

Radways and the Railroad



*Bella Mary Ann Radway with the
family dogs in the early 1900s*

*Radway Farm on the east side
of East 49th Street*



*Radway Farm on the west side
of East 49th Street*

Radways and the Railroad

by Laura Nicklas Hine and Bob Mantell

Richard Radway, and his wife, Mary Ann Stone, came to Newburgh in about 1841. Back when the Radways arrived, much of the Cuyahoga River Valley was made up of fertile valleys and sloping thickly wooded banks on the Cuyahoga River which were scattered with the cabins of those who lived there. The fields were green where sheep and cattle grazed on the banks of the river. It was here that Radway chose to buy property to create a home and farm for his family.

Richard Radway was born in 1804 in Putney, Vermont. They had three children: Amaziah (born 1828, married Marietta Rathburn); Olive (born 1830, married Daniel Marshall); and Leavitt (born 1832, married Barbara Metzner).

Richard Radway purchased his first piece of land in Cuyahoga County in 1845. His land in Cuyahoga Heights was where the sewage plant is now located, starting at Canal Road and heading north up to and just beyond the current railroad tracks. He had another section of land on the west side of East 49th Street, halfway between the railroad tracks and Canal Road. In 1919, the total land owned by the descendants of Richard Radway was 131 acres. The Radway family owned the most land in our village. However, that was not to last—the Radway properties became a target for progress and is the story of a fight for a family to hold on to their land.

The Ohio and Erie Canal was constructed from 1825 to 1832. On July 3, 1827, the first canal boat traveled from Akron to Cleveland. The canal carried freight from 1827 to 1861, when construction of the railroads ended the demand for canal boat transportation. The final demise of the canal as a delivery system came in 1913 with a great flood. Richard Radway's first loss of land came on November 3, 1852 when he and 19 others who lived along the canal deeded land to the Canal Turnpike Company for the right of way for the road and track alongside the canal. Since the canal had already been in operation before then, we assume that this transfer of land in 1852 was just a formality transferring the right of way, and that the Canal Turnpike Company had been using it for years before then. The others, from what is currently the Village of Cuyahoga Heights, who sold land, contained in this deed were: Edmund Rathburn, Franklin Andras (Andrews), Nicholas Rice (Reis), Philip Knauf and Samuel Brooks.

Mary Ann Radway died on February 20, 1869, and Richard on April 21, 1875. They are both buried at Harvard Grove Cemetery. Their lives were over, but the struggle to retain the Radway family farmland passed on to their sons and grandsons. In 1906, the Cleveland Short Line Railroad wanted to build the railroad that runs through the valley between East 49th Street and East 71st Street, and also west of East 49th Street where the railroad trestle is today. Unfortunately, the Radway family had farmland on both sides of East 49th Street. With the advent of the railroad, both of their farms were wiped out.

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Here is how the fight over land transpired:

June 10, 1906 *Plain Dealer*

May Take Topsoil.

Railroad can skim ground for construction purposes, says insolvency court.

It has been established by the insolvency court of the county that a railroad can appropriate top soil for construction purposes. This question was raised recently by the Cleveland Short Line Railroad when it filed a petition to take some of the topsoil off of Leavitt J. Radway's farm, located on Independence Road, Brooklyn Heights. The trial lasted three weeks and the jury yesterday returned a verdict giving Radway \$8,500: \$1,400 for topsoil, \$2,100 as damages to the residue of his property, and \$5,000 for right of way. The railroad company offered to buy the farm outright. It also offered Radway in settlement \$1,500 more than he got by the verdict. Attorney W.S. Kerruish, for Radway, raised the question as to whether any railroad can go through a farm and skim off as much of the topsoil as they may need to make a fill or for general construction purposes.

July 19, 1906 *Plain Dealer*

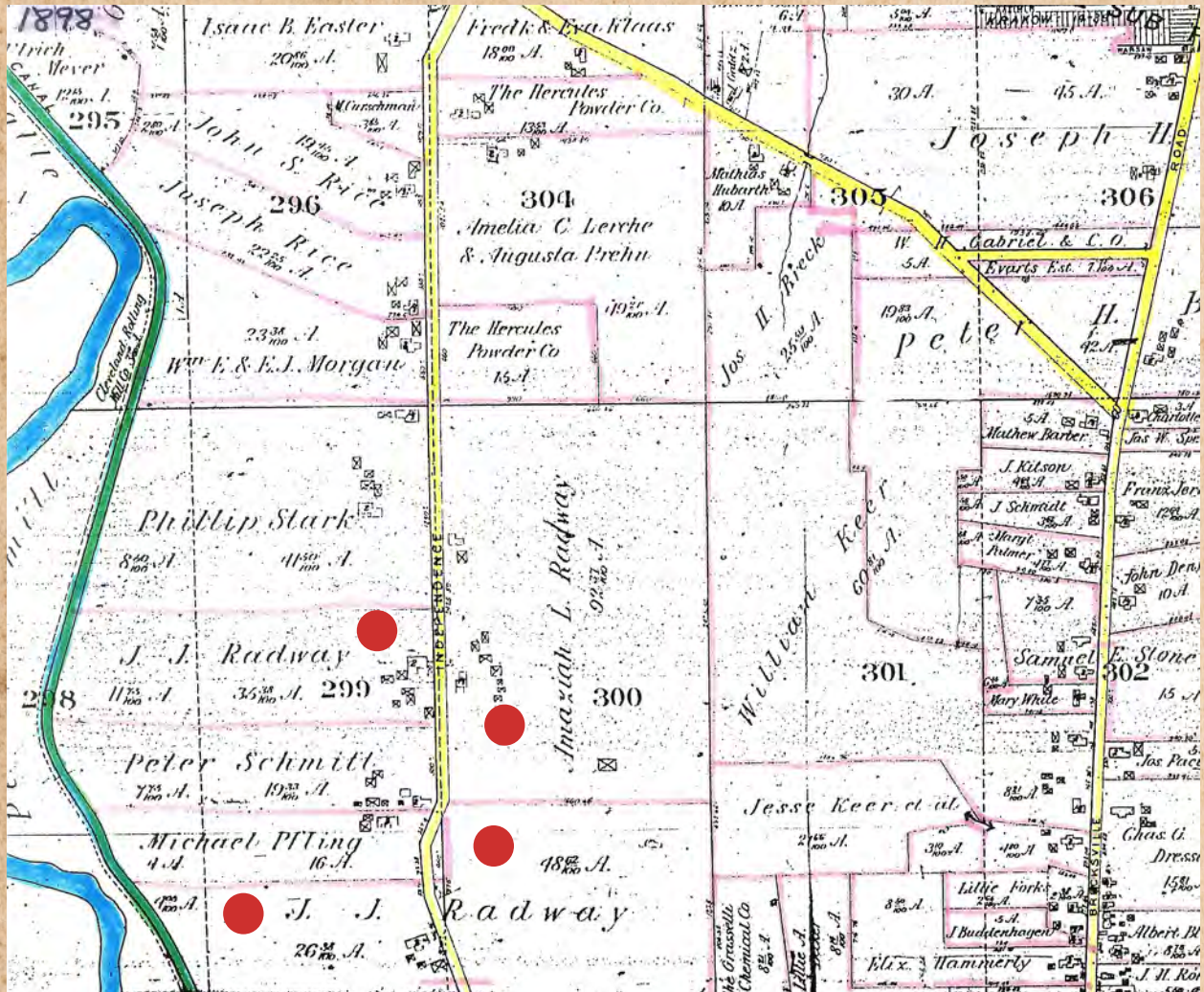
Fighting for Old Homestead. Radways of Newburgh Township and Belt Line still warring.

