

CLEVELAND

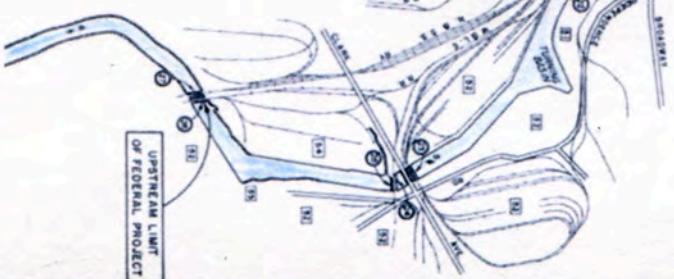
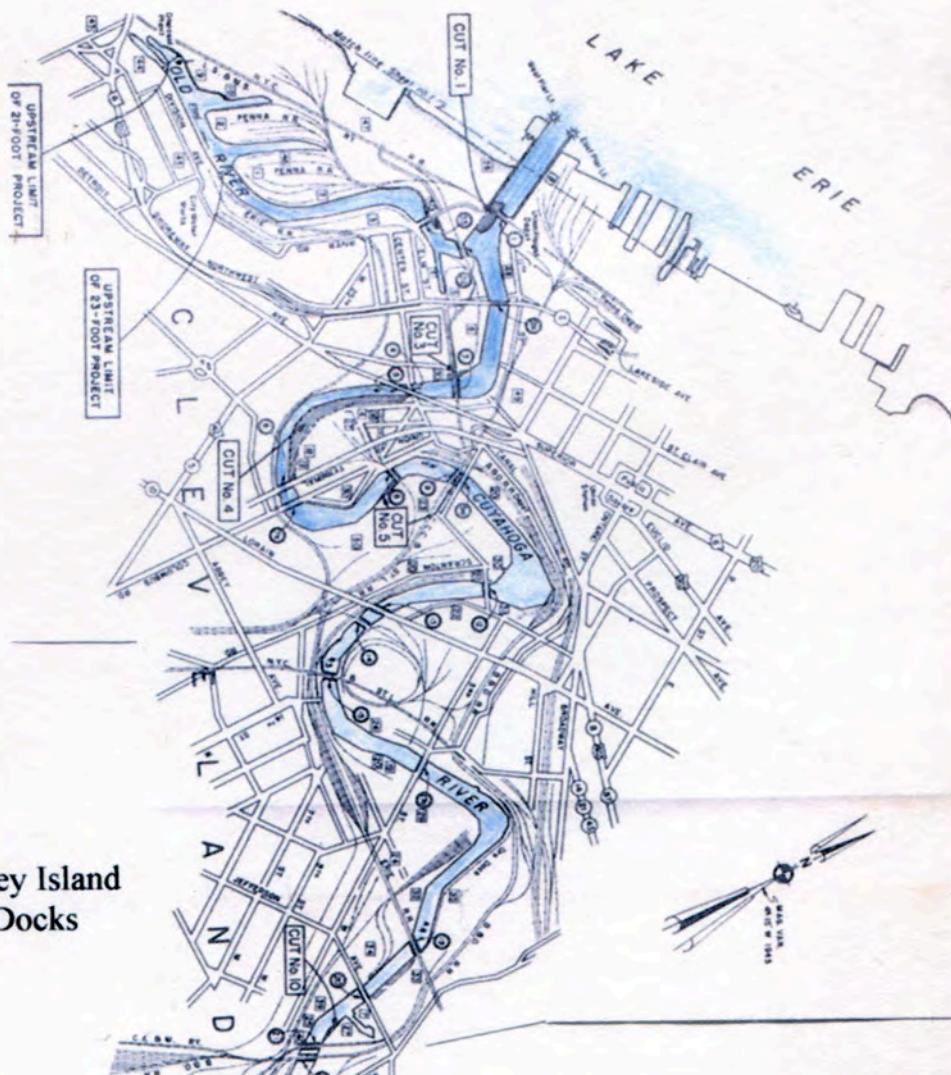
The Lakefront and Cuyahoga River 1898 - 2000

A picture post card tour of the commercial port facilities for passenger, freight, and bulk cargos and waterfront industries for the port of Cleveland, Ohio.

The time span begins with the age of the picture postcard and ends with the beginning of the city's renaissance. The exhibit is organized geographically.

PLAN OF THE EXHIBIT

- I. Title Page
- II. Plan
- 1. Lake Erie Waterfront
- 2. Cuyahoga River
 - 2.1 River Entrance
 - 2.2 Old River and Whiskey Island
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 - 2.4 Bridges and Bends
 - 2.5 Epilogue



CUYAHOGA RIVER SECTION
CLEVELAND HARBOR
OHIO
IN FOUR SHEETS
SHEET NO. 2
SCALE OF FEET
1000 0 1000 2000
CORPS OF ENGINEERS BUFFALO, N.Y.
JUNE 30, 1949

Overview

A circa 1920 aerial view of the Lakefront and lower Cuyahoga River.

Looking to the north and toward the mouth of the Cuyahoga:

- .1 Lakefront cargo and coal docks to the East.
- .2 The old River channel and Whiskey Island to the West.
- .3 The Cuyahoga winds and bends its way through the Flats in the foreground.

<---West

East--->



Copyright The Aerograph Co., Cleveland, Ohio
Published by the Corte-Scope Co., Cleveland, Ohio



1. Lake Erie Waterfront

Let us begin our tour of the Cleveland waterfront by approaching the City from the east by ship.

Another grey day in Cleveland circa 1895.

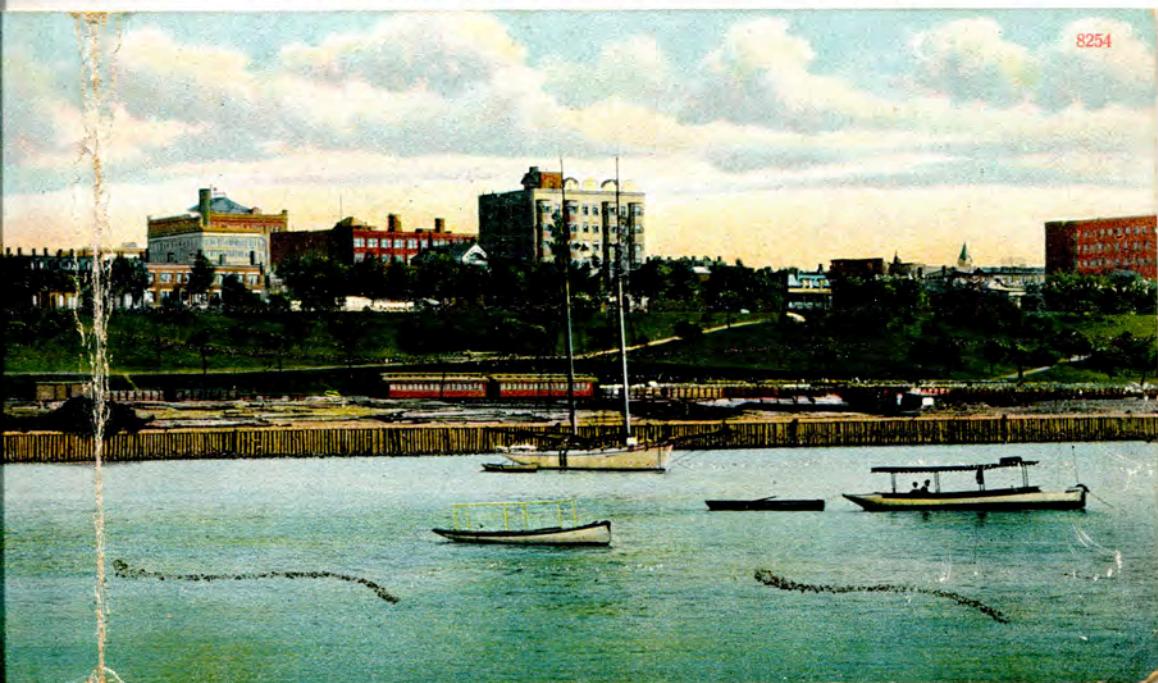


Lake Front at eastern approach to Union Passenger Depot, Cleveland, O.

Undivided Back Card

This series of Cleveland Plain Dealer Post Cards consists of 16 subjects. A post card Coupon cut from the Plain Dealer gets you one card; 15 coupons gets you the entire set. No charge.

ks of the Lake Shore & Michigan Southern Rwy. (New York Central System) are in the foreground.



1. Lake Erie Waterfront

Heading west, we pass the East Ninth Street Piers...

Built in 1915, by the Detroit & Cleveland and the Cleveland & Buffalo steamship lines, to replace their antiquated freight and passenger docks on the Cuyahoga River. The steamship companies stopped service in 1939; the docks reverted to the City.

Circa 1925, the SEEANDBEE and CITY OF ERIE at the piers.



© Aerograph of 9th. St. Pier, Cleveland.

Copyright, The Aerograph Co., Cleveland, Ohio Published by The Corte-Scope Co., Cleveland, Ohio

Circa 1996, the Cleveland skyline from the 9th Street piers.

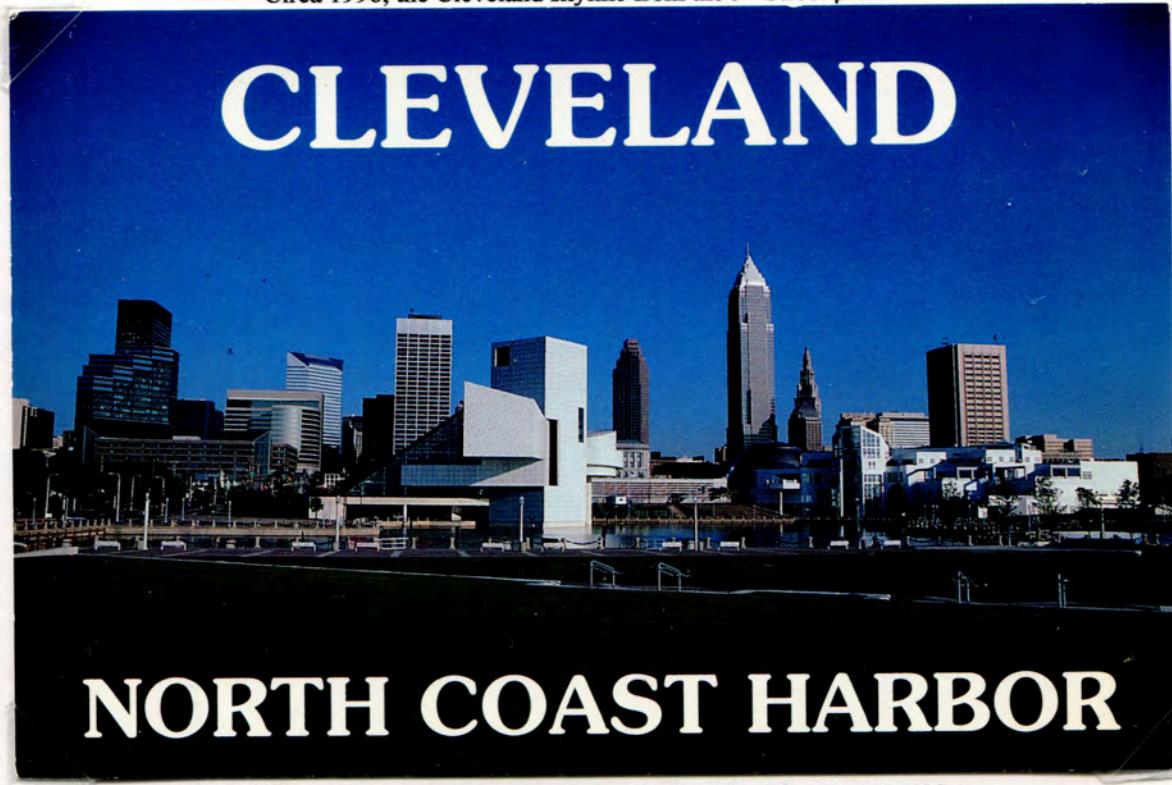


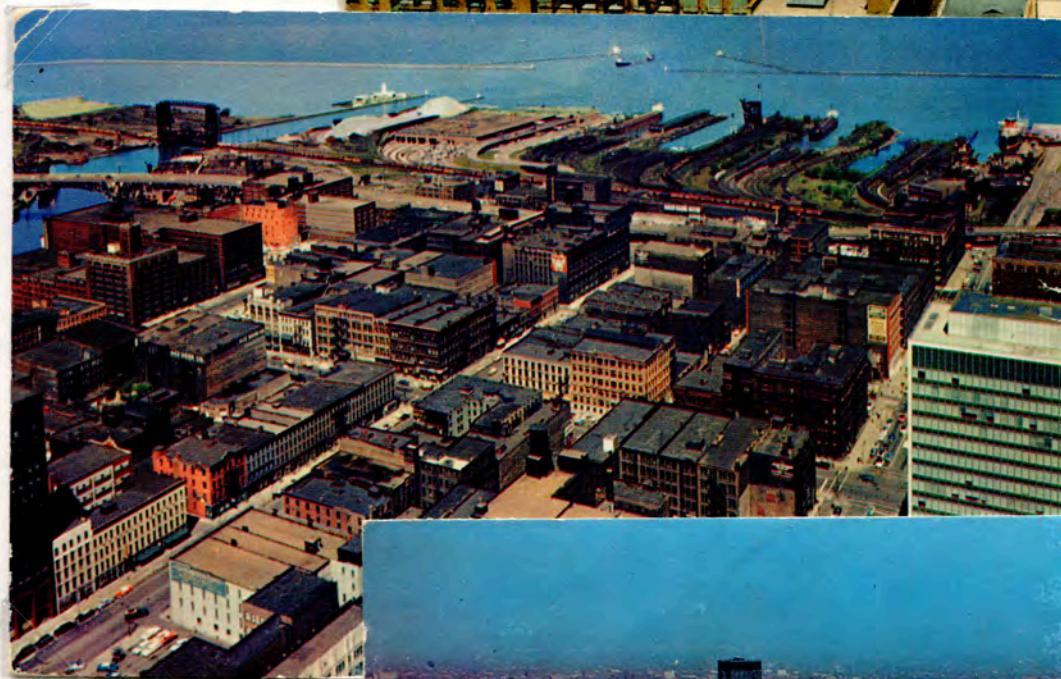
Photo by Herman Rueger 1996 Card by Nu-Vista Prints, Willowick, Ohio 44095 U.S.A.

1. Lake Erie Waterfront

Coal loading piers of the Pennsylvania RR dominated the waterfront from 1900 until the late 1960s.

Ca. 1900, the waterfront seen from the top of the Rockefeller Bldg.

Mezzochrome Card
Made in Germany
Published by The Cleveland News Company



Ca. 1955, the waterfront and Entrance to the Cuyahoga R.

Plastichrome Card by Colourpicture Publishers, Inc. Boston 15, Mass. Photo by Howard Studios, Cleveland. Published by Ohio Natural Color Card Co Columbus-Cleveland, Ohio

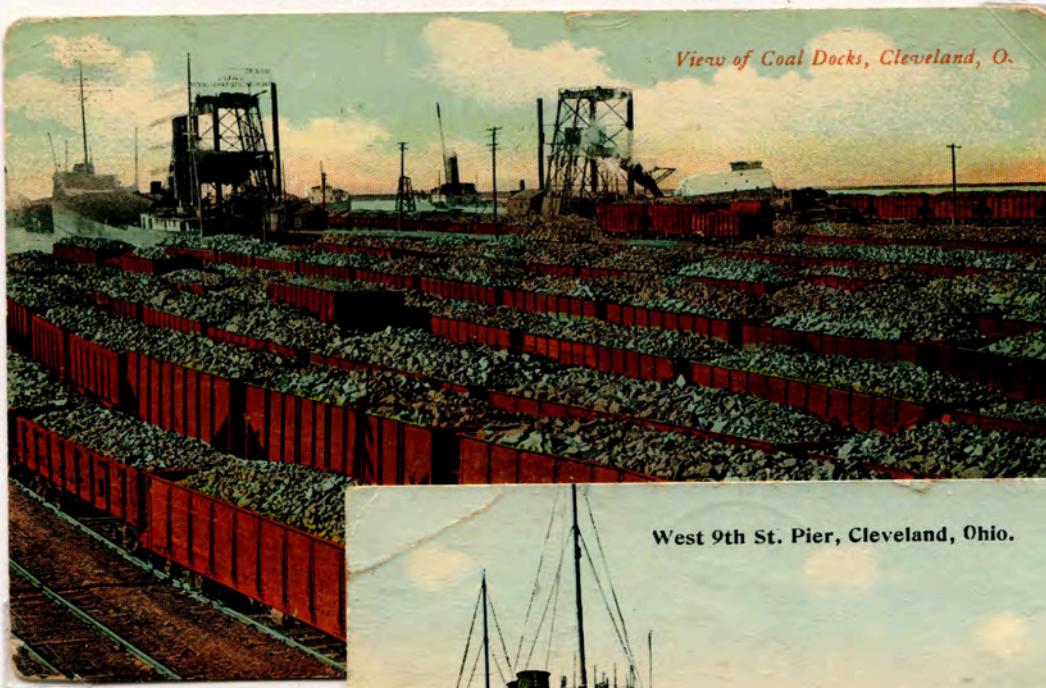
Ca. 1965, the coal piers and tracks are being removed; a 'salties' unloads at the W 3rd St. Pier.

Dexter Press, Inc. Card
Photo by Geo. Placek
Published by Nelson Jones,
13898 Clifton Blvd.
Lakewood, Ohio



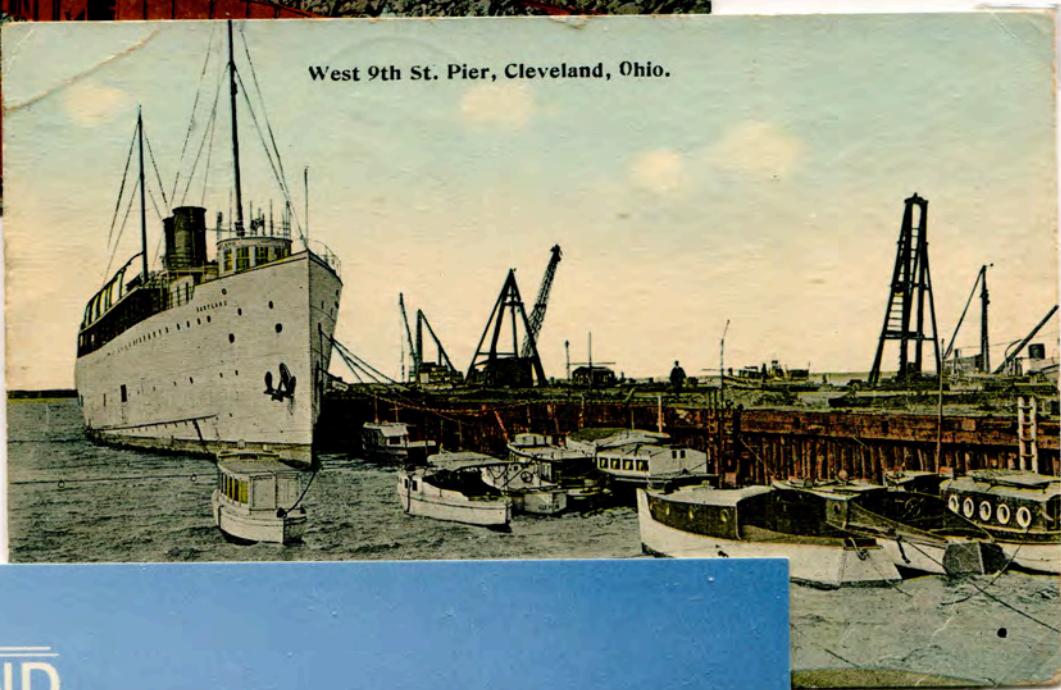
1. Lake Erie Waterfront

Two close-up views of the coal and freight docks as we approach the river mouth.



The two steam-powered car dumpers of the Pennsylvania RR

No publisher or printer information.



Ca. 1910, the steamer
EASTLAND at the
West 9th St. Pier.

No publisher or printer info.



Ca. 1985, salties unloading
steel at the W 3rd St. and
W 6th St. Piers; the parcel
post building has been
demolished.

Published by Gale Color Corp.,
Cornwall, Ontario
Photo by James Blank
Printed in Canada

2. Cuyahoga River

We about to enter the Cuyahoga River, Cleveland's major waterway.

2.1 River Entrance

The mouth of the river was protected by two short piers with square light towers on each end.

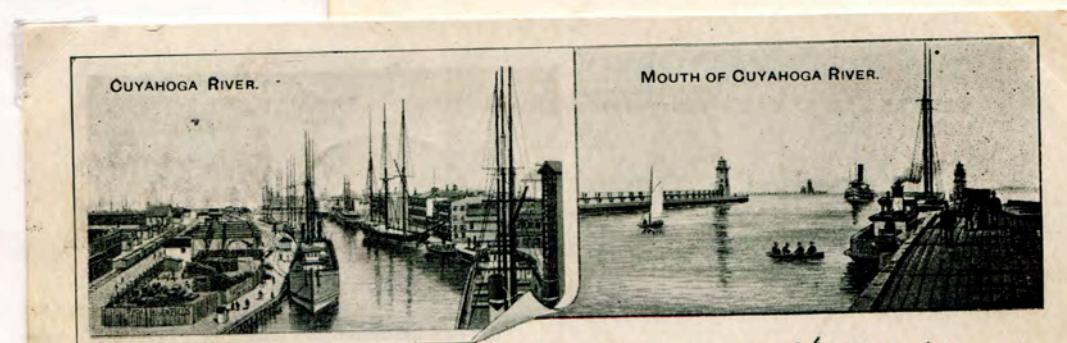
Ca. 1895, no bridges are visible - yet. A strong breeze out of the East awaits a departing boat.

UDB Card Made in Germany
A.C. Bosselman & Co.,
New York



ENTRANCE TO HARBOR, CLEVELAND, O.

1895



Two early views looking downriver.

Private Mailing Card
Crude photolithography print.
No publisher or printer information.
Cancelled: OCT 9, 1899
Cleveland, Ohio

Greeting from "Unverhofft Kommt oft!" Valóban igen
Cleveland Kellémesen lejöttem, minden kedves sorait
vettük, bárrom nem hittem volna, hogy pép lányok is
megérkeznek itt.
Igazi a legjobb
3 Király, László
Cleveland, O. Octob. 19

Entrance to Harbor, Cleveland, O.

