

was identified and recorded as a separate archaeological property. Also identified, as a contributing property, was a wooden trestle bridging a large drainage. The ties on the trestle all have date nails from 1936. Below this trestle are the remains of posts from the original trestle that was constructed in 1916. A large concrete structure, identified as a huge set of scales, was discovered beneath the rails in the ammunition area of the tracks. The outgoing freight cars could carry more weight than the tracks could bear, so each car had to be weighed individually to ensure that the train would not exceed the capacity of the rails.

With regard to the basic components of rails and ties, the remaining rails, mostly 90-pound, date from the 1910s, 1920s and 1930s and were manufactured by the Colorado Fuel and Iron Corporation in Pueblo. Tie dimensions are six by nine inches by eight feet long; this size tie is now used only on older branch lines. All of the rails, except for those in pavement, have been removed. Eighty percent of the ties remain in place, although some disturbance occurred when the rails were removed.

The survey confirmed the property's significance and found that, although the dismantling

of the tracks did constitute an adverse effect, the property has retained sufficient integrity to appear to be eligible for the NRHP as a significant contributor to the proposed historic district. The recommendations for mitigation proscribed further removal of rails and ties to avoid further disturbance of the railway routes.

Even though paved roads and trucks have replaced the Fallbrook Detachment Railway system, its memory lives on in the Fallbrook Community. After being recognized by the U.S. Navy as a site that needed to be studied, preserved, and added to the historic district, the future of the remains of this small and relatively unknown chapter of U.S. Naval history seems secure for now.

Reference

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The Valley Railway

A Tale of Two Landscapes

The Cuyahoga Valley Scenic Railroad (historically known as the Valley Railway) bisects the 22 miles of the Cuyahoga Valley National Recreation Area (CVNRA) in north-eastern Ohio. The railroad is an important component of the rich and multi-faceted cultural landscape of the CVNRA because it combines the agricultural and industrial heritage of the Cuyahoga Valley. The vistas of the valley and the built resources associated with the railroad's period of significance (1870-1920) merge to create a "layered" cultural landscape.

Due to its high degree of historic integrity, the northern section of the Valley Railway, from

Independence, Ohio, to Akron, Ohio, is listed in the National Register of Historic Places (1984). As the nomination argues, the line was never double-tracked for expanded traffic and the right-of-way remains virtually unaltered. Within the CVNRA's boundaries, the Valley Railway also traverses four National Register Historic Districts and is a contributing resource in all four.

The CVNRA staff is currently in the process of preparing a Cultural Landscape Report for the Valley Railway. Research findings suggest that the "common" landscape of the Valley Railway extended beyond the immediate track grade to include adjacent buildings and distant views. In other words, what passengers were able to view from rail car windows during the resource's period of significance must be considered part of the cultural landscape. As a result, the Valley Railway's cultural landscape can be best described as "zones" of broad pastoral and natural vistas with narrower sections of industrial resources in close proximity to the tracks. Moreover, at crossing points between county roads and the railroad line, crossroad commer-

cialism characterizes the landscape, demonstrating the economic nexus that once existed between valley communities and the railroad.

Although Ohio's railroad building boom occurred in the 1850s, the Cuyahoga Valley would remain without a railroad line until the early 1870s. The Ohio & Erie Canal had served the transportation needs of the Cuyahoga Valley since 1827 and, in many ways, the canal prevented railroad expansion into the area. However, the rapid industrialization of northeast Ohio that occurred after the Civil War created a "new and infinite" need for a new railroad through the valley.

In 1869, Akron's David L. King secured a charter for the Akron & Canton Railway, which became the Valley Railway in August, 1871. King originally owned a significant amount of stock in the Cleveland, Zanesville & Cincinnati Railroad and realized the financial potential of linking the rich coalfields of Stark and Tuscarawas counties to the industrial centers of Akron and Cleveland. The proposed Valley Railway would parallel the Cuyahoga River Valley, stretching the railroad line a total of 75 miles from southeast Cleveland to Akron and then on to Canton and Valley Junction in Tuscarawas County, Ohio.

In 1890, the Baltimore & Ohio (B&O) acquired the controlling interest in the Valley Railway in order to gain important access to the Port of Cleveland. During the early 1890s, the U.S. economy suffered a severe depression that affected most railroad companies, including the Valley Railway. The line fell into receivership in 1892 and eventually declared bankruptcy in 1895. A reorganized company, the Cleveland Terminal & Valley (CT&V) Railroad, also under the control of the B&O, acquired the Valley Railway's assets in 1895 and began to make improvements to the system. By 1915, the B&O completely controlled the CT&V.

During the 1920s, traffic on the railroad began to decline as new forms of transportation, such as automobiles and buses, provided new competition. Route traffic revived briefly during World War II, but steadily declined afterward. In January 1963, passenger service on the Valley Railway ceased entirely. In 1985, CSX Transportation abandoned the line and, by 1987, the National Park Service purchased 26 miles of the track. Since 1975, the Cuyahoga Valley Scenic Railroad, a nonprofit corporation, has operated the line to provide scenic railroad excursions through the valley.