Feeling so keen that father and son are bonded to keep peace.

Twice, the Radway family on Independence Road, Newburgh Township, held belt line engineers and workmen at bay with guns, it is charged. Their farm was taken by the railroad company through appropriation, and an order of restitution had to be issued. This had been the homestead for nearly a century. Although worsted in court, and although offered much more money for their land than they were finally awarded, a hard struggle has been made by them to cling to the old home as long as possible. Chief Deputy Sheriff Ed Horn and deputies have made two trips for an amicable adjustment. The first time all was agreeable, and the Radways promised the premises would be abandoned immediately. They wanted the engineers to protect a certain wheat field, and time to put another house in shape to move into. These wishes were granted. Still the farm was not abandoned.

When deputies made the second trip they explained that all necessary money had been turned over, and that there would have to be a move regardless of how distasteful it might be. Father and sons shook hands and agreed to appear at the sheriff's office and make final arrangements. They came to the city on the date set, but changed their minds, and did not put in appearance. They went back home, determined to make another stand and keep away the railroad man as long as they could. When engineers went there again to tear down fences, Alfred Radway and C.I. Radway, the sons, told W.F. Carey, it is claimed, they would rather "hang than see that done." They also declared, according to Carey's affidavit, that the first man that touched a board on any fence, "would be shot down."

This information was conveyed to the belt line management, and both the Radways were arrested, taken to the court of Justice William Brown, and put under bond to keep the peace. The cases were continued to July 24. The first time engineers and a squad of Italian workmen went near the Radway farm, it is alleged that they were chased with axes and guns, and the fleetness of the newcomers saved trouble. It was learned

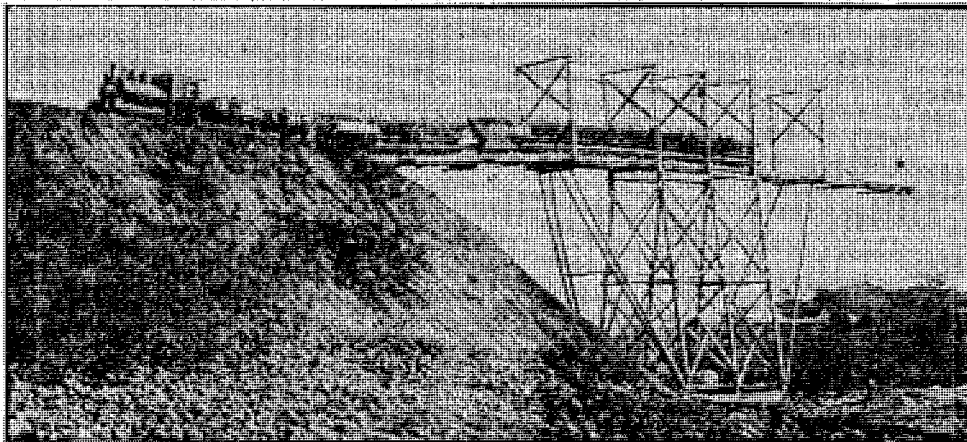
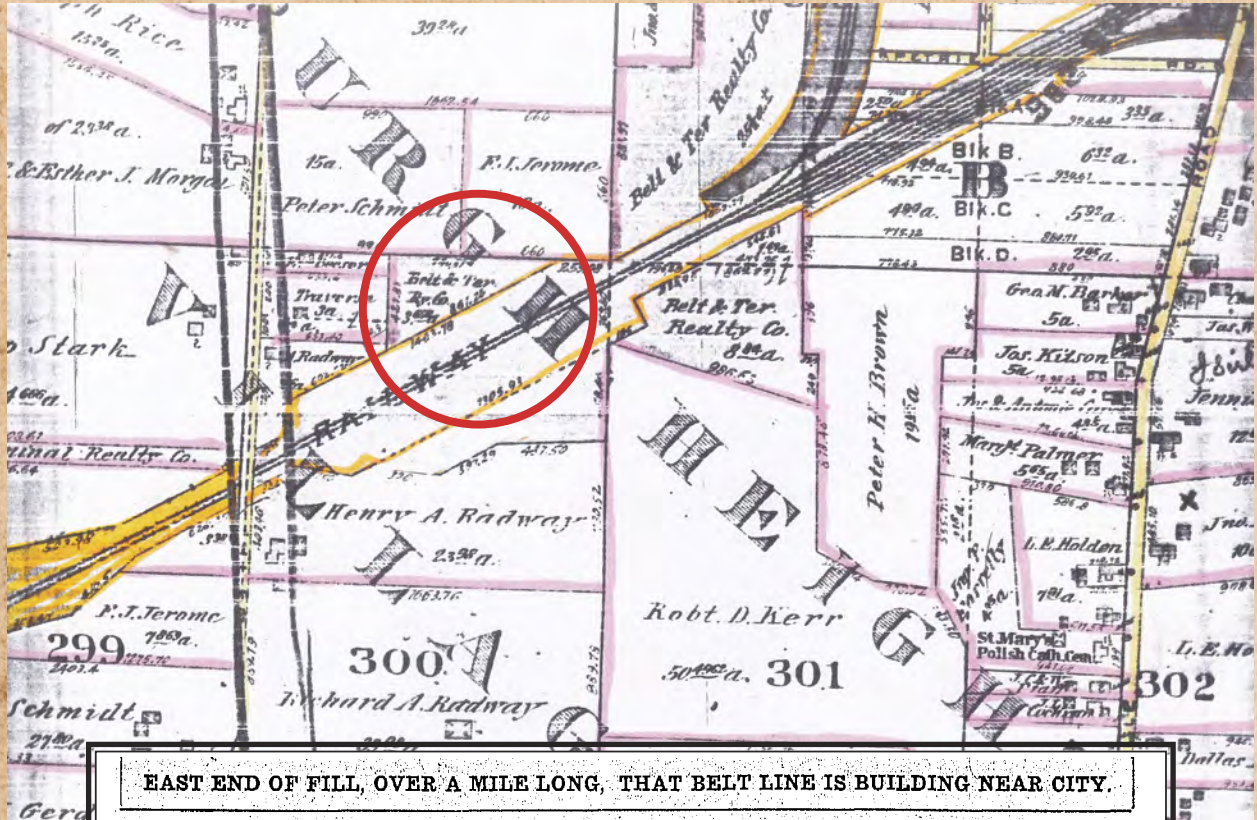


1898 Map Showing the Radway Farms

The Radway family farms were located on both sides of East 49th Street.