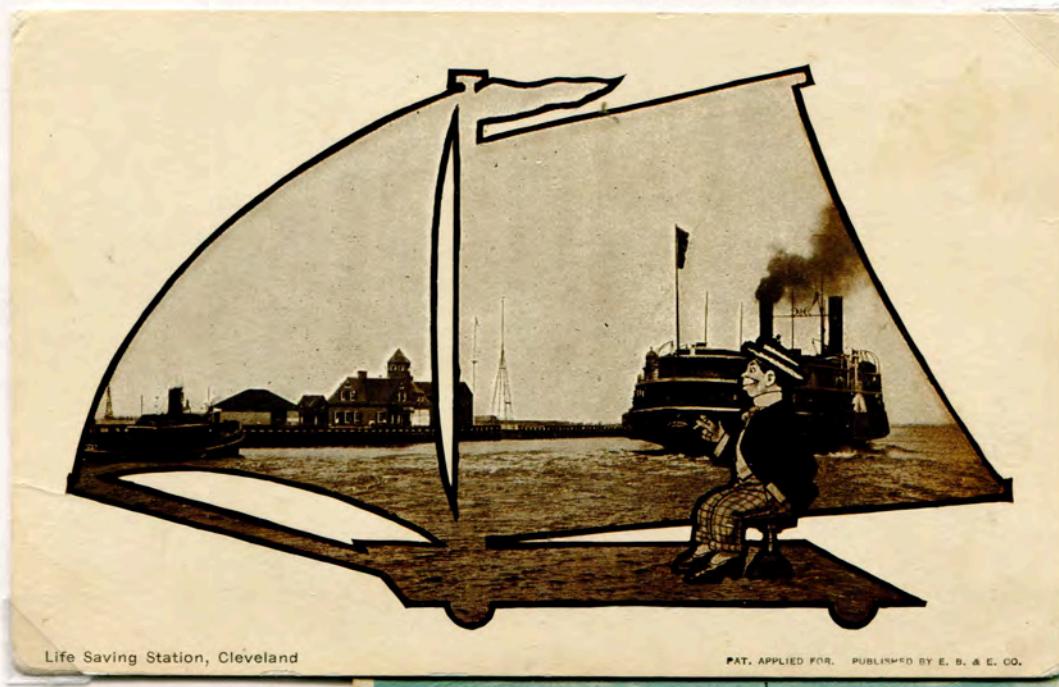
Ca. 1905, the first of many bridges is now visible - the LS & MS RW swing bridge, behind the new round light tower.

Card made in Germany by
photogravure process.
Published by B.S. Stapleton
Cleveland, Ohio



2.1 River Entrance

Circa 1905-15, we can see a variety of passenger, freight, and bulk cargo ships at the river entrance. The Life Saving Station is in the background on the West bank.



Life Saving Station, Cleveland

A D&C passenger/cargo ship
has just departed from
the docks upstream.

UDB Card; printed by photolithography.
Published by E.B & E. Co.



A few years later, a C&D
ship heads out into the Lake.

CommercialChrome Card
Published by E. Fenberg,
Cleveland, Ohio

The CAMBRIA, assisted by a tug,
is towed stern first into the Lake.
CAMBRIA built 1887 by Globe
Iron Works, Cleveland;
foundered in 1924.

Card printed in Germany for
Hugh C. Leighton Co., Portland, Maine

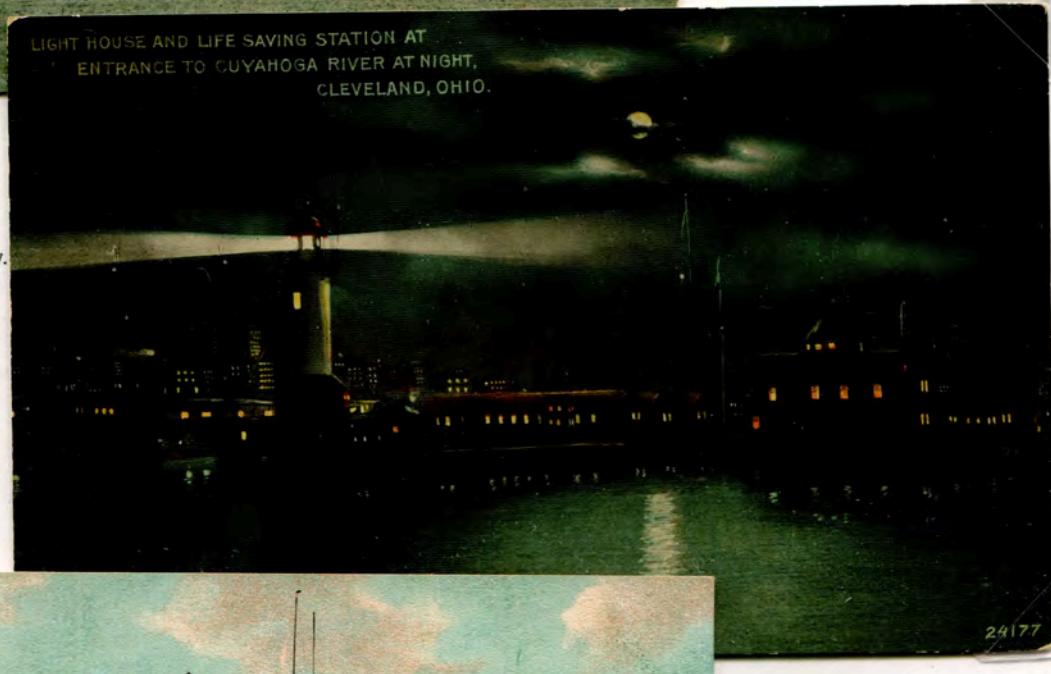
2.1 River Entrance

Circa 1910, some close-up views of the old Life Saving Station at the entrance to the Cuyahoga River.



Looking to the southeast - by day.

Superior Quality Card
Printed in Germany by chromolithography.



Same scene - by night

Printed in Germany by chromolithography.
Printers were quite skillful in fabricating
night scenes - usually with a full moon.
Probably distributed by Superior Quality
Card.



Looking to the north.

Litho-Chrome Card Made in Germany
Published by the Cleveland News Co.,
Cleveland, Ohio

German printers were also quite good
at enhancing skies and rivers.

2.1 River Entrance

Improvements and additions
were made to the River entrance.

In 1911, a new West Breakwater Light was established;
equipped with 4th order Fresnel lens and steam fog horn.
Automated in 1976; accessible only by boat.



Braun-Chrome Card Made in U.S.A.
Published by Braun Post Card Co. Cleveland, Ohio



In 1940, a new U.S. Coast Guard station was
built to replace the decrepit Life Saving Station.
The CG station was abandoned in 1978.

"Tichnor Quality Views" by Tichnor Bros. Inc. Boston, Mass.
Published by Braun Art Publishing Co., Cleveland, Ohio



Circa 1960, the CG Station
and W. Breakwater Light.

CurteichColor 3-D Natural Color
Reproduction
Printed in 1960
Published by George R. Klein News
Company, Cleveland, Ohio



Coast Guard Station and Lighthouse, Cleveland, Ohio

2.1 River Entrance

The first of many bridges lies ahead - the single track swing bridge of the Lake Shore & Michigan Southern Rwy.

Looking upriver from the Life Saving Station; the partially raised lift bridge behind is the B&O RR bridge to Whiskey Is.

Real Photo Card; CyKo stamp box.
Docketed 5-16-09



156:—Harbor, Cleveland, Ohio.



A double track lift bridge replaced the obsolete swing bridge in 1946; an ore boat with tug assist proceed slowly upstream.

Plasticrome Card by Colour-picture Publishers, Inc., Boston 30, Mass., U.S.A.
Published by Wilbur Evans Co. Cleveland, Ohio



Ca. 1920, the SIR WILLIAM FAIRBAIRN clears the RR swing Bridge. The B&O RR bridge is fully raised.

Metro Card; made in U.S.A.
Published by J. Sapirstein,
Cleveland, Ohio

2.2 Old River and Whiskey Island

The Cuyahoga River originally ended with one more turn into a shallow channel and swamp, i.e., the Old Channel. Between 1830 and 35, the Old River Channel was blocked at the entrance and a new direct channel into Lake Erie was dynamited and dredged and has been maintained since. The Old Channel was re-opened to navigation around 1895 with the development of the Pennsylvania RR ore docks on Whiskey Island.

Guarding the entrance to the Old River is the giant 230 foot span Scherzer rolling lift bridge built in 1907 for the B&O RR - and still the largest of its kind in the world. - which replaced the 1897, 140 foot swing bridge behind.



B&W Chromolith card; made in Germany. No publisher or printer info.

The old swing bridge is gone; further up the old channel is the 170 foot Willow Street swing bridge of 1898 (replaced by a 310 foot span vertical lift bridge in 1964). The D&C steamer will NOT pass under the bridge but will turn to starboard (LR corner) and down river into Lake Erie.



Chromolith card of German manufacture published by M. Fenberg, Cleveland, Ohio

2.2 Old River and Whiskey Island

The Erie RR ore docks on the south bank of the Old River and the Pennsylvania RR ore docks on the north bank and on Whiskey Island were a forest on Brownhoist unloaders by 1900. Most were replaced by Brown FastPlants or Hoover & Mason unloaders. All were replaced by Hulett unloaders.



The Erie RR docks at far right; the PRR docks and Whiskey Island at center and left.

UDB Card. Copyright 1901
by Detroit Photographic Co.
Cancelled: Cleveland, Ohio
SEP 1, 1907



Brownhoist unloaders
at PRR docks. →

UDB Card published by the
Cleveland Plain Dealer; consists
of 16 subjects. A coupon from
the PD gets you one card; 15
coupons get you the entire series.
No charge.



Shoreside view of the Erie RR ore
dock Brownhoist unloaders; the
PRR docks are across the Old
River channel in the background.

Real Photo Card
Photo by Leiter of Lorain, Ohio as evidenced
by reverse writing on negative.
Published by National Post Card Co.,
1208 Euclid Ave. Cleveland, Ohio
Stamp box with sailboat and of unknown
manufacture

2.2 Old River and Whiskey Island

Hoover & Mason unloaders of 5 ton capacity replaced many Brownhoists at both the Erie RR and PRR docks until replaced by Hulett unloaders within 20 years.

Four Hoover & Mason rigs unload an unidentified ore boat at the PRR docks. The barge with the 'whirley' is coaling the ore boat.

Published by M.F. Kirby & Co.

Made in U.S.A.

Cancelled: Cleveland, Ohio

AUG 23, 1910

Earlier B&W version of same card has correct caption, i.e., **Unloading**.



The delivery ends of the six Hoover & Mason unloaders at the Erie RR dock. Most ore unloaded at this dock went directly into rail cars due to very limited storage area.

UDB Poly-Chrome Card made in Germany published by the Cleveland News Company.

The six Erie RR Hoover & Mason rigs prepare to unload the ore boat SPOKANE, built 1896 by Globe Iron Works, Cleveland; scrapped in 1935.

UDB Card; copyright 1901 by Detroit Photographic Company.



2.2 Old River and Whiskey Island

The Old River was a popular location for winter lay-up.

Looking to the west toward the main channel. All the boats are empty and riding high awaiting the start of the navigation season.

Private Mailing Card
Authorized by Act of Congress
of May 19, 1998.
No printer or publisher info
Photolithography on coated card.

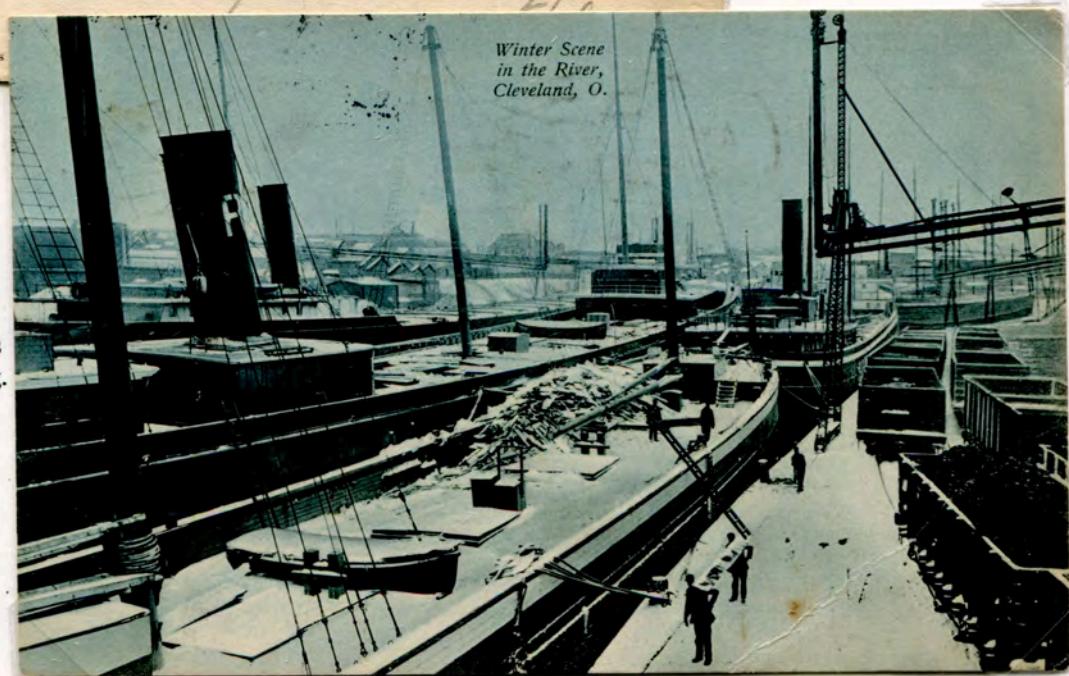


Loading Boats at Iron Dock, Cleveland, O.

just arrived having had a very pleasant trip
No. 159 Published by The Cleveland News

The Brownhoists are idle unless used for loading rail cars from stockpiled ore. The crew of the schooner in foreground performs such much-needed housekeeping.

Rotogravure card printed in Germany
Published by B.S. Stapleton,
Cleveland, Ohio



The W.D. REES is moored out-board of barge DAVID Z. NORTON after unloading at the PRR docks.

UDB Rotogravure card printed in Germany
Published by The Cleveland News Co.

Colorized version also by Poly-Chrome &
published by The Cleveland News Co.

2.2 Old River and Whiskey Island

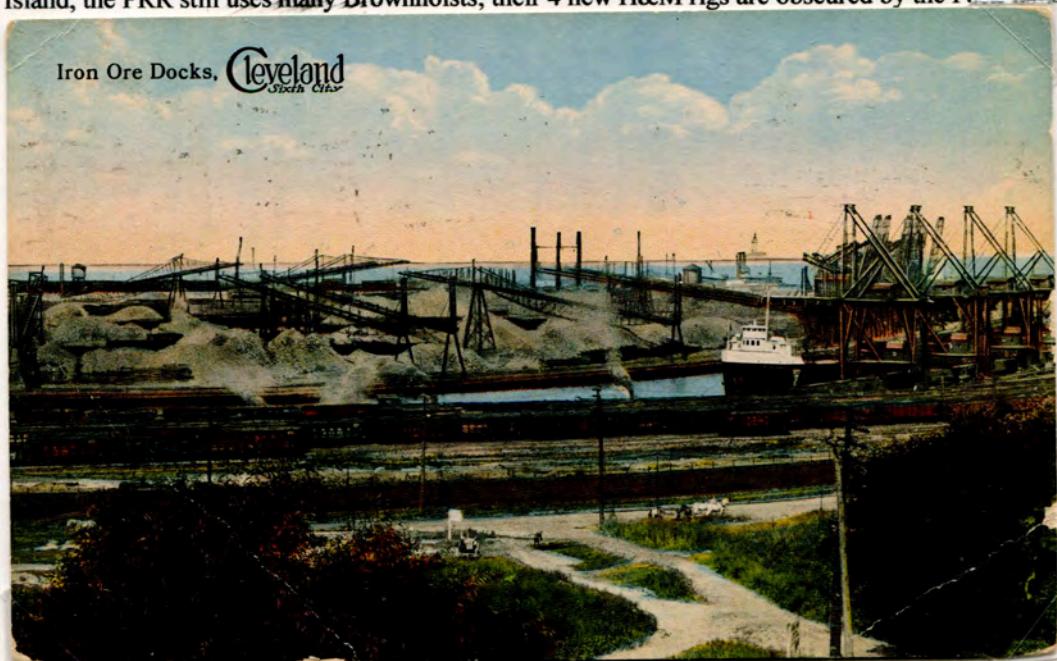
Both the Pennsylvania RR and the Erie RR continued to modernize their ore docks. In the scenes below, the PRR has installed 4 Hoover & Mason unloaders and the Erie RR has replaced all its Brownhoists with 6 Hoover & Mason unloaders and 4 Brown electric FastPlants.

A typical hazy grey Cleveland day. The new Erie RR FastPlants are at far right. The ore boats are being **unloaded** and not loaded as captioned.



Souvo Chrome Superior Quality Card
No publisher information

Circa 1910, looking north across the Old River toward Lake Erie.
The Erie RR rail yards and FastPlants are in the foreground; across the Old River on Whiskey Island, the PRR still uses many Brownhoists; their 4 new H&M rigs are obscured by the FastPlants.

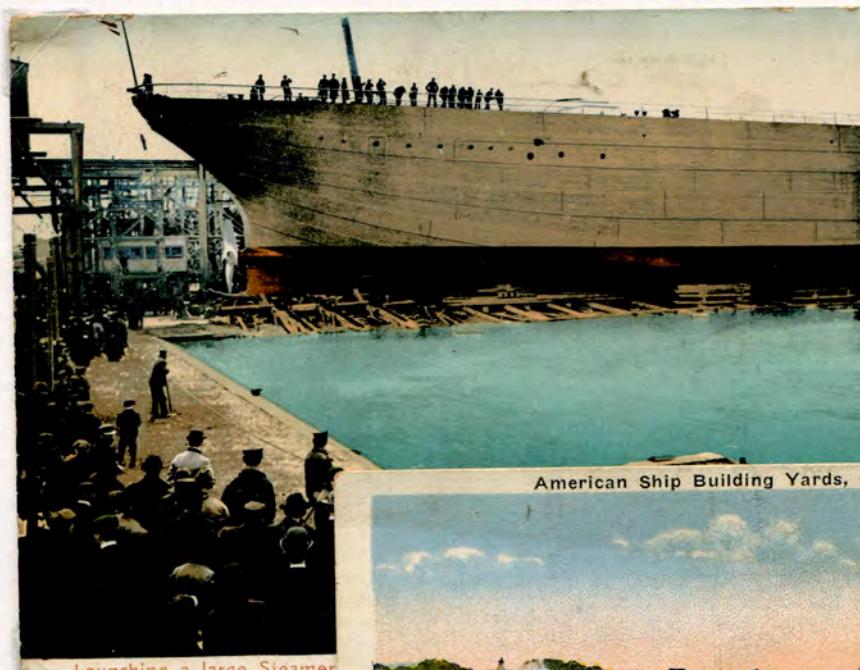


Braun-Chrome Card published by Braun Post Card Co., Cleveland, Ohio

2.2 Old River and Whiskey Island

At the end of the Old River, are the yards and drydock of the American Shipbuilding Co.

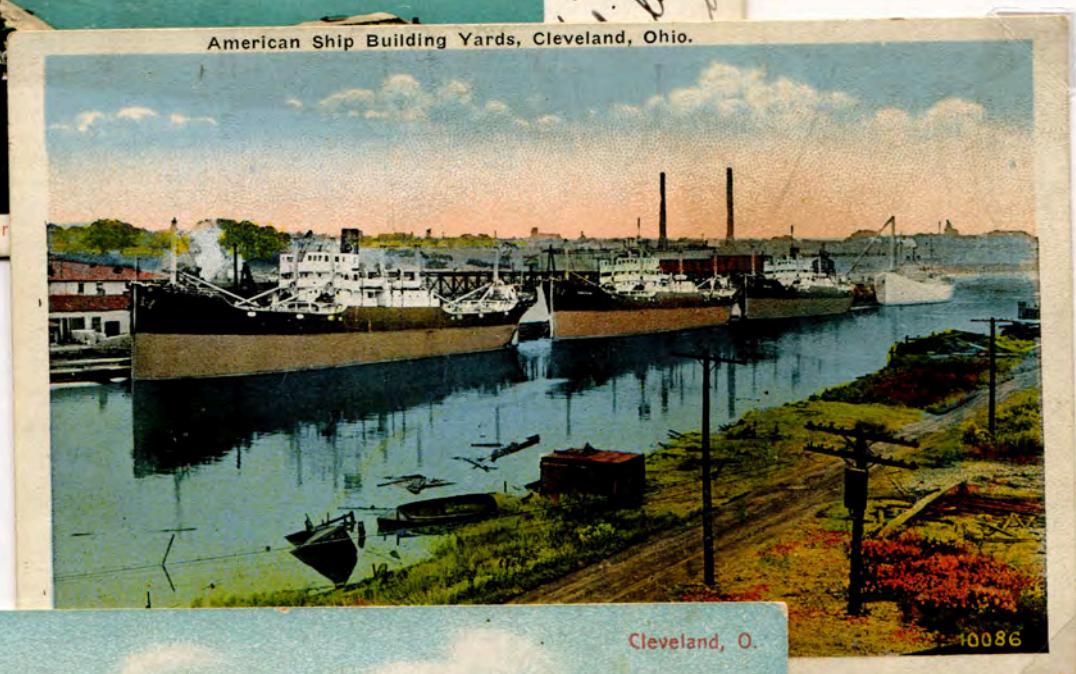
The A. B. WOLVIN (not to be confused with the AUGUSTUS B. WOLVIN) is about to be launched in 1900;
242 ft. LOA, 42 ft. beam, 2286 GT; sold into salt water service; foundered off Bermuda on 23 DEC 1916.



Launching a large Steamer

Dear Friend! I send
many congratulations
to Mr. and Mrs. Schaffey
as they have
launched their
new ship.

UDB PolyChrome Card
Published by the Cleveland
News Co. Cleveland, Ohio



Several small freighters await delivery for salt water service.
The old PRR ore docks in the foreground are abandoned.

Published by J. Sapirstein,
Cleveland, Ohio



American Shipbuilding Co., Dry Dock.

A small tugboat in the
AmShip drydock.

PolyChrome Card
No stamp box
Made in Germany
No publisher info.

2.2 Old River and Whiskey Island

The railroads continued to improve their ore docks.

RIGHT: Circa 1920.

Top Scene: An aerial view of the new C&P (PRR) docks and four Hulett unloaders on Whiskey Island; the municipal water filtration plant is at LL.

