



# Glendale Heritage Preservation Newsletter

"Preserving the Past for the Future"

## From the President's Desk

By Kevin Malloy

"Welcome Wagon" for Village Newcomers Question: if you were a newcomer to the Historic Village of Glendale, wouldn't it be nice to be officially welcomed with a personal gesture and gifts from people who care very much about the traditions and homes of Glendale? Well, we in the GHP believe that the answer is a resounding YES, and so we have just kicked-off our latest initiative, and it's one that has all the flavor of the old "Welcome Wagon" of years gone by. The idea is simple: new home buyers have made a commitment to live in Glendale and we would like to thank them and "enroll" them into the community with a gesture of friendship and belonging. The plan is straightforward: make a visit to the new homeowners and present them with some valuable welcoming gifts such as the full-color Sesquicentennial commemorative book sold by the GHP since 2005, a one-year complimentary Family membership into GHP and other attractive items beautifully packaged and presented by GHP Ambassadors Peg and Duff Shardelow. What a great way to begin one's new life in Glendale!

Looking Ahead: Re-living Morgan's Raid Speaking of sesquicentennial things, we all recall with great pride the 2005 Village-wide celebration of Glendale's Sesquicentennial of formal incorporation in 1855, complete with an outdoor theater spectacle based on the famous Morgan's raid during the Civil War. Glendale was clearly way ahead of the curve, as the various State and local Historical Societies are now preparing for the 150-year remembrances of that daring and legendary Raid by Confederate cavalry in July 1863. The Raiders literally came through Glendale and other nearby communities. The GHP is looking to play whatever role we can to assist the in the broader commemoration of that event next summer. Stay tuned...

## COME SEE OUR LATEST EXHIBIT: *THE CHANGING FACE OF GLENDALE.*, OPENING JUNE 2, 2012.

By Fiona Blaney

GHP's latest exhibit incorporates The Betts House exhibit "Lost Cincinnati: Why Buildings Die." Highlighting buildings from the greater Cincinnati area that are no longer with us, the exhibit is organized around eight major themes - fire, flood and other natural disasters, structural failure, functional obsolescence, the impact of the automobile, urban renewal, changing land uses, and financial factors.

We also look specifically at Glendale - buildings that have disappeared from our community and homes that have been remodeled almost beyond recognition - and highlight a few buildings that have been recycled and repurposed.

There are buildings in our community which need help, for soon their deteriorating condition will be beyond saving. We hope that you will visit the exhibit and join us in our efforts to preserve our heritage.



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The GHP Newsletter is produced by:  
Bob Galbraith

GHP Museum  
Hours: Thursday &  
Saturday 11am - 3pm



## C. H. & D. Railroad and Glendale.

By Bob Galbraith

Representatives from Hamilton, Dayton, Miamisburg, Franklin, Middletown and Monroe met in Hamilton on December 9, 1835 to urge the construction of a railroad between Cincinnati and Dayton. On March 2, 1846, largely due to the efforts of Henry S. Earhart of Hamilton, the Cincinnati & Hamilton Railroad was chartered by the State Legislature. The charter was revised on March 15, 1849 which included the renaming of the railroad to The Cincinnati Hamilton & Dayton Railroad (C. H. & D.). Construction of the railroad progressed from Hamilton southward toward Cincinnati but how was the right of way chosen? The company charter granted that the "...company and its officers, engineers and agents shall have the right to enter upon any land or lots to survey, locate and construct said road, of such width as may be necessary, and to take any materials adjacent thereto, which may be necessary, for the construction and repair of said road..." They did have to compensate anyone for land they took but they could go anywhere and there was little anyone could do but get out of the way.

Railroads depend on the friction of steel wheels on steel rails so ideally a railroad would choose the flattest, straightest path possible between any two points. Between Hamilton and Cincinnati that would have been down the Mill Creek Valley. The second consideration is the length of the line as every mile of track laid to get around an obstructing hill adds to the initial cost and more importantly adds to the travel time of every train that ever rides those rails. The third consideration is to minimize the number and tightness of curves as they create drag as the wheel flanges are forced against the outside rail of every curve. So the engineers that lay out the right of way are constantly balancing the distance they have to go against the grade or rise and fall of the right of way and the straightness of the track. Generally anything over a one percent grade, a change of elevation of one foot in 100 feet of length, was to be avoided. This means small hills were trenched, valleys were filled, and streams were bridged to keep the track as level as possible while minimizing the cost of construction. In the early to mid-1800's every cubic yard of dirt or rock was moved by man or animal power.

GHP has the records of four property transfers from land owners in what would become Glendale to the C. H. & D. They are very unusual in their vagary. Normally a deed describes the land being transferred in great detail with descriptions of distances and angles that describe the size and shape of the property and

ultimately end at the point of origin. These four deeds contain only a vague description of the property transferred.

James McClelland owned the quarter section that is on the south side on what is now E. Sharon Avenue from about the current railroad crossing east. He sold the railroad "the right to construct their proposed Rail Road, with its appurtenances, in such manner as is authorized in their Charter and its amendments, through the land I own, on the route surveyed and laid off through the same by R. M. Shoemaker, Engineer..." and the description only limits "said Company is to be confined within four rods in width." He sold this land for \$25 on March 18, 1850.