1912 Railroad Right-of-Way Map

The yellow line paralleling the triangle of land owned by Belt and Terminal Realty Company is the location of the culvert built to maintain the flow of the stream. The culvert runs under the railroad tracks.



Movable trestle, called "Jumbo," is used from which dirt cars are dumped.

The Cleveland Short Line is making a fill 6,000 feet long just outside of the city limits. It extends from the Radway homestead on the west to a point near E. 71st-st. on the east. The work is one of the most difficult on the belt line job. The valley in which the roadbed is being built is about 400 feet deep at some places. The fill was necessary in order to

maintain the low grade in which the road excels.

The making of the fill requires the work of experts. The dumping of dirt is made easier by a movable wooden trestle. It is called the "Jumbo" by the workmen. The dirt cars are backed out onto the trestle over worktrain tracks and the trestle is extended along as the dirt is piled up under it. The dirt cars dump

automatically and alternate. No two dump in succession on the same side of the fill. This makes the work on both sides uniform.

The dirt for this kind of work is taken from two steam shovels that are excavating nearby. The temporary tracks extend from the steam shovels to the fill and the trains are operated by dinky engines that make fast time.

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yesterday that the Radways have also met with more misfortune in court procedure, making it still harder for them to give up. The belt line people paid stenographer hire in the appropriation case, and the other side cannot get a record. For that reason, they are unable to carry the case to a higher court, although they filed their bill of exceptions. Leavitt J. Radway, the father, against whom suit was brought, has made his home on this farm seventy years.

July 26, 1906 *Plain Dealer*

Brothers Lose Fight for Home.

Belt Line can now invade old Radway Farm and meet no resistance.

Family gives word to Court and sons thus gain freedom.

Alfred and Charles L. Radway (sons of Leavitt Radway), who were arrested at the instigation of the Cleveland Short Line Railroad Company, because they attempted to prevent the railroad from building through their father's farm on Independence Road, were discharged by Justice William Brown yesterday morning. For sixty years, the Radway farm on Independence Road has belonged to the Radway family and three generations of them have lived there and worked in its fertile fields. Although not as large as when the grandfather of the two brothers came into possession of the tract, yet it has many associations that have made these folk loath to give it over to the intrusion of the railways.

The law of the state, which permits a railroad a right of way through private property, upon payment of damages to the owners, takes no cognizance of such sentiments. When representatives of the railroad presented themselves at the border of the Radway property on July 12, they came knowing that they had the right on their side and knowing nothing of the feelings of its owners.

The father of the young men, William Radway, nearly seventy years of age, gave reluctant consent to the use of his land. He had accepted the damage assessment and was prepared to let things take their course, but not so with the younger blood. When W.F. Carey and J. Kinnison, representing the railroad, demanded entrance to the property, the Radway brothers met them with guns. "If you pull one board off of that fence," said Charles Radway, "I'll shoot you dead. I'd just as soon be hung!" And the railroad men went away. A peace warrant sworn out by Carey caused the appearance of the brothers before Justice Brown. The latter took their assurances that they would submit to the legal necessity and keep the peace. They were discharged yesterday morning.

August 3, 1906 *Plain Dealer*

Lose Fight for Old Homestead.

Deputies from Sheriff's Office force Radways from home they love.

Household possessions of family packed into van and moved.

Another stormy chapter was added to the story of the efforts of the Radway family to retain their old homestead in Newburgh Township yesterday, when Chief Deputy Sheriff Edward Horn and Deputies Thomas James and Peter Buckingham went to the place and forcibly evicted the family. In their love for the old place,

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which has been their homestead for seventy years, the family had defied the recent mandate of the court and made no effort to move. Even now, after the forcible eviction, the Radways hope by legal process to stay the destruction of the place.

The officers went out early yesterday and took with them a moving van and a staff of helpers. The eviction papers were served and without more ado, the moving van commenced. The Radways offered no forcible defense, though they pleaded with the officers that it was most unjust that they should be forced out. Horn told them he had no option but to obey the order of the court and the work of removal went on. The household possessions of the family were all moved into a new house nearby, which had been built for the emergency. The new house is much more elaborate than the old one, but it has been standing idle ever since it was built because the family wanted to stay in their old home as long as possible. The deputies, aided by the Radway brothers, superintended the moving, and before the officers left the family was ensconced in its new home.

The Radways have fought long and hard to remain in their old home. Twice they drove away workmen who came to the farm in pursuance of the order of the court to take away soil. Once the sons shouldered muskets and stood guard. Shots were fired and the workmen fled precipitately. A week ago, the two brothers, Alfred Radway and C. I. Radway were placed under bond to keep the peace. Then the court issued a mandate compelling them to move. Instead of moving, the brothers have been in daily conference with their lawyers, trying to devise some means of circumventing the corporation.

The proceeding against the Radways was brought by the new belt line railway company. The company claimed it was necessary for it to have topsoil for fills and that it would be impossible to bring it from a distance on account of the cost. The court upheld the contention.

July 15, 1907 *Plain Dealer*

East End of Fill, over a mile long, that Belt Line is building near city.

Movable trestle, called "Jumbo" is used from which dirt cars are dumped.

The Cleveland Short Line is making a fill 6,000 feet long just outside of the city limits. It extends from the Radway homestead on the west to a point near East 71st Street on the east. The work is one of the most difficult on the belt line job. The valley in which the roadbed is being built is about 400 feet deep at some places. The fill was necessary in order to maintain the low grade in which the road excels. The making of the fill requires the work of experts. The dumping of dirt is made easier by a movable wooden trestle. It is called the "Jumbo" by the workmen. The dirt cars are backed out on to the trestle over work train tracks and the trestle is extended along as the dirt is piled up under it. The dirt cars dump automatically and alternate. No two dump in succession on the same side of the fill. This makes the work on both sides uniform. The dirt for this kind of work is taken from two steam shovels that are excavating nearby. The temporary tracks extend from the steam shovels to the fill and the trains are operated by dinky engines that make fast time.