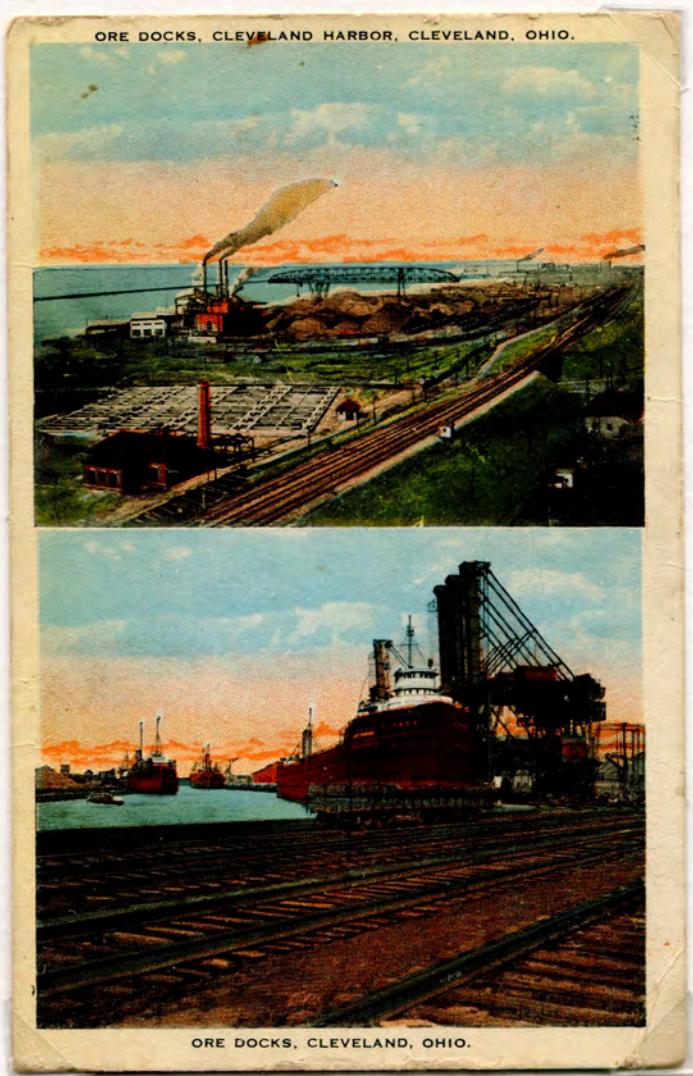
Bottom Scene: The four Brown Electric FastPlants are ready to unload a boat at the NYPANO (Erie RR) docks on the Old River.

Tichnor Quality View Card
Published by George Klein News Co.,
Cleveland, Ohio

BELOW: Circa 1950

The Erie RR has replaced all ore unloading machinery at the NYPANO docks with three 17 Ton capacity Hulett unloaders. The three have almost finished unloading this ore boat.

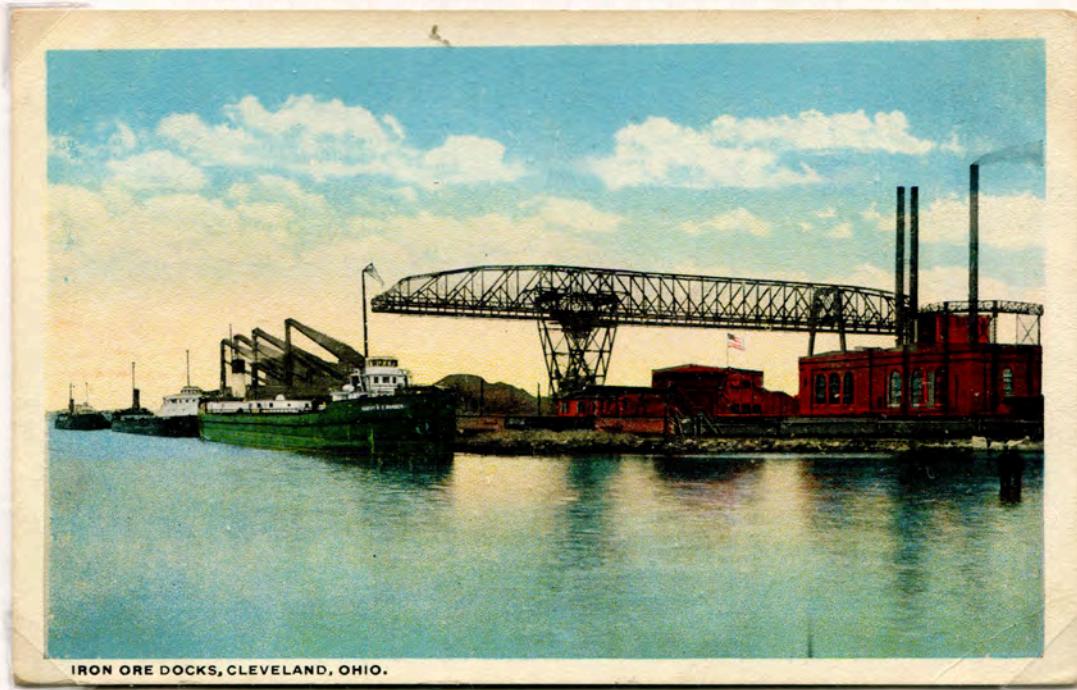
Plastichrome Card published by the United States
Greeting Card Corp., Cleveland, Ohio



2.2 Old River and Whiskey Island

In 1912, the Cleveland & Pittsburgh Dock Co., a wholly owned by the Pennsylvania RR, opened its new ore dock on the lake Erie side of Whiskey Island. The dock was equipped with four 17 Ton Hulett, unloaders, an ore bridge with a 15 Ton capacity bucket, power house, rail yards, and a million ton storage yard.

Circa 1920, the four Huletts will unload this small boat in a few hours.



IRON ORE DOCKS, CLEVELAND, OHIO.

Braun-Chrome Card Published by Braun Post Card Co., Cleveland, Ohio

Circa 1955, the four Huletts are at work unloading a Bethlehem Steel boat.
The ore bridge blew over in a storm in 1978; the Huletts unloaded their last cargo in 1992.



Plastichrome Card published by the United States Greeting Card Corp., Cleveland, Ohio

2.2 Old River and Whiskey Island

The C & P Hulets remained icons of Cleveland's industrial might until they were removed in 2000.

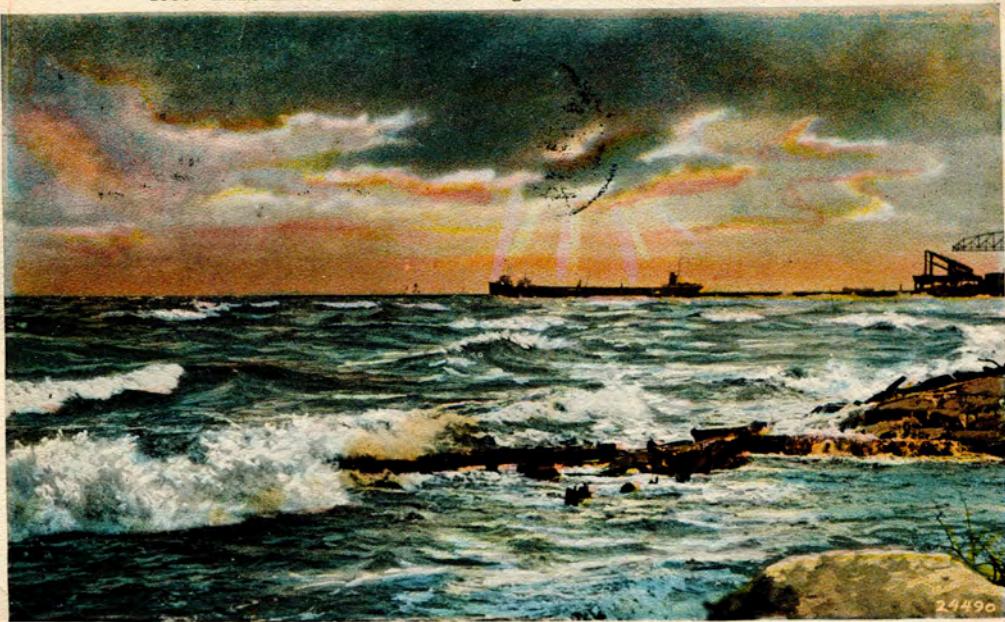
Circa 1965, the four Hulets wait for another cargo to unload.



Curteichcolor 3-D Color Reproduction, Printed in 1967.
Published by George R. Klein News Company, Cleveland, Ohio

Circa 1925, looking toward the east from Edgewater Park, the Hulets and ore bridge and a departing Lake boat.
Postcard printers specialized in colorful sunrises and sunsets.

195:—Lake After A Storm from Edgewater Park, Cleveland, Ohio.



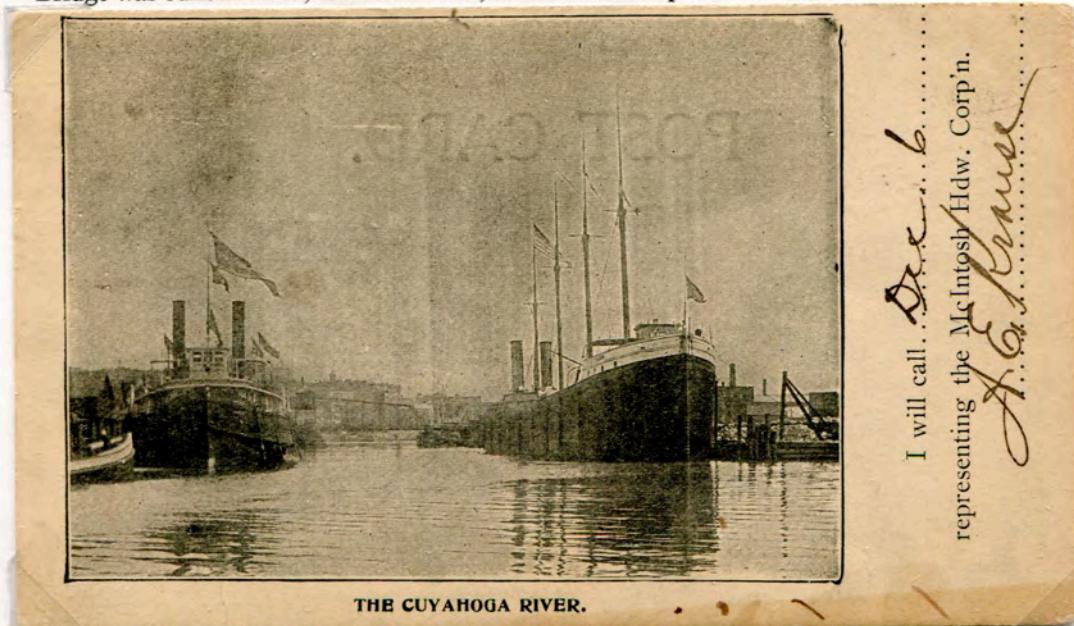
Metro Card made in U.S.A.
Published by J. Sapirstein, Cleveland, Ohio

Our exploration of the Old River and Whiskey Island is complete.
Let us return to the Cuyahoga River.

2.3 Passenger & Freight Docks

We are now back in the main channel of the Cuyahoga River by the old freight and passenger docks of the Cleveland & Buffalo and Detroit & Cleveland steamship companies. The steamship companies moved to new docks on the lakefront at the East 9th Street around 1915.

Circa 1900, looking upriver, the 200 ft. long Main St. swing bridge blocks the channel.
Bridge was built in 1869, rebuilt in 1885, relocated and repaired in 1915; demolished in 1947.



UDB Card; probably locally produced by photolithography.
No publisher or printer information.

Circa 1900, looking downriver; the Main St. Swing bridge is in the UL;
an unidentified passenger boat is at the C&B dock.



UDB Sol-Art Prints Card Printed in Germany by Rotograph Company

2.3 Passenger & Freight Docks

Circa 1900, the docks of the D & C Lines (foreground) and of the C & B Lines were busy places.
(All photos here taken from Central Viaduct just upstream.)

Both the RR swing bridge at the river entrance and the Main St. Swing bridge are visible here. The B&O RR freight house is at left.

Souvenir Post Card Co., New York
Printed in Germany

2792. — *Cuyahoga River from the Viaduct, CLEVELAND, OHIO.*



A D&C Lines boat prepares to dock with a tug assist.
(Probably CITY OF ST. IGNACE)

"PHOSTINT" Card by
Detroit Publishing Company



Cuyahoga River, Cleveland, O.

A C&B Lines boat departs with a tug assists. Bridges are obscured by tug's coal smoke.

Monochrome gravure card
Made in Germany
Published by Owens Bros.,
Hillson Co., Boston



2.3 Passenger & Freight Docks

Printers and publishers routinely stole artwork from each other and added color to meet the customers' requests.

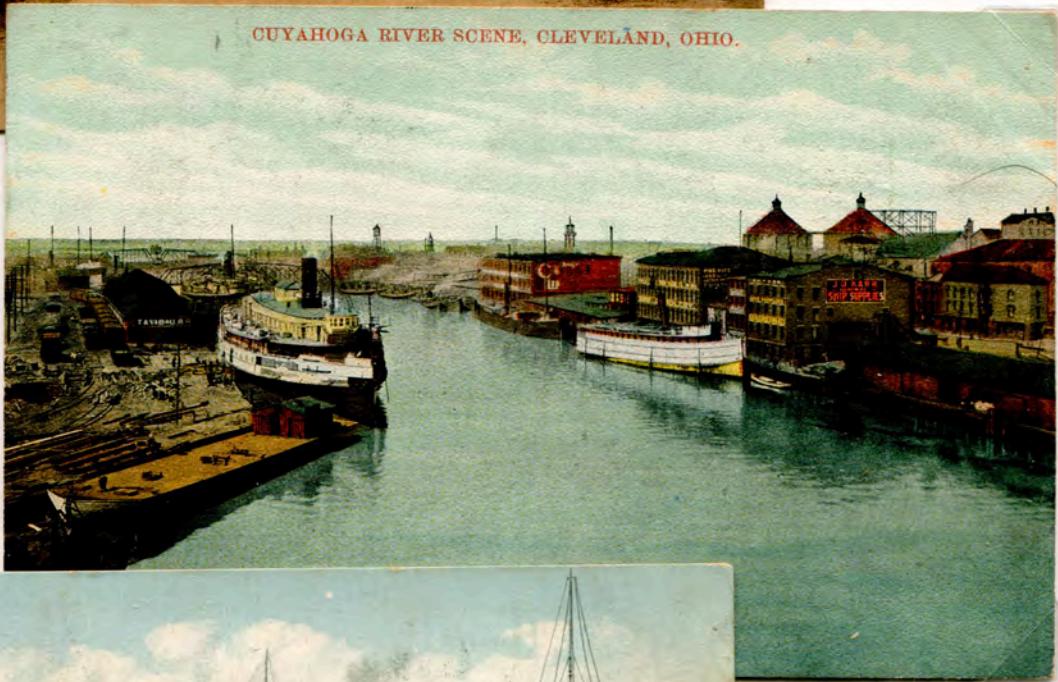


Two Identical views from Central Viaduct upstream.

Monochrome gravure
Made in Germany
Published by B.S. Stapleton
Cleveland, O.
Cancelled: JAN 3, 1908
Cleveland, Ohio

Same scene but with color!
Stiff leg crane gone from barge at left; sail barge changed to white packet freighter at right.

Printed in Germany
No publisher or printer information.



A view from the river. A C&B Lines boat heads down river; an unknown boat docks at right.

UDB Poly-Chrome Card
Published by The Cleveland News Co.
Printed in Germany

I wish you a merry Christmas and a happy New Year. Your Friend Gladys S.

2.3 Passenger & Freight Docks

The Great Lakes passenger and freight fleet provided reliable, scheduled, and economical service to many ports during the navigation season.

The D & C boat, CITY OF ST. IGNACE, unloads freight.



No publisher or printer information. Cancelled: OCT 5, 1912 Cleveland, Ohio
Pearl writes the Master of the steamer LaBelle, "...got my divorce in court. Will you send me \$10 for it..."

The C & B boat, CITY OF BUFFALO, waits for passengers and freight.



Published by Century Post Card Co., Cleveland, Ohio

2.3 Passenger & Freight Docks

Increasing motor vehicle traffic and the decrepit condition of the old Main St. swing bridge lead to the construction of the Main Ave. Bridge also known as the Memorial Shoreway Bridge.

Opened in 1939 the bridge consists of 2250 ft. of cantilever main spans and another 5920 ft. of plate girder sections on the eastern end. The bridge pioneered in the use of high pressure sodium lighting and its unusual and unpopular yellow/orange glow.

Ca. 1940, looking to the west from downtown Cleveland. The old Main St. swing bridge pier is immediately under the center span of the new bridge. The B&O RR Scherzer bridge to Whiskey Island is in the UR.



"Tichnor Quality Views" made by Tichnor Bros. Inc., Boston, Mass
Published by Braun Art, Cleveland, Ohio Photo by Butler Airphotos, Inc.

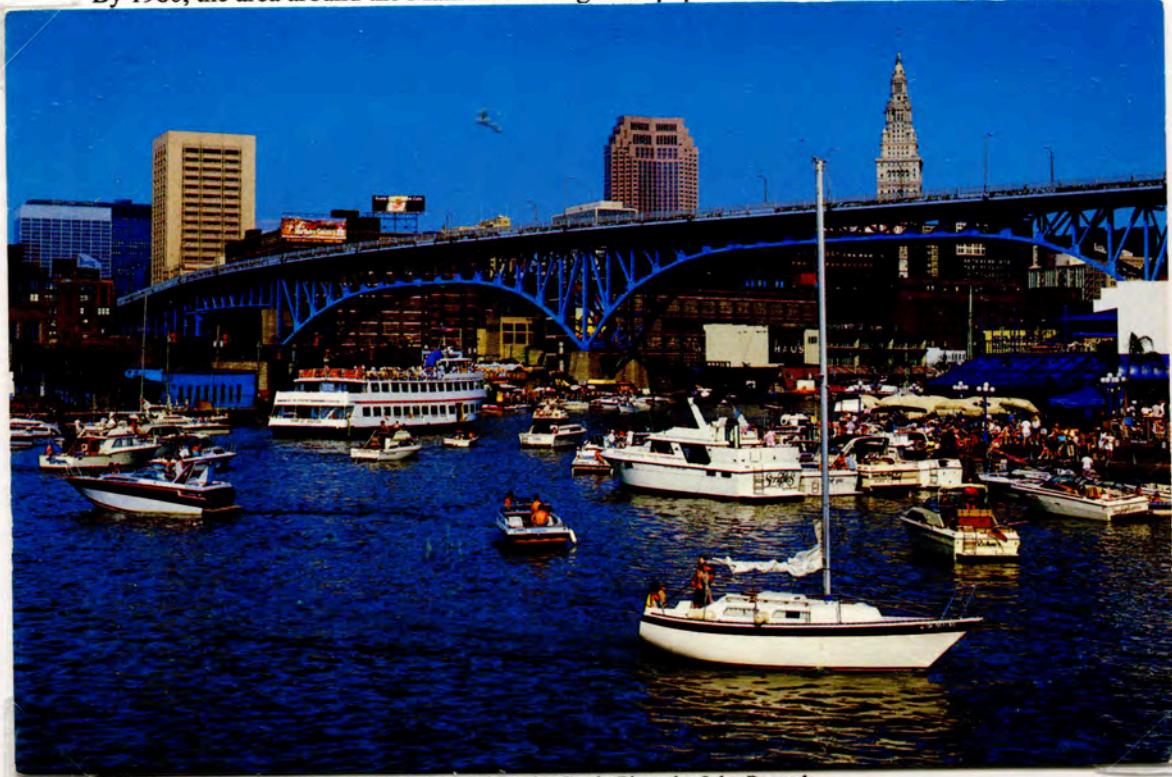
Ca. 1955, a lake boat turns to starboard to enter the Old River.
The center pier of the old swing bridge is long gone.



2.3 Passenger & Freight Docks

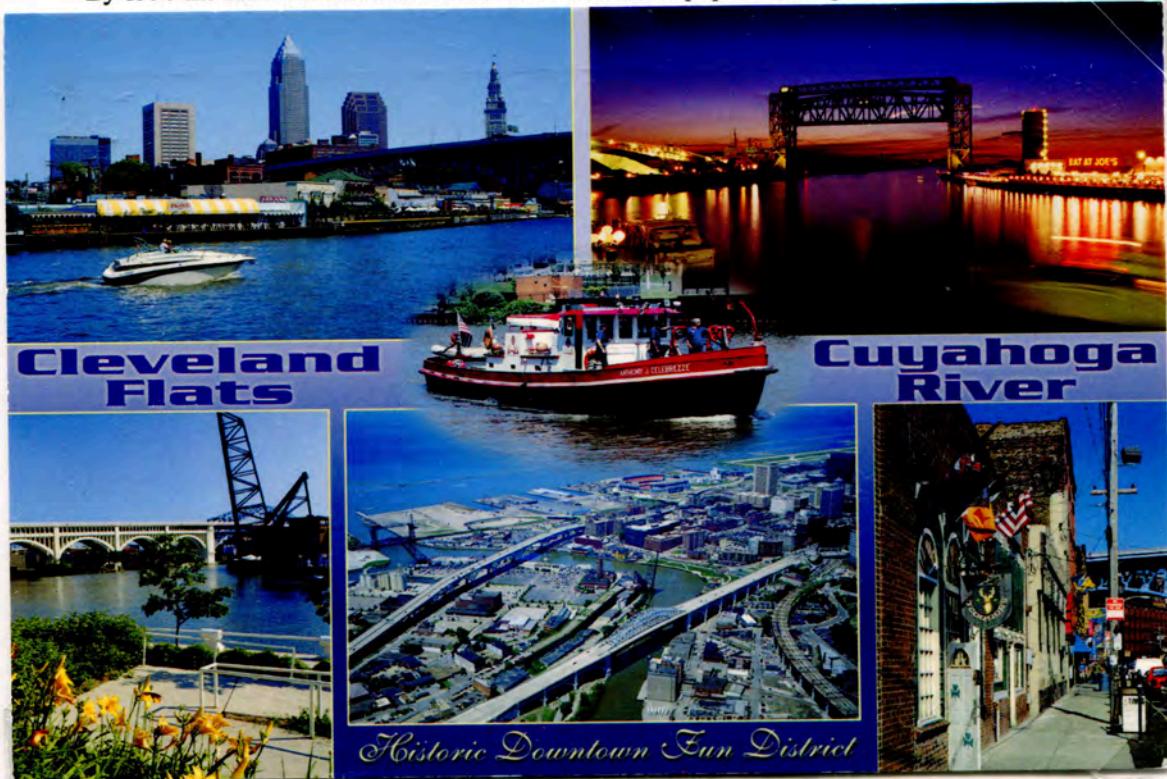
The decline of heavy industry brought many changes to the waterfront.

By 1980, the area around the Main Ave. Bridge was popular with summer tourists and boaters.



Penrod-Hiawatha Card Photo by John Penrod

By 1990 the old industrial and warehouse district was a popular dining and entertainment area.



