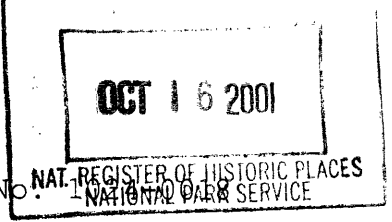


NPS Form 10-900-b  
(June 1991)

*Cover*

OMB NO. 1010-0188



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Multiple Property Documentation Form

=====

A. Name of Multiple Property Listing

=====

**Canal, Railroad, and Industrial Resources of the Village of  
Clinton/Warwick, Ohio**

=====

B. Associated Historical Contexts

=====

**Canal Era: 1825-1913**

**Railroad Era: 1852-1930**

**Mining and Industrial Era: 1830-1930**

=====

C. Form Prepared By

=====

**Name/Title: Sam Tamburro & Jeff Winstel, Historians for the  
Village of Clinton**

**Organization: NPS/ Cuyahoga Valley NP**

**Date: 9/2001**

**Street & Number: 15610 Vaughn Road**

**Telephone: (330) 657-2096**

**City or Town: Brecksville**

**State: OH ZIP: 44141**

=====  
D. Certification  
=====

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the documentation standards and sets forth requirements for the of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of Interior's Standards and guidelines for Archeology and Historic Preservation. See continuation sheet for additional comments.

Barbara Paven <sup>Dept. Head</sup> Planning, Inventory & Registration October 2, 2001  
Signature of certifying official Date

Ohio Historic Preservation Office -- OH SHPO

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson R. Beall Nov 29, 2001  
Signature of the Keeper Date of Action  
*for*

## Table of Contents

<b>Section E: Historical Development</b> .....	<b>1</b>
Introduction .....	1
Prehistoric Settlement .....	2
Early Settlement: Pre canal era, (1800-1825) .....	3
Canal Era: 1825-1913 .....	6
Railroad Era: 1852-1930 .....	13
Mining and Industrial Era: 1900-1930 .....	21
Industrial Decline .....	29
Post World War II .....	33
End Notes .....	38
<b>Section F: Associated Property Types</b> .....	<b>47</b>
Canal Era Description .....	47
Canal Era Significance .....	50
Canal Era Registration Requirements .....	52
Railroad Era Description .....	54
Railroad Era Significance .....	56
Railroad Era Registration Requirements .....	59
Mining and Industrial Era Description .....	60
Mining and Industrial Era Significance .....	62
Mining and Industrial Era Registration Requirements ...	64
End Notes .....	66

Section G: Geographic Data ..... 67  
Section H: Summary of Identification and Evaluation Methods 68  
Section I: Bibliography ..... 69

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 1 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Introduction

The Village of Clinton is located in the southwest corner of Summit County (Franklin Township). The current political boundaries of the Village of Clinton include the historic town of Warwick, which existed between the years of 1900-1953 and was located one mile southwest of the village.

The Tuscarawas River bisects Clinton on a north/south axis and the village is situated on mostly valley plain and bottomlands. West of Clinton and the Tuscarawas River, the landform rises on a slight incline, creating a wooded hillside.

Transportation has proved to be a central theme in the history of the Clinton/Warwick area throughout time. Located near the Tuscarawas River, prehistoric and early modern communities used the promontories overlooking the river valley for settlement and agricultural development.<sup>1</sup> The encroachment of "Euro-Americans" brought a different type of land use.

The completion of the Ohio & Erie Canal (O&E Canal) in 1828 created a market economy based in mercantilism. Clinton became a "break of bulk" area, shipping raw goods, like wheat and coal, to manufacturing centers for processing. The development of railroad systems in Ohio slowly diminished the O&E Canal's importance as a transportation mode as well as Clinton's role as a commerce center.

With the construction of the Akron Branch Railroad in 1852, the area directly south of Clinton, eventually known as Warwick, became a crossing point for several railroad lines. The Warwick area contained several coal mines, stone and silica quarries, and a glass factory, and the town remained as a transportation hub into the first quarter of the twentieth century. As the twentieth century progressed, railroads faced increasing competition for transportation business from the interurban traction companies and later the truck and automotive industry. As a result of the declining importance of the railroad

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 2 Resources of Clinton/Warwick, Summit  
County, Ohio

---

industry, Warwick's position as a cross-junction community waned.

After World War II, railroad companies converted to diesel engines, reducing the need for frequent stops for water and servicing that steam engines required. Consequently, communities such as Warwick were passed over for larger, more efficient distribution centers, like Akron and Cleveland. Moreover, Route 21, built in 1955, bypassed the Clinton/Warwick area to the west, which limited the impact of the automotive era on the development of the community.<sup>2</sup>

The effects of the transportation revolution on the Clinton/Warwick are significant. The following historical context demonstrates that the progressive phases of transportation modes during the nineteenth and twentieth centuries defined the pattern of development for both communities. Furthermore, the impact of the canal and railroad era are still extant in the architecture and street pattern of Clinton and Warwick.

The years between 1825 to 1930 were selected as parameters for the period of significance because it incorporates the initial construction of the Ohio & Erie Canal to the decline in importance of the railroad. Background information regarding prehistoric, Native American, and early settlements in the area as well as community history after 1945 has been included.

#### Native American Settlement

The Clinton/Warwick area is adjacent to the Tuscarawas River and the valley served as an area for hunting, gathering, and processing food, and later agricultural settlement. The prehistoric peoples living in this area included Early Archaic to Late Woodland (Whittlesey Tradition) culture groups.

Although the Clinton area did not serve as a permanent settlement for historic Native American tribes, the Delaware

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 3 Resources of Clinton/Warwick, Summit  
County, Ohio

---

(Lenni Lenape) are generally associated with settlement of the Tuscarawas River Valley.<sup>3</sup> European settlers' encroachment forced the Delaware to migrate from the Delaware River Valley (New Jersey) to the Tuscarawas and Muskingum River Valleys during 1750s.

The southern terminus of the "Portage Path," the Tuscarawas proved to be an important connection to the Ohio River for the Delaware and other Native American communities in the area. The Treaty of Fort McIntosh (1785) and the Treaty of Greenville (1795) established the Tuscarawas River as the western boundary of the United States proscribing Native Americans to the northwest corner of the Ohio Territory, which opened the Tuscarawas River Valley to eastern migration.<sup>4</sup>

Early Settlement: Pre canal era, (1800-1825)

In Perrin's History of Summit County, W.A. Goodspeed describes the historical record of Franklin Township in the following manner,

It thus occurs that, in looking over Franklin Township, much difficulty is experienced in accumulating its past history. Traditions are vague and unsatisfactory, and an accurate knowledge of all the facts is out of the question. It often occurs that no two men who are questioned give a similar account of the same event, thus adding much to the perplexity of the historian, or placing the subject beyond the possibility of a correct solution.<sup>5</sup>

The early historical information regarding Clinton's early development is appropriately inconsistent.

Poor planning decisions hampered early settlement attempts in the Franklin Township area. The land that encompasses the township was originally platted as the Congress Lands and did

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 4 Resources of Clinton/Warwick, Summit  
County, Ohio

---

not experience significant "Euro-American" settlement until the beginning of the nineteenth century.

In 1800, Richard Carter purchased the land near the junction of the Chippewa and Tuscarawas Rivers and hired John Harris and David L. McClure to plot a town that would bear his name, Cartersville. Cartersville was located in Section thirty-one of Franklin Township, one and one half miles south of the present day Clinton.

By 1806, Harris and McClure completed the platting and relocated to the area, but the town proved to be uninhabitable because of constant flooding.<sup>6</sup> With Cartersville only garnering a sparse settlement, it would take an additional ten years for another community to be platted.

In 1816, David Harvey laid out a village called Savannah, on the south side of the Chippewa River, one half mile north of Cartersville. Although Savannah's location appeared to be ideal and several settlers chose to move there, malaria and ague soon afflicted the entire community. L.V. Bierce notes that when he visited the town in 1827, all of the residents had abandoned the site due to disease.<sup>7</sup>

The area today considered the Village of Clinton is comprised of three former communities: Clinton, Pumroy, and Orradeen. In 1816, William Harvey laid out the original site of Clinton on the north west corner of Section thirty-two of Franklin Township (west of the canal bed and railroad tracks).

The area remained sparsely populated until the building of the O&E Canal (1825-32). The village is believed to be named in honor of DeWitt Clinton, the Governor of New York and an ardent of supporter of canals.<sup>8</sup> William Christmas and James W. Lathrop also made additions to the land tract.

On Section 29, Gorham Chapin plotted Orradeen in 1835. But the lots were low and prone to flooding and few chose to move there.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 5 Resources of Clinton/Warwick, Summit  
County, Ohio

---

As an alternative to Orradeen, William and Francis Pumroy located their community on Section thirty-two of Franklin Township in 1837 (east of Clinton and southeast of Orradeen). During that same year, Bierce states that the three communities became collectively known as the Village of Clinton. However, the name Clinton does not appear in the tax records until 1840.

The ethnic composition of the early settlers of the Clinton area was mostly Pennsylvania Dutch (Deutsch). William Perrin illustrates that the early inhabitation of Franklin Township consisted mostly of Dutch from Pennsylvania with a "sprinkling of Yankees from the Reserve and from the East."<sup>9</sup> Area villages, like Savannah, experienced a marked increase in inhabitants and developed community infrastructure like churches and schools. Samuel A. Lane observes that Savannah reached a population of roughly seventy residents, including mechanics, merchants, and doctors.<sup>10</sup> As population increased, the settlers of the Franklin Township area petitioned Stark County to become an official township, which occurred in 1817.<sup>11</sup> As with most of Ohio's frontier communities, farming served as the main occupation in the Clinton area.

Prior to the construction of the O&E Canal, Clinton's economy focused on local agricultural goods. Due to the abundance of marshes, cranberries were a large staple crop of the area in the early settlement period.<sup>12</sup> Other crops included wheat, Indian corn, and oats.

There was also an early attempt at grist milling in the community prior to the coming of the canal. William Harvey's mill was one of the closest to present day Clinton. Circa 1820, Harvey built a gristmill just east of Clinton on the Tuscarawas River. William Perrin in his History of Summit County reports that the construction of the O&E Canal destroyed Harvey's mill by cutting off his river water supply.<sup>13</sup> During the Canal Era, several other gristmills would be built to handle the large influx of wheat and corn crops that were brought to Clinton for milling and shipping.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E  
Page 6

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick, Summit  
County, Ohio

---

In conjunction with grain production, the Clinton area also served as a center of whiskey distillation, a common frontier industry. Perrin estimates that at least three distilleries existed during the frontier era and was a skill presumably brought with settlers from Pennsylvania. Distillers turned corn mash into whiskey and peach juice into brandy.<sup>14</sup> Perrin notes that the distilleries thrived during the early canal days stating " . . . it was seen that an enormous demand for liquor would be made by the canal laborers." He estimates that local distilleries produced approximately a barrel of whiskey and brandy each day and notes the wide spread practice of over-consumption of liquor " . . . removed all cases of debauchery beyond observance, except the more serious ones."<sup>15</sup> The distillery industry would remain a part of the Clinton area well into the nineteenth century, until the temperance movement gained wide acceptance within the community and consumption waned.

In addition, the Clinton area contained a large supply of coal and bog iron ore and a small-scale mining industry developed during the frontier era that catered to local consumption. There are no remaining built resources (**above ground**) from the early settlement era in the Clinton area.

The Canal Era: 1825-1913

The development of internal improvements, especially canals, in the first half of the nineteenth century significantly increased the pace at which goods arrived at markets, and created a "market revolution" in the United States. Farmers and manufacturers transformed from subsistence to large scale, market production. The opening of the O&E Canal brought commercial markets to the Village of Clinton.

Clinton benefited from being adjacent to the O&E Canal as well as being the location of several canal locks. Lift locks two and three were directly northeast of the village and the Clinton dam

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 7 Resources of Clinton/Warwick, Summit  
County, Ohio

---

and guard lock was positioned closer to the community. Barring any complications, it took a canal boat approximately fifteen minutes to pass through a lock, but often much longer.<sup>16</sup> Typically, areas near locks, such as Clinton, developed into towns to accommodate boatmen and travelers.

Shortly after the opening of the O&E Canal, Clinton became a major inland port town along the waterway. Most of the early commercial development took place along the east side of the O&EC, on Water Street in the Pumroy Lot. According to Summit County records several general stores, hotels, blacksmiths, harness shops, and mechanics existed in Clinton during the 1850s. The 1852 Summit County Tax Auditors Red Book, records that the Pumroy lots contained four provision stores, one hotel/tavern, and three warehouses.<sup>17</sup>

The 1856 Matthews & Taintor map of Summit County and Clinton provides additional supporting information that indicates the significant influence of the O&E Canal on the local economy. The 1856 map of the Village of Clinton depicts two large warehouses on the east corner of Water and Main Streets. Businesses also line Main and North Streets. North Street includes the businesses of John Price, General Merchandise & Coal merchant, Dr. W.S. Hand, general merchandise, and M&S Weaver Wholesale Groceries and Provisions. Main Street references include L. Wagner Shoe and Boot Manufacturer, H. Oster Groceries & Provision. There is no indication of Main Street and North Street extending over the canal on the 1856 map. However, the map does indicate that Main Street west of Water Street was flanked by two canal turning basins, strongly suggesting that this was the primary intersection where the town interfaced with the canal and the outside world.

U.S. Census Products of Industry from 1850 further reinforces the importance of canal commerce to the village's economy. The 1850 industrial records for Franklin Township contain 14 entries that include a tannery, two shoemakers, several blacksmiths and a wheelwright. These businesses point to a service industry that

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 8 Resources of Clinton/Warwick, Summit  
County, Ohio

---

catered to farmers who hauled their products to Clinton's transportation node. For example, the blacksmiths' work involved the maintenance, repair and construction of wagons and buggies as well as the "shoeing" of horses. Moreover, the existence of two shoemakers may indicate the necessity of the production of goods, boots and shoes, that were not made in cottage industries or within the "putting out system." The U.S. Census' Industrial Schedule strongly suggests that the focus of the township's mid-nineteenth century service industry related directly to canal transportation.

Clinton's growth paralleled the opening of the O&EC. John Bradford built the first hotel in Clinton in 1825 to accommodate canal laborers constructing the O&E Canal.<sup>18</sup> The Bradford (Union) Hotel was located on the south side of Main Street and remained there until fire destroyed the building in 1935.<sup>19</sup>

Clinton served as the main market place for the area farmers from Stark, Wayne, and southern Medina Counties. The main crop sold in the community was grain. According to the 1850 U.S. Census Productions of Agriculture Schedule, 155 Franklin Township farmers produced a total of 38,416 bushels of wheat, 33,585 bushels of Indian corn, and 20,695 bushels of oats.<sup>20</sup>

According to the Clinton Story, the Clinton Milling Company proved to be the largest mill in the area. The mill was located on the corner of Water Street and North Street, east of the O&EC. Built in 1834 and owned by Grant Hyde, Solomon Sours, and Dan Eby, the building existed until 1909 when a fire swept through the Water Street business district.<sup>21</sup>

The 1850 Products of Industry U.S. Census records cite only one mill in Clinton. Owned by John Grill, the raw material quantities cited are 3,000 bushels of wheat, 500 bushels of corn, and 400 bushels of rye.<sup>22</sup> Clearly, Clinton was not a milling location, but rather a grain-warehousing center.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 9 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Samuel A. Lane reports that three or four large grain warehouses existed in Clinton and horse teams laden with wheat, corn, and wool were seen daily in the village loading and unloading canal boats.<sup>23</sup> According to Perrin, from 1840 to 1850, merchants in Clinton purchased more wheat than did merchants in Akron, at an average price of \$0.40 a bushel. Clinton also became a forwarding center for products, holding ordered goods in warehouses for western merchants.<sup>24</sup>

Clinton's coal mining industry burgeoned during the Canal Era. The 1850 U.S. Census for Franklin Township enumerated ten coal miners and by the 1860 Census the number rose to twenty-seven.<sup>25</sup> However, the 1850 U.S. Census' Products of Industry does not list any coal mines and the 1870 Products of Industry lists only one, the Franklin Coal Company.<sup>26</sup> According to the records, The Franklin Coal Company employed twenty men and produced 15,000 tons of coal a year.

County histories state that Franklin Township had three operational coal mines in 1838. William Perrin maintains in that same year Michael Becker, a Prussian miner, moved to Clinton and opened a large operation.<sup>27</sup>

The major port of destination for Clinton's coal was Cleveland, and by the 1850s shipments exceeded 60,000 tons annually. Cleveland's growth as an industrial center was facilitated by the coal shipments transported on the O&E Canal.<sup>28</sup>

The Ohio Canal System's shipping records for the port of Cleveland illustrate the expansion of the coal mining industry. According to the O&E Canal's shipping records for the port of Cleveland, coal shipments in 1837 totaled 183,484 bushels, compared to 1,212,887 bushels in 1847.<sup>29</sup>

To facilitate coal shipments, the mine owners built the Messenger Canal, a canal slip, in 1847.<sup>30</sup> The Messenger Canal ran directly from just south of Lock 2 to the edge of the coal mining area, north of the village near Cleveland-Massillon Road.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 10 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The Messenger Canal provided essential access for the coal companies into the O&E Canal system and the Cleveland market.