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September 18, 1907 *Plain Dealer*

Belt Line Work is Moving Fast. Progress in last few months has been remarkable, especially on big fill. Second lift nearly done.

About 500 men are at work on construction and results on masonry are satisfactory, about 40,000 cubic yards of concrete having been placed—steel viaduct will be giant and road itself is a wonder from standpoint of the country it traverses. Rapid progress has been made on the construction of the Cleveland Short Line since June. John Marsch, the general contractor, has at present about 500 men at work. Six steam shovels, four excavators drawn by traction engines, 100 teams and 16 dirt trains are now being operated. West of the Cuyahoga River, six trains are being used, running ten cars a day. East of the river, trains are being run with from eight to ten cars to a train.

The work on the big Radway fill, which was started in June, will require 1,250,000 cubic yards of dirt. The first lift of this fill was taken from an adjoining hill. That work took eight months. The second fill is being made from material out of burrow a mile east of the work. The original intention was to complete the fill with the second lift, but this has been changed and a third lift will be constructed, the second to come within 20 feet of the grade.

The concrete masonry on the belt line has been done under the superintendence of Dunn & Keith of this city. The work was commenced in August, 1906 and has progressed steadily since that time. There was completed during 1906 one 24-foot arch at station 480, one 10-foot arch at station 456, one 10-foot arch at station 300, one 50-foot arch at station 360, one 8-foot arch at station 330, one 6-foot arch at station 290, one pair of abutments at station 480, one 4 x 4 foot box culvert at station 70, and an abutment and 36 pedestals at station 100. About 40,000 cubic yards of concrete have been placed already.

The tracks will be laid under the highway and a 90-foot span steel girder bridge with concrete abutments is being built. The abutments will rest on piles (pilings) which are being driven 35 feet to a shale bottom. The excavation work here is being handled by a traction engine and an excavator loading into dump wagons. The dirt excavated is used in making the highway approaches to the bridge.

The steel viaduct now being built across the Cuyahoga will rival the biggest railroad bridges in this and other countries. There will be 15 spans, the longest one being 180 feet across the river. This bridge also crosses the Ohio Canal with a span of 100 feet, and the tracks of the Cleveland Terminal & Valley Railroad with a span of 114 feet. The reinforced concrete abutments will be about 60 feet high and will rest on a bedrock shale. There are 56 concrete pedestals which, with the exception of 16, will rest on a bedrock of shale. There are 50 pedestals that will be set on the rock foundation.

The road will be remarkable in comparison with most belt lines in the difficult character of the country traversed; not far east of the crossing of the B&O in Brooklyn Heights, it runs through a cut 72 feet deep in rock and shale, while at the Cuyahoga River, it crosses the valley on a viaduct 1,080 feet long, 157 feet high, and in the embankment then succeeding there will be over 1,250,000 yards of earth when finished. The grading is to be completed by September, 1908. The estimated cost of this line is \$8,000,000. The line will be 19.3 miles long. The portion from the Lake Shore connection near Berea to the Big Four is built and the track laid and ballasted.

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Amaziah and Leavitt Radway lived to see the completion of this railroad and the destruction of their farmland. Amaziah died in 1909, and Leavitt in 1911. They are both buried at Harvard Grove Cemetery, along with their wives. Alfred Radway, son of Leavitt, died in 1912, leaving Charles Radway (son of Leavitt) to witness the final destruction, by way of the sewage plant.

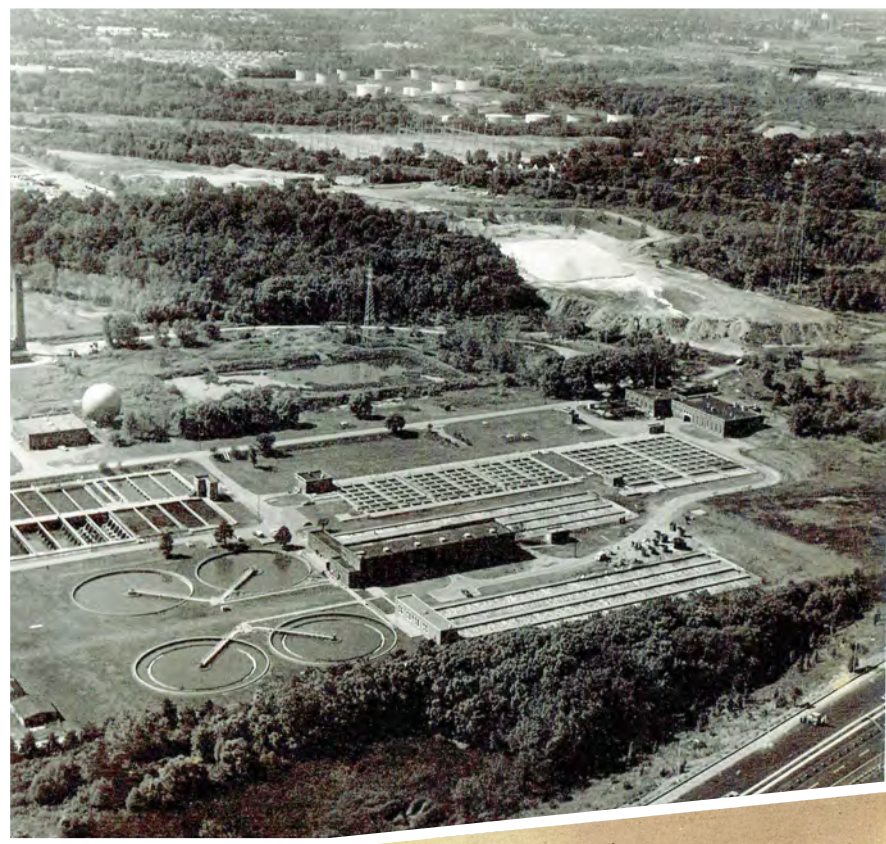
A Culvert

In April of 1909, Joseph and Margaret Traverse sold a tiny piece of property which abutted the Attewell land on East 49th Street containing 1.5 acres to the Cleveland Shortline Railway Company. This tiny piece of property in later years passed on to New York Central and then CSX. It is still owned by the railroad today and can be seen on Google maps today. The deed states that the Traverse's "hereby release and forever discharge the grantee, its successors and assigns from all debts, claims, demands, damages, actions and causes of action whatsoever and including such as may have arisen by reason of or in any manner growing out of the cutting away of the earth upon the land hereby conveyed or the caving or sliding of said earth or any encroachment by the grantee upon said premises on account of the making of a waterway across or adjacent to the same, or by reason of any other act of the grantee committed prior to the date hereof."