Penrod/Hiawatha Card Photos by John Penrod

2.3 Passenger & Freight Docks

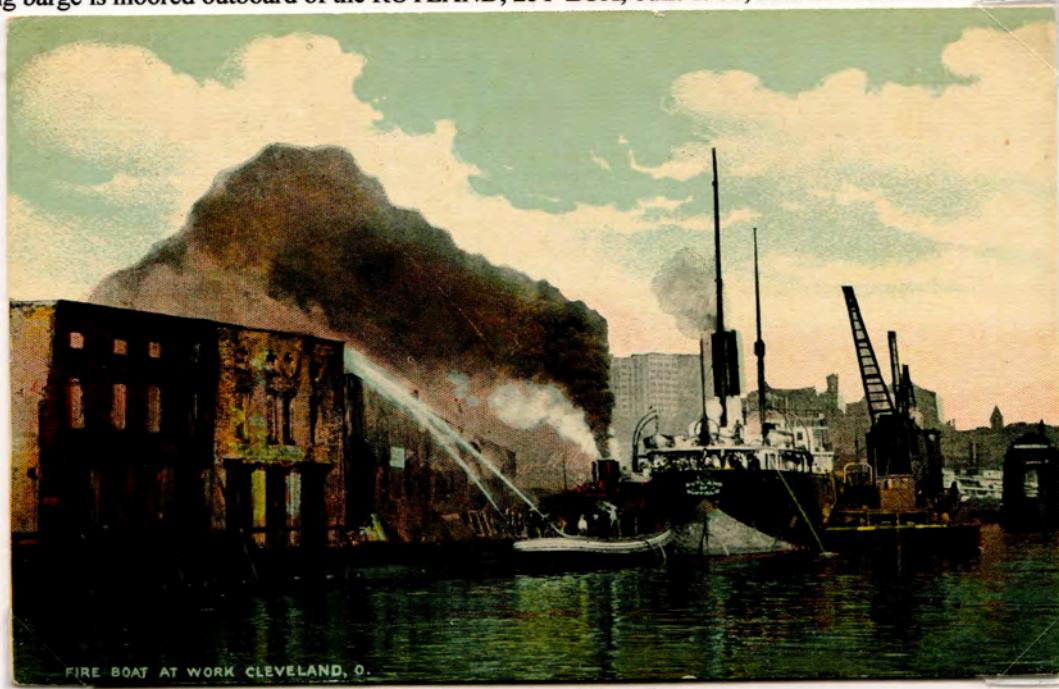
Long before the Cuyahoga River itself burned in 1952 and 1969, fire was a constant threat on the waterfront.

Circa 1910, the fire tug CLEVELANDER fights a dockside fire just north of the old Main St. Swing bridge.
The CLEVELANDER was in service 1894 - 1916; hull was scrapped but engine used in another tug.



Braun Superior Quality Card made in U.S.A. Published by Braun Post Card Co., Cleveland, Ohio
Cancelled: JUL 8, 1911 Cleveland, Ohio Station D

The coal-fired boiler on the CLEVELANDER is making more smoke than the fire ashore.
A coaling barge is moored outboard of the RUTLAND, 251' LOA, built 1906, sold salt water in 1915, sunk 1916.



No publisher or printer information.

2.3 Passenger & Freight Docks

Improved rail service, better highways, and the seasonal nature of Great Lakes shipping all lead to a decline in Lake freight and passenger service.

Ships do not make a profit sitting idle in the winter.



WINTER TRANQUILITY ON THE CUYAHOGA

Photograph by Carle Semon

Photography by Carle Semon Photogravure printed.

From a series of pictorial photographs; published by W.R. Walter Associates - Cleveland, Ohio

So let us now turn our attention upstream.

The Superior Viaduct swing span is open and the B&O RR Scherzer rolling lift bridge is raised for some downbound traffic. The tug JOHN M. TRUBY, built 1910, is moored on the east bank.

Superior Viaduct over Cuyahoga River, Opening for Boat to Pass.

Cleveland
The City



Chromolith card made in Germany.

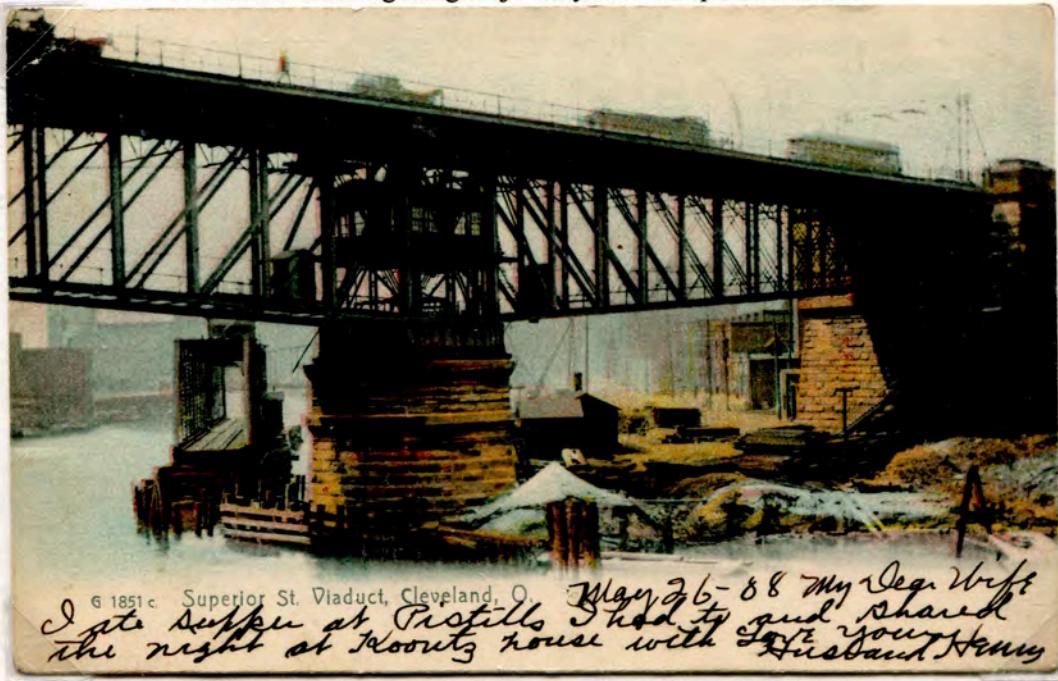
Published by Century Post Card Co., Cleveland, Ohio

Cancelled: AUG 31, 1912 Cleveland, Ohio

2.4 Bridges & Bends

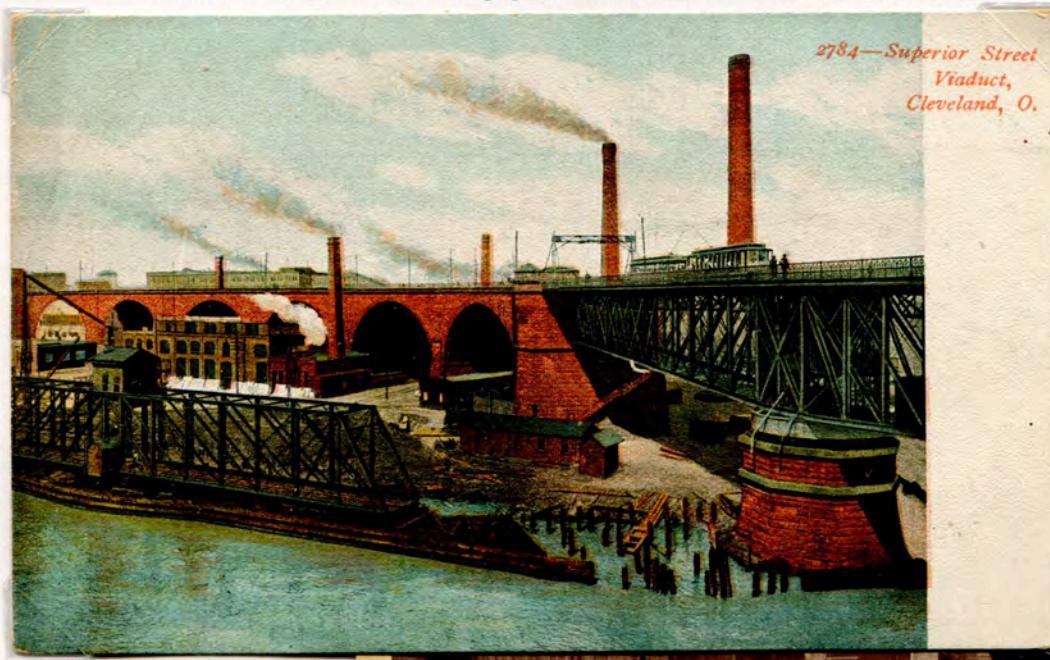
We are now at Cleveland's first high level bridge - the Superior Street Viaduct - opened in 1878.

The B&O RR swing bridge is just beyond the Superior Viaduct.



UDB Sol-Art Print by The Rotograph Company, N.Y. City; printed in Germany.

Looking from downtown Cleveland to the West. The structure consists of a 322 ft. Linville double-intersection truss swing span, ten stone arches on the west end, and plate girders on the east end.



← UDB Card
Souvenir Post Card Co., N.Y.
Printed in Germany

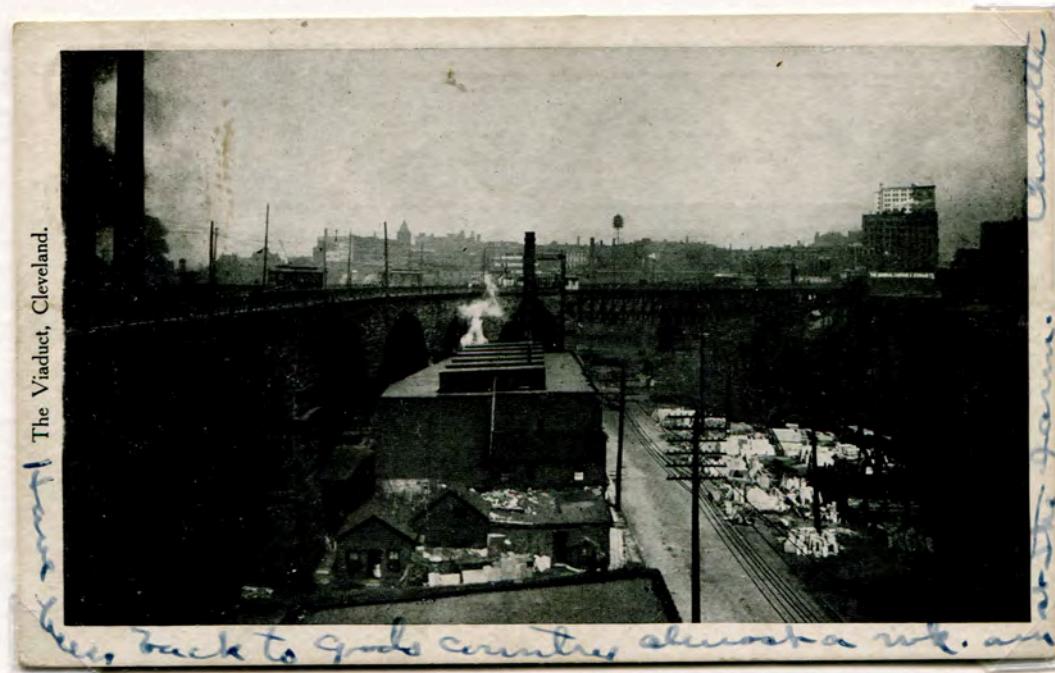


Post WWI Copy →
No publisher or printer
information.

2.4 Bridges & Bends

Circa 1910, looking to the east and downtown Cleveland from the west end of the Superior Viaduct.

A typical hazy gray Cleveland day. The swing span continued to be a major interruption to streetcar, pedestrian, horse drawn vehicle, and - a few years later - motor vehicle traffic.



UDB Card, Photolith print. No publisher or printer information.

Sunrise over downtown Cleveland. The volume under several of the stone arches was enclosed and used for offices and storage. Only four of the stone arches remain.



Color added to photolith print. No publisher or printer information.

2.4 Bridges & Bends

Circa 1905, looking to the west from downtown Cleveland.

Hardly any traffic here!

UDB Card
Photolithographic print.
No printer or publisher information.



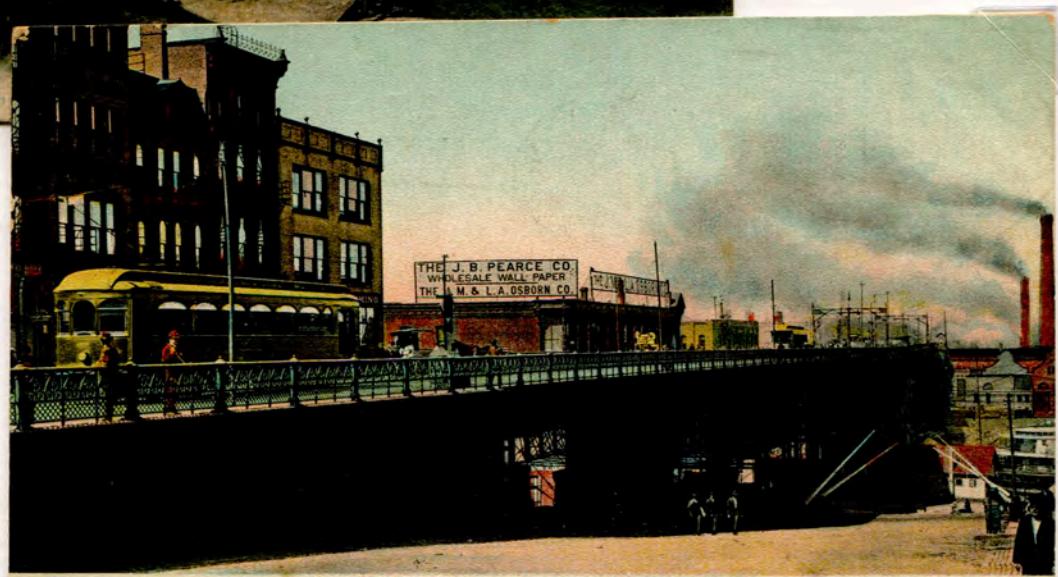
Viaduct,
Cleveland, O., U. S. A.



Superior Street Viaduct,

Another streetcar heads west
across the Superior Viaduct.

Litho-Chrome Card
Made in Germany
Published by The Cleveland News
Company, Cleveland, Ohio



Superior St. Viaduct looking West, Cleveland, Ohio

Come up if you can. I may go
to work myself later, until Thomas.

A Birney car heads west.
The Erie RR tracks are below.

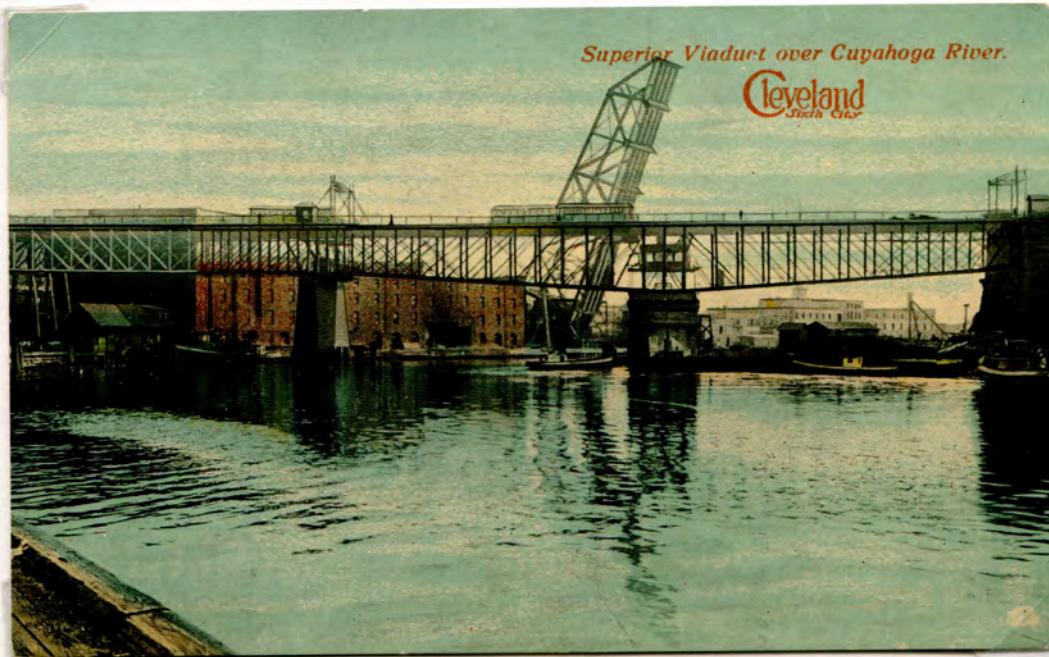
UDB Card by H.L. Wohler,
Buffalo, N.Y.
Printed in Germany

2.4 Bridges & Bends

Let us now turn our attention to the B & O RR double track Scherzer rolling lift bridge.

Built around 1910, 161 ft. long; replaced earlier single track swing bridge; relocated to west bank 1916 due construction of Detroit-Superior high level bridge; replaced by 255 ft. single jackknife type bascule bridge in 1956 due to channel widening.

Circa 1912, looking upriver at the Superior Viaduct and B&O RR rolling lift bridge.



Published by Century Post Card Co., Cleveland, Ohio

Both the B&O bridge and the Superior Viaduct are open for a small lake boat heading down river.



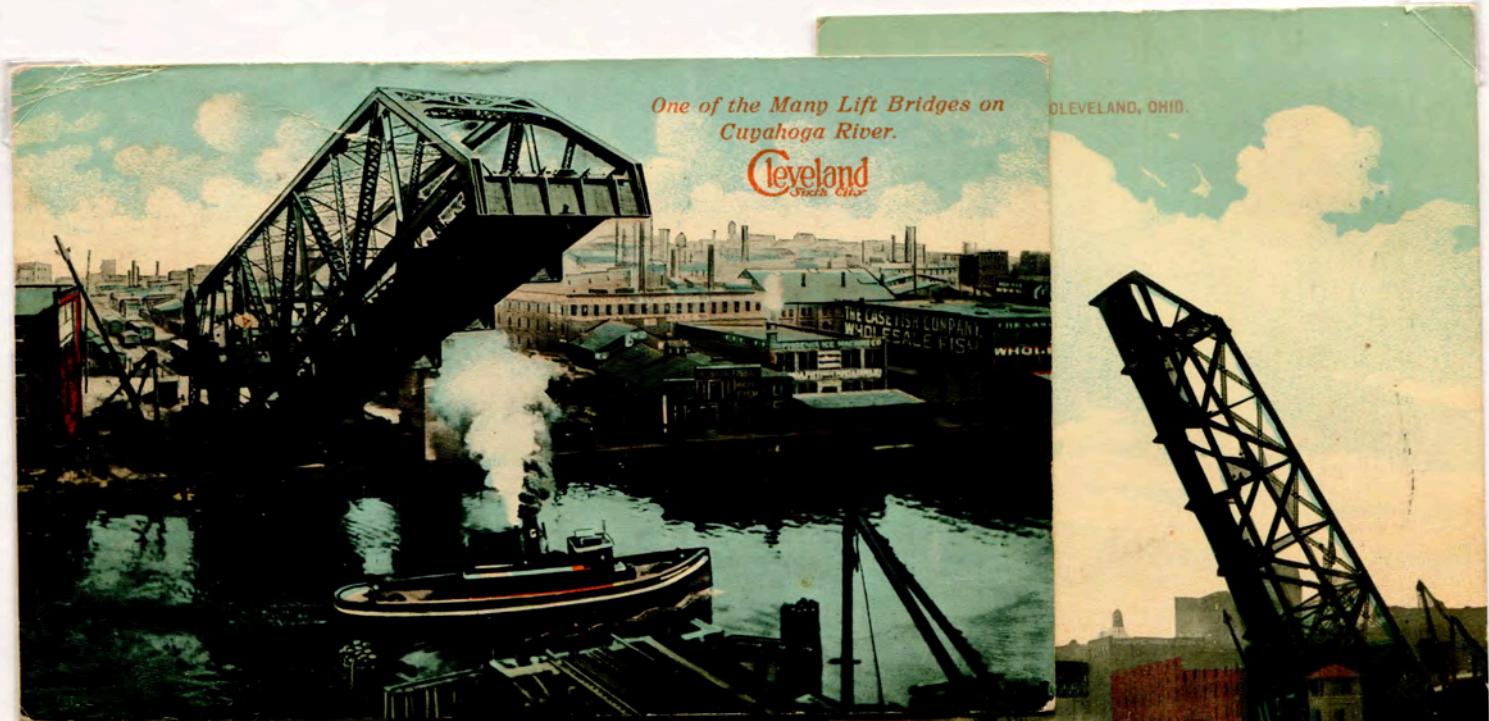
"PHOSTINT" Card Made only by Detroit Publishing Co.
Cancelled: FEB 4, 1913 Cleveland, Ohio

2.4 Bridges & Bends

One final view of the B&O RR Scherzer rolling lift bridge before heading upriver.

Real Photo Card
SOLIO Stamp Box
- earlier use than
recorded by Playle.

No photographer
information.



A Great Lakes Towing tug proceeds under a partially open bridge. ↑

Published by Century Post Card Co., Cleveland, Ohio
Cancelled: SEP 3, 1912

The bridge in the fully raised position. Tug in LL is probably
DANFORTH GRACE, foundered in 1921 in lake Erie; 8 LOL.

Published by Wm. Frank, Cleveland, Ohio
Cancelled: Mar 28, 1914 Cleveland, Ohio



2.4 Bridges & Bends

Construction began on the Detroit-Superior high level bridge in 1912 to relieve congestion on the Superior Viaduct. When completed in 1918, it was the largest double-deck reinforced concrete bridge in the world with a 591 ft central steel arch. The lower deck was designed for 6 streetcar tracks; only four were installed. The upper deck was expanded to six vehicle lanes in 1968.

The new steel arch on the Detroit-Superior high level bridge seen from the Superior Viaduct in 1917.



No publisher or printer information.

Between 1918 and 1922, when the Superior Viaduct was demolished, the river looked like this:

From bottom to top and L to R: Superior Viaduct, B&O RR Scherzer lift bridge,
the Center Street swing bridge which is under the steel arch of the Detroit-Superior Bridge.