Several coal distributor's advertisements in Cleveland newspapers during the 1830s, such as George C. Davis & Company, emphasize the quality of their coal stock from the "celebrated" mines of Clinton.<sup>31</sup>

Sawmills were an additional industry in Clinton that experienced dramatic growth as a result of the O&E Canal. Initially, area wood was used for the construction needs of the O&E Canal. After completion of the canal, sawmill owners built their operations near the waterway. Gorham Chapin was the first to construct a sawmill near a waste weir of the guard lock to utilize falling water as a power mode. The venture proved costly when the rush of canal water continually flooded his operation.

The distillery industry thrived and grew in the Canal Era. Like many canal towns, Clinton was a rough frontier town with plenty of bars and saloons. During the construction of the O&E Canal laborers created a new demand for liquor in the area. Perrin comments on the association between the canal and debauchery. He writes, "There was no neighborhood through which the canal extended that did not have its drunken brawls and fights, often accompanied with serious injury to one or more participants."<sup>32</sup>

The ethnic composition during the Canal Era appears to have remained consistent from the settlement period. According to Hubert Wilhelm's study, The Origin and Distribution of Settlement Groups: Ohio, 1850, a majority of the migrants to Franklin Township originated from Pennsylvania.<sup>33</sup> In addition, over sixty percent of the foreign immigrants to the area were from Germany.

The Canal Era was a period of development for schools and churches in Clinton. The O&E Canal increased settlement to the area and the population quickly became dense enough to support schools. One of the first schools in the area was located in

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 11 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Savannah. When Savannah was evacuated around 1826, the building was dismantled and reconstructed in Clinton and served as a school until the 1830s. In the same year another school was built a half a mile north of Clinton (on Van Buren Road) to accommodate residents in outlying areas and in anticipation of the village's future growth.<sup>34</sup> Subsequently, the village built a second school adjacent to the first to accommodate increased attendance.<sup>35</sup>

Because of the nature of the "frontier" atmosphere, churches became important institutions in Clinton during the Canal Era. Religion served as a vital aspect of the community since the beginning of a town. As mentioned previously, traveling ministers frequented the Clinton area as early as 1816 with services usually being held in a community member's house.<sup>36</sup>

One of the first churches in the Clinton area was Methodist, built in 1844. At the head of the denomination were Alexander Russell, Washington Heffleman, and James Hiles. Another church built during this era was the United Brethren (c.1860), located on North Street.

The local histories also note that the Clinton area provided assistance to runaway slaves during the antebellum era. Transportation routes, like canals, allowed African-Americans unfamiliar with the terrain, a known passage way north to Lake Erie. Moreover, many African-American's worked as boatmen and muleskinners and fugitive slaves found it easier to slip into anonymity. William Perrin maintains that a common passage through Clinton for runaway slaves was situated west of the village in a heavily wooded area called Chestnut Ridge.<sup>37</sup> Perrin also records those prominent local officials, such as Alexander Russell, James Hile, Harvey Maranville, Washington Heffleman, and George Wirt, supported and assisted runaway slaves in their journey to freedom.<sup>38</sup>

The built environment that resulted from Clinton's Canal Era is apparent in the community. The Pumroy Block delineation still

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 12 Resources of Clinton/Warwick, Summit  
County, Ohio

---

characterizes Clinton's street pattern. The 1856 town map indicates several small lots between the canal and Water Street. These two blocks contained two canal basins and were the location of the warehouses, which are no longer standing. The canal locks, guard lock and flood gates are still extant and some sections of the canal prism are watered. Several Greek Revival style buildings located in the village reflect the prosperity of the Canal Era.

Greek Revival building style dominated the newly independent United States through much of the first half of the nineteenth century. In Ohio, Greek Revival has a strong association with the extended New England culture of Connecticut's Western Reserve. Although Clinton is south of the Western Reserve and has strong association with the Germanic cultures of the Mid-Atlantic/Pennsylvania region cultural traditions, the O&E Canal cut through the delineation between cultural regions and most likely spread these traditions beyond the settlement boundaries of their cultural groups.

Architectural characteristics of the Greek Revival style found in Clinton include squat massing, columns or pilasters, trabeated entrances, and cornice returns and heavy entablatures. Examples in Clinton are typically frame and include residential and one commercial structure. Building forms include New England One-and-one-half, I-House, and front-gabled "temple."

A noteworthy Gothic Revival residence is also found in Clinton. Associated with the mid-nineteenth century romantic period, this style draws heavily on picturesque movement influences. Features such as steep roofs, vertical board and batten siding, drop finials, decorated bargeboards and molded label lintels characterize the style. The presence of this house in Clinton further attests to the economic prosperity of the community during the canal-era.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number   E   Canal, Railroad, and Industrial  
Page 13 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The Railroad Era: 1852-1930

As Ohio historian George Knepper notes, even under the best conditions, the canal system's life span was limited, because a new, even faster and more flexible means of transportation, the railroad, was on the rise.<sup>39</sup>

In 1851 the State of Ohio granted Cleveland & Pittsburgh Railroad (C&P) a charter for the Akron Branch Railroad that would run from Hudson through Cuyahoga Falls and Akron to connect with the Ohio & Pennsylvania Railroad located between Massillon and Wooster, Ohio.<sup>40</sup>

In 1851, Simon Perkins Jr. organized the board of directors of the C&P's Akron Branch and stock options were sold. The State Legislature also passed a special act on 24 March 1851 authorizing the Summit County Commissioners, with the consent of the legal voters, to subscribe for \$100,000 of stock in the company.<sup>41</sup> On 21 June 1851, a referendum was held on the bond proposition and the measure passed with a sixty-percent majority.<sup>42</sup> However, many of the townships which the O&E Canal ran through rejected the proposition. Franklin Township voted as follows: For 95, Against 170.<sup>43</sup> Many viewed the Akron Branch Railroad as direct competition to the canal and fought against its construction. However, their resistance proved futile and the Akron Branch Railroad's contractors finished the road the following year. This railroad line was situated to the west of Clinton and the track along with a depot is represented on the 1856 Matthews & Taintor map of the village.

In 1852, the Akron Branch Railroad construction was completed from Hudson southwest to Millersburg, Ohio (Holmes County).<sup>44</sup> One year later, Summit County Court of Common Pleas changed the name of the Akron Branch Railroad to the Cleveland, Zanesville & Cincinnati (CZ&C).<sup>45</sup> The CZ&C's directors planned to extend the line south from Millersburg to connect with the Cincinnati, Wilmington & Zanesville Railroad at Zanesville.<sup>46</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number   E   Canal, Railroad, and Industrial  
Page 14 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Although the railroad was completed by 1852, its impact on the shipping trade of the O&E Canal was limited until after the end of the Civil War. Like many early railroads, the CZ&C's management proved to be ineffectual and as a result the road experienced several changes in ownership during its early existence.

Inefficiencies and sometimes accidents plagued the early operations of the CZ&C. On 6 December 1854, a CZ&C train derailed near Lock Two in Clinton when the engineer failed to yield to a stop signal.<sup>47</sup> A drawbridge over the Messenger Canal near Lock Two was left up and as a result a CZ&C derailed killing one and injuring several other passengers.<sup>48</sup>

Other problems revolved around the hauling capabilities of locomotive engines. Until the late 1860s, steam power technology had not advanced to the point where it was able to haul more tonnage than a canal boat. Consequently, in areas that had both canal and rail service, the latter usually suffered financially due to competition.

The CZ&C fell into receivership and in 1861 came under the control of the Pittsburgh, Ft. Wayne & Chicago Railroad (Pft.W&C).<sup>49</sup> The same year, the Pft.W&C leased the CZ&C to the Pennsylvania Railroad Company. In 1869, the Pennsylvania Railroad bought the CZ&C and immediately sold it to the Pittsburgh, Mt. Vernon, Columbus & London Railroad Company, which created a new line, the Cleveland, Mt. Vernon & Delaware (CMV&D) Railroad Company.

Under the management of the CMV&D, the line slowly became profitable and began to compete directly with the O&E Canal. In its first year of ownership, the CMV&D maintained a rolling stock of four locomotives and ninety-eight freight cars.<sup>50</sup> Ten years later, the rolling stock of the line had grown to twenty-two locomotive engines and 600 freight cars.<sup>51</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 15 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The CMV&D also benefited from the increased traffic on the "Massillon Branch" Railroad during the 1870s. The Massillon & Cleveland Railroad ("Massillon Branch") was a short trunk line that ran from Massillon to Clinton.<sup>52</sup> By 1875, the Massillon Branch provided an important southeast link for the CMV&D into the industrial centers of Massillon and Canton, Ohio.

Impact of the railroad on Clinton during the last quarter of the nineteenth century is apparent in the maps and the statistical information that exists for the period. On the whole, Clinton's economy still relied on business activity generated by transportation, which now included rail service.

The Combination Atlas of Summit County of 1874 map of Clinton delineates several businesses between the Ohio & Erie Canal and Water Street to the east. Both Main and North streets are shown to extend over the canal, carried by two iron bridges. On the West Side of the Tuscarawas River, the map identifies the Cleveland Mt. Vernon & Columbia Railroad's depot and a hotel.<sup>53</sup> Once across the canal, the map indicates that the streets become paths worn by use. The businesses include four stores, a drug store, a grocery store, two harness shops, and a tin shop. The only business shown on Main Street is a Union Hotel on lot 23.

The 1870 Products of Industry in Franklin Township are fairly consistent with the 1850 records. Similar to the earlier record, most of the industry remained small scaled, service-oriented businesses employing one to three people. The chief industries were still transportation related, such as wagon maker, harness maker and custom buggies.<sup>54</sup> Exceptions to this in the 1870 record are evidenced by the coal mining operation, and what appears to be a tool shop, producing axe handles and scythes. As mentioned previously, the Franklin Coal Company employed twenty men, ten above ground and ten below ground. The toolmaker employed 12 men. These records suggest that the township was becoming more industrialized, but farming also served as a vital component of the community.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 16 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Agricultural shipments still remained an important aspect of the economy in the Clinton area. According to the 1870 U.S. Census Productions of Agriculture Schedule, Franklin Township's 148 farms produced a total of 43,345 bushels of wheat, 75,336 bushels of Indian corn, and 42,410 bushels of oats.<sup>55</sup> The 1891 Illustrated Summit County Atlas, "Statistics of Manufactories, Mines, Labor, Etc., for 1891" indicates that in 1891 Franklin Township farms employed a total of forty men at a total daily wage of \$75.00.<sup>56</sup> The 1891 atlas also indicates that Franklin Township's farms produced a total of 70,705 bushels of wheat, 68,070 bushels of oats, and 57,800 bushels of Indian corn.<sup>57</sup> With the existence of only one major mill in Clinton, it is clear that a majority of the township's grain products was shipped north to Akron's mills, such as Aetna and Schumacher, for processing.

The 1880 Industrial Schedule records indicate that Clinton's transportation related industries, such as wheelwright, wagon makers, and saddle and harness makers, were still vital, but lumber and saw mills were employing more men. During the 1880s, William Smith built a sawmill and lumberyard near the waste weir near the guard lock. Most of the local lumber was used in area building projects or shipped to Cleveland and other northern locations.<sup>58</sup>

Several of the U.S. Census's "Special Schedules" for the 1880 Products of Industry records are missing. Unfortunately, the two industries that were expanding the most in the late nineteenth century in Clinton, coal mining and quarrying, are not available. However, the available records suggest the increasing influence of the railroad on Clinton.

The 1889-90 Business Directory for Clinton describes the community as follows:

A thriving village on the Cleveland, Akron & Columbus Railway., 14 miles from Akron, the county seat, is an enterprising and rapidly

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 17 Resources of Clinton/Warwick, Summit  
County, Ohio

---

growing village of about 500 population. It is located on the Ohio Canal in the southwest corner of Franklin Township, in the midst of a fine grain-growing section. The Tuscarawas River runs through, but is not utilized for power. The village is noted for its industries, among which may be mentioned the Franklin Rolling Mills, planing mill of Smith Bros., carriage works of C. Spidel, etc. Telegraph, Western Union; express Adams.<sup>59</sup>

The Business directory has thirty-four entries, with six being teachers or pastors. The directory also lists the locations of the business. The Limbach Block, built between 1878 and 1888, contained only three businesses according to the directory: Limbach Brothers boots and shoes, Miller & Overmyer, dry goods, etc., Sisler, L.E. physician and surgeon. Some businesses such as the boarding house, a blacksmith, and a few telegraph offices, are cited in terms of their location to the depot. However, it is apparent that the majority of the service business were either located on the canal or were oriented to the canal, being located on Main and Water Streets. Although the railroad came through town 12 years earlier, the canal remained the focus of Clinton's commercial community.

During the late nineteenth century, a W. Wolf made a serious effort to develop a tract of Section 31, west of the village, canal, and railroad tracks.<sup>60</sup> The Wolf Lots, adjacent to the west side of the Cleveland Akron & Columbus Railway line, consisted of eleven lots, four of which were sold by 1891. Owners included L. Overmyer, W.H. Bleiler, L. Serfass, and M. Byrone.<sup>61</sup> The development of the land near the railroad tracks may be indicative of Wolf's confidence in the future growth of the community due to rail service. Clinton's social institutions also displayed the conviction that growth and prosperity lay ahead.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 18 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Clinton's school system experienced significant growth during the late nineteenth century. In the 1870s, Alonzo Smith donated Tract 32, a parcel of land east of the village, to construct a school. In 1873, the school district erected a two-story, wood frame building near the rear of the lot, which served as the school until the early twentieth century.<sup>62</sup> According to the 1891 Illustrated Summit County Atlas, the Clinton School District contained 173 children between the ages of six and twenty-one and the school area encompassed two acres and the total value, including the school building, equaled \$1000.<sup>63</sup>

Clinton's religious community continued to grow during the railroad era. In 1874 the German Lutherans formed the Trinity Lutheran Church and by 1877 erected a church on Middle Street in the south section of Clinton.<sup>64</sup>

Mining of the coal deposits near Clinton increased during the railroad era. Coal, which began to replace wood as a fuel before the Civil War, became a vital element in Ohio's industrial growth. Coal powered the steam age and mining became a major source of employment within the state.

After the Civil War, industrialists began to further utilize railroads, like the Cleveland, Mt. Vernon & Columbia, for access into areas that contained large amounts of coal deposits. One coal area that became prime for mining was Rogues' Hollow, a seven-mile stretch of land from Doylestown (Wayne County) to northwest of Clinton.

According to Rogues' Hollow: History and Legends, from 1840 to 1945, there were no less than fifty-one functioning mines located in the Rogues' Hollow vicinity.<sup>65</sup> The area was named for the collection of unsavory characters who called the hollow home.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 19 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Prior to rail service, the coal mining companies developed two systems to transport their product to the O&E Canal—feeder canals and “tram” rail lines.

As mentioned previously, in 1847, the Messenger Mining Company built a feeder canal.<sup>66</sup> The Messenger Canal ran directly into the coal mines northwest of the village and connected with the O&E Canal near Lock Two near Clinton. The Messenger Canal provided essential access for the coal companies into the Ohio canal system.

In the 1850s, mining companies also built “tram” lines to the O&E Canal to ship coal to Cleveland. A tram consisted of a box-like wagon car running along rail lines that were usually pulled by mules or horses. The tramlines ran on an east/west axis (along Hickory Street)

Both the feeder canal and the tramlines ran directly into the Village of Clinton and the economic affects of the coal industry on the community's economy proved to be significant. Many of the miners boarded in Clinton and the village served as their marketplace for various needs.<sup>67</sup>

The 1891 Summit County Atlas reports that the Franklin Township area contains some “fifteen or twenty mines and the annual exports exceed 100,000 tons, with the deposits being practically inexhaustible”.<sup>68</sup>

Moreover, Frey's Rogues' Hollow maintains that hundreds of men worked in the mines that honeycombed the hills around the Clinton area.<sup>69</sup> Miners were paid approximately \$0.50 a ton for the coal they extracted and averaged \$1.00 to \$1.50 dollars a day.<sup>70</sup>

Like other businesses during the late nineteenth century, the coal-mining industry experienced significant labor unrest because of the cyclical boom/bust market.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 20 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Consumption of coal throughout the country decreased steadily as the depression of 1873 deepened.<sup>71</sup> The severe economic recession of the early 1870s led to the rise of secret mining organizations, like the Molly Maguires in Scranton, Pennsylvania. The Molly Maguires executed several strikes during the early 1870s<sup>72</sup>

The Molly Maguires's strikes set-off labor unrest in other coal regions throughout the United States. As a result, Rogues' Hollow also experienced two major work stoppages during the 1870s.