E. R. Glenn similarly sold the right to construct the railroad for an undisclosed amount of money and "for the purpose of inducing the said Company to construct a Rail Road from Cincinnati to Hamilton... on the route surveyed... by C. D. Jaquish, Engineer... which lands are situated in Section 4, 5 & 6 in Town. 2, Range 2." The railroad shall pay "...sixty seven dollars per annum for the ground taken and occupied... and construct cattle guards at the one side of the road line fences..." The Company was to use all waste dirt in the embankment and they were not to cut or take any timber on the land for either construction or maintenance. He further stipulated that the payment shall be in the form of Capital Stock in said Rail Road. This was agreed on February 12, 1848. The route of the railroad was changed from the location described above to "pass upon the east line of section five east of my residence... and will convey to The Company the right to use the water of a spring on my land in section four..." he further allowed "... said company the privilege of conveying the water from said spring in pipes or otherwise to the rail road..." for this he was given a \$300 credit toward his subscription for stock in said company. This was agreed to on April 2, 1850. This change in route moved the railroad to the east out of Springdale through what would become Glendale.

John L Riddle released to the railroad the right to construct through his land in "Sec No 5 of Township three of Entire Range One between the Miami Rivers in Hamilton County Ohio." He did "...grant to said company the right of way to construct their Rail Road with th negotiated. The implication is that the earlier agreement, like that with Glenn, had the route further to the west through Springdale.

The most detailed contract was between A. Skillman and the railroad in which he received \$300 for the purpose of "...inducing the said Company to construct a Rail Road... along the route surveyed and laid off through the same by Charles D. Jaques, Engineer, which lands are situated in the south half of section No 5..." The \$300 was to pay for the expense of moving his barn and other outbuildings, and the company had to maintain a way for him to get to the barn until the following October. The track had to follow a specific grade, and his



buildings happened to be in the way. This was witnessed on May 23, 1848, and he was to receive the money on October 1, 1848. There must have been delays as he did not get the \$300 until March 21, 1850.

Can you imagine the complexity of laying out this railroad in what was the wilderness? They had multiple engineers surveying possible routes and negotiations with multiple property owners at the same time. All done on horseback or by carriage.

## Do You Know?

By JoAnne Goode

GHP recently received a question regarding the Ziebold Safe Company from a local person who owns one of their safes. The GHP Museum also owns a safe built by that company. Ziebold Safe Co. was located in Woodlawn. The requester has done some research on her own but so far has been unable to find any information on the company or what the value of her safe might be. If anyone has any information please contact GHP and let us know.

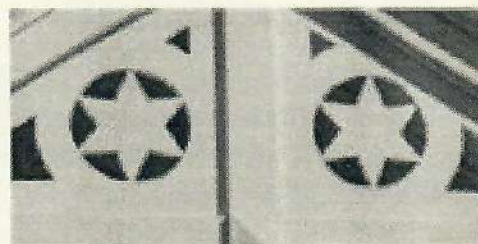


Another mystery turned up in the Police Department building. The flag pictured below was given to the GHP and we would like to know more about it. There is some thought that it might be of World War I vintage. The flag is approximately 67" x 44", bound on all sides and has two grommets. There are 10 appliquéd gold stars. Again, if you have any information about this flag, please contact us.



## Can You Find These?

In 1975 the GHP put on a display of all the houses in Glendale's Historic District as part of the celebration of attaining Landmark Status. This year GHP is working on recreating the display and comparing the 1974-75 photographs to 2012 photographs. In going through some 1300 old photos to identify the address Bob Galbraith has generated a new interest and appreciation for the architectural details on many of the houses. For instance, builders often used distinctive details to identify their work to the public. Can you identify the three houses in Glendale that have these distinctive double stars verge boards under the gable on the front of the house?



Send your answer to [GHP@fuse.net](mailto:GHP@fuse.net).





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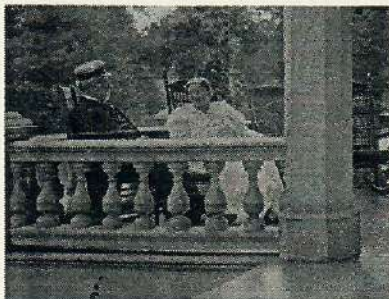
## GHP Donor Spotlight

By JoAnne Goode

In this issue of our newsletter, we would like to shine our Donor Spotlight on Glendale resident, Ralph Burchenal, who loaned us some wonderful family photographs so that we could create digital copies for the Museum collection.



landscape can be viewed at the GHP Museum during our forthcoming exhibit opening on June 2 and running through till September.



Two of those photographs are included here. The one on the left is William Alexander Procter and his wife, Charlotte Elizabeth Jackson, who are Mr. Burchenal's great grandparents. They are sitting on the veranda of their house, *The Oaks*,

which was located at 550 Albion Avenue. The photograph on the right is of their youngest daughter Bessie Procter and her husband Ralph Rogan on the occasion of their 45th Wedding Anniversary in 1945. This was also taken at the *The Oaks*. The Rogans are Mr. Burchenal's grandparents.

Both photographs provide interesting glimpses of a grand house that no longer exists. More about *The Oaks* and other homes and buildings that are gone from Glendale's

In addition to Ralph Burchenal, we also want to recognize the following for recent donations to our Archive Collection

*Glendale Police Department*  
*Robyn Allgeyer*  
*George Hall*  
*Beth Burchenal Jones*  
*Werner Lobert in memory of Marta Lobert*  
*Peg Shardelow*  
*Richard and Susy Spence*



If you are interested in making donations to GHP's Archives, visit the Depot between the hours of 11 and 3:00, Thursdays and Saturdays, or call Joanne Goode at 771-3371. Although we like to receive original materials, we can scan most photographs and documents and return the originals to you.