Why did the railroad buy this little piece of property? The railroad had to maintain flow of the stream and probably wanted this land as a buffer from other landowners to assure that the flow of the stream was maintained. This little piece of land now contains the culvert that flows under the railroad tracks. The culvert is totally different than the dam that Bob Mantell and others remember, as you'll learn about as you read onward. This culvert that runs under the railroad tracks was built by the railroad and was in place before the sewage plant was started. When the sewage plant was developed, it had to build structures to route the storm flow that passed through the property, and they did. There was one culvert on the east side of the plant that flowed into the canal, and another on the west side of the plant that went under the canal to the river. This was a very old box culvert, constructed when the canal was built.

The dam itself was on the 3.65 acres that was owned by the Belt and Terminal Realty Company property shown on the 1912 map. The culvert is in the location of that tiny piece of land labeled 128 x 140.8 on the map. The land labeled E. Beeser is the Meyer property at 4569 East 49th Street. The land labeled Jos. Traverse is the Attewell property at 4603/4605 East 49th Street. The land labeled R.A. Radway, is the O'Malley property at 4615 East 49th Street. The O'Malley home itself was originally located at 5507 Grant Avenue and was the home of Jacob and Mary (Reis) Gallitz. It stood near the northbound ramp onto I-77. James Joseph O'Malley moved this home from the Grant Avenue location to this location at 4615 East 49th Street in 1943.

*City of Cleveland Salt Pile just north of
the Regional Sewer District in 1972*



The Radway Farm

*The Meyer House and
Helen M. Meyer on March 24, 1940*

Meyer House photograph courtesy of Marilyn Meyer Montesanto



Footprint of the lake behind the dam and culvert

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A Dam and a Lake

The railroad was finished in 1912, and now we enter the discussion of the dam and lake. Bob Mantell mentioned that at one time there was a dam and lake down below the houses on the east side of East 49th Street. He spoke to Al Preisendorf about this, and Al vividly remembered it. Here are Al's recollections:

"The dam was an earthen dam that was about six feet high and over 100 feet long! It spanned the valley (east to west) and was near the NYC railroad siding. The overflow ran through a culvert under the railroad siding to the south. There was a lake behind the dam that ran north to behind what is now General Electric. There were benches and picnic tables on the west side of the lake and people boated and swam in it. There was a tree that the kids would climb and then dive into the lake. In the *75th History*, in the *Social Life in the Early Days* chapter, it mentions skating on the ponds during the winter months. Perhaps people skated on this lake. There was a road between the Attewell home, 4603 East 49th Street, and the O'Malley home, 4615 East 49th Street, that went down to the lake. People drove their cars down to it."

"Somewhere around 1940 to 1947, Henry F. Meyer, Helen Meyer's brother, 4569 East 49th Street, had the dam dynamited because of a fear of liability if someone drowned. The three property owners whose land the pond was on were Henry J. Meyer, 4569 East 49th Street; Attewell, 4603 East 49th Street; and O'Malley, 4615 East 49th Street. We do not know who built the dam."

Danny Schoeffler shared that there was a dirt road that went down the hill on the Attewell land. At the bottom, there was a brick wall when he was a kid, and it was six to eight feet in height with a sewer on the bottom. Note, this brick wall was not the same as the earthen dam.

Pete Rhome shared that he remembered the sewer that Danny mentioned used to have a pipe extending out of the ground about halfway up the brick wall which created a small lake. Again, this brick wall is not the same as the earthen dam.

Shireen Patterson, who owns the Meyer home today, confirmed that there was a lake, and she recalled that Mr. Meyer said that he dynamited the dam. Shireen and her son, Ross Patterson, think that the lake was behind the Meyer house, and the dam was behind the Attewell or O'Malley house.

Bill Attewell confirmed there was a lake. Bill said: "I never played down in the lake. There was a road down to it, and one time I rode an old car down the road and often walked on the road."

Bob Mantell remembers the remnants of the dam. He used to sled ride on the dirt road that Al Preisendorf mentioned, until too many trees came down, blocking it from being used. It was one of two sled riding paths he had. The other started behind Ben Stawicki's house at 4549 East 49th Street. Attewell's road was straight, but Stawicki's hill had some twists and turns. They also used to sled ride down the long road that went to the pump house from East 49th Street.

Bob also said the area behind their property was a flood plain for a tributary of Burke Brook. Burke Brook ran to the Washington Park area and the Cuyahoga River from the east. There was a significant elevation drop from the beginning of the valley behind General Electric, to where the stream passed under the railroad siding south to the sewage plant area. Bob and friends would sled ride down the hills to the flood plain. Bob could definitely visualize a lake behind the remnants of the dam. It was a significant area.

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Bob's mother, Alvena Gallitz Mantell, also talked about this lake occasionally, and she spoke often with Helen Meyer. Bob Mantell also mentioned that as a kid, they would try to dam the creek, and they always did it at the remnants of the old dam. Sometimes they would get it to back up pretty good, before everything would just wash away. Bob also recalls that the road between the O'Malley and Attewell homes ran southwest to northeast, following the same angle as the railroad. The Stawicki's sled riding path ran from northwest to southeast. Both the Attewell/O'Malley road and the Stawicki sled riding path ended in nearly the same location—possibly behind the Meyer property. Bob also shared that the remnants of the dam were a little further south than the end of the Stawicki sled riding hill and the Attewell/O'Malley road. So, the dam would have probably been on the very southern end of the Beeser/Meyer property or the northern end of the Traverse property on the 1912 map.

Bob also shared that the landfill literally erased the valley and hillside behind all the houses, except Attewell's. They never sold their property until recently, and the landfill wanted their property to create an entrance off of East 49th Street where trucks could access the landfill. The last years Bob would have gone sled riding in this area was 1967 or 1968. The *1951 Cleveland Historical Map* clearly shows the footprint of a stream running through the valley. The *1979 Cleveland Historical Map* shows that the landfill is well underway, Stawicki's hill is gone, and there is no valley today. The landfill ends near the railroad with a very steep drop-off. The culvert under the railroad is still there at the bottom end of the landfill.