From its beginning, the Valley Railway has been recognized for its scenic landscape. Nearly all of the initial advertisements for the Valley Railway emphasized the pastoral and natural landscapes between Cleveland and Akron that were visible from the railroad. Furthermore, passengers were encouraged to take "day trips" to the country to escape their urban environment. However, by the early-20th century, an industrial landscape began to extend into the valley.

Fortunately, two primary sources exist that describe the landscape of the Valley Railway at two different times during its period of significance: John S. Reese's *Guide Book for the Tourist and Traveler over the Valley Railway* (1880), and the 1920 Interstate Commerce Commission's *Valuation Records*.

Reese's guidebook provides a "snapshot" of the Valley Railway's cultural landscape in the railroad's initial year of operation. Historically speaking, the motive of the Guide Book is apparent: attract urban riders to the new line. Reese's work emphasizes the agricultural/pastoral landscape that dominated the Valley Railway's viewshed, as if to evoke the memories of a simpler time before the introduction of railroads and heavy industry. The Guide Book helped to define the elements of the Valley Railway's broad historic landscape, especially the distant viewsheds.

Historic photographs exist of several sites along the line, and historic property atlas maps have been compared to Reese's description to determine the viewshed's historic integrity. Since building development in the valley remains near the peripheries, the distant views from the railroad most likely have stayed the same. The initial landscape assessment identifies approximately 16 views and vistas that maintain moderate to high historic integrity. Even though much of the overall land patterns and views from the line are intact, they are endangered by unmanaged growth of trees and other vegetation.

Valley walls that once were harvested for lumber and fuel are now reforested. In addition, fields that were historically in agricultural production are rapidly going into succession. In 1999, approximately 450 out of 33,000 acres of park land remain in agricultural production. As the railway's Cultural Landscape Report treatment recommendations are being developed, resource management decisions will need to be made regarding the possibility of re-introducing historic views by selective clearing.

In addition to the views and vistas, the Valley Railway's structures and objects are significant components of the cultural landscape. The track grade and the placement of depots, freight houses, and other railroad buildings serve as expressions of the circulation patterns of the passenger stations, creating "footprints" on the landscape.

The built elements of the Valley Railway were evaluated by analyzing the Interstate Commerce Commission's (ICC) Valuation Records for the line. As a result of the Valuation Act of 1913, the ICC and railroad employees inventoried all of the buildings and other property of every railroad system in the U.S. to determine the net worth of each. The net "value" of each railroad system was used to calculate passenger and freight rates for individual railroad lines. The Valuation Records include building notes and site maps that provide detailed information on building size and the spatial relationship of passenger stations.

Because of the maintenance-intensive nature of a railroad operation, much of the built environment directly related to the operation of the railway has been removed or replaced since the line's period of significance. Of the nine original passenger depot areas in the valley, only two remain. However, there has been virtually no new development adjacent to the tracks on the former depot sites, and several of the structures that fronted the tracks survive today. For example, in the Village of Boston, the Cleveland-Akron Bag Company's store and its accompanying houses are extant and convey the sense of crossroad commercialism that developed near the intersection of railroad tracks and roads.

Historic photographs exist for every depot site, and when they are compared to the maps in the Valuation Records, it is possible to identify the historic location of each station. As the park plans to construct contemporary-but-compatible boarding shelters in areas along the line, this information will be of assistance when siting the structures and developing interpretive waysides.

Industrial resources also interplay with the Valley Railway's cultural landscape. Although the

Cuyahoga Valley had limited industrial operations, the two bag factories (Cleveland-Akron Bag Company and Jaite Paper Mill) located in the area significantly affected the landscape. Both mills were founded in the early-20th century, and their factory buildings emphasized horizontal massing. The Cleveland-Akron Bag Company's factory was razed in the 1930s, and fire destroyed the Jaite Paper Mill in 1992. However, the Jaite Company Town, which consists of a cluster of four "kit" bungalows, three folk Queen Anne buildings, a passenger depot, and a freight house, is extant and communicates the close physical relationship between the industrial and railroad built resources. Jaite's proximity to the railroad tracks illustrates the synergy that existed between industry and the railroad line, and the resulting connection is a shared cultural landscape.

The primary sources that exist for the Valley Railway provide important information beyond the context of the Cultural Landscape Report. The materials contain significant interpretive possibilities. Reese's Guide Book allows for "visual access" to the 1880 landscape, much of which still exists. In addition, the Valuation Records enable an understanding of the historical context of the built environment and the physical connection between the railroad and the industrial heritage of the Cuyahoga Valley. The research could result in an interpretive train ride that focuses on the 1880 historic landscape description and explores the industrial landscape wrought by the "machine in the garden."

References

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