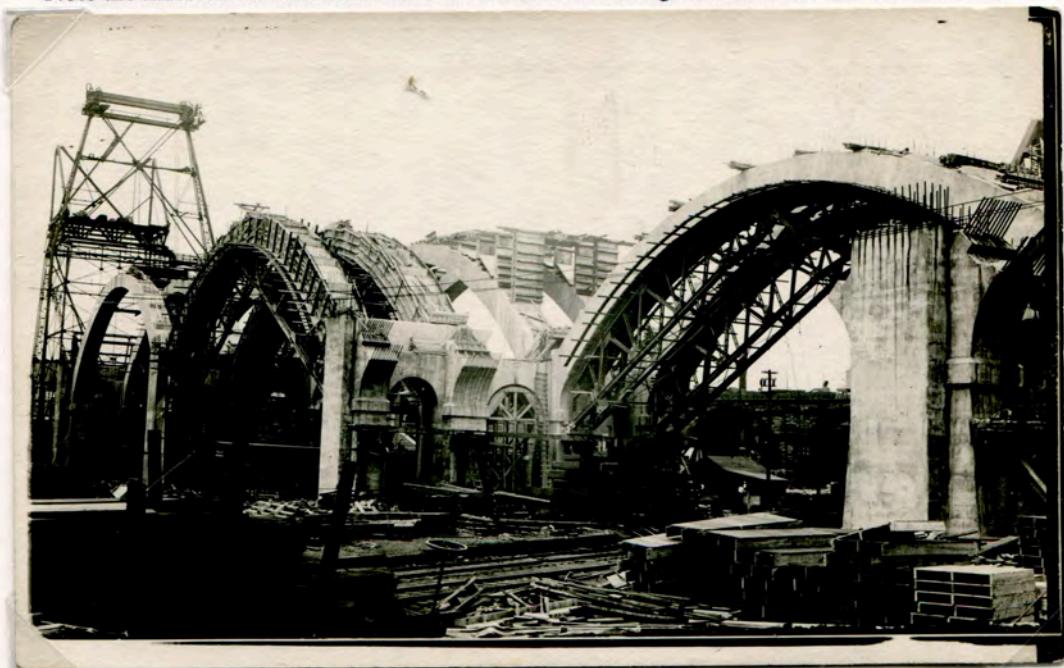


Published by J. Sapirstein, Cleveland, Ohio

2.4 Bridges & Bends

Construction of the concrete arches proceeded from east and west toward the central steel arch.

Note the massive wooden falsework and forms for casting the arches on the western side.



Real Photo Card AZO Points Up Stamp Box. (In use 1904-1918)

Completing the steel arch.

Work on the central steel arch progressed independently of the concrete arch sections.

Sign on bridge reads: KING BRIDGE CO. - CLEVELAND, O. - CONTRACTORS STEEL SPAN

Note the Center Street swing bridge in the LL.



Real Photo Card AZO Points Up Stamp Box (In use 1904-1918)

2.4 Bridges & Bends

Work proceeded through 1916 - 17 despite some wartime shortages.

The steelwork on the central span is nearly complete.

Looking to the east toward downtown Cleveland. The Center Street swing bridge is in the LL.



Real Photo Card SOLIO Stamp Box (In Use 1903 - 1920s)

Standing on the west bank and looking to the west.
The Center Street swing bridge under the central steel span above.
The Fairchild Flour mill is upstream and Irishtown Bend is further upstream.



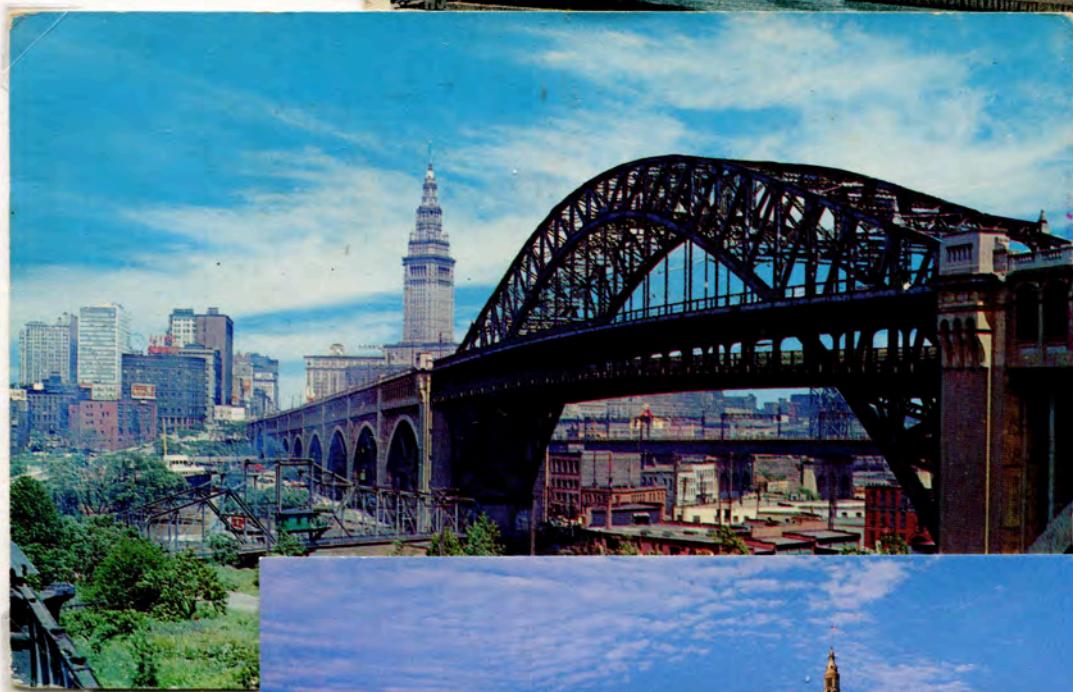
Real Photo Card AZO Points Up Stamp Box (In use 1904-1918)

2.4 Bridges & Bends

A view popular for over 80 years...

1918 Note Center Street swing bridge and B&O RR bridge at left.

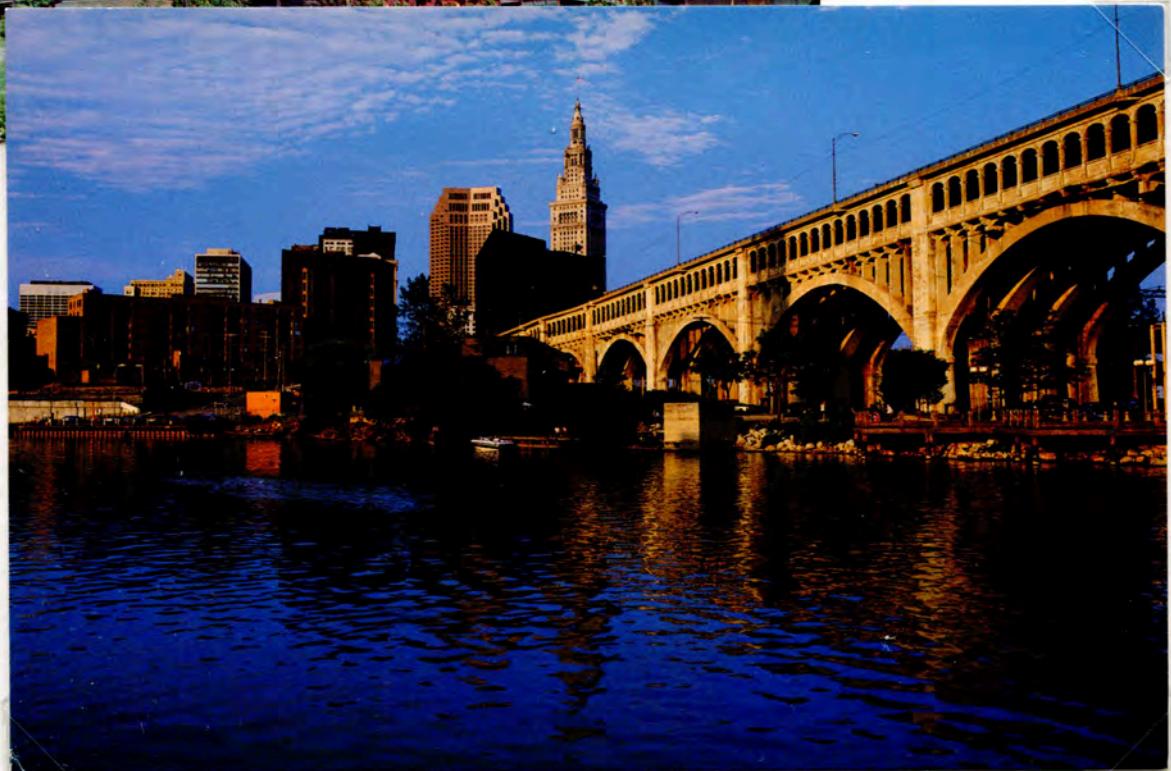
Commercial Chrome Card
Published by E. Fenberg, Cleveland
Cancelled: SEP 13, 1918
Cleveland, Ohio



"Lusterchrome" card Made only
By Tichnor Bros. Inc.
Boston 15, Mass
Published by Wilbur Evans -
Cleveland, Ohio

Ca. 1985 Late afternoon

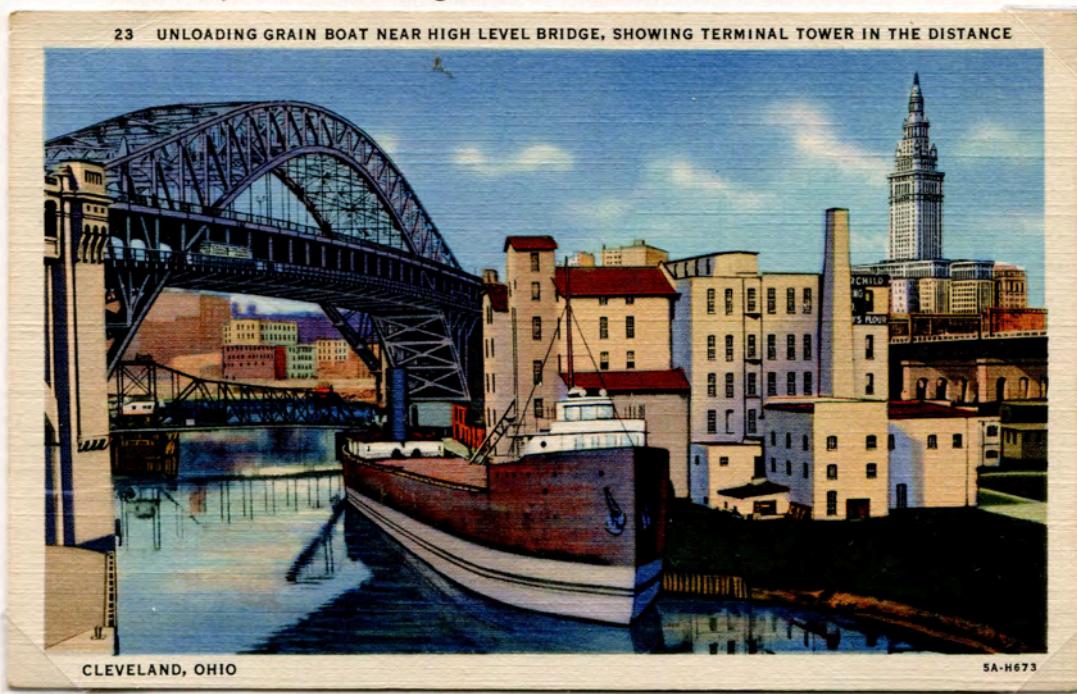
Penrod/Hiawatha Card
Berrien Center, Michigan
Photo by John Penrod



2.4 Bridges & Bends

Just upriver of the Detroit-Superior Bridge and on the east bank of the Cuyahoga River is the Fairchild Flour Co., known before 1910 as Cleveland Milling Co., and now part of Montana Flour Mills.

Circa 1930, a Lake boat in the grain trade is unloaded at the Fairchild Flour Mill.



C.T. Art-Colortone Card by Curteich; printed in 1935
Published by Sapirstein Greeting Card Company, Cleveland, Ohio

Circa 1955, the ten story Elevator C complex is in place next to the original mill.

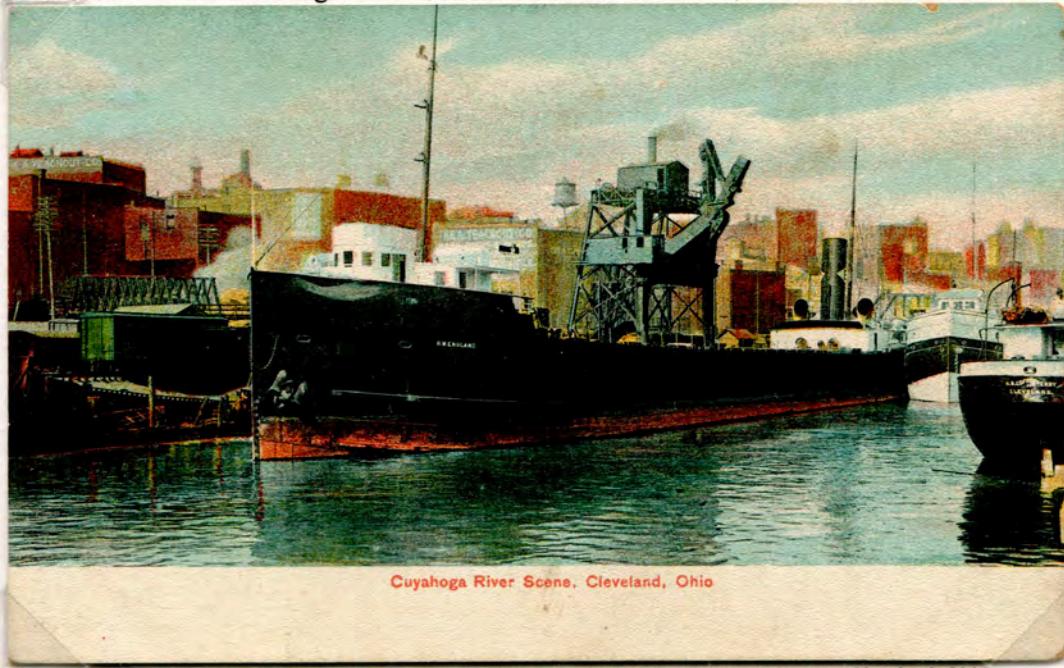


Plasticrome Card by Colourpicture Publishers, Inc. Boston 15, Mass
Distributed by United States Greeting Card Corp., Cleveland, Ohio

2.4 Bridges & Bends

Directly across from Fairchild Flour was the Erie RR's steam-powered coal car dumper.

The R.W. ENGLAND prepares to load coal at the Erie RR dock. R.W. ENGLAND - 362' LOA, built 1904; stranded and refloated after Great Storm of Nov 28, 1905; scrapped 1960. Moored at the Fairchild Flour dock is the small wooden freighter H.B. COFFINBERRY - 191' LOA, built 1874; abandoned in 1917.

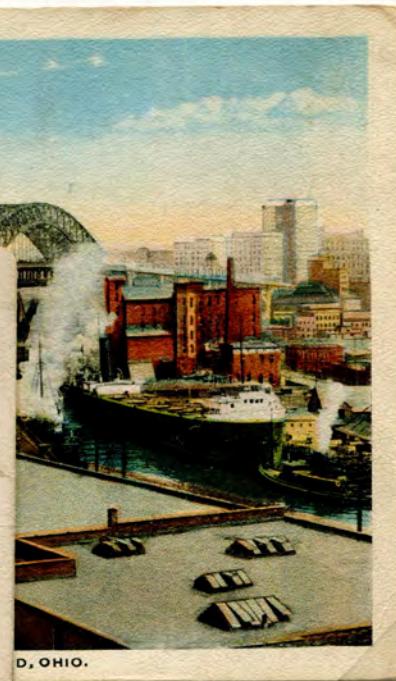


Lihto-Chrome Card Made in Germany Published by The Cleveland News Company, Cleveland, Ohio

Ca. 1920, the Detroit-Superior Bridge, Fairchild Flour, and the Erie RR car dumper -
by day and by night with a full moon added in a position it has never been in !

Braun-Chrome Card
Published by Braun Post Card Co.
Cleveland, Ohio
Made in U.S.A. —————>

High Level Bridge, Cleveland, Ohio.



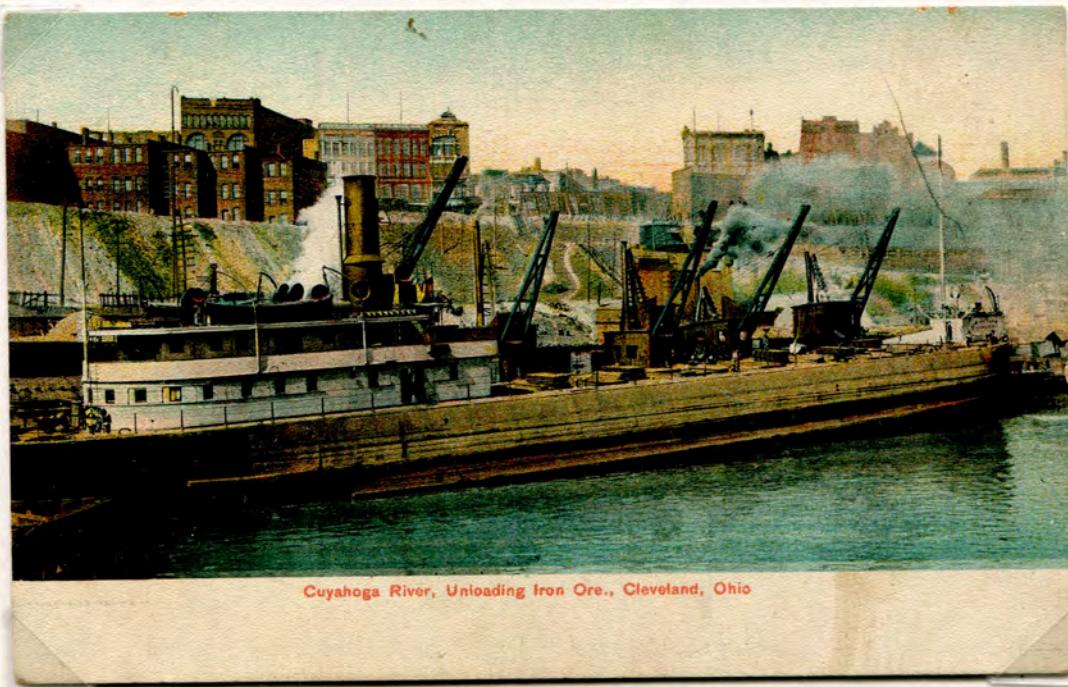
Pub. By J. Sapirstein,
Cleveland, Ohio

Cancelled: FEB 22, 1923
Cleveland, Ohio

2.4 Bridges & Bends

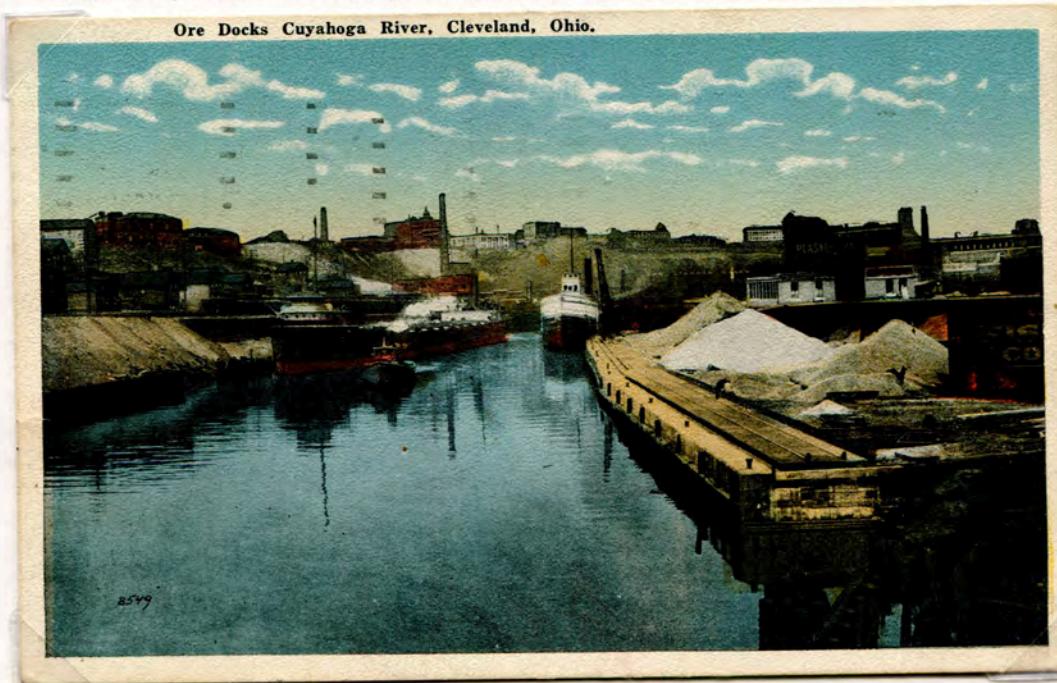
A bit further upriver, we come to Irishtown Bend, a 260 degree change in course and named for all the early Irish immigrants who lived on the hills immediately above and who provided much of the labor for unloading early ore boats.

Circa 1905, five 'whirlies' (and a lot of laborers in the hold) unload an early ore boat.



Litho-Chrome Card Made in Germany
Published by The Cleveland News Co., Cleveland, Ohio

Circa 1920, a lake boat with tug assist proceeds upriver slowly around Irishtown Bend.



Published by J. Sapirstein, Cleveland, Ohio
Cancelled: AUG 11, 1921 Cleveland, Ohio

2.4 Bridges & Bends

Halfway around Irishtown bend is the Columbus Road bridge - joined later by the high level Cleveland Union Terminal RR bridge built as part of the Terminal Tower project.

Circa 1910, the Columbus Road double swing bridge - built in 1895, the world's first double swing bridge and the third of four bridges built here.

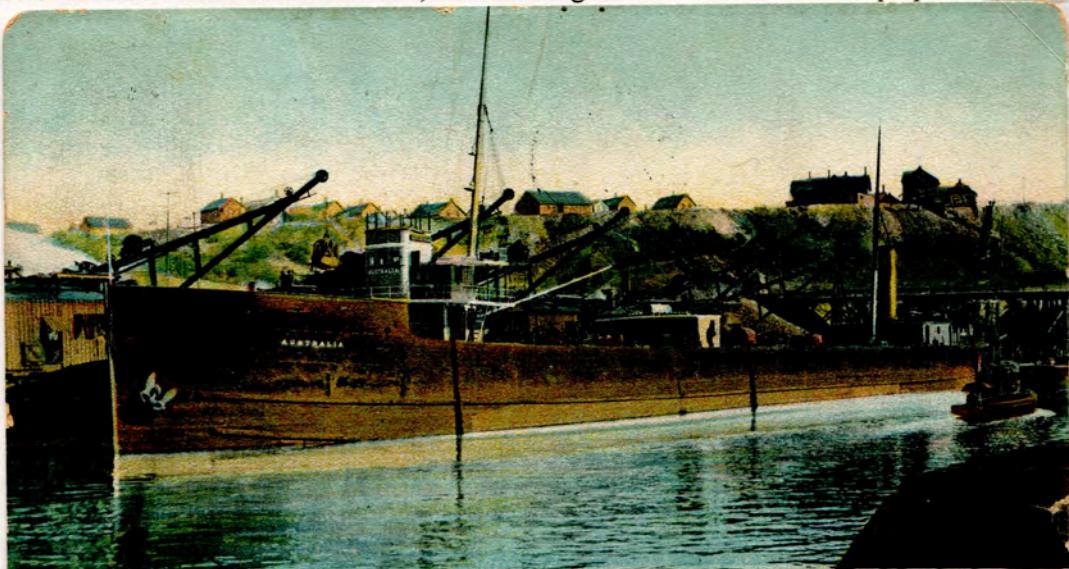


UNIVERSAL SALES CO., CLEVELAND

CLEVELAND YESTERDAY AND TO-DAY—CUYAHOGA VALLEY, 1910, FROM SCRANTON HEIGHTS

Photolith printed card distributed by Universal Sales Co., Cleveland
From a series titled Cleveland Yesterday and To-day

Just upstream of the Columbus Rd. Bridge (visible aft of the ship) are the old River Furnace Docks. Five 'whirlies' unload the AUSTRALIA, built as a barge in 1897 and converted to propeller in 1902.