Paul Dey, the Village Engineer, approached the Sewer District and wanted the District to clean the culvert because it was almost 100% blocked. As an employee of the sewage plant, Bob Mantell was asked to scope out the issue. He and Wayne Anielski checked it out. On the north side of the tracks they could barely find the culvert. It was blocked up with maybe two inches of it showing. When clean, the culvert was four to six feet in size, giving one the ability to walk through it. On the south side of the tracks, they couldn't find the other end of the culvert. The City of Cleveland used to store its salt supply where the Sewer District's building on East 49th Street is located—the former Loparo Sand & Gravel property. They covered the mountains of stored salt with tarps and weighted the tarps down with old tires. When Loparo left and the Sewer District took over the site, Loparo must have dumped every old tire in that area where the culvert discharged. It was an absolute mess. Bob believes that the cleaning ended up being a joint effort of the village and the Sewer District. That happened around 1998 or maybe a little earlier/later. It was a major project and had an enormous cost of about \$2.3 million dollars. The culvert passing under the tracks is 700 feet long and something like four to six feet or even larger and over 100 years old. Bob used to have a drawing of it when he was working at Regional Sewer. He recalls that Paul Dey gave it to him, and Paul acquired it from the railroad.

Al Preisendorf and Richard Wallace were both born in 1939, so they would have been one to eight years old when the dam was destroyed. Bill Attewell was born in 1935, so he would have been five to twelve years old when the dam was destroyed. Bob Mantell was born in 1952, so he only remembers the remnants of the dam. The Attewells didn't move to this property until 1951. Al, Richard and Bill were all of the right age to hear stories about this pond from the people who lived it—their parents.

As to who built this dam, there are three options: either the Radway family built it to help irrigate their farmland; the Meyers built it; or the railroad built it to slow the flow of water going through the culvert that they had installed under the railroad tracks. The Radway family owned the property that contained the

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dam until 1916, and the Meyers bought it in 1917. If the dam was built by the Meyer family, it was built between 1917 to 1947 and destroyed between 1940 to 1947. At first, we were guessing it was the Meyer family who built it, as you don't blow something up unless it was yours. Rich Wallace, Al Preisendorf, Shireen Patterson, and Bob Mantell's mother, Alvena Gallitz Mantell, said that it was dynamited by the Meyer family. However, we think the most likely scenario is that the railroad built it. Being that it was eight feet tall and 100 feet wide, that would have required equipment to build, and therefore, the railroad probably installed it when they built the railroad tracks and culvert. A dam would control the flow of water to the culvert and minimize the amount of sediment entering the culvert. Most of the sediment would settle behind the dam in the bottom of the lake.

There is a family tree on *Ancestry.com* with the Deffner family that includes Helen Meyer. In that family tree was a picture of Helen Meyer dated 1940. We believe that this picture shows the lake behind the dam looking north. This is what the valley looked like when Bob Mantell was a kid—high bluffs to the north. We pondered the thought that perhaps Helen was a lover of the outdoors and possibly it was part of the plan to build the dam and create a recreation area. She was still sled riding at age 40! We assume this is her property because, like other villagers, why would Helen go anywhere else to sled ride when she had such a great playground on her own property. Al Preisendorf shared that Helen Meyer was an engineer for Ohio Bell. Engineers build things—so perhaps Helen had a hand in creating this dam. It seems Helen's father was not opposed to hard work. He worked in the brickyards as a laborer. Being from the old country, he was probably experienced in living off and enjoying the land. He probably was a hunter and had a love for the outdoors as well. The possibilities are endless, but how cool would it be to build a dam with your daughter as the mastermind?

We did speak to Marilyn Meyer Montesanto, daughter of Henry F. Meyer who dynamited the dam. She had no recollections of the lake or the dam, or the dynamiting of the dam. However, she did say that her father would visit his parents, Henry J. Meyer and Louisa Maag Meyer, on his own during the day, and he could have dynamited the dam without her knowing about it.

Marilyn was born in 1936 and would have been between four and eleven years old when the dam was destroyed. Marilyn never lived in the Village of Cuyahoga Heights. She and her parents lived in University Heights and would travel through the valley along Canal Road and north on East 49th Street to visit her grandparents at their East 49th Street home. It was Marilyn who cleaned out the house and prepared it for sale after Helen Meyer died in 1972. In 1975, Marilyn and her brother, Henry, sold it to Pete Boyas. Then, also in 1972, Boyas sold it to Gilbert and Shireen Patterson. Shireen Patterson Mitchell still owns the home.

We are rather astounded that there wasn't much common knowledge about this lake. It's clear that the pond and dam definitely existed. Perhaps because it was on private property, not too many people used it. Perhaps they didn't feel right going onto someone else's property to get to it. The road to it was on private property. This might explain the lack of people knowing about the lake other than those who lived adjacent to it or friends of the family. Access to it may have made it a playground for only a few. We like to think they had many hours of recreation fishing, swimming, and enjoying the beauty of the area back then.

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Progress Continues. The Final Demise of the Radway Farm.

The Southerly Wastewater Treatment Plant was designed in 1924. The City of Cleveland began construction in 1927 and opened it in 1928—Charles Leavitt Radway watched it all take place. Bob Mantell found the following article dated July 12, 1928 in the *Engineering News-Record*. The author was A. Burger, Associate, George B. Gascoigne, Cleveland, Ohio.

“Directions—The Southerly Sewage Plant is being constructed by contract for the City of Cleveland, of which W. S. Ferguson is the Director of Public Service and Robert M. Hoffman is Commissioner and Chief Engineer. Plans and specifications for the work were prepared by George B. Gascoigne, Consulting Sanitary Engineer, who is also supervising the construction. The writer, who is associated with Mr. Gascoigne, had immediate charge of the design and construction of the work. The Mellon-Stuart Company, Pittsburgh, Pennsylvania, was the general contractor for \$2,659,211. The outfall section of the intercepting sewer was built by the Graham Henderson Company, Cleveland, at a cost of \$220,695. The contract was awarded on December 23, 1925, but actual construction work was not begun until June, 1926. The work was done under the immediate supervision of J. P. Krager, Vice-President, and was directed by James M. Markey, Superintendent, and J. W. Holman, Chief Engineer, for the contractors.”

Hunkin-Conkey Construction was involved later in many upgrades to the sewage plant. Before the plant mentioned above was constructed, there was a smaller plant operated by the Village of Cuyahoga Heights. This little plant was located in the northeast corner of the current Southerly Plant, just south of the railroad tracks and just west of Interstate 77. The small plant the village ran treated sewage from the first sewer on East 71st Street. When the larger Southerly Plant went online in 1928, the small treatment facility was abandoned. The sewer from East 71st Street was connected to either the Southerly or Mill Creek Interceptor. The area containing the Southerly Wastewater Treatment Plant was originally 60 acres of absolute wilderness.

