



Glendale Heritage Preservation Newsletter

“Preserving the Past for the Future”

From the President’s Desk

Purpose of this Newsletter

In this GHP Newsletter we hope to bring you the latest information on what is happening at the GHP Museum, what projects are being worked on, and maybe a little history to increase your knowledge and appreciation of Historic Glendale.

This is the latest effort at a GHP Newsletter. The only way to keep it going will be in the hands of dedicated volunteers. In fact, all of our GHP activities are fueled by volunteers. Without them we are “history”. We urge you to get involved. Working on GHP projects or in the museum and gift shop can be fun, educational and rewarding.

GHP is all about history, Glendale history, past, present, and future. We are the keeper of records, some fascinating, some dull but all part of the story of Glendale.

Pancake Breakfast Results

Kevin Malloy has once again marshaled the GHP volunteers to serve up a great pancake breakfast. About 60 volunteers served over 1000 hungry villagers while the firehouse became the community clearing house for various Village groups.

In the end all had a good time and we raised enough to keep us going for another year.

Black Squirrel Gift Shop

New Arrivals - Furry black squirrels, Beer Mugs and new items for children. Come in and see what is new.



Survey

A GHP Survey is enclosed. We are trying to find out how we are viewed as a museum and organization. What would you like to see included in our displays? Let us know.

Please fill out the survey and return it to us by mail or in person at the depot. We need your input.

Officers

President

Jack Buescher

V.P. Depot Operations

Nancy Floyd

V.P. Community Events

Kevin Malloy

VP Preservation Activities

Joanne Goode

Treasurer

Michelle Evans

Secretary

Carol Beard

Trustees

Maureen Base-Smith

Howard Constable

Bill Turner

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Mary Page

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Jack Buescher

Joe Hertenstein

Fiona Blainey

Carol Muntz

Michelle Evans

Bob Galbraith

Joanne Goode

Kevin Malloy

Beth Sullebarger

Tom Ratliff

Carol Beard

Founder

Doreen Gove

Contributors

Carl Stritzel

Walter Blados

Bob Galbraith

Jack Buescher

Michelle Evans

Did You Know?

The first person to commit suicide by jumping from the huge HOLLYWOOD sign in Hollywood, California is buried in the Oak Hill Cemetery, formerly the Glendale Cemetery? See: http://en.wikipedia.org/wiki/Peg_Entwistle

Volunteer Corner

Currently the GHP Museum is open for 4 hours on Thursdays and Saturdays. We would like to be open more often but we are a bit short on volunteers. Please consider becoming a GHP Volunteer. Bring a friend and do it together. It is a great chance to learn about our history, discover what we have in the museum, meet new people, and serve your community. We can also use volunteers for museum maintenance, creating displays, public relations, cleaning etc.

Most volunteers man the Depot Gift Shop once or twice a month and answer questions for visitors. In addition to greeting guests, volunteers enjoy some time to work on their own projects, do research, gossip and enjoy lunch in the depot.

July-December Volunteer Schedule

To staff the Museum & Gift Shop on Thursdays and Saturdays from 11-3 we are currently scheduling July-December. Please contact Nancy Floyd at 771-1659 or email GHP@fuse.net with the dates you would like to work.

Volunteer with a friend - It's a great way to catch up with each other, be a part of the activity on the Square and help GHP all at the same time!

Current Museum Display

The GHP Museum currently features "Canal Days – Ohio Canals" by Nancy Gulick, our resident canal expert. If you know where I-75 is you know where the Erie-Miami Canal was for one hundred years. Come in and see the maps, the boats and the people that used them and pick up a brochure from the Ohio Canal Society.



Interactive Video Displays

About two years ago the GHP purchased a touch screen computer and installed our first Interactive display. These displays incorporate the touch screen to allow users to go as fast or slow as they need and jump from topic to topic with ease. The displays include pictures, text, audio, and video material

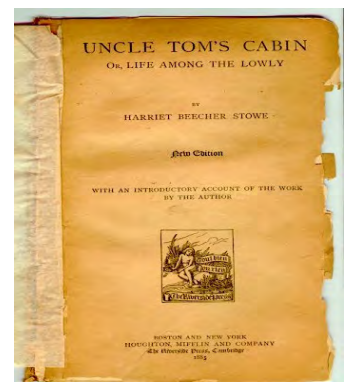
Brian Minick developed the original web layout and style for the display using HTML, and Bob Galbraith has been adding topics. We currently have 24 topics on display and we are working on new ones all the time.

Do you have a topic you would like to add to the display or some additional material on one of the current displays? There are several houses that have moved within Glendale but are not currently included in the display perhaps you have some information that would allow us to complete the list.

The newest display presents the development of subdivisions in Glendale and shows how original large lots were divided into smaller lots. Some of these were planned and some were forced by Sherriff sale of the land. Do you know the history of the house you live in?