The first strike occurred at the Silver Creek Mining Company, owned by Erastus Loomis of Akron. Miners, upset over pay issues, called a strike against the Silver Creek Mine early in 1875. At issue was Loomis's refusal to pay the miners for coal that the foreman deemed of "inferior quality," which greatly reduced the miners pay.<sup>73</sup> Other issues included management's use of child labor and price gouging at the "company store."<sup>74</sup>

The Franklin Coal Company also experienced labor unrest during the same time period. In the spring of 1876, a thirty-day strike occurred at Franklin Coal, which affected 250 miners and eventually involved the Ohio National Guard.<sup>75</sup> The strike revolved around the Franklin Coal Company's attempt to introduce "immigrant labor" at a reduced wages. Binding arbitration eventually solved both of the work stoppages.

Both the Silver Mine strike and Franklin Mine strike follow a historical pattern of labor disputes between miners and management that occurred in the 1870s.<sup>76</sup> Moreover, the strikes echoed other labor disputes during the last quarter of the nineteenth century such as the McCormick-Harvester strike (1885), the Homestead strike (1892), and the Pullman strike (1894). Two common characteristics of all the strikes were the existence of heavy industry and a concentration of unskilled workers.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 21 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The built environment in Clinton reflects the late nineteenth century Railroad Era through the shift in building density from Water Street to Main Street in the form of the Limbach Block. Between 1878 and 1888 the Italianate/Queen Anne 2-3 story brick commercial block was constructed. This area would remain the commercial center and largest building block in the small town of Clinton. The buildings housed most of the retail enterprises in the village, including a leather goods store, a bank, a doctor's office, grocery store and hardware store.

Other representations of Queen Anne architecture are vernacular residential buildings. Their stylistic associations are in the form of decorative elements, such as gable ornament, wall texture variations, and Eastlake window lintel detailing. The dominant house type in Clinton associated with this style is the Gabled Ell. A very popular post-Civil War house type, the Gabled Ell is characterized by a one half-I-House form perpendicular to a gabled end, often of similar height.

Mining and Industrial Era: 1830-1930

The town of Warwick was situated one-mile southwest of the Village of Clinton. In 1872, John G. Warwick purchased 700 acres of farmland in Section 31 of Franklin Township. By the fourth quarter of the nineteenth century, U.S. Congressman John G. Warwick and Henry Dennis, a Cleveland real estate developer, owned the entire tract of land which comprises the town of Warwick (founded in 1901).<sup>77</sup>

The Cleveland, Akron & Columbus Railroad ran directly through Warwick's and Dennis's land which made it a prime location for industrial development. Moreover, Warwick became the crossing point for the following railroad lines: Baltimore & Ohio, Cleveland, Lorain & Wheeling, Pittsburgh, Ft. Wayne & Chicago, and the Pittsburgh & Western.<sup>78</sup> The surrounding area contained large deposits of coal, sandstone, and silica, and with the

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 22 Resources of Clinton/Warwick, Summit  
County, Ohio

---

advanced transportation lines available, mining and manufacturing companies quickly emerged.

Similar to other towns founded in the late-nineteenth and early twentieth centuries, Warwick was developed as a company town. From the time of its inception, the Franklin Industrial Company owned the entire town of Warwick. Many industrialists sought to locate new businesses in rural areas and create a controlled environment for their employees by providing housing and other services. The Warwicks organized their company with "vertical integration" and its operations ranged from stone quarrying to glass manufacturing. But there remained a need to attract workers to the area. In 1901, the Massillon's Smith Realty Company began selling Warwick Lots for the Chippewa Sand and Stone Company.<sup>79</sup>

A newspaper advertisement for an auction on 2 November 1901 of Warwick Lots sold the property as an ideal location for new businesses. The newspaper ad states,

This booming town [Warwick] is located in the southwest corner of Summit County, at the junction of the B&O, CA&C, CL&W, PFW&C, and the P&W Railroads. . . . the shipping facilities of Warwick are excelled by no city in the state and equaled by few. Then we have coal all about us, giving us cheap fuel, and these are the two absolute necessities for a large manufacturing city; good shipping facilities and cheap fuel.<sup>80</sup>

Another promotion of Warwick details how the town was surrounded by "one of the finest wheat producing belts in the world. . . It has the natural resources of soft water, good coal, and ledges of the finest building stones—brown, red, and grey."<sup>81</sup> Because of the existence of natural resources and access to transportation, industry and workers relocated to the Warwick area.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 23 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Between the years 1880 and 1910, the United States experienced the greatest influx of immigrants in its history. Millions of Italians, Poles, Hungarians, Jews, Slovenes, Czechoslovakians, and others emigrated for various reasons. Many found work in low skill, labor intensive occupations like mills, factories, and mines. Warwick, with the prospect of becoming a large industrial center, proved to be a settling place for various immigrant groups.

During its height in the early twentieth century, 120 trains a day passed through Warwick.<sup>82</sup> Consequently, Warwick served as the home of several important businesses such as glass manufacturing, coal mining, and silica sand quarries. The Oliver Sand Quarry and the Franklin Industrial Quarry both employed approximately thirty-five men and shipped railcars full of sand and gravel to steel producing centers like Cleveland, Youngstown and Massillon as well as to area brick, cement, and glass manufacturers.<sup>83</sup> Because of the labor-intensive nature of mining, the quarries recruited immigrants from Czechoslovakia, Hungary, and Wales as unskilled laborers.<sup>84</sup> As before, Germans also remained a large segment of the new community and many were miners. The quarries mined large sandstone block for area house foundations and silica sand for the local Warwick Glass Factory.

Founded in 1901 by Maria E. Lavake Warwick, the Warwick Glass Factory produced mainly produced glass bottles and operated until 1915.<sup>85</sup> The Warwick Glass Factory employed 150 men on the bottle making line.<sup>86</sup> The glass bottles were hand blown by craftsmen and the operation was extremely labor intensive. The work environment proved to be extremely hazardous and many employees developed Silicosis from inhaling silica dust.<sup>87</sup>

The Warwick's also owned the Warwick Furnace Company, which produced coal-burning furnaces. The factory was located on Second Avenue and operated from 1896 to 1902.<sup>88</sup> Competition eventually forced the Warwick Furnace Company out of business.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 24 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Another important development in Warwick's industrial history centered on the building of a coal tipple. In 1911, the Baltimore & Ohio constructed a coal tipple in Warwick to supply fuel for their locomotives making cross-country journeys.<sup>89</sup> The tipple also facilitated the loading of railcars with large shipments of coal and coke to steel centers in the state.<sup>90</sup> Coal remained the main cargo for all of the railroads that ran through the Warwick area. An evaluation of the Cleveland, Akron & Columbus Railway's rolling stock illustrates the predominance of coal shipments.

According to the 1911 Poor's Manual of Railroads, the Cleveland, Akron & Columbus Railway possessed 862 rail cars with freight cars accounting for a total of 762 cars. Of the 762 freight cars, 412 were coal carriers.<sup>91</sup> Subsequently, the tipple increased the tonnage of coal shipped from the area's mines, which eventually led to the depletion of the natural resource.

The rapid industrialization of Warwick and the recruitment of employees, created a need for a social infrastructure like schools, religious institutions, and retail businesses.

Early in the twentieth century, Warwick's citizens built a one-room schoolhouse on the north end of Fourth Avenue. The school curriculum encompassed all class grades of children, but declining enrollment forced it to close in 1928.<sup>92</sup> The remainder of Warwick's students transferred to the new Clinton school on Van Buren Road.

Several retail businesses developed in Warwick to fill the needs of the growing workforce in the area. The stores not only functioned in a retail capacity, but some as important meeting spaces for the community. Louis Schmitt owned and operated the first grocery store in Warwick, located at the corner of Division and Third Avenue.

By 1908, Schmitt's business had outgrown its store space. In that same year, he constructed the three-story block brick

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 25 Resources of Clinton/Warwick, Summit  
County, Ohio

---

building on Division Avenue.<sup>93</sup> According to Dreurey, the building contained a residence at the north end, a hardware store, meat market, grocery store, and a beer garden that included a barbershop chair.<sup>94</sup> The second floor of the building housed a ballroom complete with a parquet floor with a star in the center. Schmitt hosted Saturday night dances in the ballroom and the dances became an important social event for Warwick's youth.<sup>95</sup>

Other area stores included Will Harter's Store and the Pauzer's Store, both located on Second Avenue. Harter opened his store in 1901 and the following year he had the first and only telephone in Warwick in that year.

Because of the working class, industrial base of the community, bars and beer gardens served as important social gathering places. Schmitt opened his first beer garden, with the backing of Akron's Burkhardt Brewing Company, in the basement of his family house on Hickory Street, which is still extant.<sup>96</sup> The bar's clientele was mostly miners from Rogues' Hollow, and Schmitt also sold a small amount of groceries within the establishment.

New immigrants from Southern and Eastern Europe to Warwick, brought with them traditional customs and religion. By 1905, the new ethnic groups realized the need for their own Catholic Church. Up until this point, Warwick's Catholics had to travel to Canal Fulton to attend mass.<sup>97</sup>

Harry Williams, a ticket agent at the Warwick depot, drafted a petition to request the diocese bishop to establish a Catholic Church in Warwick. Shortly thereafter, the diocese granted permission and parishioners of the newly formed St. George church began to hold mass on the second floor of the Schmitt residence on Hickory Street. The top floor of the house served as the communities' temporary Catholic Church until the completion of St. George's in 1909.<sup>98</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 26 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The Bryan Sheehy Family donated a parcel of land on North Second Street, and construction began on 18 October 1908 with Father George Forst supervising the volunteer labor.<sup>99</sup> The church building was completed the following year. The church members added the brick rectory in 1948 and St. George's remains today as a functioning Catholic parish.

The initial design of Warwick's street pattern proved to be indicative of the influence of the railroads and necessities of a company town. The 1891 atlas of Warwick demonstrates the grand vision of its founders. The original town plat map contains eighty-four linear lots that are subdivided into approximately 938 parcels of land which creates a classic rectangular grid community.<sup>100</sup> The southwestern boundary of the town ended at the Chippewa Creek and the southeastern at the Tuscarawas River. The following five railroad lines passed through Warwick: Cleveland, Akron & Columbus, Baltimore & Ohio, Cleveland, Lorain & Wheeling, Pittsburgh, Ft. Wayne & Chicago, and the Pittsburgh & Western.

The Cleveland, Akron & Columbus (CA&C) Railroad line served as the horizontal axis of the community. CA&C ran through the center of town and its depot sat at the middle of the plan. Its location indicates the importance of the railroad to the development of Warwick. Most of Warwick's businesses, like Schmitt's grocery store and beer garden, developed along North Division Street adjacent to the CA&C depot and signal tower. The depot no longer exists, but the signal tower is extant.

Industrial utilitarianism dominates the architectural style evidenced in Warwick. Common building types represented in the community are Homesteads and Gabled Ell. Most styles are vernacular and express the influence of national building pattern books. The buildings evidence vertical massing as well as a front gabled orientation to accommodate Warwick's narrow house lots.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 27 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The Village of Clinton continued to grow moderately during the Industrial Boom Era. Many of the employees of the area's mines and factories resided in Clinton.

In 1910, the village built an Italian Villa style brick schoolhouse on the tract. An addition was added in 1960.<sup>101</sup> The building is still extant and serves as the Clinton Elementary School.

As the last quarter of the nineteenth century progressed, the railroad system eroded the viability of the O&E Canal. Even though the O&E Canal served as transportation mode for local farmers, competition from the railroad eliminated much of its bulk freight shipments.

The railroad lines servicing the Clinton/Warwick area monopolized the hauling of coal, sand, gravel, as well as the finished industrial product shipments from the Warwick Glass Factory. The railroad's monopoly resulted in a reduction of toll revenue for the canal system.

The Fire of 1909 also served as another serious setback for the O&E Canal. On 5 July 1909, the Clinton Milling Company, a major business in the village, caught fire and virtually burned down the entire business district.<sup>102</sup>

An errant Fourth-of-July firework is believed to have caused the fire. Located on the corner of Water and North Streets, the burning mill spread the fire to William H. Smith's lumber yard and office in the Orradeen Lots, northwest of the village, destroying most of the complex except for the large planing mill, which citizens doused with water.<sup>103</sup>

The fire also consumed Eli Breitenstine's blacksmith shop, south of the mill, as well as the houses of Perry Cameron and Andrew Neichter along North Street.<sup>104</sup> In addition, the Shondel Livery, adjacent to Breitenstine's shop experienced significant damage.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 28 Resources of Clinton/Warwick, Summit  
County, Ohio

---

However, an organized fire bucket brigade of Clinton's residents saved many of the frame buildings from destruction. The owners of the Clinton Milling Company, Grant Hyde, Solomon Sours, and Dan Eby decided not to rebuild the mill, instead relying on income from an additional mill they co-owned in Akron.<sup>105</sup>

The two lots on which the mill stood remain vacant today. After approximately seventy years of direct involvement in grain milling and warehousing, "downtown" Clinton no longer served as a major agent in grain trade. With railroads firmly entrenched as the long-term transportation mode, most of the businesses adjacent to the O&E Canal chose not to rebuild.

That same year, the Pennsylvania Railroad constructed the Clinton Elevator, adjacent to their tracks, northwest of the village.<sup>106</sup> The warehouse had the capacity to hold 3500 bushels of grain and access to three different rail lines.<sup>107</sup> As a result of its construction, the Clinton Elevator effectively shifted the agricultural commerce from the O&E Canal to the railroad systems.

The O&E Canal would suffer a similar fate as the Clinton Milling Company. In a faint attempt to make the canal system more competitive with railroads, from 1907 to 1909 the Ohio Board of Public Works invested millions in the rehabilitation of the O&E Canal's locks and prism.<sup>108</sup> The walls of Clinton's Locks two and three were covered with poured cement and the entire basin was dredged and widened in some areas. Unfortunately, the state's investment proved futile when the Flood of 1913 completely destroyed the O&E Canal system, which ceased functioning.

The Great Flood of 25 March 1913 devastated the Clinton area. All of the remaining businesses along Water, North, Main, and South Streets experienced major flooding. The Tuscarawas River flooded its banks and merged with the rising O&E Canal to inundate the Village of Clinton. The water reached nine feet high in William Smith's planing mill and the Limbach Block also experienced flooding.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 29 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Many of the residents of Clinton reflected that "the years of the early 1900s were the worst of their lives and many were ready to abandon the town."<sup>109</sup> Even though the O&E Canal did not survive the flood of 1913 the community of Clinton did, but its role as a major inland transportation hub ended forever.

The built environment in the Clinton/Warwick area during the Industrial Era reflects the subtle optimism created by industrialization. Several of Clinton's Greek Revivals were updated with Colonial Revival details during the Industrial Boom Town Era. Colonial Revival additions, such as front porches, dormers, and one story wing additions were added to several Canal Era residences.

Landmark buildings, such as the Clinton High School and the United Methodist Church (Late Gothic Revival), were designed in popular twentieth-century architectural styles. The Clinton High School is high style Italian Renaissance (Italian Villa) built in 1910. The school contains the characteristic details of the Italian villa style, such as a hipped roof with a tower, and round arched windows.

The Warwick area also contains vernacular commercial buildings from the Industrial Boom Town era. The Schmitt House/Saloon, a front gabled, Folk Victorian with a two-tiered porch, dates from this period.

#### Industrial Decline

After the abandonment of the O&E Canal in 1913, the area's sole connection to distant markets became the railroad. However, government regulation, long-term technological changes, and increased competition created adjustments in the railroad industry that adversely affected the economy of Clinton/Warwick.

During the first quarter of the twentieth century, Progressive reforms in the rail industry had a significant restrictive

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number   E   Canal, Railroad, and Industrial  
Page 30 Resources of Clinton/Warwick, Summit  
County, Ohio

---

impact on the structure and operation of railroad companies. Laws like the Hepburn Act (1906), The Mann-Elkins Act (1910) and the Valuation Act (1913) were designed to curtail widespread abuses of the railroad industry.<sup>110</sup>

The result of the new restrictions on the railroad industry was devastating. As historian Keith Bryant notes, the Progressive's railroad reforms resulted in limiting the ability of the railroads to raise additional investment capital at the very time when hundreds of millions of dollars were needed to increase the output of the system.<sup>111</sup> As a consequence, smaller railroads could not compete and were bought out by larger railroad industries like the Baltimore & Ohio and the Pennsylvania Railroad.

Although the B&O owned the Akron & Chicago Junction that was built through Warwick during the 1880s, the Pennsylvania Railroad only officially bought out the Cleveland, Akron & Columbus (CA&C) Railway during the 1920s. The locus of power of the CA&C moved from northeast Ohio to Philadelphia, Pennsylvania which left Warwick, along with many other small towns, with little control over corporate decisions. One former B&O Railroad worker noted that "train service changed from a more personalized and local service to a few centralized locations. . . . Work crews are now regional and gone are the local crews assigned to stretches of the rail near their communities."<sup>112</sup>

Technological improvements within the railroad industry also had a negative impact on Warwick. After World War II, most major railroad companies converted to diesel engines as a more efficient power source than steam. Diesels did not need the vast amounts of water steam locomotives required and frequent "watering" stops, like the Warwick depot, were eliminated from the run. In addition, steam engine frequent stops for coal loads ended, which further isolated Warwick.