The Southerly Plant was unique. The effluent from the plant would be discharged into the Cuyahoga River, rather than Lake Erie. It was important that the effluent be relatively clean since the flow of the river would not always be sufficient to oxidize a large quantity of tank-treated sewage. A higher level of purification was necessary, compared to the Easterly and Westerly Works. The plant was designed to serve 280,000 persons and treat 35 million gallons per day of sewage. The powers that be also decided eventually that the treatment of all solids be done at the Southerly Plant. By 1953, the plant could serve 455,000 persons and treat 68 million gallons per day. In the summer of 1987, the Regional Sewer District entered into an agreement with the City of Cleveland to receive and treat water plant sludge from three of its water filtration plants. The sludge was pumped to interceptors to Southerly. As you can see, the Southerly Plant started large, and grew larger as the years went on. The Radways didn't stand a chance.

The Southerly Interceptor was an eight by six feet circular brick interceptor. An interceptor is a large conveyance sewer that small lateral sewers connect to. It started at Orange Avenue by Progressive Field and ran south to Southerly. Connecting to this interceptor on the sewage plant property from the east was the Mill Creek Interceptor which was four by three feet. That ran to the east towards the Miles Road area. It passed under the old trestle on East 71st Street and down the road next to the Willow House.

Southerly Wastewater Treatment Plant

Construction begins at Southerly Wastewater Treatment Plant in 1925 to 1926.

Notice Radway's cornstalks on the left. Image is looking north towards the railroad tracks.



Southern Interceptor

Image is looking north towards the railroad tracks.



Southerly Wastewater Treatment Plant

Cuyahoga Heights 2018 Centennial

More interceptors were added later:

Big Creek: 6 feet x 3 feet

Southwest: 9 foot Circular

Cuyahoga Valley Interceptor: 6 feet

A timeline of expansion projects at Southerly:

1930 – Imhoff Tanks added

1938 – Incineration Building added

1955 – Activated Sludge Secondary Treatment added

1960 – Vacuum Filters added

Post 1960 – Further growth continues

1972 – Northeast Ohio Regional Sewer District takes over the facility

1974 – Major rehab done at Southerly

2009 – Renewable Energy facility built

The 1936 view of the Southerly Waste Water Treatment Plant shows what Charles Radway saw in 1936, the final destruction of his family farm. He died on August 12, 1937, and is buried at Harvard Grove Cemetery. However, this was not the end of the Radway descendants in Cuyahoga Heights. Charles' sister, Bella, married William Krapf and had two daughters, Isabelle "Bella" and Dorothy. Bella married Jeb McCandless, and they had two children: Jeff and Linda, graduates of Cuyahoga Heights School.

Southerly provided a great benefit to the residents of Cuyahoga Heights. Many obtained jobs there. Some even worked at the plant their entire career. The environmental benefit to Cuyahoga County and the Village of Cuyahoga Heights was huge. As for the Radway family, the ultimate result was the loss of their farm and land. Although they were paid for the land, it is clear that they would have rather kept their beloved homestead. When they first purchased their farmland, they could have had no idea what their fate would be. Progress came and bowled them over—no wonder they were out there with their guns 'a blazing!

George Munz and Mayor Thomas L. Johnson Trout Farm and Pleasure Ground

There was one more pleasure ground on East 49th Street way back in time! The 1976 history *The Village of Cuyahoga Heights in the Bicentennial Year 1976–77* mentions the following: "On East 49th Street near the road to the old Ohio Canal pump house, the former Mayor of Cleveland, Tom L. Johnson, built a summer cottage and trout fishing troughs." Mayor Tom L. Johnson would bring his friends here to fish. His family would also spend time there during the hot summer months. The property also contained a fish hatchery to supply the pond.

Cuyahoga Heights 2018 Centennial

August 17, 1927 *Plain Dealer*:

“Now it costs 10 cents to look at the Blue Hole of Castalia. When I visited Castalia many years ago it was free to look at. It was then as now the property of a trout club. Mayor Tom L. Johnson was a member of the club, for brook trout was one of this great man’s prime hobbies and he subsequently established a private trout farm of his own in what was then Newburgh Township.”

The 1912 map shows the George Munz Trout Company on East 49th Street. Mayor Tom L. Johnson died in 1911. There was a newspaper article dated October 24, 1911, in which Mayor Tom L. Johnson’s estate was tied up—one of the items being 30 shares in the George Munz Trout Company. The Munz land was at the current location of the access road to the old pump house. George Munz was the Secretary for the Board of Elections and later took a position with the Auditor’s office. George Munz died December 17, 1932 in Cleveland. After the 1910 Census they appear on Bucyrus Avenue. George is buried at Brooklyn Heights Cemetery.

Deeds for the Trout Farm Property

May 4, 1858 — Nicholas Rice (Reis) sells to Jacob Engert

November 20, 1865 — Jacob Engert sells to Esther Morgan

September 15, 1893 — Esther Morgan sells to Mary Curschmann who appears as owner in the 1898 map

April 5, 1898 — Mary Curschmann sells to George and Minnie Munz

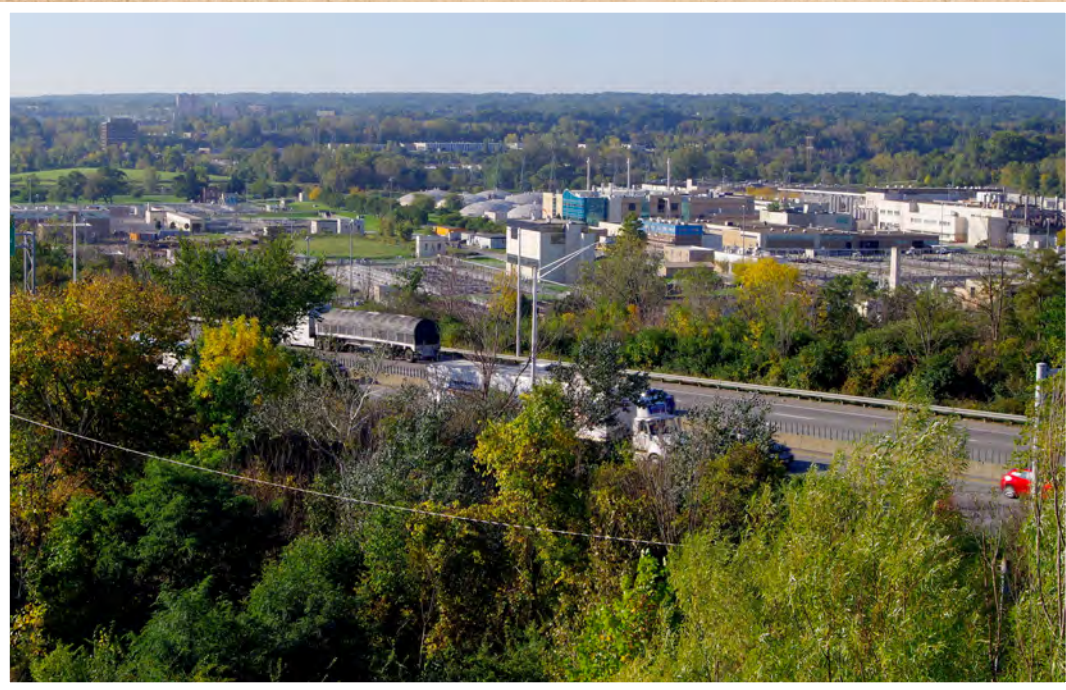
1900 and 1903 — John and Joseph Rice (Reis) sell more land to George and Minnie Munz

