



Heritage News

A quarterly newsletter of Glendale Heritage Preservation, Summer 2021

A Tale of Two Gauges

This photo of a train standing outside the Glendale depot, taken in 1865 by F. Glessner, has been featured multiple times. It appeared in the book,



The Village of Glendale 1855 - 2005, celebrating Glendale's sesquicentennial. It was also, until recently, the basis for a mural on the side of the JackRabbit running shoe store. But have you looked at this photo closely? Have you noticed there are two sets of tracks, one inside the other, separated by a few inches. Since trains run on single pairs of rails, why would there be double rails on either side? Therein lies a story. I shall call it *A Tale of Two Gauges*.

The set of double rails was brought to my attention by David Oroszi. He had requested a copy of the photo, having spotted it in the Glendale Heritage Preservation online archive. Oroszi is himself an archivist for Dayton History at Carillon Park, specializing in railroads and trolleys. He is currently researching an article on the Erie Railroad for the Erie Lackawanna Historical Society.

In constructing the Cincinnati, Hamilton & Dayton (CH&D) Railroad, which runs through Glendale, the

company chose a gauge (the inside distance between rails) of 4 foot 10 inches, known as "Ohio gauge." By 1878, CH&D had converted to a standard gauge. According to Oroszi "There are all kinds of theories as to how they came up with the 4 foot 8½ inches gauge, which is called 'standard gauge,' from the spacing of early wagon wheels to the spacing of the Roman chariots. We will probably never know now, but it is what it is and probably will never change."

Another railroad, the Atlantic & Great Western (A&GW) Railroad, wanted to develop a southern route from Marion, Ohio, to Cincinnati using the CH&D track from Dayton. There was only one problem: A&GW used a 6-foot gauge. "So," according to Oroszi "rather than build another line between Cincinnati and Dayton they made arrangements with the CH&D to lay their 'wide gauge' rail outside the CH&D's 'Ohio gauge' tracks. This is called 'straddle rail.' This was actually a common practice back in the early days of railroading when there were so many gauges being built and nobody could decide which one was best."

Back to Oroszi's research project that started this tale of two gauges. According to Oroszi, "The Erie Railroad started in New York and wanted to get to Cincinnati to connect with the Ohio & Mississippi Railroad that went from Cincinnati to St Louis." Like A&GW, the Erie used a 6-foot gauge. So, they also used the CH&D 6-foot gauge track from Dayton to reach Cincinnati.

Oroszi says "Your pic at Glendale is one of the very few that show the Erie's tracks outside the CH&D's between Dayton and Cincinnati. In fact, I can only think of one other and it is at the CH&D depot in Cincinnati. So you have a very rare photo!"

Submitted by Martin Sinnott

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Glendale Heritage Preservation Officers 2021-2022



(Left to Right) Jill Beitz, Martin Sinnott, Dr. Jim Brewer, Carolyn Beaugrand, Helene Sedwick

Private Museum Visit for Your Club?

Glendale Heritage Preservation is pleased to extend an invitation to all area clubs and organizations for a private visit to the depot museum. Club members will be able to experience the “Women of Glendale” exhibit at a time set aside exclusively for them.



If your club or group would like to arrange for a special visit while the “Women of Glendale” exhibit is staged into November, just contact us at our email address GHP@fuse.net.

The Lost Clark Home

Having family roots in Glendale, I've always had a personal affinity for the village, its history, and, in particular, its old houses. It was while looking for vintage pictures of old houses that I came upon this 1889 photo of a gracious and rare example of stick and shingle architecture. It was identified as the home of Albert Gardiner Clark in Glendale, Ohio, and it was the work of Cincinnati architect, Charles Crapsey.



Albert Clark was born in Glendale in 1846, the son of Henry and Mary Clark. Henry was a druggist and bank director from Connecticut, who headed west and found himself among the original seven founding members of the 1851 Glendale Association. Of course, the heart of Glendale's historic district is still known as the Crawford & Clark subdivision, since Robert Crawford and Henry Clark were the trustees for that piece of land. According to the *1894 History of Cincinnati & Hamilton County*, Albert Clark lived on the "first lot" of that subdivision, which his father, Henry, had purchased for \$500. The 1869 Glendale Titus Map indicates that Lot #1 of Crawford & Clark was at the northeast corner of Congress and Oak, across from what we know today as Century Inn. However, I've found no evidence that the home pictured here was ever at that corner. Moreover, this 1894 mention of Albert is one of the very few references that I have found of him in Glendale's archival material.

Young Albert Clark attended prep school in Cincinnati and Connecticut. In 1865, he began studies at Sheffield College, the "scientific" branch of Yale. He graduated in 1868, returned to Glendale,

and in 1873 married Miss Jeanette Wilson. Together they had four children: Henry, Albert Jr., Carroll, and Mary, all born in Glendale between 1877 and 1891.

Albert became a lawyer and eventually made his name as an executive with the Cincinnati Street Railway. He was also a member of the executive committee and a director of Cincinnati Bell Telephone and the Cincinnati Insurance Company. For many years, he was on the board of directors of Rookwood Pottery and the Cincinnati May Festival.

Albert continued to call Glendale home and was active in its affairs. In 1881, he sued the Glendale Council for spending \$1,800 on improvements to Fountain Avenue on the basis that revenues for such a project had not yet been collected in taxes.

According to his Yale biography, he was also president of the Glendale School Board and president of the board constructing the Glendale Water Works. Oddly, my 1955 *Centennial History of Glendale* does not list Albert's name among those associated with either of these institutions and that's where the trail starts to go cold...

It appears that by 1897, the Clark family moved from Glendale, altogether. Why they left Glendale is a mystery, and the location of their house remains unknown. Census records in Glendale often did not include street names nor house numbers. And, directories and social registers only cite their home as "Glendale," which in the late 19th Century was adequate for a small village.

Having made inquiries on social media, some responses offered speculation that the Clark home did indeed stand on Lot #1 and was likely lost to a fire sometime in the early 1900s, but no record has been found to support that. Lot #1 appears to have been split in two equal parts, and around 1912, a small Arts & Crafts-era home was built on the eastern half at 20 Oak Avenue. That home still stands today.

Perhaps the readers of this publication might help solve the mystery of the lost Clark home.

Submitted by Terry L. Garrard, Jr.

Full text: www.GlendaleHeritage.org/glendale/memories



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Membership Levels

On behalf of Glendale Heritage Preservation, we'd like to thank you for your generous support over the years. Without you, we wouldn't be able to amass and maintain our vast archive collection, create museum exhibits, send out our quarterly Heritage News newsletter or manage the execution of preservation projects such as repainting village gaslights and street signs.

We have been working hard this year to show our appreciation in new ways. To that end, we have decided to showcase our wonderful donors. This year we are giving you a breakdown of donations at various levels and how many members are in each level. After much thought, we voted between three groups of level names based on different themes. The winners, as you will see listed, are playing on the fact that we are housed in a train depot.

Next year, we plan to name the individual members in each level. Understanding that some members may want to maintain confidentiality, there will be an option on the membership form to remain anonymous.

It is with gratitude that we present to you the format that we will use to acknowledge our supportive members thus far in 2021.

Level	Total Amount Given	No. of Members
Passenger	\$30	116
Ticket Master	\$35 - \$99	42
Switch Operator	\$100 - \$149	28
Railroad Conductor	\$150 - \$249	3
Locomotive Engineer	\$250 - \$499	2
Railroad Tycoon	\$500 plus	0

Submitted by Carolyn Beaugrand