The nation's rail industry had peaked in importance in the wake of World War I. Afterwards, other transportation industries

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 31 Resources of Clinton/Warwick, Summit  
County, Ohio

---

began to diminish the significance of the rail system. Bryant suggests the rail industry failed to perceive the major impact of automobiles, trucks, inter city buses, and the incipient airlines on their industry.<sup>113</sup> Because of cost and accessibility, farmers began to use trucks to ship their products to markets. Many area farmers also began to sell directly to consumers. Dreurey notes that farmers began to truck most of their products directly to markets and also opened fruit and vegetable stands that catered directly to the increased automobile traffic the village experienced.<sup>114</sup>

Heavy industry followed a similar trend. Except for World War II, when the rearmament program increased rail traffic as the demand for coal, steel, and petroleum products accelerated, the railroad industry during much of the twentieth century has been characterized by declining revenues, mergers, and consolidations. In Ohio, regional rail maintenance stations were relocated to larger industrial hubs like Akron and Cleveland, bypassing small communities such as Warwick.

The area's coal mining industry also declined during the early part of the twentieth century. According to Frey's Rogues' Hollow, mining companies completely exhausted the coal supply of the hollow early in the twentieth century and the last mine closed operations in 1945.<sup>115</sup> Moreover, new coal mining areas in southeastern Ohio and West Virginia were opened, which created additional competition for the mining industry in Warwick.

Furthermore, American business experienced a paradigm shift that excluded the coal mining industry, as well as Warwick, from the new, developing economy. The late nineteenth and early twentieth century economy was driven by the expansion of steel, railroads, machine tools, and other "capital-goods" industries. Consumer consumption was restrained and saving was encouraged, in order to free up funds that could be used to invest in new capital goods. With available natural resources and access to various rail systems, Warwick provided the raw materials for the construction of capital goods in northeastern Ohio.<sup>116</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 32 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Historian Martin J. Sklar has argued that in the early twentieth century, the dynamic of economic growth changed.<sup>117</sup> The growth of capital goods industries became, ironically, a threat to prosperity by overproducing. The introduction of electricity and the assembly line made the modern factory so productive that it could now increase its output without increasing its overall number of employees. In time, automation eliminated entire industries, like the Warwick Glass Factory.

With the creation of automated glassblowing machines, changes in the glass bottle manufacturing business came quickly. Skilled glassblowers were no longer needed in the process. By 1912, machines were invented that produced various size bottles to exact dimensions and a new factory opened in the Toledo area.<sup>118</sup> Unable to compete with the precision and speed of the new machines, the Warwick Glass Company closed down operations in 1915.

Furthermore, advancements in the steel making process greatly decreased the dependence on coke and coal. Area steel mills converted from the Bessemer Process (blast furnace) to the Open-Hearth process. The Open-Hearth process relied on oxygen as a fuel and eliminated most of the need for coal and coke.<sup>119</sup> With no manufacturing base and a decrease in demand for its only commodity, the economy in Warwick collapsed.

As the twentieth century progressed, the Clinton/Warwick area was resigned to a small town Americana existence. In 1932, declining school enrollment forced the Clinton School District to consolidate with the Grill District forming the West Franklin District.<sup>120</sup> An additional school merger occurred in 1953 when the Canal Fulton District and the West Franklin District combined to create the North West Local School District.

During the 1930s, a New Deal water conservancy control project slated the evacuation of the Village of Clinton. In 1934, an Army Corp of Engineers' plan proposed flooding the Clinton area

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 33 Resources of Clinton/Warwick, Summit  
County, Ohio

---

to create a reservoir to control the periodic flooding of the Tuscarawas River. Memories of the Great Flood of 1913 prompted the plan.

The Muskingum River Conservancy District project called for a dam to be located on the Tuscarawas River north of Massillon, which would create a reservoir covering both Clinton and Canal Fulton, Ohio.<sup>121</sup> Both towns would have been relocated to higher ground and the area that encompasses downtown Clinton would have been covered with an estimated six feet of water.<sup>122</sup>

A number of Clinton's prominent residents such as Mrs. John Rhoads, C.M. Casenhiser, and Mayor Lewis Smith opposed the relocation plan. Subsequently, a change in the federal government's public works policy plus a strong negative public sentiment thwarted the project.

But not all of the citizens of Clinton were pleased by the decision. The business community in Clinton relished the possibility of selling their property to the government. Clark Evans, the owner of a bar in Clinton, summarizes the businessmen sentiment in an Akron Beacon Journal interview. Evans states, "Every businessman in town would like to sell his property to the government. Business has been bad here ever since they put through the paved road. Since that time everybody drives out of town."<sup>123</sup>

### Post World War II

The automotive age had a limited affect on the Clinton/Warwick area's cultural landscape. Although Cleveland-Massillon Road (Old Route 21) ran directly through the center of Clinton (Main Street), the architecture and street pattern still evoke the canal and railroad era. There were two gas stations located in the main section. The Kirchberg Station was situated on the corner of Main Street and Van Buren while Smitty's Service Station sat in the triangle at North and Main Streets on the west side of the community.<sup>124</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 34 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Both stations' locations were on the peripheries of the town and did not affect the streetscape of Main Street. Furthermore, nearly all of the houses from the canal and railroad eras do not contain garages.

Midway through the twentieth century, Warwick's street pattern still remained oriented to the railroad lines that bisected the town. Tom Mayberry owned the only gasoline station in the Warwick area, which was situated on Hickory Street. Even into the 1950s, a significant number of Warwick's population did not own automobiles. In a 1953 Cleveland Plain Dealer article, Emma Esselburn, Warwick's postmistress, observed that many of the community's residents "don't drive cars or even own any."<sup>125</sup>

When Route 21 bypassed the Clinton/Warwick area to the west, the area became further isolated from the impact of auto traffic. In 1955, the Ohio Department of Transportation completed construction of U.S. Route 21, which ran through Chippewa Township (Wayne County) west of Franklin Township and the Clinton/Warwick area.<sup>126</sup>

In 1951, Gilbert Green Jr. of Akron purchased 206 lots in Warwick at a sheriff sale from the Franklin Industrial Company.<sup>127</sup> By 1952, Green began to move small "trailer" houses onto his property. Green planned to provide affordable housing to an increasing number of prospective homeowners created by the post World War II housing boom. Consequently, most of Green's buyers came from Akron.<sup>128</sup>

Most of Warwick's citizens reacted negatively to Green's plans and mounted opposition to stop the project. The Warwick Civic Association organized meetings and sent a delegation to Akron to protest to the Summit County Health Commissioners.<sup>129</sup> Many residents feared that their property values would decrease with the addition of Green's "inferior" trailer houses. Moreover, concerns were raised about the "undesirable" families that might be attracted to the fabricated houses.<sup>130</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 35 Resources of Clinton/Warwick, Summit  
County, Ohio

---

The Commissioners informed the Civic Association that their community contained no zoning law to prevent Green's plans and their only alternative was to petition to be annexed by the Village of Clinton. Being an incorporated village, Clinton had the authority to create zoning restrictions preventing further random development.

Community members organized a petition drive and collected the signatures of sixty-five percent (81 people) of the resident property owners of Warwick.<sup>131</sup> However, not all of Warwick's citizens supported the annexation. Many longtime residents believed that the benefits did not equal the sacrifices. If annexed, Warwick would surrender its name as well as its post-office.<sup>132</sup>

The Warwick Civic Association submitted the signed petition to the Summit County Commissioners for approval. In 1953, the Summit County Commissioners voted unanimously to allow the Village of Clinton to annex Warwick. The Village of Clinton's Council incorporated the town of Warwick, creating one incorporated village. Clinton's population rose from approximately 500 to 700 people and Green ceased his housing development plans.

Many in Clinton envisioned the village becoming a bedroom community of Akron in the second half of the twentieth century. John F. Kunkle Jr., owner of the village hardware store, summarized the suburbanization ideas in a 1955 Akron Beacon Journal article. Kunkle writes,

The way Akron is expanding southward expect Clinton to be in a position similar to Ellet in the next 20 years. We're too close to other communities to become a trading or industrial center, but we will be an important suburb for area workers. . . . Last year we annexed Warwick, just a mile south on Hickory Street. That swelled Clinton's population from 400 to about

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 36 Resources of Clinton/Warwick, Summit  
County, Ohio

---

1,000. My town has a fine water supply, recently added natural gas, dial telephones to Akron and bus service.<sup>133</sup>

Conclusion

The affects of the transportation revolution have dominated the historical development of the Clinton/Warwick area. The historical patterns demonstrate that first the canal and later the railroad strongly influenced the community's economy as well as the built environment. During both the canal and railroad era, the economic system can be best termed as colonial. In other words, advanced lines of transportation allowed Clinton/Warwick to ship raw commodities to larger urban centers without creating an industrial base in their community.

The O&E Canal transformed Clinton into an inland port and shipping center. With access to new markets, local farmers increased their crop size in an effort to sell surplus products, such as grains. The Village of Clinton became the "break of bulk" point for those agricultural goods.

To accommodate the large amount of grain shipments, several warehouses existed within the village. In addition, a micro service economy developed that catered to the needs of merchant farmers. Wheelwrights, wagon makers, a blacksmith, and liveries began to operate in the village.

In 1853, the railroad began to service the Clinton area. The Cleveland, Zanesville & Cincinnati (CZ&C) ran west of the village and adjacent to the Tuscarawas River. In the first twenty years of its operation, the CZ&C experienced two bankruptcies and reorganizations.

By the 1870s, the southwest area of Clinton, owned by John G. Warwick, became a junction for several other railroad lines. With close proximity to coal mines and stone quarries, Warwick emerged as an important shipping point for the raw materials



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 37 Resources of Clinton/Warwick, Summit  
County, Ohio

---

that were fueling the industrial revolution occurring in  
Northeastern Ohio.

Although the O&E Canal operated until 1913, the railroad system  
reduced its role greatly. Local farmers continued to ship goods  
by canal, but farmers from distant points no longer needed to  
travel to Clinton to transport products to major markets. By the  
1870s, most of the farming communities in eastern Wayne County  
had obtained railroad service.

Industrialists slated Warwick to become the next industrial  
center, but their hopes quickly evaporated. Shifts in technology  
and diminishing natural resources cut short any industrial  
development in the Warwick area.

As the twentieth century progressed, the Clinton/Warwick area  
experienced virtually no industrial development and little  
impact from the burgeoning automotive age.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 38 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Endnotes

---

- <sup>1</sup> George Knepper, Ohio and Its People, (Kent, OH: Kent State University Press, 1989), 13.
- <sup>2</sup> Akron Beacon Journal, 1 May 1955.
- <sup>3</sup> Knepper, Ohio and Its People, 17; P.P. Cherry, The Portage Path, (Akron, OH: Western Reserve Company, 1921), 6-12.
- <sup>4</sup> Knepper, Ohio and Its People, 81.
- <sup>5</sup> William H. Perrin, History of Summit County, (Chicago: Basken & Battey, 1881), 628.
- <sup>6</sup> L.V. Bierce, Historical Reminiscences of Summit County, (Akron, OH: Canfield, 1854), 69.
- <sup>7</sup> Bierce, Historical Reminiscences, 70.
- <sup>8</sup> Larry L. Miller, Ohio Place Names, (Bloomington, IN: Indiana University Press, 1996), ?.
- <sup>9</sup> Perrin, History of Summit County, 632.
- <sup>10</sup> Samuel A. Lane, Fifty Years and Over of Akron and Summit County, (Akron, OH: Beacon Job Department, 1892), 785.
- <sup>11</sup> Perrin, History of Summit County, 630.
- <sup>12</sup> Perrin, History of Summit County, 630.
- <sup>13</sup> Perrin, History of Summit County, 633.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 39 Resources of Clinton/Warwick, Summit  
County, Ohio

---

<sup>14</sup> Perrin, History of Summit County, 633; Lane, Fifty Years and Over, 789.

<sup>15</sup> Perrin, History of Summit County, 634.

<sup>16</sup> Jack Gieck, A Photo Album of the Ohio's Canal Era, 1825-1913, (Kent, OH: Kent State University Press, 1988), 12.

<sup>17</sup> Summit County Tax Auditor's Red Book, 1852.

<sup>18</sup> Sandra Walsh Dreurey, The Clinton Story, (Clinton, OH: Clinton Historical Society, 1991), 7.

<sup>19</sup> Dreurey, The Clinton Story, 7.

<sup>20</sup> U.S. Census, Productions of Agricultural Schedule, 1850, No. 140 Franklin Township.

<sup>21</sup> Dreurey, The Clinton Story, 9.

<sup>22</sup> U.S. Census, Productions of Agricultural Schedule, 1850.

<sup>23</sup> Lane, Fifty Years and Over, 786.

<sup>24</sup> Perrin, History of Summit County, 636.

<sup>25</sup> U.S. Census, Population Schedule, 1850, 1860.

<sup>26</sup> U.S. Census, Products of Industry, 1850, 1870.

<sup>27</sup> Perrin, History of Summit County, 630.

<sup>28</sup> Harry N. Scheiber, "The Pennsylvania & Ohio Canal: Transportation Innovation, Mixed Enterprise, and Urban Commercial Rivalry, 1825-1861, Old Northwest, 1980 6 (1): 119.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 40 Resources of Clinton/Warwick, Summit  
County, Ohio

---

<sup>29</sup> Harry N. Scheiber, Ohio Canal Era: A Case Study of Government and the Economy, 1820-1861, (Athens, OH: Ohio University Press, 1987), 193.

<sup>30</sup> Sillman Maps, Summit County, Franklin Township, 1909, Ohio Canal Maps, Ohio Historical Society.

<sup>31</sup> Annals of Cleveland, (Cleveland: Work Progress Administration, 1936), Volume XX, page 77; Volume XII.

<sup>32</sup> Perrin, History of Summit County, 634.

<sup>33</sup> G.H. Hubert Wilhelm, The Origin and Distribution of Settlement Groups: Ohio: 1850. (Athens, OH: Ohio University Press, 1982), 224.

<sup>34</sup> Perrin, History of Summit County, 638.

<sup>35</sup> Dreuery, the Clinton Story, 32.

<sup>36</sup> Perrin, History of Summit County, 638.

<sup>37</sup> Perrin, History of Summit County, 634.

<sup>38</sup> Perrin, History of Summit County, 634.

<sup>39</sup> Knepper, Ohio and Its People, 159.

<sup>40</sup> David D. Van Tassel and John J. Grabowski, editors, The Encyclopedia of Cleveland History, (Bloomington, IN: Indiana University Press, 1996), 781; Lane, Fifty Years and Over, 623.

<sup>41</sup> Lane, Fifty Years and Over, 624.

<sup>42</sup> Lane, Fifty Years and Over, 624.

<sup>43</sup> Lane, Fifty Years and Over, 624.

United States Department of Interior  
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 41 Resources of Clinton/Warwick, Summit  
County, Ohio

---

---

- <sup>44</sup> Lane, Fifty Years and Over, 624.
- <sup>45</sup> Poor's Manual of Railroads, 1879, (New York: H.V. & H.W. Poor, 1879), 596; Lane, Fifty Years and Over, 625.
- <sup>46</sup> Lane, Fifty Years and Over, 625.
- <sup>47</sup> Akron Beacon Journal, 6 December 1854.
- <sup>48</sup> Akron Beacon Journal, 6 December 1854.
- <sup>49</sup> Van Tassel and Grabowski, The Encyclopedia of Cleveland History, 781; Poor's Manual of Railroads, 1879, 596.
- <sup>50</sup> Poor's Manual of Railroads, 1869, 302.
- <sup>51</sup> Poor's Manual of Railroads, 1879, 596.
- <sup>52</sup> Lane, Fifty Years and Over, 635.
- <sup>53</sup> Combination Atlas Map of Summit County, Ohio, 1874, (Philadelphia, PA: Tackabury, Mead, and Moffett, 1874), 130.
- <sup>54</sup> U.S. Bureau of Census, Products of Industry, Summit County, Ohio, Franklin Township in 1870, (Washington, D.C.: Bureau of Census, 1870).
- <sup>55</sup> U.S. Bureau of Census, Productions of Agriculture, Summit County, Ohio, Franklin Township in 1870, (Washington, D.C.: Bureau of Census, 1870).
- <sup>56</sup> Illustrated Summit County, Ohio representing her Manufacturing interests, Commercial Houses, and Public Institutions, (Akron, OH: Akron Map & Atlas Company, 1891, reprinted in 1992), 13.
- <sup>57</sup> Illustrated Summit County, Ohio 1891, 126.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 42 Resources of Clinton/Warwick, Summit  
County, Ohio

---

---

- <sup>58</sup> Perrin, History of Summit County, 633.
- <sup>59</sup> City of Akron Directory, 1889-90, (Akron, OH: N.H. Burch & Company, 1890.), 657.
- <sup>60</sup> Illustrated Summit County, Ohio 1891, 182.
- <sup>61</sup> Illustrated Summit County, Ohio 1891, 182.
- <sup>62</sup> Dreurey, The Clinton Story, 32.
- <sup>63</sup> Illustrated Summit County Ohio 1891, 126, 153.
- <sup>64</sup> Dreurey, The Clinton Story, 40.
- <sup>65</sup> Russell W. Frey, The History and Legends of Rogues' Hollow, (Booneville, NY: Booneville Herald Press, 1958), 25.
- <sup>66</sup> Sillman Maps, Summit County, Franklin Township, 1909, Ohio Canal Maps, Ohio Historical Society.
- <sup>67</sup> William Nye, interview by Sam Tamburro, 21 July 1998. Village of Clinton File, Cuyahoga Valley National Recreation Area
- <sup>68</sup> Illustrated Summit County Ohio 1891, 20.
- <sup>69</sup> Frey, Rogues' Hollow, 24-33.
- <sup>70</sup> Frey, Rouges' Hollow, 25.
- <sup>71</sup> Grismer, Akron and Summit County, 226.
- <sup>72</sup> Melvyn Dubofsky, Industrialism and the American Worker, 1865-1920, (Arlington Heights, IL: AHM Publishing Corporation, 1975), 33-35.
- <sup>73</sup> Frey, Rogues' Hollow, 28.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 43 Resources of Clinton/Warwick, Summit  
County, Ohio

---

<sup>74</sup> Grismer, Akron and Summit County, 226.