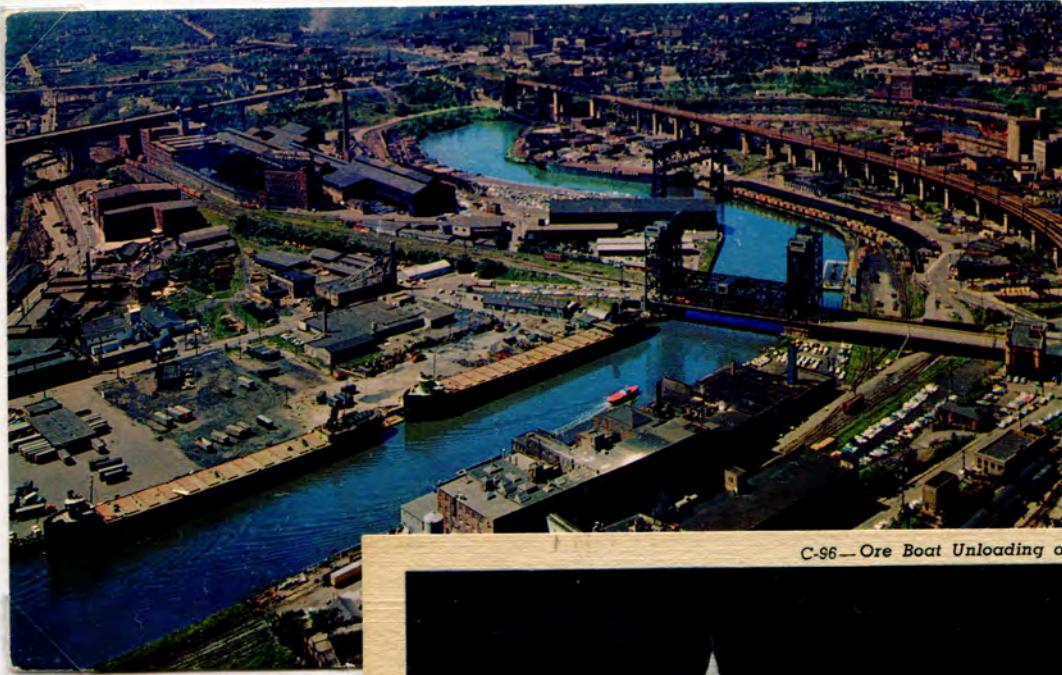
The Old River Furnace Docks, Cleveland, Ohio

Litho-Chrome Card Made in Germany
Published by The Cleveland News Company, Cleveland, Ohio

2.4 Bridges & Bends

The next short section of the river is best seen from above.

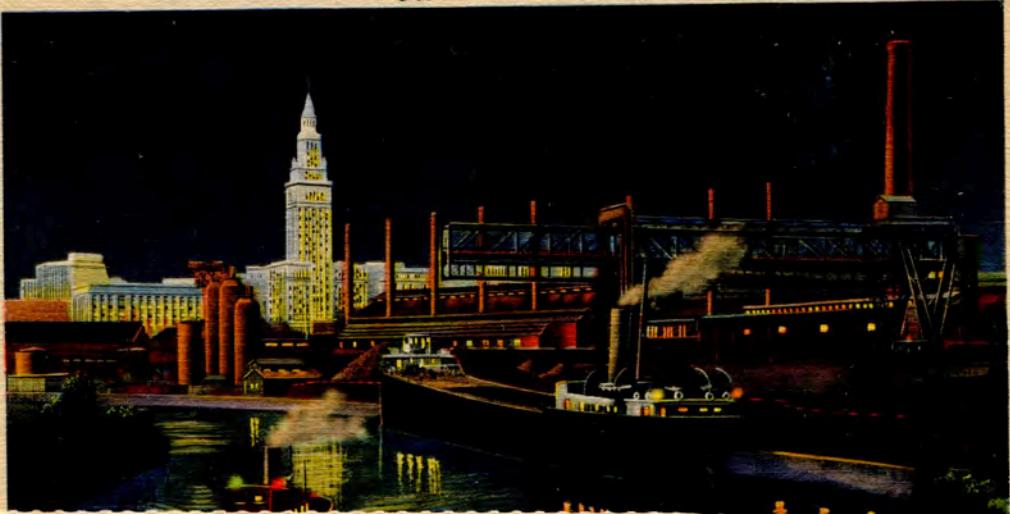
Circa 1960, Irishtown Bend is in the top right and is bisected by the C.U.T. RR high bridge and 1940 Columbus Road lift bridge; the Republic Steel Bolt & Nut plant is on the west bank; next are the N&W RR (lower) bridge, the N&W RR bridge (upper) and the Carter Road vertical lift bridge. The two ore boats are moored at G&W Industries - a small topside repair yard.



Plastichrome Card by Colourpicture
Publishers, Boston 15, Mass. Published
by Wilbur Evans, Cleveland, Ohio

Close-up views, looking upriver,
at Upson Nut Co. Plant - later
the Bolt & Nut Division of
Republic Steel.

C-96—Ore Boat Unloading at Steel Mills on Cuyahoga River,



Ca. 1935 a one-of-a-kind
unloader w/ 5 ton bucket, by
Wellman-Seaver-Morgan of
Cleveland.

C.T. Art-Colortone Card,
Printed in 1937
Distributed by George R. Klein
News Company, Cleveland Ohio



Ca. 1975, the unloader and
blast furnace are gone;
N&W (upper) bridge at far
right. Note accurate color
of Cuyahoga River!

Plastichrome Card by Colourpicture,
Boston, Mass 02130
Distributed by Aero Cleveland, Inc.

2.4 Bridges & Bends

The next major turn is at the appropriately named Collision Bend - a 300 degree change of course - and near the site of Cleveland's prominent landmark, the Terminal Tower.

THE FLATS, CUYAHOGA RIVER AND VALLEY, CLEVELAND, OHIO.

7



Circa 1900, looking upriver from the future location of the Terminal Tower. The Lower & Middle W 3rd Street bridges are on each side of Collision Bend.

Sucherman Bros., Publishers of Local Views, Cleveland, Ohio

BIRD'S-EYE VIEW OF CLEVELAND OHIO. SHOWING HOTEL CLEVELAND AND CUYAHOGA RIVER. 221



3 AEROPLANE VIEW OF UNION TERMINAL GROUP AND PUBLIC SQUARE.



CLEVELAND, OHIO

0A3933



Circa 1920, the thousand room Hotel Cleveland is now in place - but no Terminal Tower yet. The Lower & Middle West 3rd Street bridges are still on each side of Collision Bend.

Clenco Quality Card by Cleveland Notion Co., Cleveland, Ohio

Circa 1928, the Terminal Tower is complete - except no Higbees Department Store! The Lower West 3rd Street Bridge has been removed; the Middle West 3rd Street Bridge has been replaced by the new Eagle Street vertical lift bridge in conjunction with dredging and widening of Collision Bend. Further upstream are the Erie RR bascule bridge, the N&W RR high bridge, and the Central Viaduct with new fixed span over the river.

C.T. American Art Colored Card printed in 1930

2.4 Bridges & Bends

The Terminal Tower complex defined Cleveland's skyline for fifty years.



Ca 1930, the Terminal Tower at left and Ohio Bell Bldg. at right. The 4 track Cleveland Union Terminal RR bridge is in the foreground.

Photolith card by
Sapirstein Greeting Card Co.
Cleveland, Ohio

Since we are at Collision Bend, let's stop for dinner at Jim's Steak House - a long time Cleveland favorite.

Color Photo by Frank Leslie Published by Fine Arts Studio 1138 Schofield Bldg., Cleveland, 15, Ohio



2.4 Bridges & Bends

Using the Terminal Tower as a reference ...

Circa 1985, looking toward Lake Erie, i.e., where we have been so far.



Photo by John Penrod Penrod/Hiawatha Card

Circa 1955, looking to the southwest and where we are headed upriver.

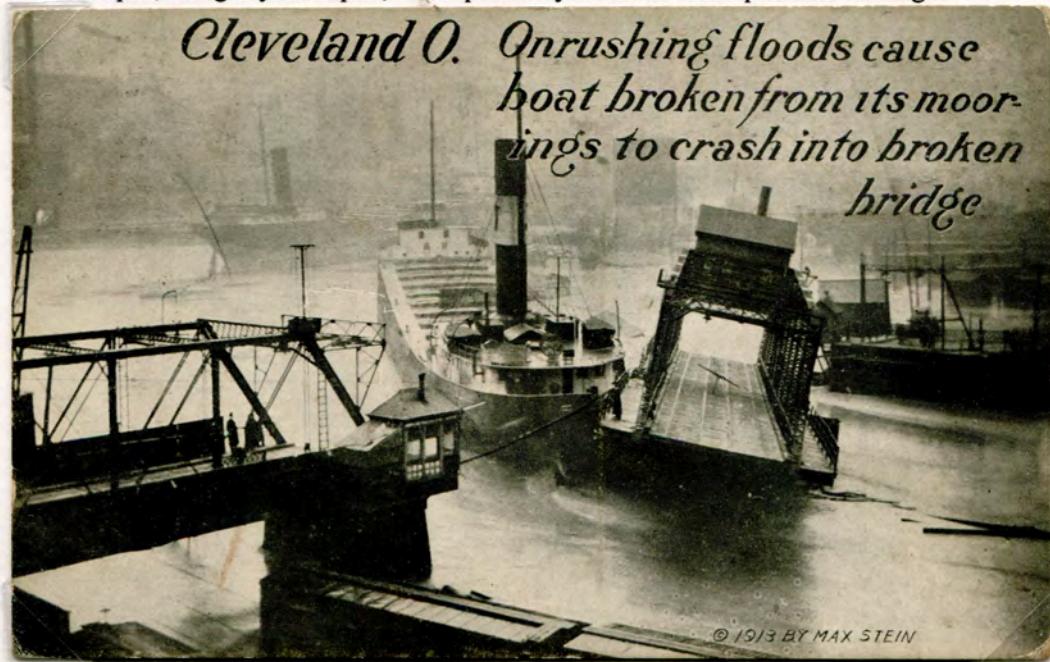


CurteichColor Art-Creation from Color Transparencies. First printing in 1955.
Distributed by Wilbur Evans Co., 4310 Mayfield Ave., Cleveland Ohio 44121

2.4 Bridges & Bends

The old Lower West 3rd Street swing bridge, removed in 1929 as part of the Terminal Tower project and due to channel widening in and around Collision bend, had its problems ...

During the spring 1913 flood on the Cuyahoga River, the 354' steamer MACK broke loose from her moorings and knocked the swing span into the river. The swing span, being beyond repair, was replaced by a second hand span from Michigan.



Unknown publisher with heart shaped trademark.
Photo copyright 1913 by Max Stein, local photographer better known for his baseball cards of the era.

In 1916, the fixed north approach span was clipped by a runaway streetcar and knocked over onto the B&O tracks. The B&O cut down and adapted a slightly used girder span and installed it. The bridge lasted with these repairs until removed.

What's left of the streetcar is visible in the mess of wreckage.



2.4 Bridges & Bends

Just beyond Collision Bend is the Middle West 3rd Street Bridge ...

... a double Scherzer rolling lift bridge across a 116' wide channel; replaced in 1931 by the Eagle Street vertical lift bridge, part of the Terminal Tower project and widening of Collision Bend.



River View. Cleveland, O.

UDB Card Published by The Cleveland News Company, Cleveland, Ohio
Rotogravure Printing Made in Germany

The 255' span of the Eagle Street vertical lift bridge is raised for passage of an ore boat.
This was the first vertical lift span bridge in Cleveland and the sixth in the U.S.
Currently closed to vehicle traffic due major problems with tower foundations.



C-53—Ore Boat on Cuyahoga River with
Terminal Tower in Background
Cleveland, Ohio

C.T. Art Colortone Card, printed in 1952
Distributed by George R. Klein News Co., Cleveland, Ohio

The next major bridge we will pass under is the Lorain-Carnegie High Level Bridge.

An artist's concept, printed and mailed before the actual bridge was designed and completed.

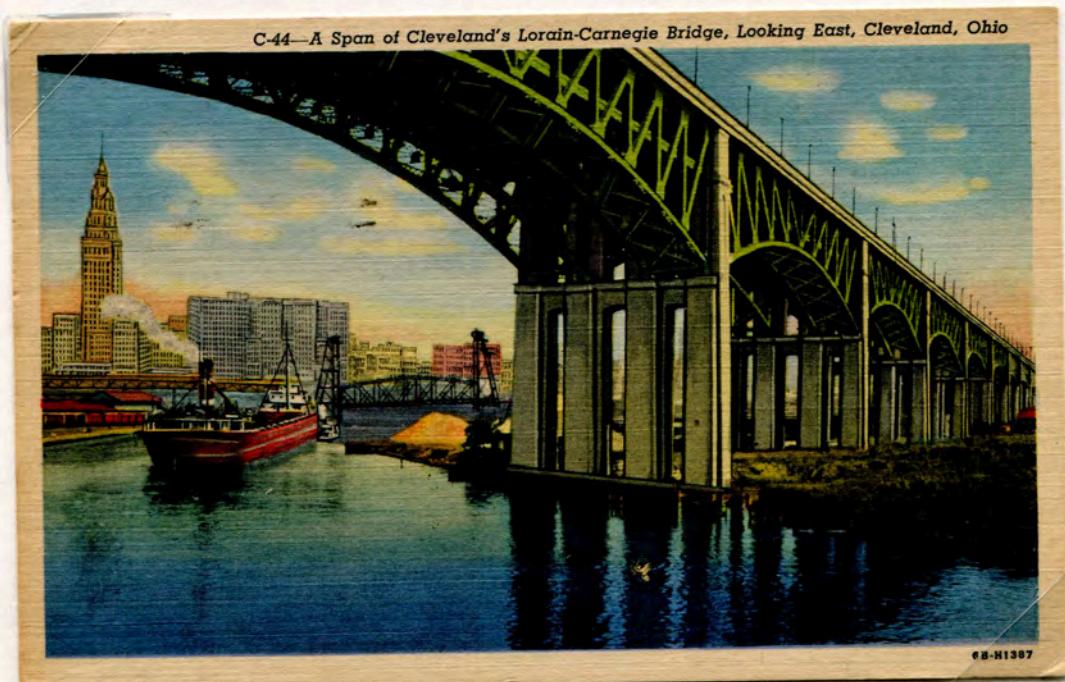
Note the strong resemblance to the 1918 Detroit-Superior High level Bridge.



C.T. American Art Colored Card 1238-30 Published by Braun Art Publishing Co., Cleveland, Ohio
Cancelled: Cleveland, Ohio Aug 7, 1930

The actual bridge was completed in November, 1932 and is 5865 ft. long and consists of 14 cantilever truss spans with a vehicle roadway on the upper deck and provisions for streetcar tracks (never installed) on the lower deck.

Note the Eagle Street lift bridge being raised for the ore boat headed down river.



"C.T. Art Colortone" Card 6B-H1387 Published by Braun Art Publishing Co., Cleveland, Ohio

2.4 Bridges & Bends

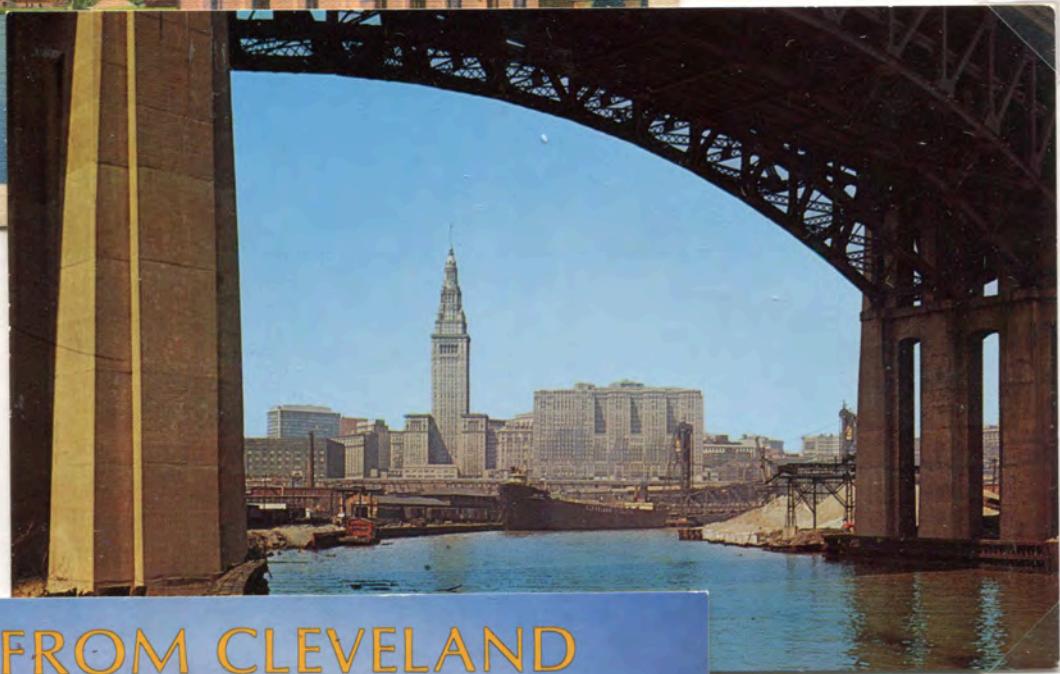
Approximately 1000 feet upstream of the Eagle Ave. Bridge is the imposing Lorain-Carnegie High Level Bridge - 5865 feet long, completed in 1932, and consisting of 14 cantilever truss spans.

The lower deck was designed for streetcar tracks which were never installed.



Circa 1935, looking north. Too bad the Cuyahoga River was never this blue.

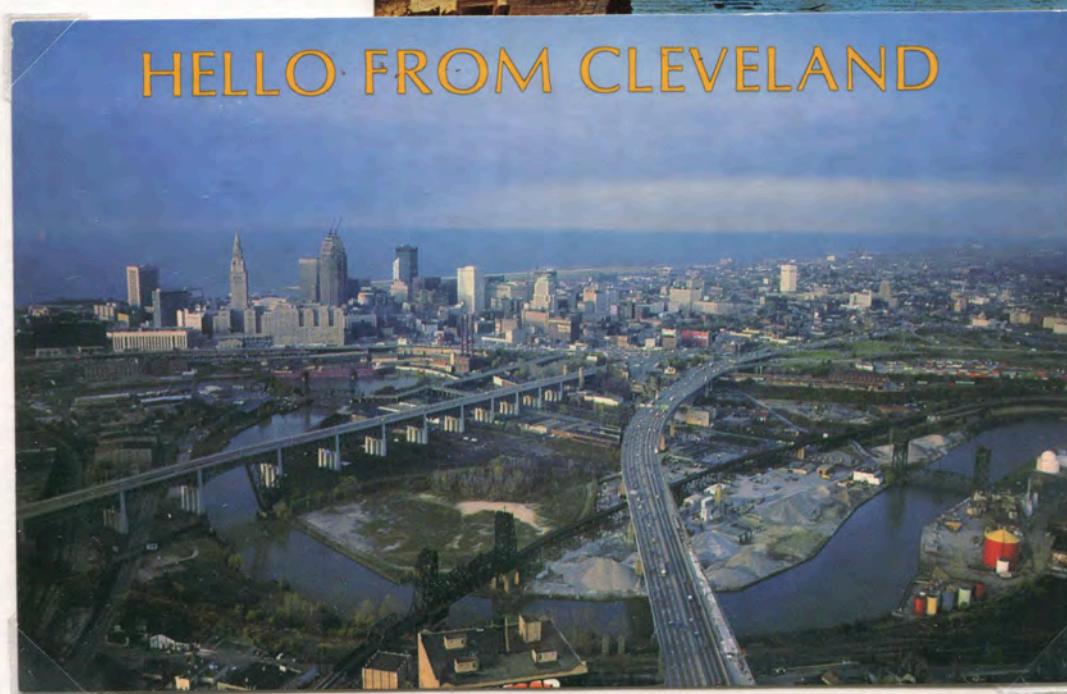
Tichnor Quality Views by Tichnor Bros.
Distributed by Braun Art Publishing Co.,
Cleveland, Ohio



Circa 1960, still a popular location; a Cleveland-Cliffs ore boat is moored downstream.