Have you seen the video display "Did the Civil War start in Glendale? What do you think? Is it plausible?"



How GHP came into Being.

The genesis of the Glendale Heritage Preservation was precipitated by an incident occurring in 1973, when the Cincinnati and Suburban Bell Telephone Company prepared to expand the telephone exchange located at the corner of Laurel and Sharon Avenues. This plan included tearing down a house and enlarging the existing building. Many residents were outraged because this was a residential area. Mayor Jim Carruthers, along with the Village council launched a legal battle that eventually reached the Ohio Supreme Court. The civil suit delayed Cincinnati Bell action for two years, but in the end the Village lost. It became apparent that many things could happen to our Village without our consent.

In January of 1974 a small group of Glendale neighbors gathered to talk about preservation strategies. With the understanding that a recognized historic district would be much harder to compromise with road widening and other intrusions, the Glendale Heritage Preservation, a non-profit corporation, was founded and formally incorporated in November 1974 to monitor and safeguard local property development. When the first official meeting was held in May 1975, GHP had 137 members and had elected 25 trustees.

The first concern and task was to map the village and catalog existing buildings. Working with the Ohio Historical Society and the National Park Service, GHP documented the proposed Historic District of 392 acres and noted 59 "pivotal structures" along with their descriptions and histories.

The gathered information was submitted to the Ohio Historic Site Preservation Advisory Board and was then reviewed at the Federal level. As a result of these efforts, Glendale was awarded National Historic Landmark District status by the Department of the Interior in 1976. A plaque in the village square attests to this fact. With this special recognition, Glendale was placed on a level with the Charleston, South Carolina Historic District and the Alamo.

One of the factors contributing to Glendale being chosen for this distinction was the fact that it is the earliest known planned subdivision in America laid out in a curvilinear plan according to topography. (Prior to this, towns were out in a grid pattern.) Glendale is also known as the first planned railroad commuter town in the nation.

GHP is currently headquartered in the old Cincinnati, Hamilton & Dayton Railroad Depot (1880) which serves as museum, gift shop, and archive storage facility as well as a meeting place for the organization. It is funded by membership dues, the annual Pancake Breakfast fund raiser, and by occasional bequests and grants.

In 1997 the GHP Museum moved from the upstairs of the police station to the depot. The Museum provides a grasp of local history including:

- A video explaining how and why Glendale became a historic landmark
- Topical displays that change 1 to 3 times each year.
- A printed Walking Tour through Historic Glendale to take you on a leisurely stroll back in time to the Victorian Era with large houses, stately trees, and traffic-free streets
- The Black Squirrel Gift Shop which provides unique gift items.



Who is this man?



His picture has been hanging at the Glendale Lyceum for years but, nobody seems to know who he is. If you have any idea, call 771-8722, leave a message or e-mail GHP@fuse.net

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The Iron Horses to Glendale

The Village of Glendale grew in the mid-1800s with the extension of the Cincinnati, Hamilton & Dayton (CH&D) railroad. Located halfway between Cincinnati and Hamilton, Glendale was a logical stopping point for the passenger trains. It provided a quiet, clean and safe place for the executives from Cincinnati to go home to every night. The first train stopped in Glendale in 1851. During the late 1800's fourteen trains each day arrived in Glendale, including 3 commuter trains to Cincinnati each morning and evening to carry executives and other workers. Commuter train service was discontinued in 1927. Passenger trains continued to stop in Glendale on a less frequent basis until 1964.

Rumor has it that Daniel McLaren, a superintendent for the CH&D Railroad who lived at 815 Greenville Ave. in the 1870's, had the commuter train stop in front of his house so he would not have to walk the couple hundred yards to/from the station.

A lesser known "Iron Horse" is the Streetcar service to Glendale from 1901 to 1931. The Glendale Route was #76 and it ran from Cincinnati north on Congress

to west on Sharon to the end-of-line at the Sharon Loop on the northeast corner of Sharon Road and Springfield Pike (Rt. 4). The "loop" is where the #76 turned around and headed back to Cincinnati. It was immediately around the corner from Sharon on the right side of Springfield Pike between Sharon and Maple Knoll. There is evidence that after 1928 the Sharon Road & Congress Avenue wye (Y shaped turn-around) became the end-of-line. Route #77, which ran beyond Glendale to Springdale, was in service from 1928 to 1930.

The streetcar service was part of a larger interurban service between Hartwell and Hamilton (following Rt. 4). Constructed in the late 1890's by the Cincinnati & Hamilton Traction Co. the company was leased to Cincinnati Interurban Co. in 1902 which was purchased by Cincinnati Traction Company in 1905. Service to Hamilton stopped in 1926, while service between Cincinnati and Glendale/Springdale continued until 1931. At that time service north of Wyoming was stopped and the line completely abandoned the following year.