<sup>75</sup> Lane, Fifty Years and Over, 430.

<sup>76</sup> Herbert Gutman, "The Worker's Search for Power," in H. Wayne Morgan, ed., The Gilded Age, (Syracuse, NY: Syracuse University Press, 1964).

<sup>77</sup> Sandra Walsh Dreurey, The Clinton Story, (Clinton, OH: Clinton Historical Society, 1991), 23.

<sup>78</sup> Lane, Fifty Years and Over, 635.

<sup>79</sup> Akron Beacon Journal, 1 November 1901.

<sup>80</sup> Akron Beacon Journal, 1 November 1901.

<sup>81</sup> Akron Beacon Journal, 19 October 1969.

<sup>82</sup> "Iron Horse Impacts Warwick," Clinton File, Barberton Public Library, Barberton, Ohio.

<sup>83</sup> Akron Beacon Journal, 19 October 1969.

<sup>84</sup> Dreurey, The Clinton Story, 23; Akron Beacon Journal, 19 October 1969.

<sup>85</sup> Dreurey, 23. John G. Warwick died in 1892, but his wife Maria along with her stepson and nephew continued to run the family's business enterprise.

<sup>86</sup> Akron Beacon Journal, 19 October 1969.

<sup>87</sup> Akron Beacon Journal, 19 October 1969.

<sup>88</sup> Akron Beacon Journal, 19 October 1969.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 44 Resources of Clinton/Warwick, Summit  
County, Ohio

---

- 
- <sup>89</sup> Akron Beacon Journal, 19 October 1969.
- <sup>90</sup> Frey, Rogues' Hollow, 28.
- <sup>91</sup> Poor's Manual of Railroads, 1911, 403.
- <sup>92</sup> Dreurey, The Clinton Story, 33.
- <sup>93</sup> Dreurey, The Clinton Story, 26.
- <sup>94</sup> Dreurey, The Clinton Story, 26.
- <sup>95</sup> Dreurey, The Clinton Story, 26.
- <sup>96</sup> Dreurey, The Clinton Story, 26.
- <sup>97</sup> Dreurey, The Clinton Story, 39.
- <sup>98</sup> Dreurey, The Clinton Story, 26, 39.
- <sup>99</sup> Dreurey, The Clinton Story, 39.
- <sup>100</sup> Illustrated Summit County, 84; Allen G. Noble, "Small Towns,"  
A Geography of Ohio, Leonard Peacefull, ed. (Kent, OH: Kent  
State University Press, 1996), 213.
- <sup>101</sup> Dreurey, The Clinton Story, 32.
- <sup>102</sup> Akron Beacon Journal, 6 July 1909.
- <sup>103</sup> Akron Beacon Journal, 5 July 1950.
- <sup>104</sup> Akron Beacon Journal, 5 July 1950.
- <sup>105</sup> Akron Beacon Journal, 6 July 1909.
- <sup>106</sup> Sanborn Insurance Map, Clinton Summit County, February 1927.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 45 Resources of Clinton/Warwick, Summit  
County, Ohio

---

---

<sup>107</sup> Sanborn Insurance Map, Clinton Summit County, February 1927.

<sup>108</sup> Gieck, A Photo Album of the Ohio Canal System; Scheiber, The Ohio Canal System.

<sup>109</sup> Akron Beacon Journal, 5 July 1950.

<sup>110</sup> Robert Wiebe, The Search for Order, (New York: Hill and Wang, 1967), 120.

<sup>111</sup> Keith L. Bryant, The Encyclopedia of American Business, xx.

<sup>112</sup> Barberton Signal, 4 July 1991.

<sup>113</sup> Bryant, The Encyclopedia of American Business, xxii.

<sup>114</sup> Dreurey, the Clinton Story, 17-18.

<sup>115</sup> Frey, Rogues' Hollow, 24.

<sup>116</sup> John B. Judas, "The Spirit of '68," The New Republic, 31 August 1998, 22.

<sup>117</sup> Martin J. Sklar, Economic Development in the Early Twentieth Century, (Princeton, NJ: Princeton University Press, 1991).

<sup>118</sup> Akron Beacon Journal, 19 October 1969.

<sup>119</sup> Staughton Lynd, The Fight Against the Shutdowns: Youngstown's Steel Mill Closings, (San Pedro, CA: Single Jacket Books, 1982), 32.

<sup>120</sup> Dreurey, The Clinton Story, 32.

<sup>121</sup> Akron Beacon Journal, 23 March 1934.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number E Canal, Railroad, and Industrial  
Page 46 Resources of Clinton/Warwick, Summit  
County, Ohio

---

<sup>122</sup> Akron Beacon Journal, 23 March 1934.

<sup>123</sup> Akron Beacon Journal, 1934, need to find the citation.

<sup>124</sup> Dreurey, The Clinton Story, 19.

<sup>125</sup> Cleveland Plain Dealer, 28 June 1953.

<sup>126</sup> The Journal of the Director of Highways, 19 December 1955,  
Volume 40, 930.

<sup>127</sup> Chuck Miller, "Clinton to Annex Once Flourishing Village,"  
Clinton Historic Resource File, Hawkins Library, Cuyahoga Valley  
NRA, Brecksville, OH.

<sup>128</sup> Chuck Miller, "Clinton to Annex Once Flourishing Village."

<sup>129</sup> Chuck Miller, "Clinton to Annex Once Flourishing Village."

<sup>130</sup> Chuck Miller, "Clinton to Annex Once Flourishing Village."

<sup>131</sup> "Commission Erases the Village of Warwick," Clinton Historic  
Resource File, Hawkins Library, Cuyahoga Valley NRA,  
Brecksville, OH.

<sup>132</sup> Cleveland Plain Dealer, 28 June 1953.

<sup>133</sup> Akron Beacon Journal, 1 May 1955.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 47

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-II. Description**

Canal resources found in the Clinton/Warwick area are concentrated in the Village of Clinton. These resources include sites and structures of the Ohio & Erie Canal system in Clinton, concentrated north of the village and east and west of the Tuscarawas River. Other resource types include the residential and commercial structures reflecting Clinton's development during the canal era.

**Ohio & Erie Canal Structures and Sites**

The structures and sites associated with the O&E Canal system in Clinton include two canal lift locks, two flood gates, a guard lock, four intact sections of the canal prism, four intact sections of the canal towpath, and two cut-sandstone foundation remnants. These resources constitute a historic district.

There are two lift locks (O&E Canal Locks 2 and 3) in the Clinton vicinity, directly northwest of the village. Both locks are approximately 117 feet in length and 18 feet wide. The walls of the lock chamber are sandstone block, which were faced with cement in 1907-08 rehabilitation effort. Earthen ramps built up to the parallel lock's sidewalls and are contained at each end by flared out wall ends. Both locks evidence gate chambers, a recess built into the wall of the lock into which open gates could fit. This feature allowed a passing boat the entire 15 feet of the lock chamber to navigate through.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 48

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-II. Description**

Ohio & Erie Canal Structures and Sites

Both locks featured vertical miter gates with 2 foot square lock culverts above the lock or mud/miter sill that admitted water into an internal conduit in the lock wall. This water flowed into the lock chamber through an opening in the wall. The lock culverts are still visible today.

There are 2 flood gates located near the locks. Flood gates served to divert excess water out of the canal prism. The flood gates are constructed of poured concrete.

The guard lock is located on the east side of the Tuscarawas River, closer to the village. The guard lock controlled the level of water between the adjacent Tuscarawas River and the lower (southern) section of the canal prism. The Tuscarawas River contained a crib dam and was used as a slackwater navigation from Lock 3 to the guard lock. Typically, guard locks were built of stone only at the ends to support lock gates with the middle section consisting of riprap debris.

The canal prism had a top width of forty feet, a bottom width of twenty-eight feet, and an average depth of four feet. The inside walls of the prism were packed with clay for water retention.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 49

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-II. Description**

Typically, the Ohio & Erie Canal towpath had a base width of ten feet. The Clinton towpath is approximately ten feet wide.

There are two remnant stone foundations located near the Clinton locks. Along the east side of Lock 2 and along the west side of Lock 3. The 1892 Silliman Survey maps identifies the structure near Lock 2 as a "house" and the structure near Lock 3 as a "lock tender's house." Both foundations adopt a rectangular plan and are constructed of cut-sandstone.

**Canal Era Residential and Commercial Buildings**

Residential\Commercial buildings associated with Clinton's canal era include the Price House, the Warwick House, the Waggoner House, the Oster Store, the Patterson House, and the Rhoads/Harter House. All of these structures are frame houses, 1 ½ or 2 ½ stories in height with gable or hip roofs.

Greek Revival is the dominant style of the structures associated with the canal era, with the exception of the Price House, a Gothic Revival style residence. Common elements of the Greek Revival Style evidenced by these buildings include large entablatures with return cornices, endboards, and some with pilasters or trabeated entries. Gothic Revivals feature a steep pitch roof, board-and-batten construction, vergeboard trim and finials, and drip mold window crowns.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 50

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-III. Significance**

Ohio & Erie Canal Structures and Sites

The canal-era resources of the Clinton\Warwick area are significant under Criterion A for their association with transportation and community development. Some of these resources are eligible under Criterion B for association with persons significant to the context area's history and/or Criterion C as a district, or for containing distinctive characteristics of types, periods, and method of construction that are historically significant.

The canal system structures and sites have a strong association with the transportation revolution that turned the small settlements of Clinton, Pumroy, and Orradeen into an important grain warehousing and coal transport center. These structures and sites are also eligible for embodying the distinctive characteristics of canal structures such as lock walls, lock culverts, lock chamber, mud sills, goose neck and associated hardware remnants, which collectively comprise the canal system in the study area.

The remnant foundations near the locks communicate building massing near canal locks. Most O&E Canal locks had buildings and/or structures adjacent to them that were related to the business or functioning of the canal.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 51

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-III. Significance**

**Canal Era Residential and Commercial Buildings**

Properties associated with persons of historical significance during the canal era are potentially eligible under Criterion B. No commercial buildings directly associated with significant figures of Clinton's canal era remain standing. Residences associated with some of these individuals are still evident and their style and design sophistication convey their status in the community.

Canal Era properties are also eligible under Criterion C for their architectural significance represented by the retention of the character defining features that comprise a building or structure type or architectural style significant to the context area's historical development. The 1850 population census records for the Clinton area indicate a predominately Germanic or Pennsylvania Dutch culture.

The Greek Revival style has significant association with Clinton's canal era in that it represents the diffusion of culturally associated building practices. Strongly associated with the Western Reserve's New England heritage, the Greek Revival style in this area outside the Reserve, but linked to the Reserve by the canal, suggests that ideas and building traditions were transported by the Ohio & Erie Canal, along with passengers and freight.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 52

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and Structures**

**F-III. Significance**

The Gothic Revival Price House also represents the prosperity and influence of ideas from beyond the local area. Gothic Revival was most popular in New England, where fashionable architects were heavily influenced by 19<sup>th</sup> century tastemaker, Andrew Jackson Downing. In keeping with the rural emphasis of Jackson's cottage designs, the Price House evidences the prosperity and a level of sophistication that canal warehouse owner, John Price, could express through the design of his house.

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and Structures**

**F-IV. Registration Requirements**

**Ohio & Erie Canal Structures and Sites**

In order for the canal system structures and sites to be considered eligible for their transportation-related association, they must have integrity of setting, location, and materials. In addition, the spatial relationship between the sites and structures must be intact in order to convey the sense of a system. Eligibility consideration under Criterion C requires that the masonry materials (sandstone block and/or concrete), earthen prism embankments, and towpath berm must be



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 53

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-IV. Registration Requirements**

evident. Basic features of their design, such as height, width, wall thickness and relationship to other elements in the system are required for Criterion C. Due to the function of the canal system relating to the immediate environment, the setting must be intact. Important features that convey the setting include the proximity to the Tuscarawas River, the open spaces that create the visual connection between the two locks, their spillways, the prism, towpath berm and the guard lock.

**Canal Era Residential and Commercial Buildings**

Canal-era related buildings that are nominated under Criterion A and/or Criterion B must be in their original location, evidence a village setting, and evidence original materials and design features. Locations of buildings associated with the canal era provide information about the village's functional zones during this era. For example, the residential area appears to have been buffered from the canal warehouses and traffic by a small commercial area. Canal era buildings eligible under Criterion C for architectural significance must evidence integrity of design, materials, and workmanship. The character defining features of each style must be evident and the basic massing, roof profile and fenestration must be intact. For example, the squat massing and cornice returns typifying Greek Revival would be important to convey the architectural stylistic association.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 54

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Canal Era Buildings, Sites and  
Structures**

**F-IV. Registration Requirements**

A steep roof slope and decorative vergeboard convey a strong association with the Gothic Revival style.

**F-I. Name of Property Types: Railroad Era Resources  
F-II. Description**

Railroad Era resources are also located in both Clinton and Warwick. The only Railroad Era building directly associated with the railroad industry is the interlocking tower in downtown Warwick.

The residential building that took place during this time period reflects nationally dominant architectural styles that spread around the county due to the mass distribution of goods and information via railroad transportation. The Italianate commercial style and vernacular Queen Anne residential architecture define the built environment in Clinton\Warwick during the railroad era.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 55

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Railroad Era Resources**  
**F-II. Description**

Railroad Buildings & Structures

The signal tower is located directly south of North Division Street in the Warwick area along the east side of the CSX track. The interlocking tower is a 2 story brick building with large second floor windows on all sides of the structure. The signal tower's defining elements, such as the location adjacent to the tracks and the original fenestration pattern, convey the historic function of this support building.

Railroad Era Residential and Commercial Buildings

Residential Queen Anne buildings in the study area are vernacular style buildings with Queen Anne ornamentation, such as front gable spindle work, wood shingles on the gable façade, and turned porch posts. The examples are two-story frame buildings with a gabled-ell or homestead massing. An earlier Greek Revival New England one-and-one-half contains a Queen Anne oriel window bay with leaded glass panes.

Defining elements of the commercial Italianate style evidenced in the study area include rectangular massing, flat roof line, 3-bay vertical modules, and the façade division of the two horizontal zones: residential and retail. The roofline is comprised of the dominant metal cornice line, overhanging molding supported by curving brackets that mimic the fenestration pattern. Tall attenuated second floor windows are

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 56

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Railroad Era Resources**

**F-II. Description**

2/2 sash segmental arch. Brick header projecting lintels and cut stone sills are also defining elements. A metal cornice with dominant end blocks marks the division between the upper residential zone and the lower retail area. Some Queen Anne influence is evidenced in the commercial buildings through the corbelled out brick cornices and saw-tooth brick frieze panels, rather than the bracketed metal cornices.

Commercial fronts each contain a common fenestration pattern of a central entry door flanked by large display windows. Some of the storefronts are original to the period of construction and others evidence early-20<sup>th</sup> century or mid-20<sup>th</sup> century alterations. All of the fronts retain the basic pattern of recessed central entry flanked by two large display windows.

**F-I. Name of Property Types: Railroad Era Resources**

**F.III Significance Statement**

Properties types associated with the Railroad Era in the Clinton/Warwick area may be eligible for listing under Criterion A for association with transportation or community development, Criterion B for association with persons of local historical significance during the period between 1869-1900, and Criterion C for representing a district, or for containing distinctive characteristics of types, periods, and method of construction that are historically significant.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 57

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Railroad Era Resources**

**F-III. Significance**

Railroad Buildings

Railroad buildings are eligible under Criterion A for their significant association with the Clinton/Warwick area's transportation history. Warwick served as a crossing point for five railroad companies and the station was jointly operated by the Pennsylvania Railroad and the Baltimore & Ohio Railroad. The confluence of railroad lines has a strong association with the transportation revolution that transformed the Clinton/Warwick area into a major supplier of coal, coke, and stone products for Northeast Ohio's heavy industries.