Made by DEXTER Press,
Published by Nelson Jones Co.,
Cleveland & Toledo, Ohio

HELLO FROM CLEVELAND



Circa 1980, From L to R:
Lorain-Carnegie Bridge
N&W RR high level bridge
Innerbelt Highway Bridge
Upper W 3rd St Vertical Lift

Card by Mike Roberts Color Productions
Oakland 94623
Distributed by Wilbur Evans Co.
Cleveland, Ohio 44144

2.4 Bridges & Bends

Circa 1900 heading upstream we come to two high level swing bridges -

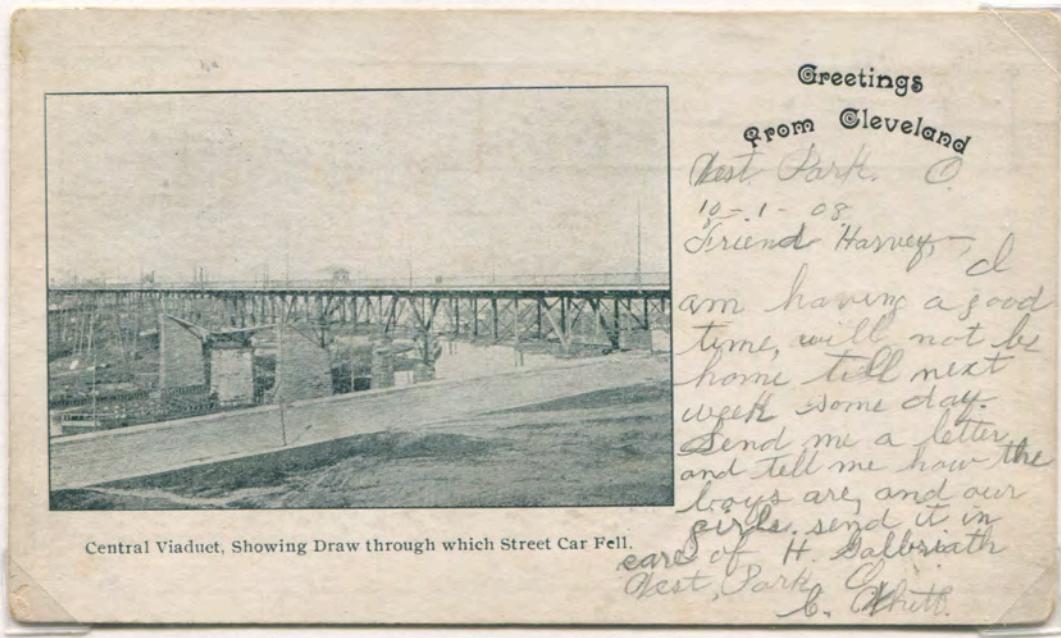
- 1) the N&W RR high bridge, 3010 ft double track, built in 1882 with a 222 ft swing span, which runs under
- 2) the Central Viaduct, 2839 ft long, built 1888 with a swing span - 1912 replaced with fixed span after street car went into the river in 1895; condemned and closed in 1941; replaced by current Innerbelt Bridge in 1959.

Circa 1900, looking down river to the left. The N&W Bridge runs under the Viaduct at an angle.
The Upper West 3rd Street swing bridge is up river at far right .



UDB Card Copyright 1901 by Detroit Photographic Company

The swing span on the west end Central Viaduct where the street car went in.



Private Mailing Card - used in 1908.

2.4 Bridges & Bends

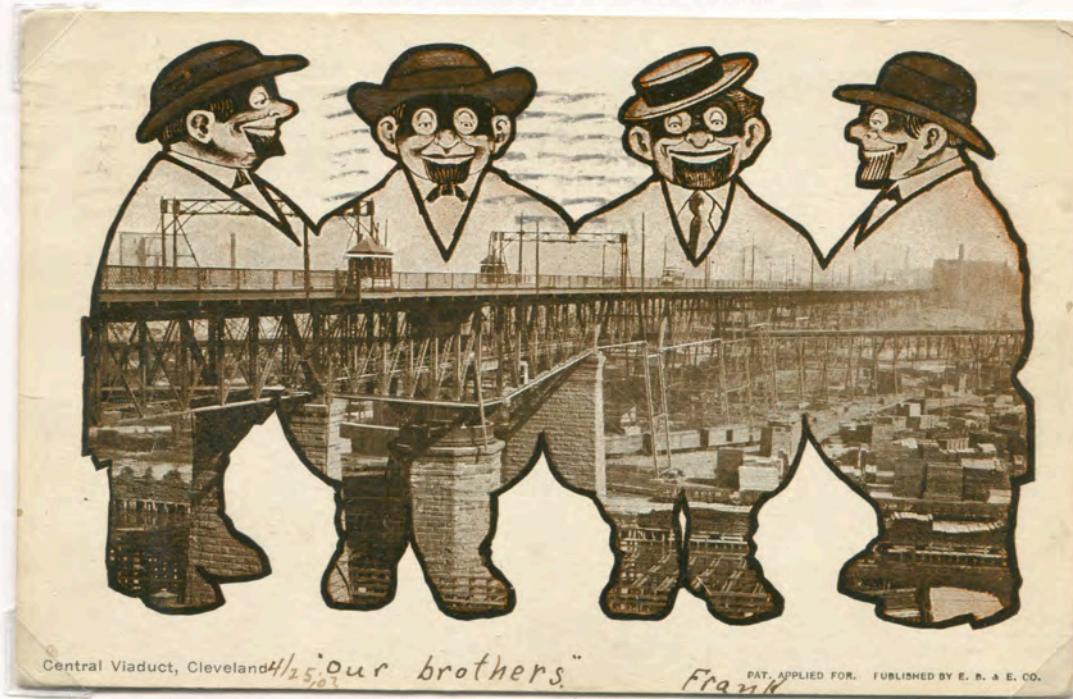
Most cards show the swing span of the Viaduct in the foreground thereby obscuring the N&W bridge.

Circa 1900 - Note the piles of lumber at right which burned to the sum of \$1 million and also destroyed a section of the Viaduct on May 25, 1914. The bridge repairs took approximately one year.



UDB Card Made in Germany Published by W.G. MacFarlane, Toronto, Buffalo.
Cancelled: NOV 16, 1906 Cleveland, Ohio

Same scene but with a humorous tone.



Central Viaduct, Cleveland 4/25 our brothers

Frank PAT. APPLIED FOR. PUBLISHED BY E. B. & E. CO.

UDB Card Published by E. B. & E. Co. Cancelled: APR 25, 1907 Cleveland, Ohio

2.4 Bridges & Bends

Let us turn our attention to the N & W RR high level bridge.



Circa 1900, unusual view looking up river showing the N&W bridge in front of the Central Viaduct.

UDB Poly-Chrome Card

Made in Germany

Published by The Cleveland News Co.



In 1911, the swing span was replaced with a 167' Scherzer rolling lift bridge without interruption to rail or water traffic.

Photolith card printed for the
Pittsburgh Construction Company.
Cancelled: APR 29, 1911
Pittsburgh, Pa.



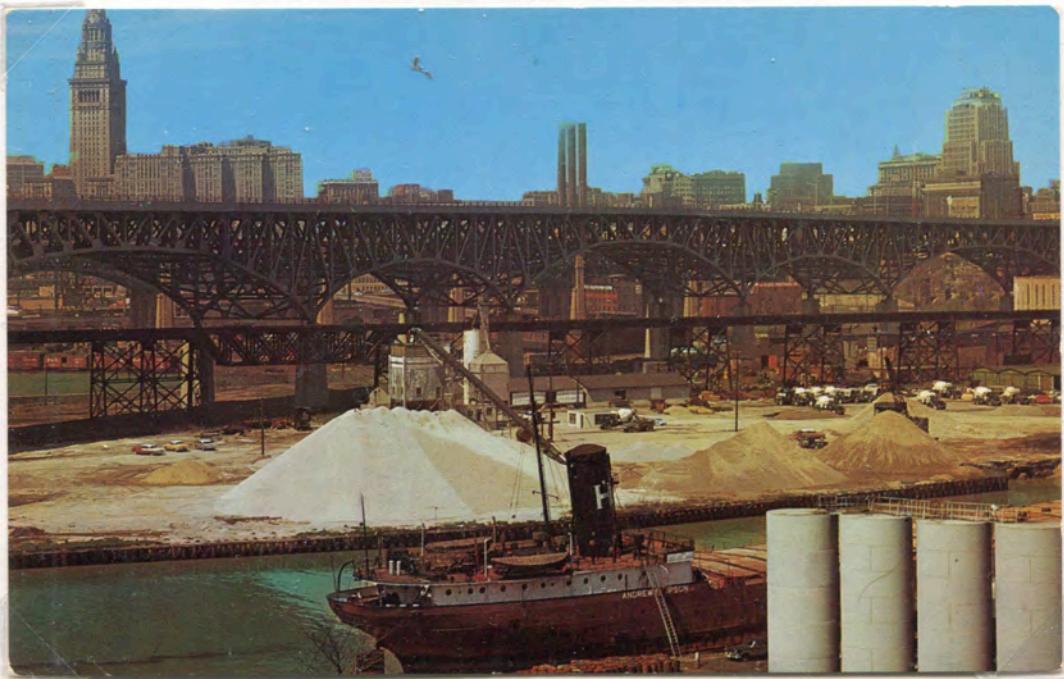
1911, the Scherzer rolling lift bridge is under construction on the railroad bridge. The Erie RR tracks are in the foreground.

Photolithography Card
No publisher or printer into.

2.4 Bridges & Bends

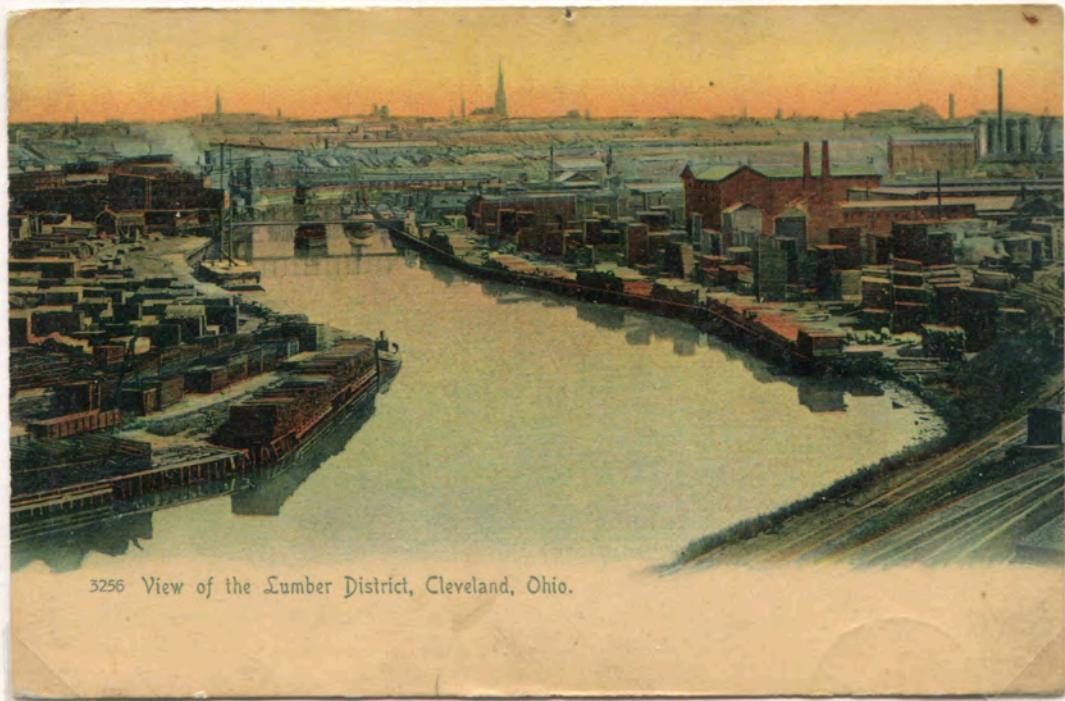
Late 1958 looking down river - The new 4223' long Innerbelt highway bridge, the widest bridge in Ohio, is nearing completion (no vehicles on it); the N&W RR bridge has a new 267' vertical lift span installed in 1957; the ANDREW S. UPSON (built 1909, 380' LOA) waits for conversion to a grain storage barge in 1959.

The Cleveland Builders Supply dock is across the river.



Made by Dexter Press, West Nyack, N.Y. Published by Nelson Jones & Co., Cleveland and Toledo, Ohio

Circa 1900 and standing in almost the same location as the above card but looking upriver are:
1) the 138' Upper West 3rd street iron swing bridge; built 1884 and replaced with vertical lift bridge in 1940.
2) the Erie RR swing bridge; built around 1850 and collapsed in 1900s; replaced with jackknife type bridge.



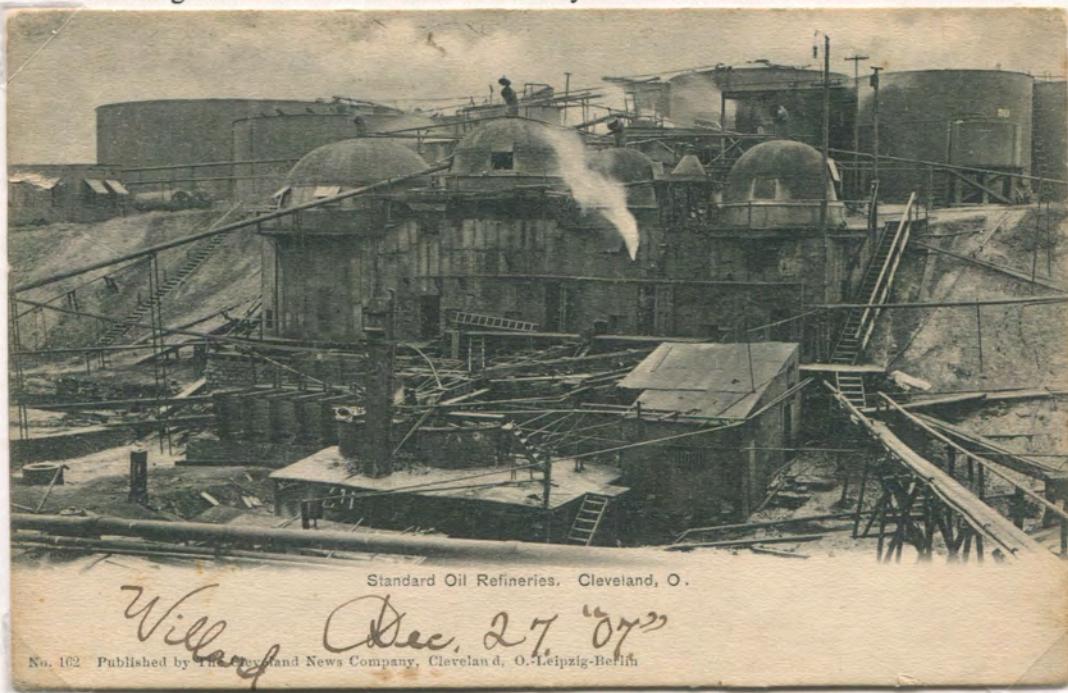
3256 View of the Lumber District, Cleveland, Ohio.

UDB Card by The Rotograph Co., N.Y. City Made in Germany
Cancelled: JUN 9, 1909

2.4 Bridges & Bends

The beginnings of a worldwide corporation ...

Established as early as 1865, the Excelsior Refinery at Walworth Run and the Cuyahoga River was the beginnings of what became Standard Oil and its successors. By 1911 Standard Oil controlled 85% of the gasoline business in Ohio - the same year the Standard Oil Trust was dissolved.



UDB Card Printed in Germany Published by The Cleveland News Co, Cleveland, O.
Cancelled: DEC 2, 1907 Cleveland, Ohio

Pollution control was non-existent.



Printed in Germany Published by Arcade Post Card and Novelty Shop, Cleveland, Ohio

2.4 Bridges & Bends

The Standard Oil refinery expanded along with the local and national economies.



Suovo Chrome Superior Quality Card

Circa 1910, gasoline refining and storage capacity increased.

By 1911 gasoline sales exceeded kerosine sales for the first time.

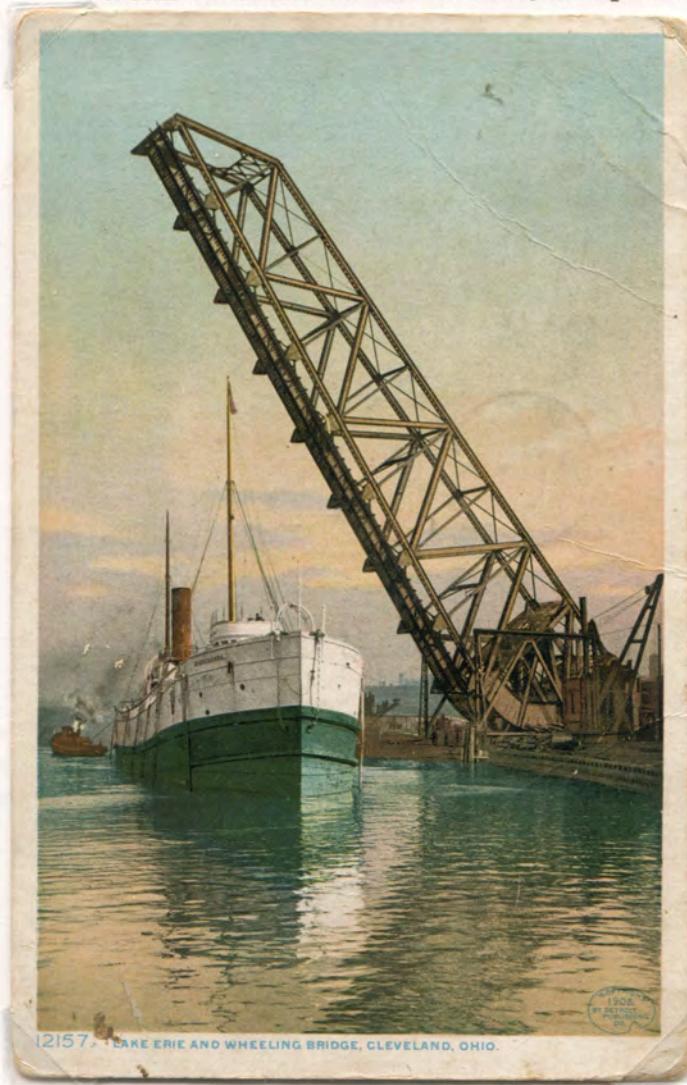
The blast furnace stoves for the Central Furnace Works are visible on the near horizon.



Braun Chrome Superior Quality Card Made in U.S.A. Published by Braun Post Card Co., Cleveland, Ohio
Cancelled: SEP 21, 1914 Cleveland, Ohio Station G

2.4 Bridges & Bends

Continuing up river, we approach Wheeling Bend. Passing under the Wheeling & Lake Erie RR lift bridge #1, the rail yards of the W&LE are on the west bank and the Central Furnace Works of American Wire & Steel, later part of U.S. Steel, are on the east bank.



The first of three Scherzer rolling lift bridges of the Wheeling & Lake Erie RR across the Cuyahoga R. W&LE bridge #1 opens for the SUSQUEHANNA (built 1886, 302' LOA, scrapped 1926). Bridge removed ca. 1940 due to channel widening.

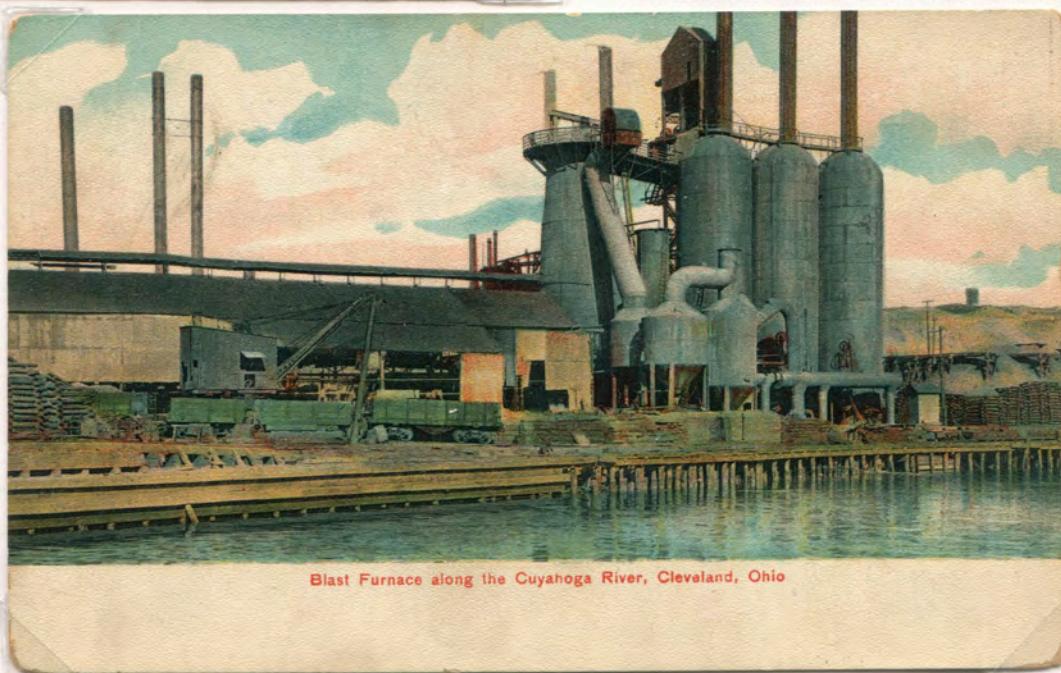
Phostint Card, copyright 1908, made only by Detroit Publishing Co.
Detroit Photo Co. negative #070775

Card probably depicts the B&ORR bridge to Whiskey Island

Circa 1910, the Central Furnace Works of American Wire & Steel are just beyond Wheeling Bend.

