the area from ever becoming a recreational lake.