Railroad Era Residential and Commercial Buildings

Criterion A applies to resources associated with commerce in the Clinton/Warwick area. The Limbach Brothers' business played an important role in the development of the community with the construction of the main commercial block during the Railroad Era. The Limbach Block served as the commercial center of the village throughout the late 19<sup>th</sup> century and into the mid-20<sup>th</sup> century. Furthermore, it is one of the examples of commercial architecture dating from Clinton's period of significance (1825-1930).

Criterion B applies to resources associated with the productive lives of persons of local historic significance. Commercial buildings are considered significant under Criterion B if they housed the businesses of prominent business leaders and/or are

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 58

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Railroad Era Resources**

**F-III. Significance Statement**

directly associated with the productive lives of the individuals. Residences are considered significant under Criterion B if a historically significant person's place of business or significant activity is no longer extant. Significant leaders are those that ran businesses that impacted the development of the community.

Properties considered under Criterion C as a district or for containing the distinctive characteristics of a type, period, or method of construction are considered significant for representing national trends that were distributed by the development of the railroad network. Clinton, as a switching yard, was a crossroads for several lines and would have been exposed to current architectural styles and building materials. The Commercial Italianate buildings evidence this with cast iron features from foundries outside of the town. The evidence of residences built in the Queen Anne style and the Greek Revival with Queen Anne updates reflects the impact railroads had in popularizing this style throughout the county. Precut architectural details, which play a prominent role in this decorative style, were made readily available by the growing national rail transportation network.<sup>1</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 59

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

- F-I. Name of Property Types: Railroad Era Resources**  
**F-IV. Registration Requirements**

Railroad Buildings

Railroad Era transportation resources considered under Criterion A (Transportation) must evidence integrity of setting materials, and location. The resource must be in its original location, near the railroad right-of-way, and the setting must reflect that of a rail yard. Important materials that must be evident are those that convey the railroad line's function as a crossing point. The original configuration of these features is also necessary to communicate the yard's historic function.

Railroad Era commercial resources considered under Criterion A (Commerce) must evidence integrity of setting, materials, and location. The resource must be in its original location, along a major access route of the village and the setting must reflect the commercial function of the building. The fenestration pattern, a center door flanked by display windows, must be evident.

Areas of integrity important for the application of Criterion B to Railroad Era related resources include setting, location, materials and design. The current appearance of the resource must reflect the overall historic appearance to the time of the individual's significant activity.

Defining features of the property type or architectural style must be evident for consideration under Criterion C. Associated buildings, such as an interlocking tower, must maintain integrity of design and materials. The interlocking tower's

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 60

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Railroad Era Resources**

**F-IV. Registration Requirements**

original fenestration pattern and massing must be intact. The signal tower must be located adjacent to the tracks and convey the historic function as a support building.

**Railroad Era Residential and Commercial Buildings**

The commercial Italianate style and residential Queen Anne style defining elements which must be represented are identified above in Railroad Era Resource Property Type Description section (F-II).

**F-I. Name of Property Type: Mining and Industrial Era Resources**

**F-II. Description**

The Mining and Industrial Era resources are found in both the Clinton and Warwick areas. These resources include residential structures as well as upgrades and additions to existing structures that reflect the Mining and Industrial Era in the Clinton/Warwick area. An additional resource that is associated with the Mining and Industrial Era is the Clinton High School. None of the directly associated industrial factories, structures, or sites still exist in the study area.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 61

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Type: Mining and Industrial Era  
Resources**

**F-II. Description**

Residential and Commercial Buildings

The residential buildings associated with Clinton/Warwick's Mining and Industrial era include vernacular two-story wood-frame buildings with a gabled-ell or homestead massing. The study area also includes the Humberger House, a 1 ½ story, pyramid-roofed stone structure with dormers on all elevations. The house is accented with Craftsman details, such as exposed rafter tails and ribbon windows. The interior of the house is accented with beamed ceilings and built-ins, common features in Craftsmans. Several of Clinton's Greek Revival buildings were updated with Colonial Revival details during the Mining and Industrial Era. A Colonial Revival hipped roof front porch was added to the Patterson House and the Rhoads/Harter House received three wall dormers. A one-story addition was also added to the east side of the Rhoads/Harter House.

The commercial resources of the Mining and Industrial era consist of the Schmitt House/Saloon. The Schmitt House/Saloon is a front gabled, late Folk Victorian with a two-tiered porch. The store contains a central entryway flanked by display windows. The first floor of the store functioned as both a small grocery store and a saloon. The second floor served as a residence for the Schmitt family.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 62

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

**F-I. Name of Property Types: Mining and Industrial Era  
Resources**  
**F.II Description**

Clinton High School

Mining and Industrial era schools in the study area include the Clinton High School, a high style Italian Renaissance (Italian Villa) structure built in 1910. The two-story building has a low-pitched hipped roof with a tower on the west elevation. The windows are in groupings of three with stone lug sills and brick lintels. The second floor windows are round-arched. The school is constructed of running bond brick with a cut stone foundation.

**F. Associated Property Types**

**F-I. Name of Property Types: Mining and Industrial Era  
Resources**  
**F.III Significance Statement**

Properties types associated with the Industrial Era in the Clinton/Warwick area may be eligible for listing under Criterion A for association with commerce, Criterion B for association with persons of local historical significance during the period between 1900-1913, and Criterion C for containing distinctive characteristics of types, periods, and method of construction that are historically significant.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 63

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

**Historic Resources of Clinton/Warwick  
Property Types**

**F. Associated Property Types**

- F-I. Name of Property Type: Mining and Industrial Era  
Resources**
- F-III. Significance Statement**

**Residential and Commercial Buildings**

Criterion B applies to resources associated with the productive lives of persons of local historic significance. Commercial buildings are considered significant under Criterion B if they housed the businesses of prominent business leaders and/or are directly associated with the productive lives of the individuals. Residences are considered significant under Criterion B if a historically significant person's place of business or significant activity is no longer extant. Significant leaders are those that ran businesses that impacted the development of the community.

Properties considered under Criterion C for containing the distinctive characteristics of a type, period, or method of construction are considered significant for representing trends that were indicative of the prosperity realized during Clinton/Warwick's Industrial Era. The sandstone building materials used in the construction of the Humberger/Schmitt House is indicative of the importance of the quarrying industry in the area. The Colonial Revival updates on the area's Greek Revivals reflects the increasing influence of industrial prosperity in the community. Moreover, photographs in trade books and periodicals that received wide dissemination throughout the country popularized the Colonial Revival style. The Clinton/Warwick area experienced the effects of this influence.<sup>2</sup>

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 64

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick**

**F. Associated Property Types**

**F-I. Name of Property Type: Mining and Industrial Era  
Resources**

**F-III. Significance Statement**

Clinton High School

The Clinton High School is significant under Criterion A for Community Planning and Development. The school represents a modest growth in population as well as the economic prosperity experienced during the Mining and Industrial Era.

The Clinton High School is also significant under Criterion C Architecture as the only example of Italian Renaissance Revival style in the Clinton/Warwick area. The school is a significant example of the Italian Villa style in "small town" America, a style typically designed as landmarks in major metropolitan areas prior to World War I.<sup>3</sup> In essence, the style is indicative of the expected prosperity of the Mining and Industrial era.

**F. Associated Property Types**

**F-I. Name of Property Types: Mining and Industrial Era  
Resources**

**F.IV. Registration Requirements**

In order for Industrial Era buildings to be eligible under Criterion B for association with the lives of persons significant in our past, the related resources must retain integrity of its setting, original location, materials and design. The current appearance of the resource must reflect the overall historic appearance at the time of the individual's significant activity.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 65

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

**Historic Resources of Clinton/Warwick**

**F. Associated Property Types**

**F-I. Name of Property Types: Mining and Industrial Era  
Resources**

**F.IV. Registration Requirements**

Industrial Era related buildings nominated under Criterion B must be in their original location, in a village setting, and evidence original materials and design features.

Industrial Era buildings eligible under Criterion C for architectural significance must evidence integrity of design, materials, and workmanship. The character defining features of each style must be evident and the basic massing, roof profile and fenestration must be intact. The defining features that must be represented are identified above in Mining and Industrial Era Resource Property Type Description section (F-II).

---

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number F  
Page 66

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick Summit  
County, Ohio

---

---

Endnotes

<sup>1</sup> McAlesters, A Field Guide to American Houses, (New York, Alfred A. Knopf, 1986), p.268.

<sup>2</sup> McAlesters, A Field Guide to American Houses, 326.

<sup>3</sup> McAlesters, A Field Guide to American Houses, 398.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number G  
Page 67

Canal, Railroad, and Industrial  
Resources of Clinton/Warwick, Summit  
County, Ohio

---

Geographic Data

The geographic boundary for the Canal, Railroad, and Industrial Resources of Clinton/Warwick multiple property documentation form is the same as the corporate limits of the Village of Clinton and Warwick in 1910 (see figure 5 and 6). The year 1910 was used to define the boundary for the study area because the time period is near the end date for the period of significance for the multiple property documentation form.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number   H   Canal, Railroad, and Industrial  
Page 68 Resources of Clinton/Warwick, Summit  
County, Ohio

---

Summary of Identification and Evaluation Methods

In 1988, Jeff Brown, Regional Coordinator for the Ohio Historic Preservation Office, prepared Ohio Historic Inventory forms for approximately 12 buildings in the Clinton area. The Ohio Historic Preservation Office's initial architectural evaluation served as the base survey for the Clinton/Warwick Multiple Property Documentation form.

All of the buildings identified by the OHPO were reexamined to verify that they still retained historical integrity. In addition, several other buildings and three Ohio & Erie Locks not inventoried, were surveyed and Ohio Historic Inventory forms were completed for the structures.

The historic context was developed by analyzing primary and secondary sources as well as oral interviews with long-time community residents.

The historic context narrative is divided into sub-units to reflect the distinct phases of community development that occurred in the Village of Clinton. Specifically, these were the opening of the Ohio & Erie Canal in 1827; the arrival of the railroad in 1852; and the emergence of an industrial economy in 1900.

Property types significant to the context were determined by those buildings that reflect community development or reflect popular building types and styles for the study area's time period. The integrity requirements were determined by an assessment of all properties from the time period in the study area. Many of these structures have been unsympathetically altered or are now clad with aluminum or vinyl siding. Only those resources with sufficient historic integrity to convey their historic association were considered for nomination to the National Register. The study area also contains archeological resources. The area's archeological resources may be covered at a future time under a comprehensive framework.



United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number I Canal, Railroad, and Industrial  
Page 69 Resources of Clinton/Warwick Summit  
County, Ohio

---

Selected Bibliography

**Primary Sources**

- Akron Beacon Journal 1934, 1955, 1969.  
Barberton Signal, 1991.  
Cleveland Plain Dealer, 1953  
Sanborn Insurance Map. Clinton, Ohio, 1927.  
Summit County Tax Auditor's Red Book, 1852.  
U.S. Bureau of Census. Population Schedule, 1850, 1870.  
U.S. Bureau of Census. Production of Agriculture Schedule, 1850,  
1870.  
U.S. Bureau of Census. Productions of Industry Schedule, 1850,  
1870.

**Secondary Sources**

- Bierce, L.V. Historical Reminiscences of Summit County. Akron,  
OH: Canfield, 1854.
- Bryant, Keith L. The Encyclopedia of American Business. New  
York: 1985.
- Cherry, P.P. The Portage Path. Akron, OH: Western Reserve  
Company, 1921.
- City of Akron and Summit County Directory, 1889-1890. Akron, OH:  
N.H. Burch & Company.
- Combination Atlas Map of Summit County, Ohio, 1874,  
Philadelphia, PA: Tackabury, Mead, and Moffett, 1874.
- "Commission Erases the Village of Warwick," Clinton Historic  
Resource File. Hawkins Library. Cuyahoga Valley National  
Recreation Area. Brecksville, Ohio.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number I Canal, Railroad, and Industrial  
Page 70 Resources of Clinton/Warwick Summit  
County, Ohio

---

Crowell, Douglas L. History of the Coal-Mining Industry in Ohio.  
Columbus, OH: Ohio Department of Natural Resources,  
Division of Geological Survey, 1995.

Dreurey, Sandra Walsh. The Clinton Story. Clinton, OH: Clinton  
Historical Society, 1991.

Dubofsky, Melvyn. Industrialism and the American Worker, 1865-  
1920. Arlington Heights, IL: AHM Publishing Corporation,  
1975.

Frey, Russell W. The History and Legends of Rogues' Hollow.  
Booneville, NY: Booneville Herald Press, 1958.

Gieck, Jack. A Photo Album of Ohio's Canal Era, 1825-1913. Kent,  
OH: Kent State University Press, 1988.

Grismer, Karl. Akron and Summit County. Akron, OH: The Summit  
County Historical Society, 1952.

Gutman, Herbert. "The Worker's Search for Power," in H. Wayne  
Morgan, editor. The Gilded Age. Syracuse, NY: Syracuse  
University Press, 1964.

Illustrated Summit County, Ohio representing her Manufacturing  
interests, Commercial Houses, and Public Institutions.  
Akron, OH: Akron Map & Atlas Company, 1891, reprinted in  
1992.

"Iron Horse Impacts Warwick," Clinton File, Barberton Public  
Library, Barberton, Ohio.

Journal of the Director of Highways. 19 December 1955. Volume  
40.

Judas, John B. "The Spirit of '68," The New Republic. 31 August  
1998.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number I Canal, Railroad, and Industrial  
Page 71 Resources of Clinton/Warwick Summit  
County, Ohio

---

- Knepper, George. Ohio and Its People. Kent, OH: Kent State University Press, 1989.
- Lane, Samuel A. Fifty Years and Over of Akron and Summit County. Akron, OH: Beacon Job Department, 1892
- Lynd, Staughton. The Fight Against the Shutdowns: Youngstown's Steel Mill Closings. San Pedro, CA: Single Jacket Books, 1982.
- Miller, Chuck. "Clinton to Annex Once Flourishing Village." Clinton Historic Resource File. Hawkins Library. Cuyahoga Valley National Recreation Area. Brecksville, Ohio.
- Miller, Chuck. Ohio Place Names. Bloomington, IN: Indiana University Press, 1996.
- Noble, Allen G. "Small Towns," A Geography of Ohio. Leonard Peacefull, editor. Kent, OH: Kent State University Press, 1996.
- Nye, William. Interview by Sam Tamburro, 21 July 1998. Village of Clinton File. Hawkins Library. Cuyahoga Valley National Recreation Area, Brecksville, Ohio.
- Perrin, William H. History of Summit County. Chicago: Basken & Battey, 1881.
- Poor's Manual of Railroads, 1879 and 1911. (New York: H.V. & H.W. Poor, 1879, 1911.
- Scheiber, Harry N. "The Pennsylvania & Ohio Canal: Transportation Innovation, Mixed Enterprise, and Urban Commercial Rivalry, 1825-1861. Old Northwest, 1980 6 (1): 105-135.

United States Department of Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number I Canal, Railroad, and Industrial  
Page 72 Resources of Clinton/Warwick Summit  
County, Ohio

---

—. Ohio Canal Era: A Case Study of Government and the Economy, 1820-1861. Athens, OH: Ohio University Press, 1987.

Sklar, Martin J. Economic Development in the Early Twentieth Century. Princeton, NJ: Princeton University Press, 1991.

Van Tassel, David D. and Grabowski, John J., editors. The Encyclopedia of Cleveland History. Bloomington, IN: Indiana University Press, 1996.

Wiebe, Robert. The Search for Order. New York: Hill and Wang, 1967.

Wilhelm, Hubert, G.H. The Origin and Distribution of Settlement Groups: Ohio: 1850. Athens, OH: Ohio University Press, 1982.

## Figure List

- Figure 1:** 1856 Summit County atlas map of the village of Clinton.
- Figure 2:** 1874 Summit County atlas map of the village of Clinton.
- Figure 3:** 1891 Summit County atlas map of the village of Clinton.
- Figure 4:** 1900 Summit County atlas map of the village of Clinton.
- Figure 5:** 1910 Summit County atlas map of the village of Clinton.
- Figure 6:** 1910 Summit county atlas map of Warwick.
- Figure 7:** Map of the village of Clinton identifying Clinton MPD nominated structures.
- Figure 8:** Map of "Warwick" identifying Clinton MPD nominated structures.
- Figure 9:** 1891 Map of Summit and Stark Counties.
- Figure 10:** 1913 Postcard of Clinton's Mainstreet.



MAIN STREET, CLINTON, OHIO.