Poly-Chrome Card Made in Germany
Published by The Cleveland News Co., Cleveland, Ohio

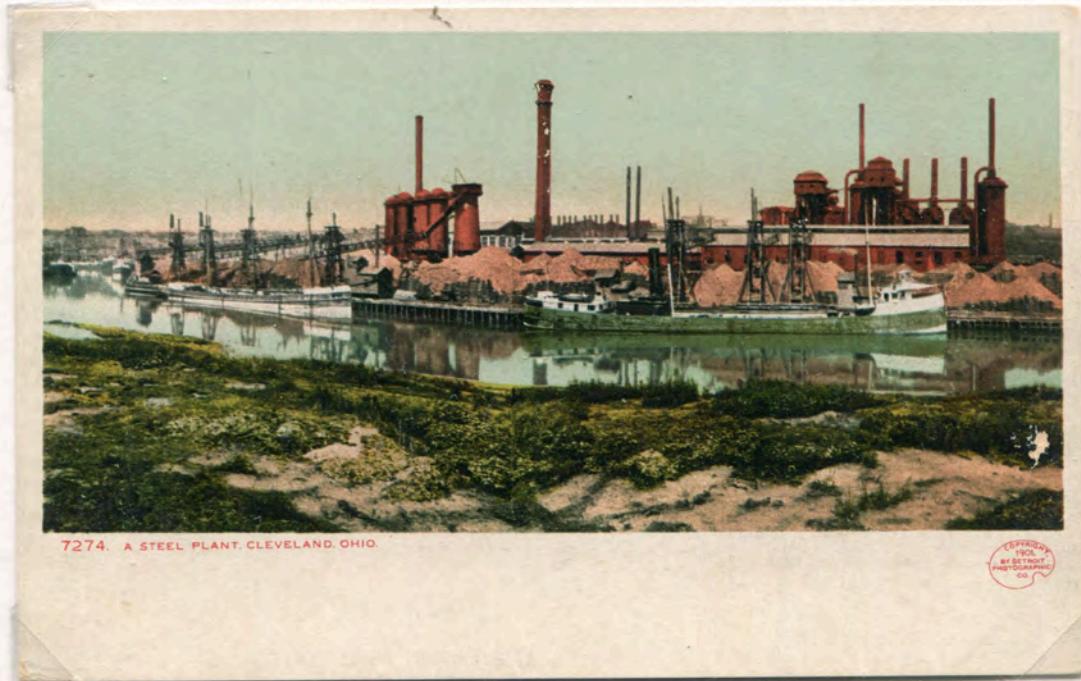
Almost identical to Detroit Publishing Co. photo negative 500407



2.4 Bridges & Bends

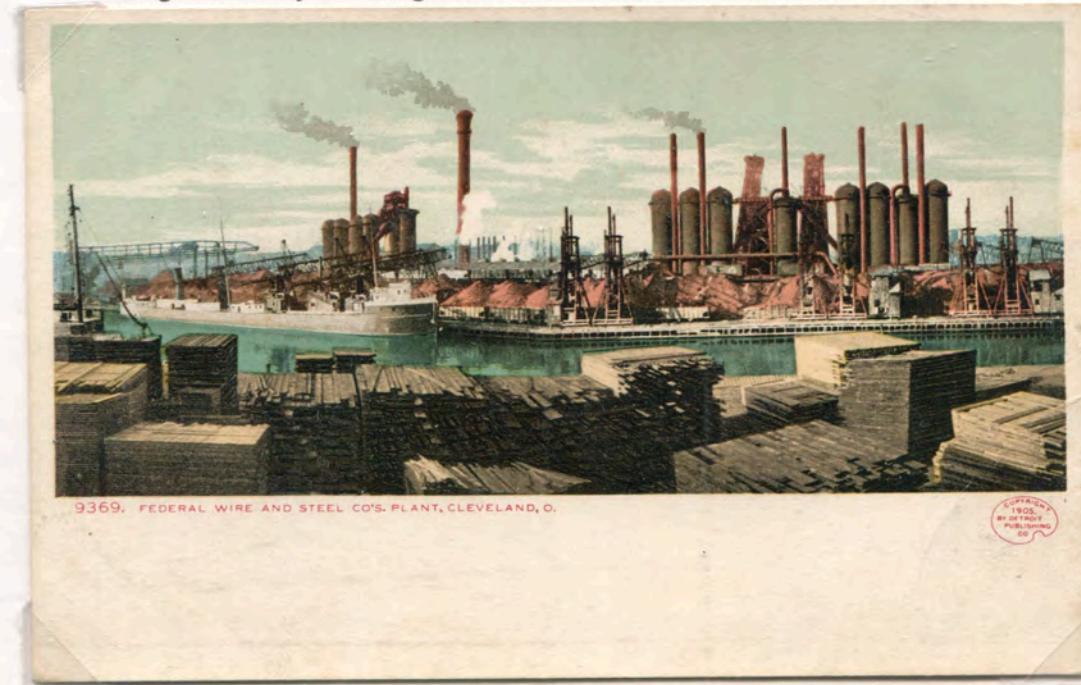
The Central Furnace Works of American Steel & Wire extended for over 2000 ft. along the east bank of the Cuyahoga River. Two panoramic views from Detroit Publishing Company.

1901, L to R: The schooner ZAPOTEC (built 1890, 205' LOA, 811 GT) has finished unloading with the help of many hand shovels and several early steam-powered Brownhoists; the BYRON WHITACRE (built 1890, wooden hull, 220'LOA, 1404 GT) is ready to be unloaded.



UDB Card from two 8" x 10" glass negatives, Detroit Publishing #010502

1905: The lumber business is booming at the W&LE Rwy docks in the foreground; several new larger Brownhoists are at far left; the ONOKO (built 1882, wooden hull, 287' LOA, 2164 GT) is being unloaded by two first generation Brownhoists with hand filled iron buckets.



UDB Card from two 8" x 10" glass negatives; photos taken approx 300' downstream from top card.

Original negatives can be viewed on-line from Library of Congress. Details such as railroad car numbers and ship names are easily seen.

2.4 Bridges & Bends

The Central Furnace Works of American Steel & Wire continued to expand and improve its facilities throughout the 1920s.

Looking upriver, the new Wheeling & lake Erie car dumper is on the west bank; the SAXONA (built 1903, 416' LOA, 4716 GT) is under the 10 T Hulett unloaders; an early model Hoover & Mason unloader sits idle by the stern; the Jefferson Streetlift bridge and the Newburg & S. Shore and B&O railroad bridges are in the background.



"PHOSTINT" Card Made only by Detroit Publishing Co.
Large tiff file of original 8" x 10" glass negative (DPCo #072376) in Library of Congress not available.

Looking down river, the Jefferson Street bridge, a double Scherzer rolling lift bridge, opens for a tug heading up river; an ore boat is under the 10 T Huletts at the Central Furnace Works; more piles of lumber at the W&LE Rwy docks in the left foreground.



Hand tinted photolith card by unknown printer and publisher.

2.4 Bridges & Bends

A bit further upriver we come to the Corrigan-McKinney Steel Company (later Republic Steel).

Circa 1910, two of the three Huletts installed in 1905 unload the SAXON (built 1890, 296' LOA, 2348 GT); a River Terminal Rwy (a steel company subsidiary) switcher moves rail cars under the Huletts.



Hand tinted photolith card published by J. Sapirstein, Cleveland, Ohio

Fifty years later, the Huletts wait for another ore boat to unload. The turning basin is at far right. The Central Furnace Works and downtown Cleveland are in the background.



Genuine Natural Color Card by Dexter Press, Inc. West Nyack, N.Y.
Published by Fine Arts Studio, Cleveland 15, Ohio

2.4 Bridges & Bends

The last major bridge over the navigable portion of the Cuyahoga River is the Clark Avenue bridge.



Circa 1915, the west end
of the bridge.

Made by W.W. Hixon & Co.
Rockford, Ill.

Built in 1912, total length of all three bridges comprising the total bridge was 6687'; two lanes for vehicles and two streetcar tracks. demolished 1980.

Braun-Chrome Card published by Braun Postcard Co., Cleveland, Ohio

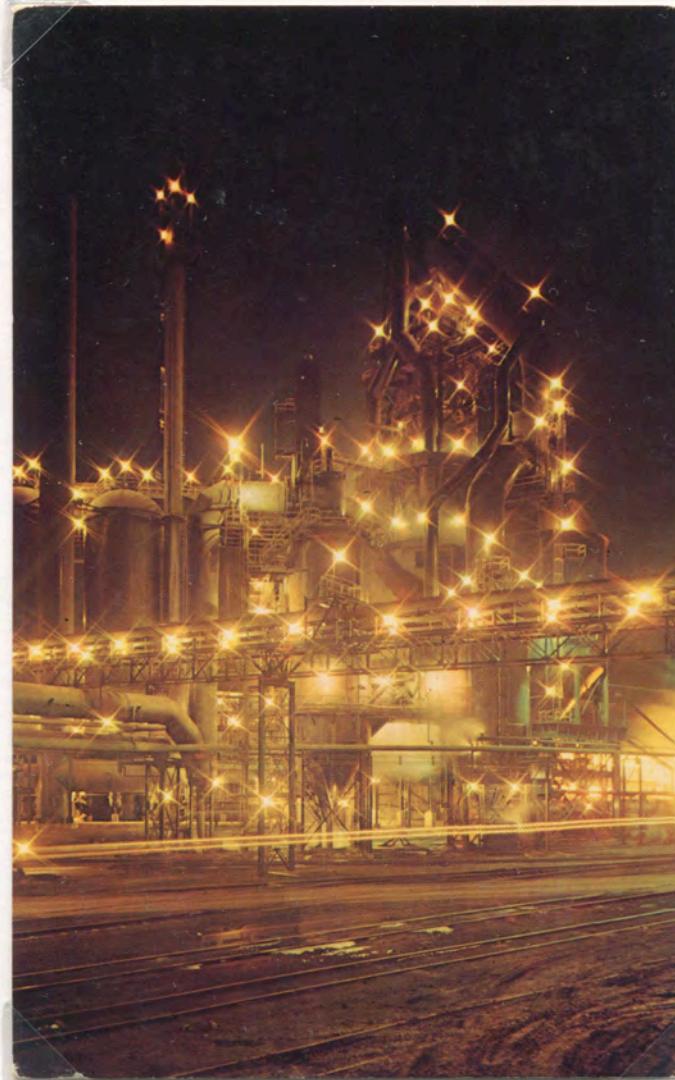


Circa 1915, just past the Clark Avenue bridge, an ore boat is unloaded at the Otis Steel (later Jones & Laughlin) plant.
The old Ohio and Erie Canal, no longer in use, is in the left foreground.



2.4 Bridges & Bends

Jones & Laughlin continued to expand and modernize their Cleveland works until the merger with Republic Steel in 1984 into LTV Steel.



^ Circa 1955, three J&L blast furnaces as seen from the Clark Ave. bridge. Coke comes by rail car; iron ore and limestone are delivered by the ore bridge from the stockpiles supplied by ship.

Plastichrome Card by Colourpicture Publishers, Inc.
Boston 30, Mass.
Published by Wilbur Evans Co., Cleveland 18, Ohio

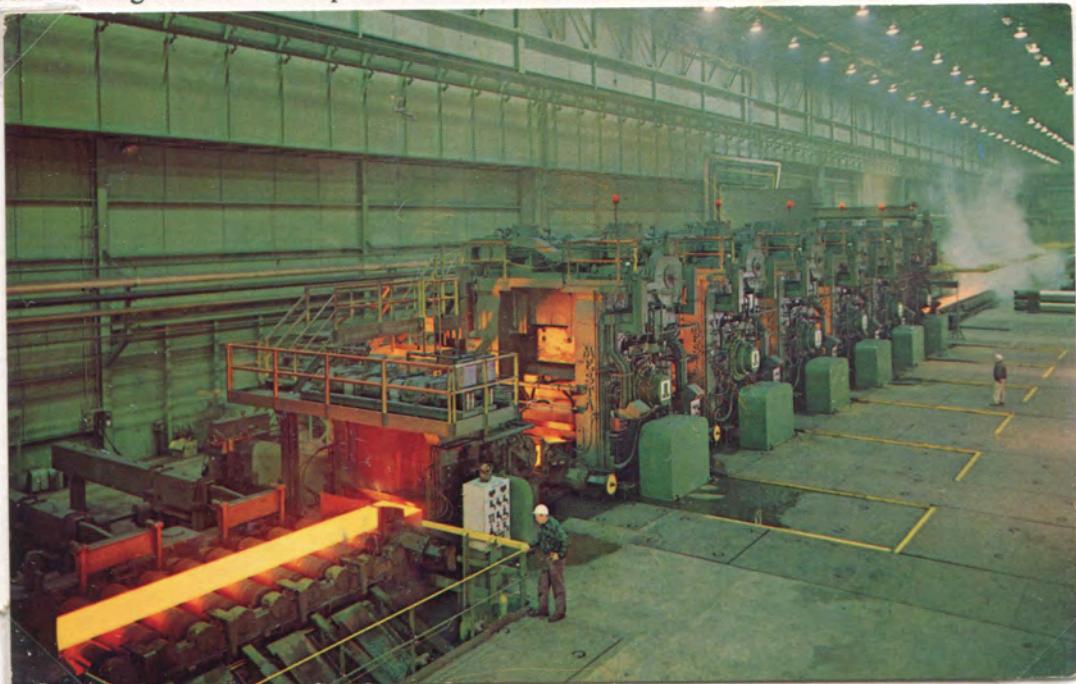
<— Circa 1963, J&L's newest blast furnace "Susan"; built 1961-62; the largest blast furnace in Cleveland; demolished in 1984 due to weak foundations and low demand.

Plastichrome Card by Colourpicture Publishers, Inc.
Boston 30, Mass.

2.4 Bridges & Bends

Ever wonder what's inside those big buildings at steel mills?

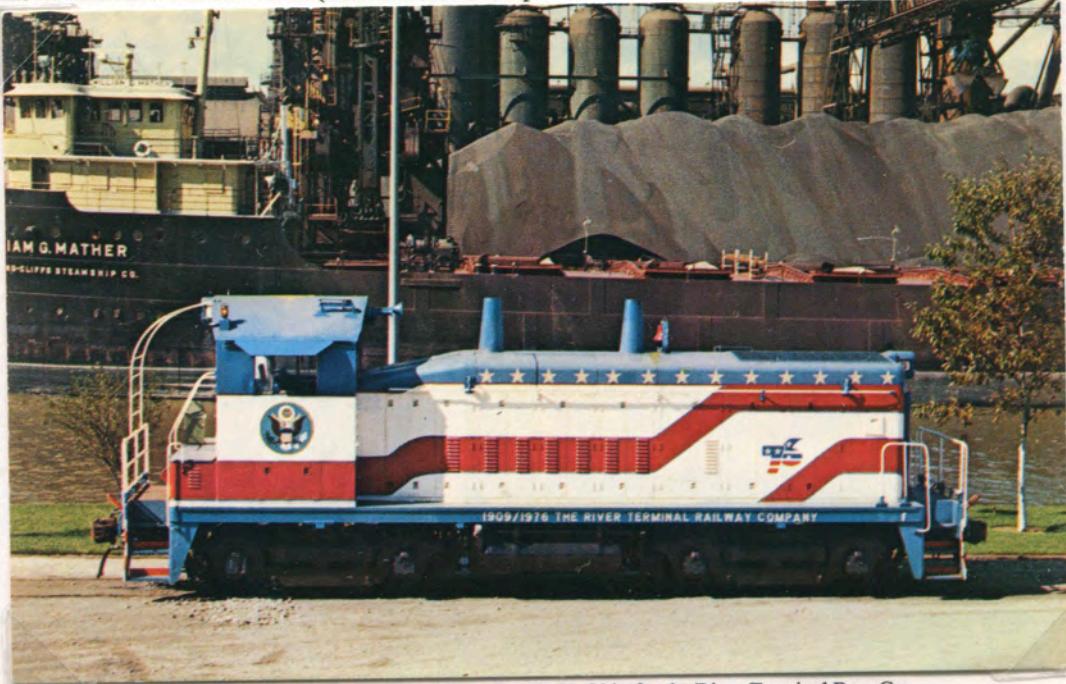
Jones & Laughlin's 80" hot strip mill where flat rolled steel sheets for autos and appliances are rolled.



Plastichrome card by Colourpicture Publishers, Inc. Boston 15, Mass. (Probably printed for J&L)

Even the River Terminal Rwy was in a festive mood for the 1976 Bicentennial.

River Terminal Rwy No. "76", an EMD SW-7 1200 HP diesel-electric switching locomotive, framed by the WILLIAM G. MATHER (now a museum ship on the Cleveland lakefront) and two blast furnaces.



Printed by Kier Photo Services, Inc. - Cleveland, Ohio for the River Terminal Rwy Co.

2.4 Bridges & Bends

The navigable channel of the Cuyahoga River ends just past the Jones & Laughlin works.

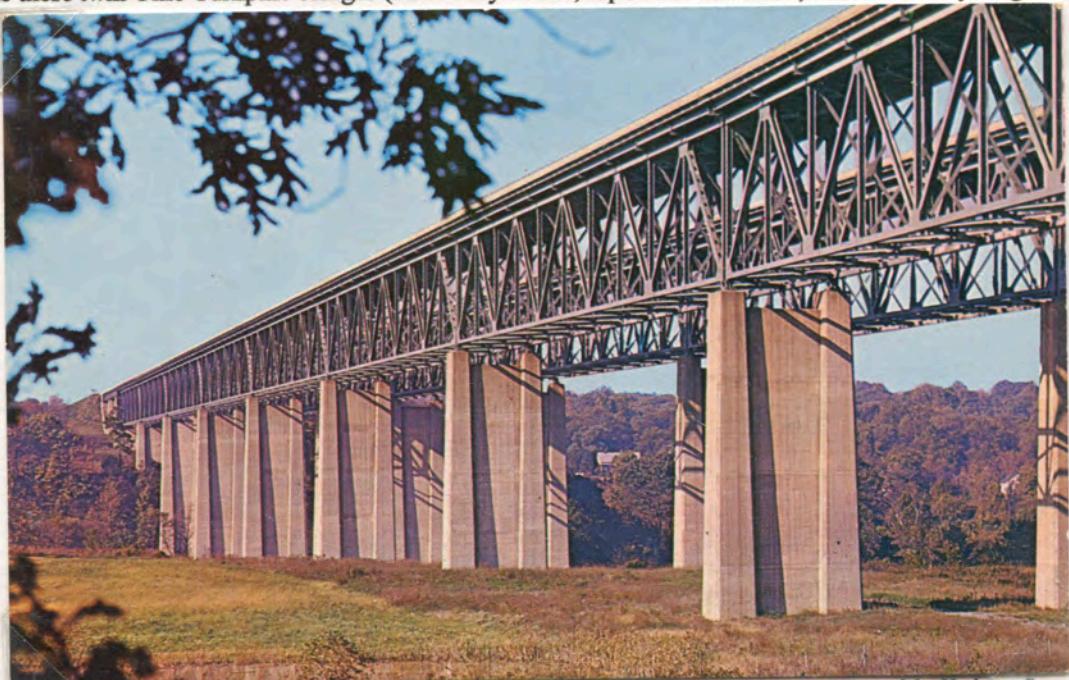
At the south end of the J&L works is the Harvard-Denison bridge, built in 1910, overall length was 3,232 ft. Demolished in 1970; new steel and concrete bridge erected in 1978.



Published by The Cleveland News Co., Cleveland, Ohio
Cancelled: JUL 28, 1915 Cleveland, Ohio

Our tour of the Cleveland waterfront and Cuyahoga River is now complete ...

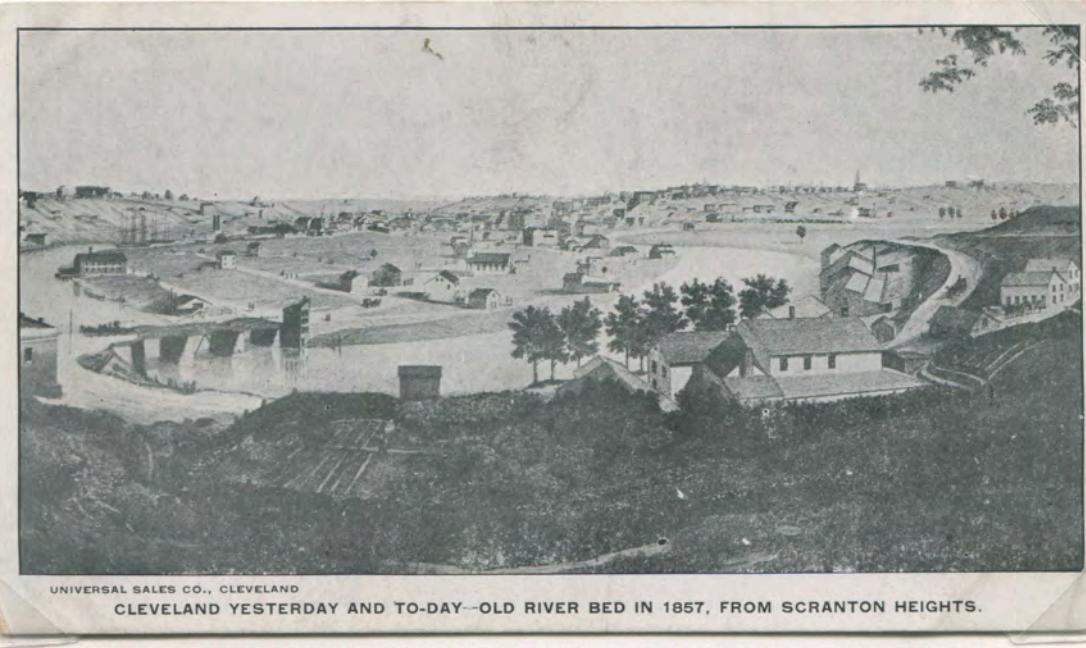
... except for those who wish to continue by canoe or by land for another 45+ miles to the source of the river. At least 50 more bridges, both old and new, from small rail and highway bridges to large high level structures like these twin Ohio Turnpike bridges (built early 1950s; replaced circa 2000) across the Cuyahoga Valley.



3. EPILOGUE

We hope you have enjoyed your tour of Cleveland past and its sites and scenes and numerous bridges. The city has both grown and declined and changed considerably...

Circa 1857, the second Columbus Street bridge (built 1853) looking towards what will become downtown Cleveland.



UNIVERSAL SALES CO., CLEVELAND

CLEVELAND YESTERDAY AND TO-DAY—OLD RIVER BED IN 1857, FROM SCRANTON HEIGHTS.

Photolith card published by Universal Sales Co., Cleveland from a series titled Cleveland Yesterday and To-day

The Cleveland skyline in 2000 as seen from the west looking east.



Photo by Herman Rueger Card by Nu-Vista Prints, Willowick, Ohio 44095

APS World Series of Philately Uniform Exhibit Evaluation Form



Show Garfield-Perry March Party Date 25-27 MAR 2011 Frame Nos. 14-17

Exhibit Cleveland - the Lakefront and Cuyahoga River, 1898-2000

Division _____ Class _____ Award Vermel

Evaluation Judge Pat Walker Chief Judge David McNamee 
dmcnamee@aol.com

Title and Treatment	Title/TITLE Page: Subject title, scope, limitationst (<i>included in Treatment</i>)	
	Treatment: Development, clarity, balance, relevance, subject completeness	20%
	Importance: Subject importance, philatelic importance and completeness	10%

*Engaged more complete coverage in treatment recognizing
that this was a trade-off by need to use quite modern
material in some cases - see over for additional comments*

Use of map - see reverse

Knowledge, Philatelic/General Knowledge: Selection and application, brevity, correctness	25%
Study and Personal Study and Research: Analysis and evaluation, original and secondary research	10%

*Does some RPPC info relating to "Stamp box" date cards
as the AZO one does? YES*

*Can style of some cards with no information be studied
(combined) with other Cleveland cards to draw some
tentative conclusions (example F3P2 top with F3P5 top)*

Rarity and Condition	Rarity: Challenge, difficulty of acquisition	20%
	Condition: Physical condition and appearance in light of quality obtainable	10%

wide range up to modern and presumably easy

Presentation	Presentation: General layout, attractiveness	5%
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Very pleasing

Comments and Recommendations (use reverse as necessary)

*F2 P7 very few "identical views" we need to
discuss - this one is probably not the same master view*

*(Good)
Observation*

Map on title page - text too small to read easily
Can some of the outline *s be keyed on the map
to help identify place? (the map is easier to read
with the river colored blue!)
Another alternative is to put miniature maps
identifying place in body of exhibit

If on title page really does not justify the
inclusion of a large section on bridges. Needs
to be rewritten so they belong

Might be stronger if the Passengers/Freight
dock section and the bridge section were
integrated in a "true" trip up the river.

Concerned that some cards in the Passengers/Freight
dock section don't mention enough about the
docks and seem to discuss the waterfront in
general or the bridge(?)

Good
observation