1903 and 1904 — George and Minnie Munz sell to the George Munz Trout Company

April 28, 1916 — George Munz Trout Company sells to Ralph Hecker

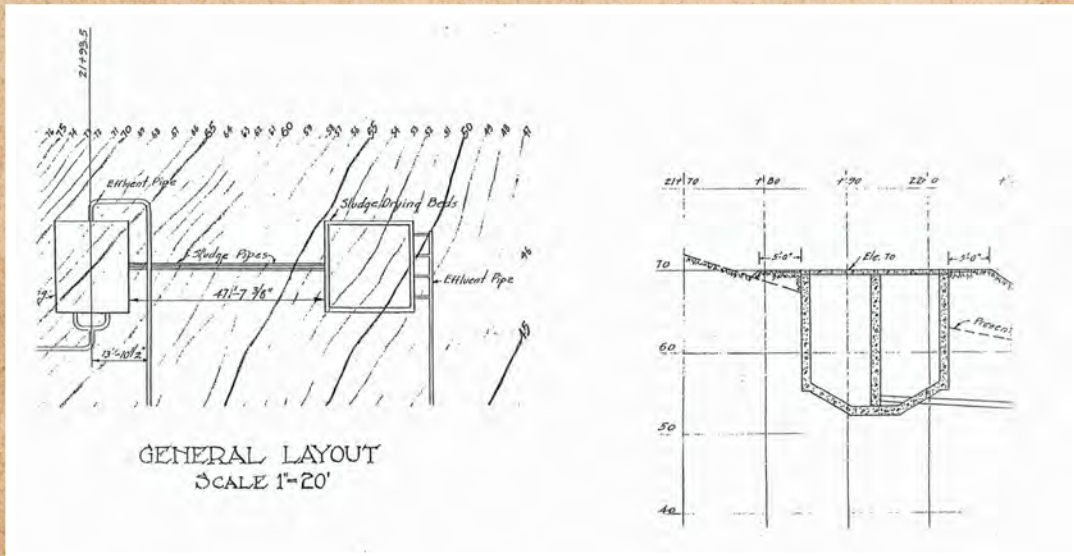
May 15, 1916 — Ralph Hecker sells to American Steel and Wire

The 1900 Census shows George Munz and his family living on what is East 49th Street today, with George as a Clerk.



Southerly Wastewater Treatment Plant

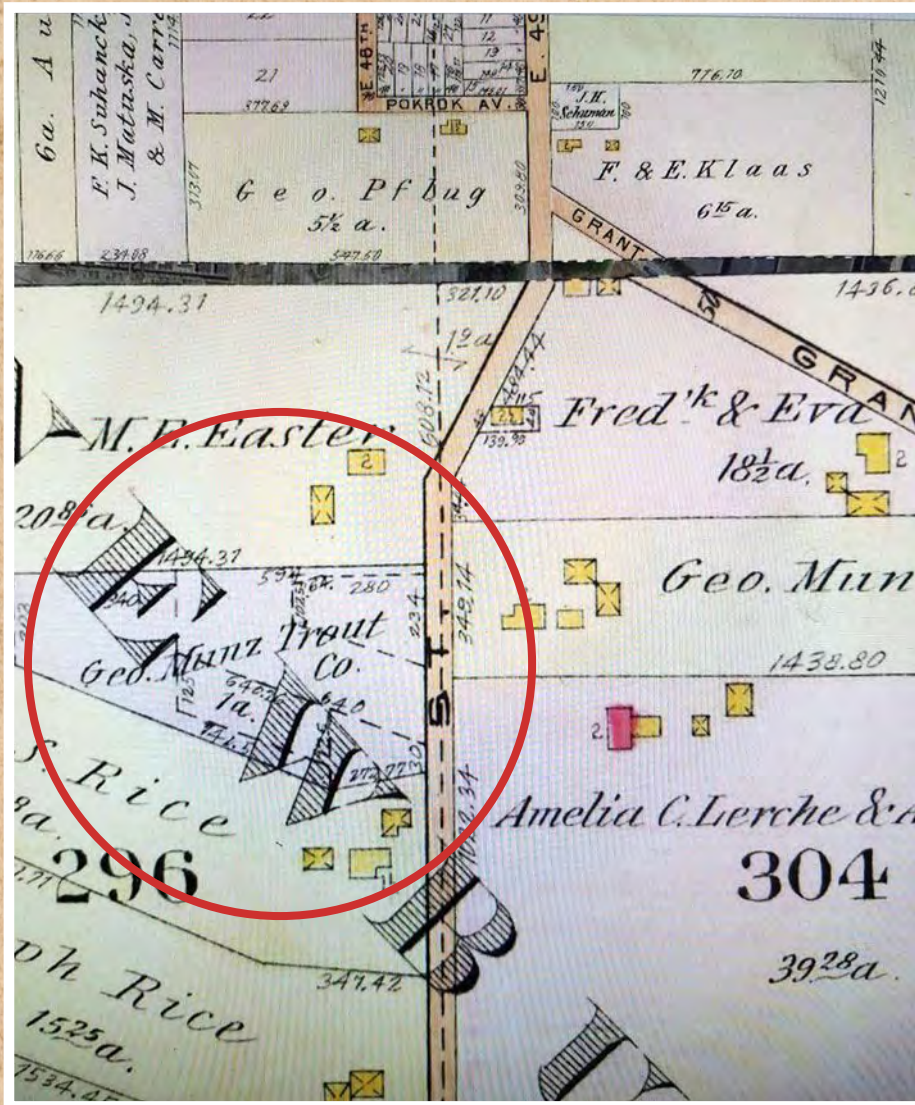
Photograph taken October 9, 2018, looking southwest over I-77.



The little plant engineering plans approved by Cuyahoga Heights Council in 1921.
History of the Northeast Ohio Regional Sewer District — <http://tinyurl.com/y4fo4tmf>



Canal on East 49th Street around 1906



1912 Map showing George Munz Trout Company