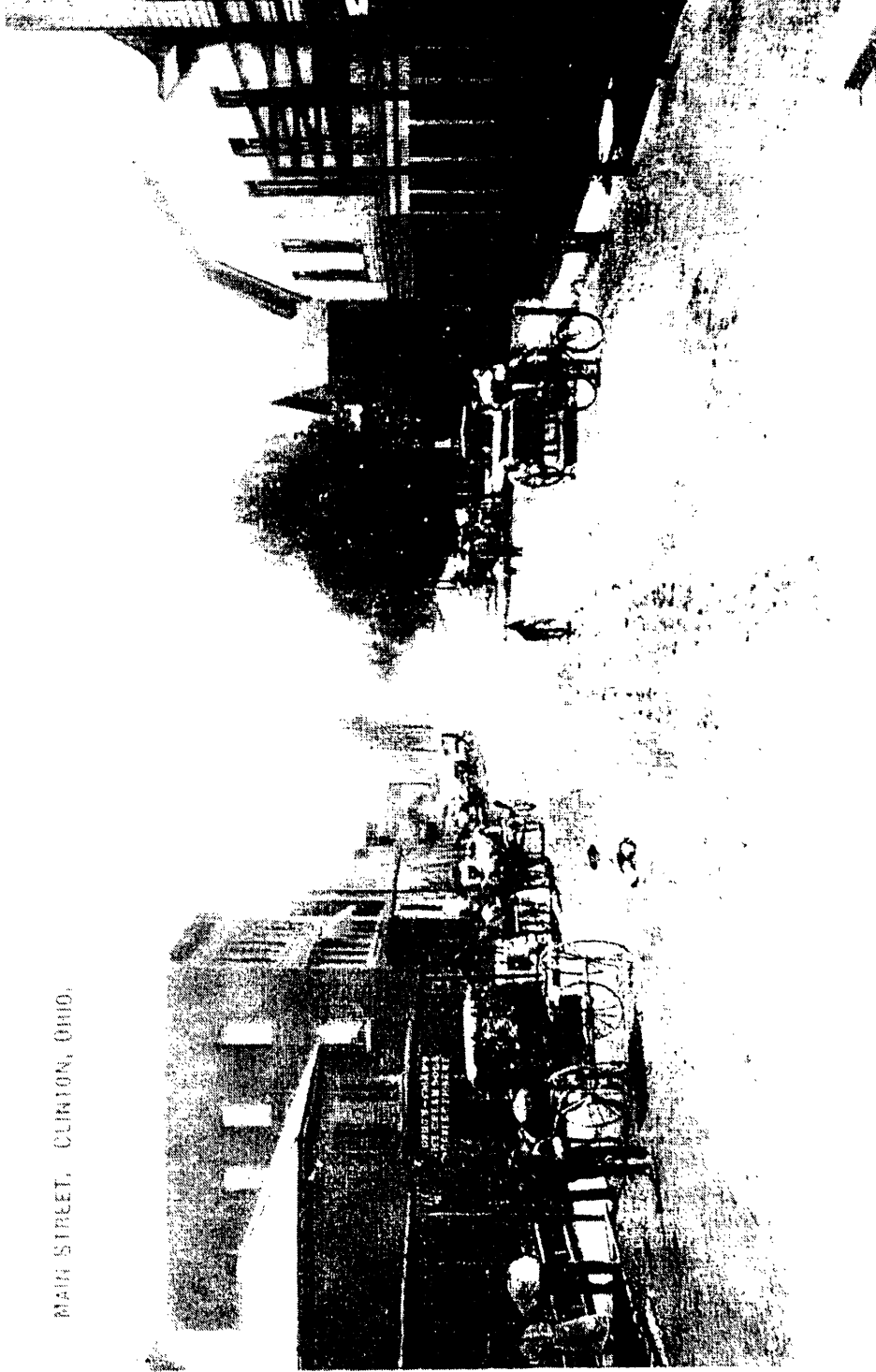


Figure 10: 1913 Postcard of Clinton's Mainstreet.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

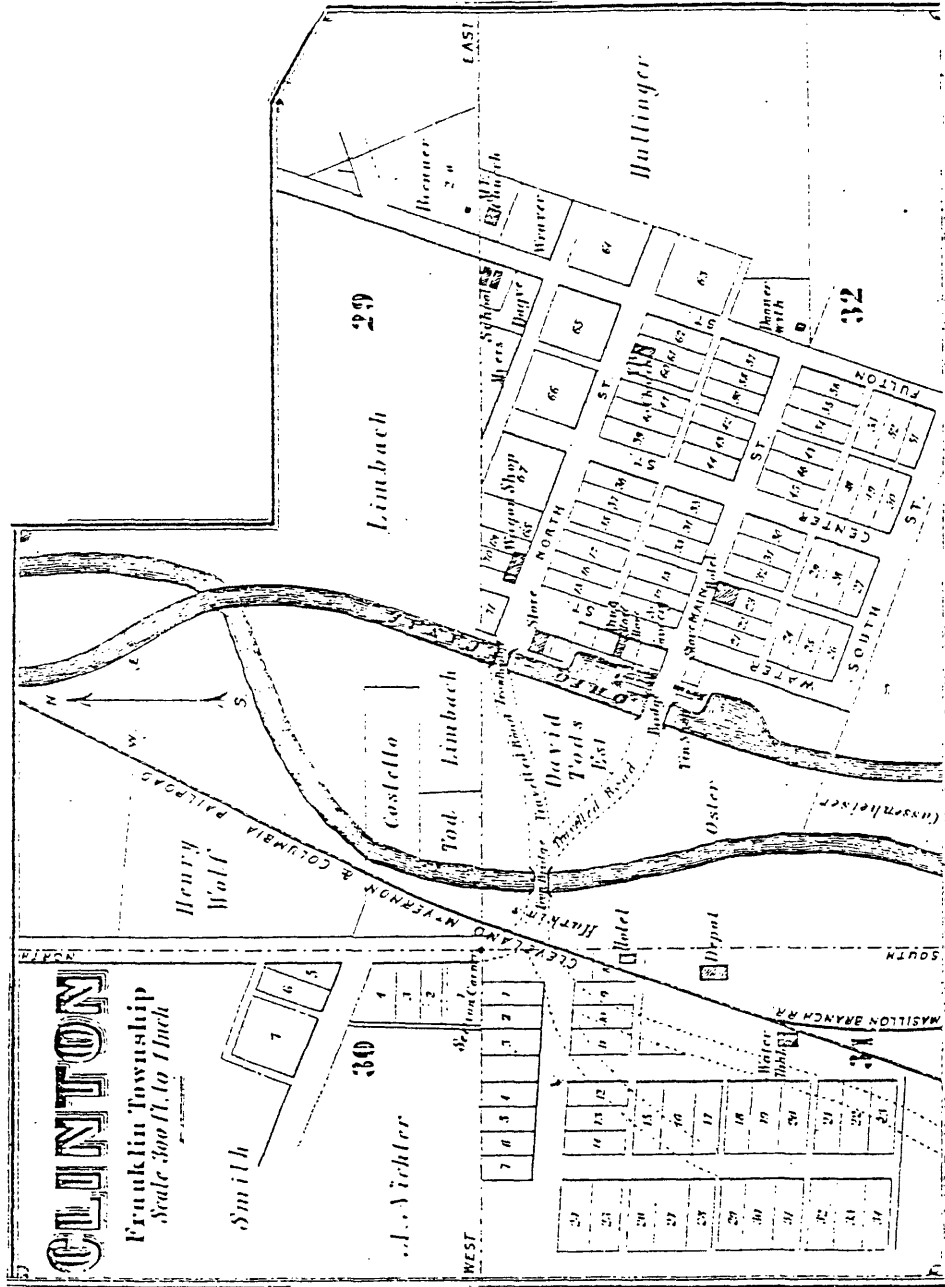


Figure 2: 1874 Summit County atlas map of the village of Clinton. Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio



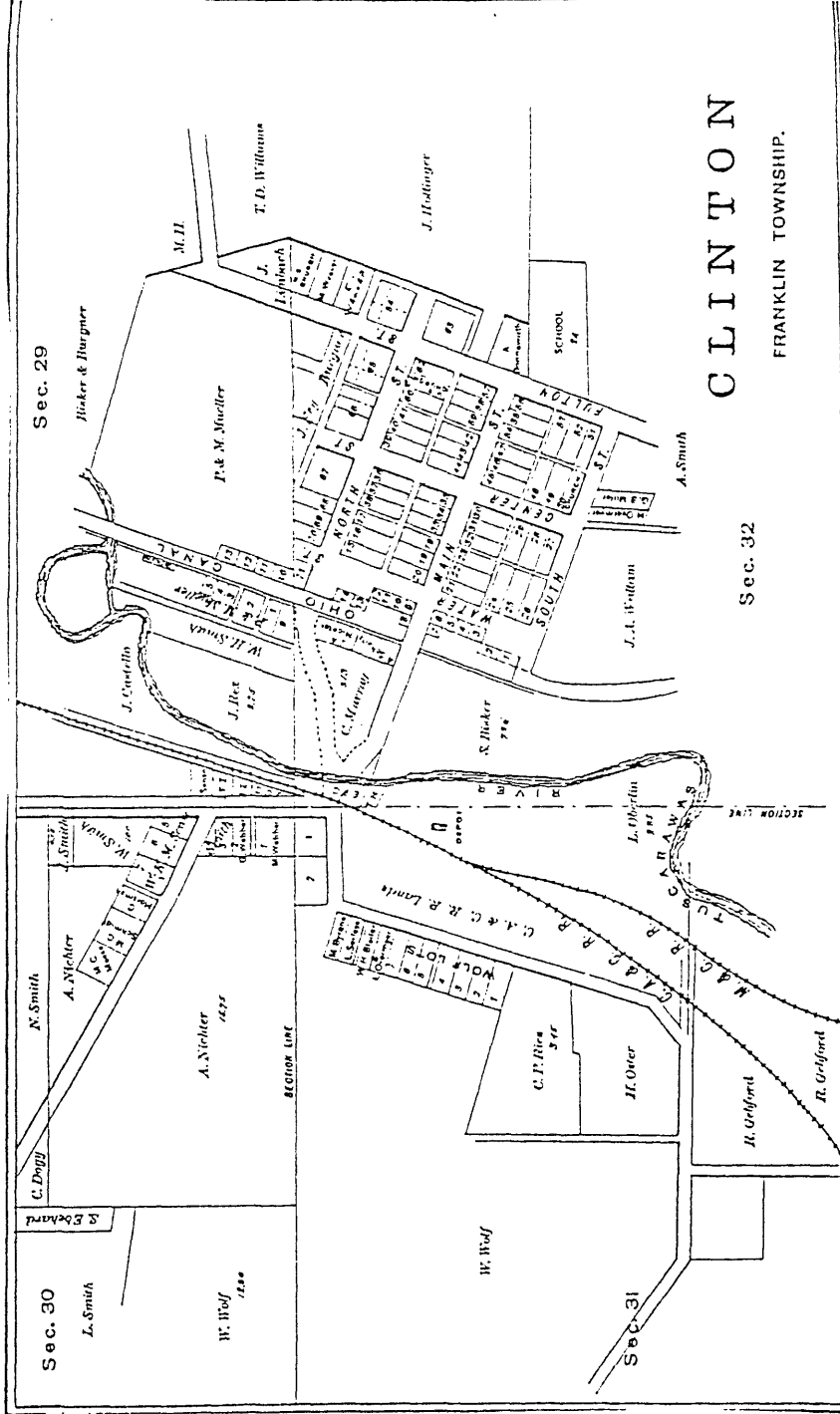


Figure 3: 1891 Summit County atlas map of the village of Clinton.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

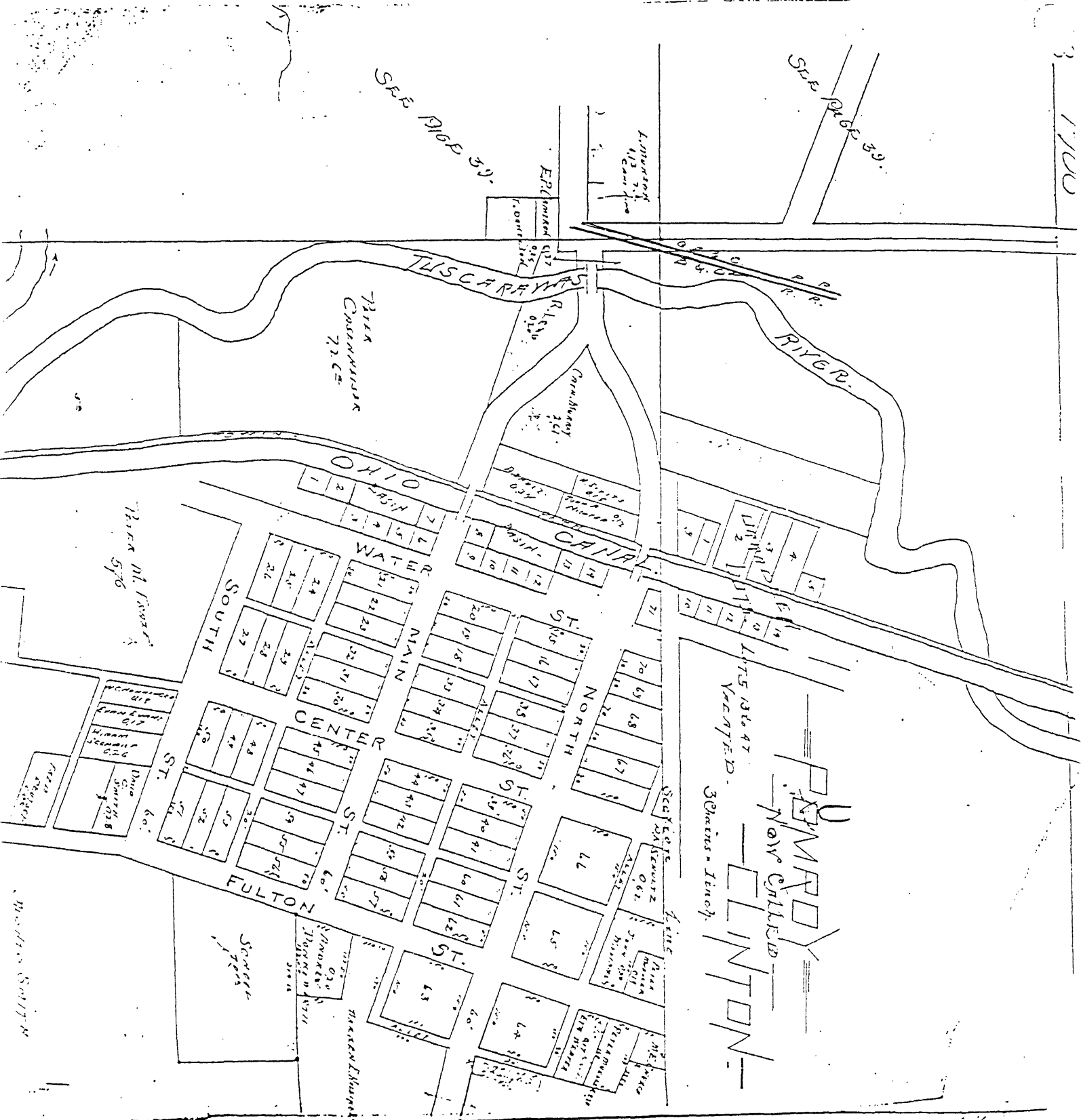
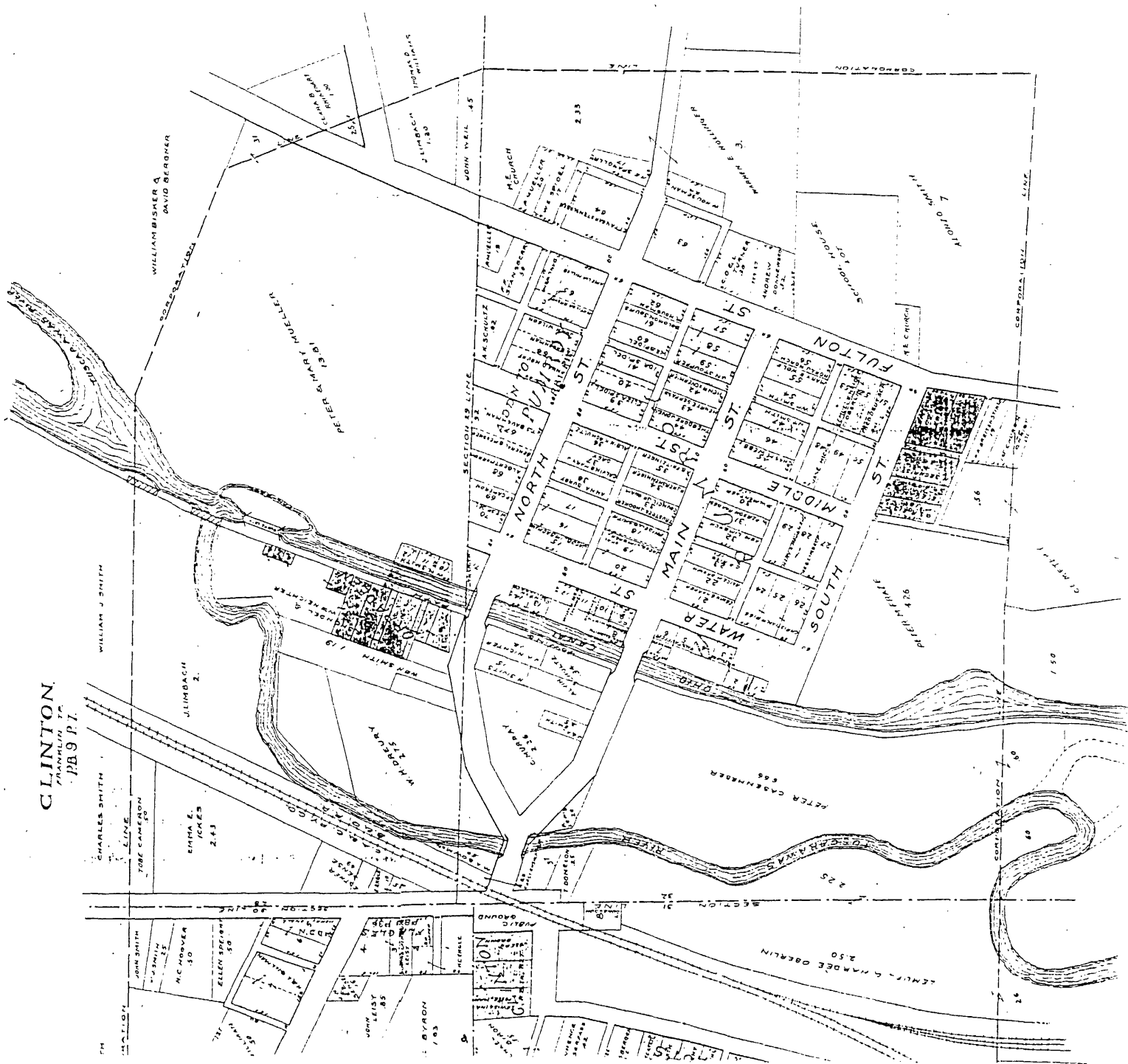


Figure 4: 1900 Summit County atlas map of the village of Clinton.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

Figure 5: 1910 Summit County atlas map of the village of Clinton. Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

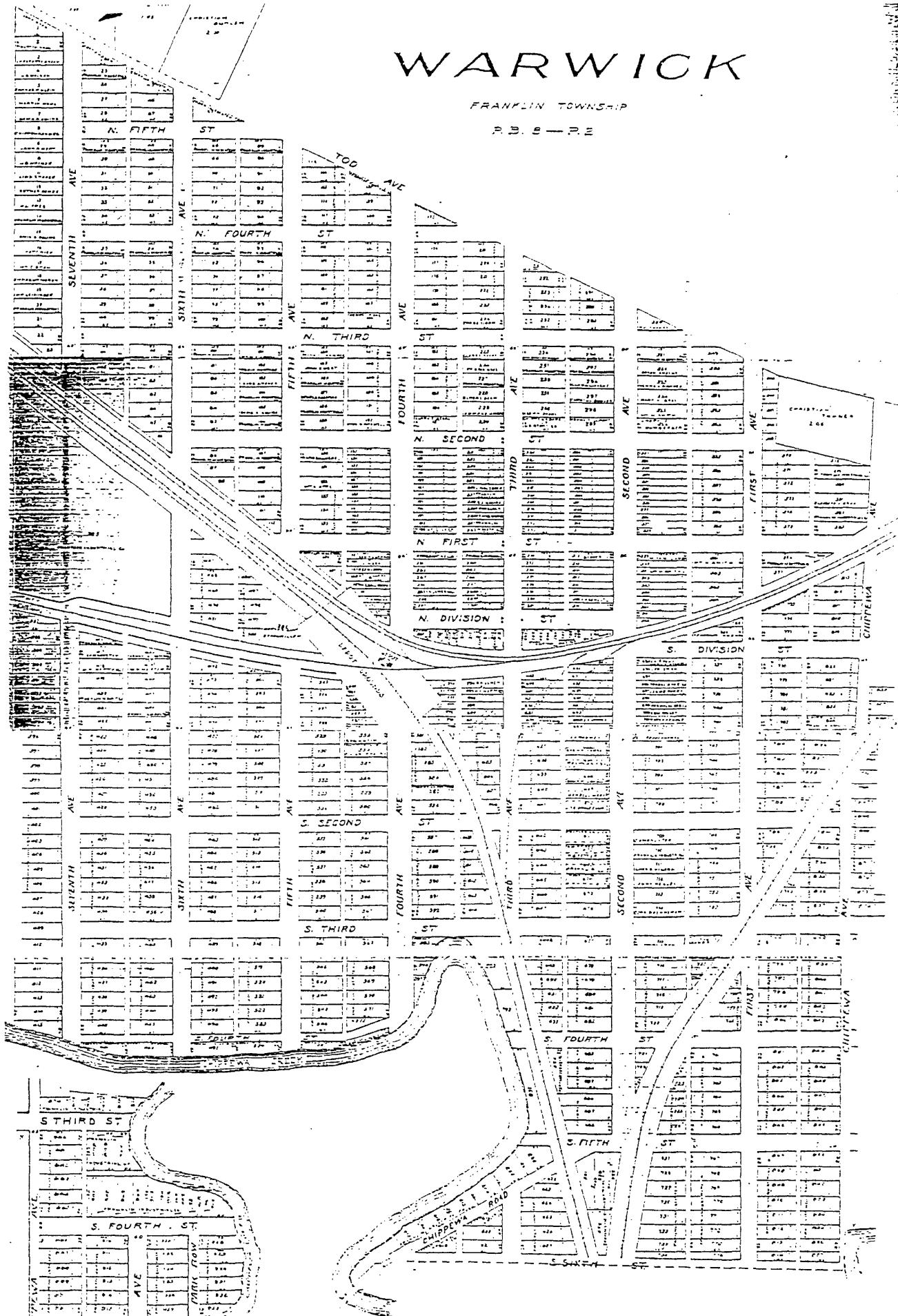
# CLINTON



# WARWICK

FRANKLIN TOWNSHIP

P. 3. 8 - P. 2



# SOUTH PART WARWICK

FRANKLIN TOWNSHIP

Figure 6: 1910 Summit county atlas map of Warwick.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

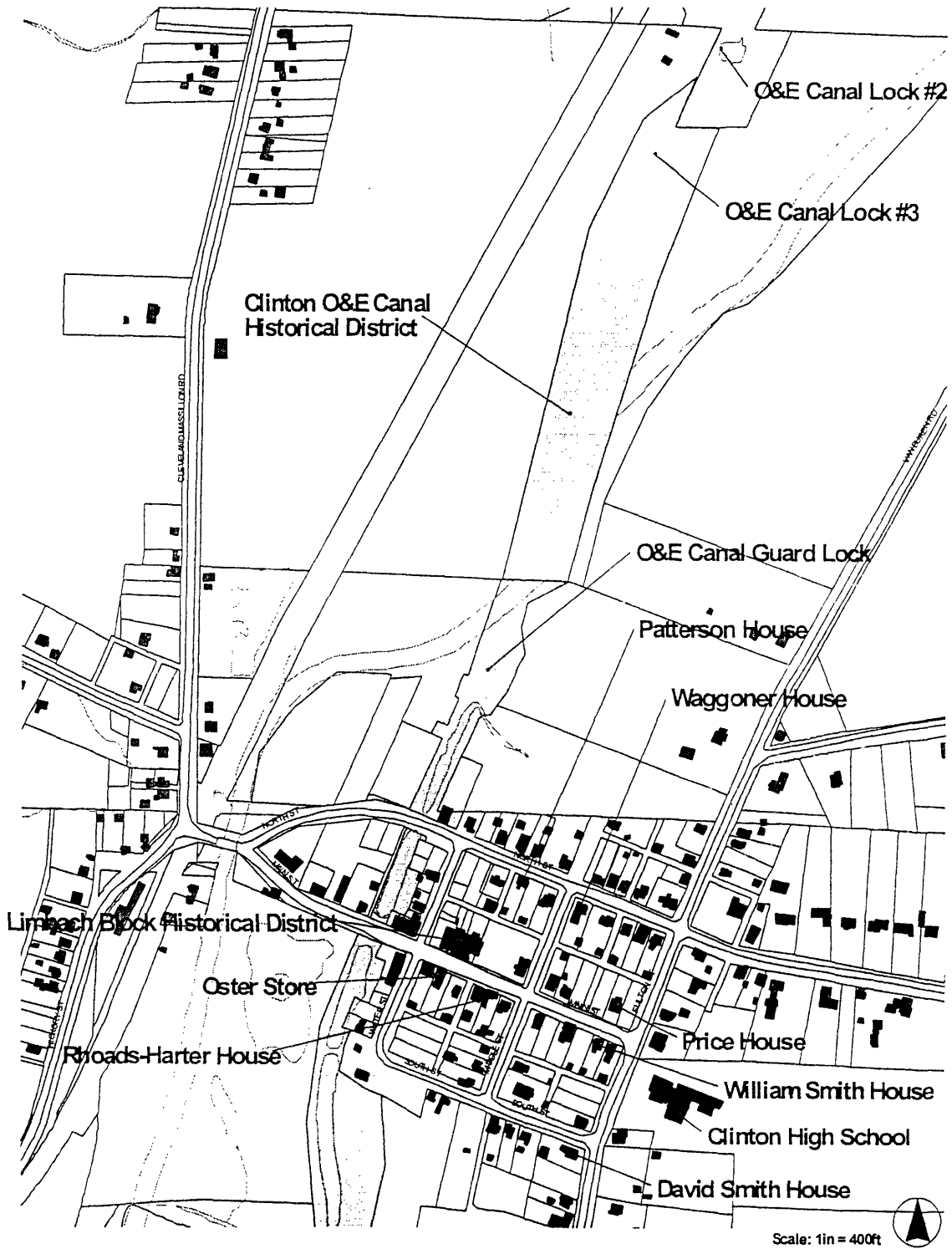


Figure 7: Map of the village of Clinton identifying Clinton MPD nominated structures.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

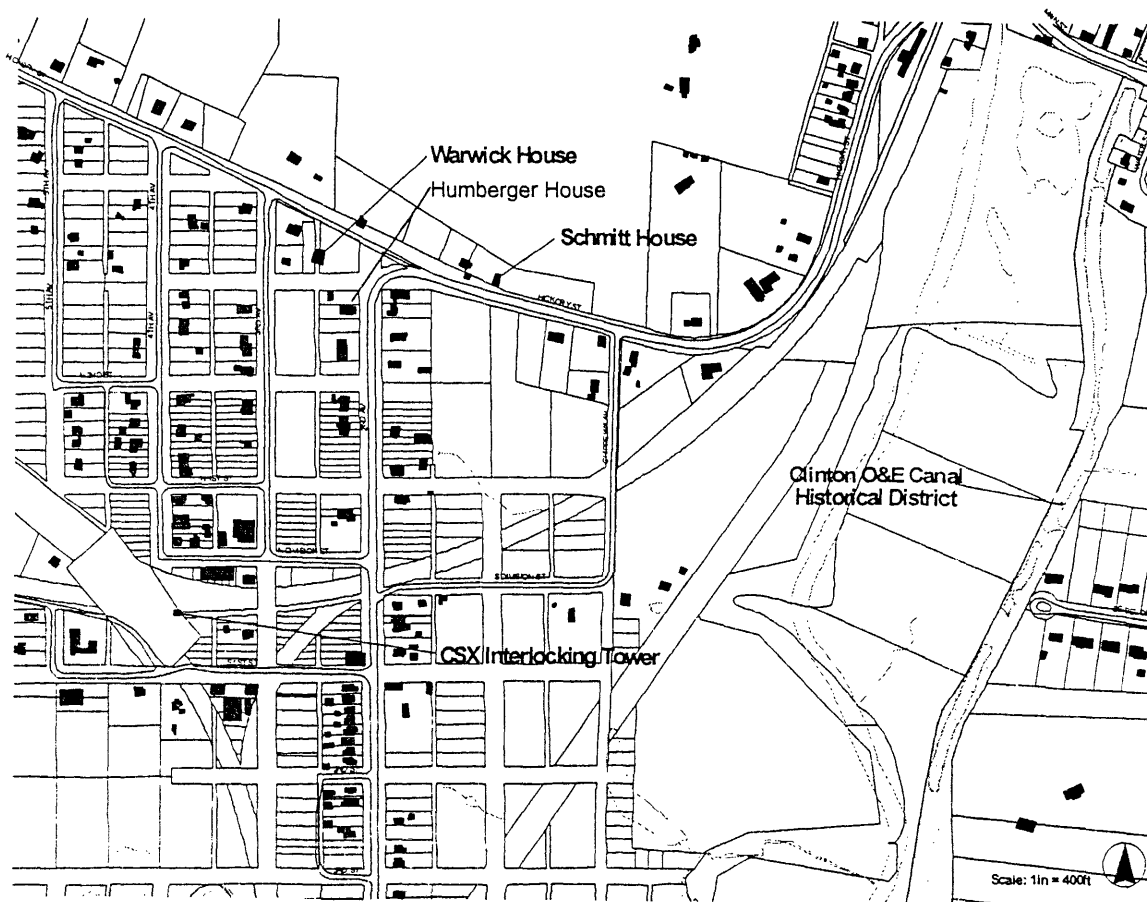


Figure 8: Map of the village of Clinton identifying Clinton MPD nominated structures.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

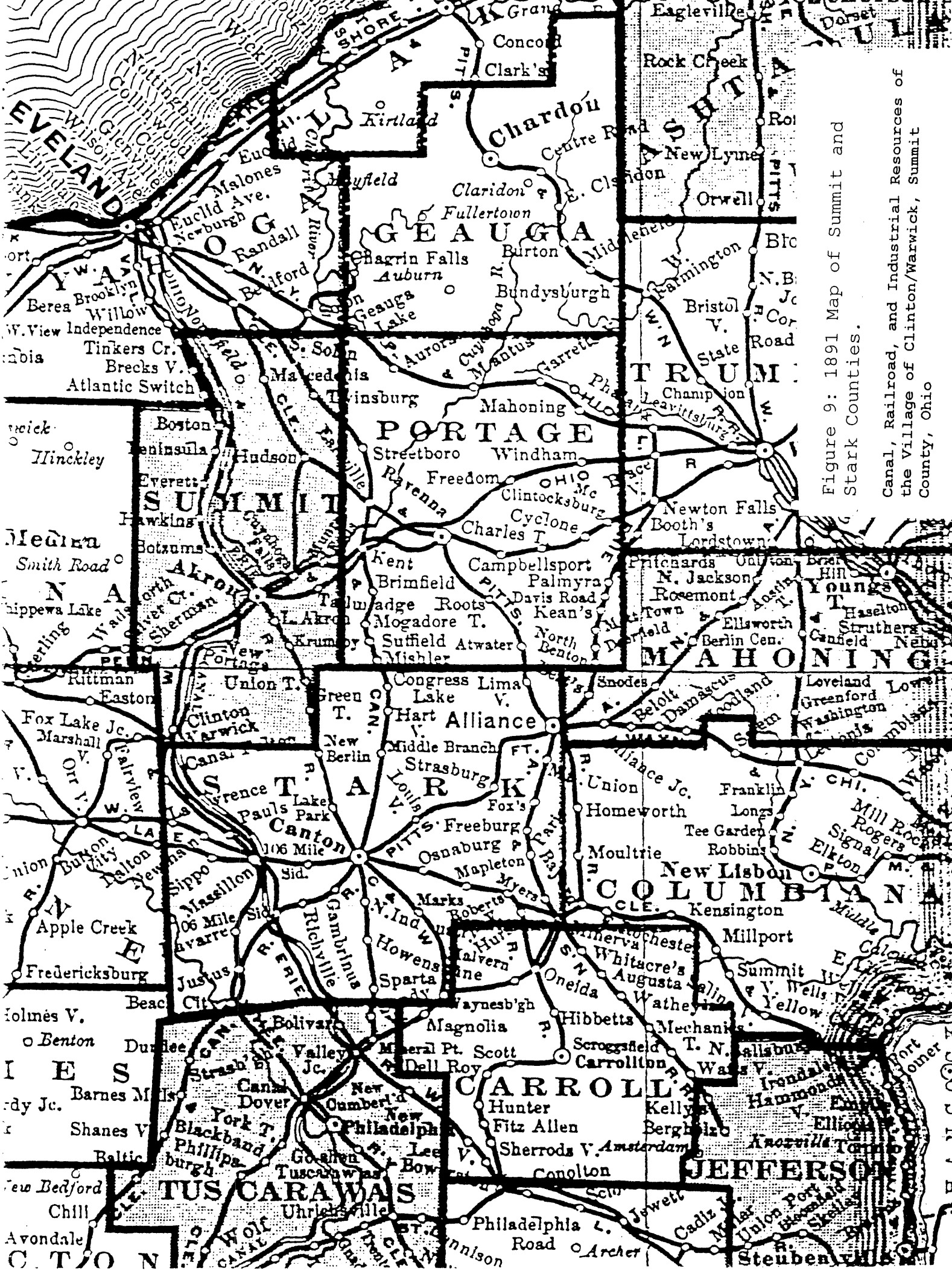


Figure 9: 1891 Map of Summit and Stark Counties.

Canal, Railroad, and Industrial Resources of the Village of Clinton/Warwick, Summit County, Ohio

H A N C O C K