

CUYAHOGA VALLEY NATIONAL PARK  
Environmental Assessment for Rockside Boarding Area Parking Expansion

**Appendix G**

***Progress & Promise:***  
**Developing Excursion Passenger Rail Service**  
**in the Ohio & Erie Canalway**

**Cuyahoga Valley Scenic Railroad**

**May 2004**

Cleveland



Akron



Canton



# *Progress & Promise:*

## *Developing Excursion Passenger Rail Service in the Ohio & Erie Canalway*

Cuyahoga Valley Scenic Railroad  
*Creating a Vision, Serving a Region.*

May 2004

A partnership of:



Cuyahoga Valley  
National Park



Cuyahoga Valley  
Scenic Railroad







*"Cuyahoga Valley Scenic Railroad is one of northeast Ohio's most unique assets. By providing our residents and visitors to this area the unparalleled experience of traveling the Ohio & Erie Canalway by rail, CVSR opens a world of opportunity for exploring our magnificent array of parks, communities, and recreational and cultural attractions. I will continue my longstanding support for developing the Scenic Railroad, and urge our region's civic and business community to rally around the goal of connecting Canton, Akron, and Cleveland with the nation's finest excursion passenger rail service!"*

Congressman Ralph Regula



*"It will be a great day when Cleveland residents and visitors are able to board the Scenic Railroad downtown and travel along the Ohio & Erie Canalway to Cuyahoga Valley National Park, Akron, and Canton. On a day-trip by train from Cleveland, people will find many different places to explore, learn, and simply enjoy. We welcome visitors by rail to experience all that Cleveland has to offer—our many restaurants, museums, shops, neighborhoods, and events. We are positively 'on-board' to help bring Cuyahoga Valley Scenic Railroad into the heart of downtown Cleveland."*

Cleveland Mayor Jane Campbell



*"Akron has been well served by Cuyahoga Valley Scenic Railroad for 30 years. With its new connection to Canton in 2003, and the prospect of a new link to downtown Cleveland in the future, Akron is looking forward to a dramatic increase in excursion rail passengers. Downtown Akron is one of northeast Ohio's hottest destinations with 'all the fun you're looking for,' including new attractions, clubs, and restaurants. Navigating the Ohio & Erie Canalway by rail through northeast Ohio—with all of its historic sites and historic homes, festivals, parks and cultural attractions holds the promise of a spectacular visitor experience!"*

Akron Mayor Don Plusquellic

*"Canton is delighted to be connected by Cuyahoga Valley Scenic Railroad to Akron, and soon, we hope, to Cuyahoga Valley National Park and Cleveland. We know what a wonderful opportunity the Scenic Railroad presents for Canton residents to explore the Ohio & Erie Canalway to the north. For visitors heading south to Canton on the Scenic Railroad, they will discover first-class museums and a wonderful community. Thank you, Cuyahoga Valley Scenic Railroad, and partners, for bringing scenic rail service to Canton. Now, 'full throttle' to downtown Cleveland!"*

Canton Mayor Janet Weir Creighton



Cuyahoga Valley  
National Park



Cuyahoga Valley  
Scenic Railroad



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Introduction

The National Park Service (NPS) is committed to finding creative transportation solutions within America’s national parks. The service’s Alternative Transportation Systems (ATS) program provides financial resources to parks for planning and implementing multimodal alternatives to the private vehicle. Alternative Transportation Systems include buses, trains, ferries, trams, and non-motorized modes of transportation to an within parks. The preferred modes of transportation are those that contribute to maximum visitor enjoyment while minimizing adverse impacts to park resources and values.

Cuyahoga Valley National Park (CVNP) has used ATS funds to enhance the park’s railroad infrastructure and to plan and develop hiking and bike trails that provide alternative means to reach the Park. In 2003 there were 108 alternative transportation systems in the National Park Service; Cuyahoga Valley Scenic Railroad (CVSR) is one of six of those providing rail service. The following pages describe the current status of CVSR and its plans for the future.

*“The partnership between Cuyahoga Valley National Park and Cuyahoga Valley Scenic Railroad is one of the nation’s most successful examples of the National Park Service’s Alternative Transportation Systems program. ATS provides the framework for development of 60 miles of excursion rail passenger service through the Ohio & Erie Canalway, linking the National Park with Canton, Akron, and soon, downtown Cleveland.”*



Douglas O. Cooper  
President  
Cuyahoga Valley Scenic Railroad

John P. Debo, Jr.  
Superintendent  
Cuyahoga Valley National Park



The “Transportation Revolution” in the nineteenth century affected the Cuyahoga Valley in profound ways. During the first half of the 1800s, the Ohio & Erie Canal was the dominant transportation system. By the late 1850s, railroad lines began to crisscross Ohio and soon surpassed the Ohio & Erie Canal as the most efficient transportation system. However, both systems influenced the landscape, economy, and culture of the communities they served. Cleveland, Akron, and Canton all grew from small settlements into urban centers in large part because of their connections to canals and railroads.

Opening in 1880, the Valley Railway was the first railroad to pass through the Cuyahoga Valley, connecting the cities of Cleveland, Akron, and Canton. By the 1890s, the Valley Railway was reorganized and renamed Cleveland Terminal and Valley Railroad. Later, Cleveland Terminal and Valley Railroad became part of the Baltimore and Ohio (B&O) Railroad. During the twentieth century, the B&O merged into the Chesapeake and Ohio Railroad (Chessie System) and eventually became part of modern-day CSX Transportation. In 1972, CVSR was incorporated as “Cuyahoga Valley Preservation and Scenic Railway Association” and began running excursion rail trips on the historic line. Today, CVSR continues the rich railroad tradition in the Cuyahoga Valley and beyond.

Many steps have been taken to develop CVSR into a quality excursion railroad. In 1972, CVSR began with limited excursion trips and an entirely volunteer staff. Today, CVSR contributes significantly to the region by providing point-to-point transportation service; seasonal, holiday, and special event trips; and ever-expanding educational programs.

## Mission of Cuyahoga Valley Scenic Railroad

Cuyahoga Valley Scenic Railroad (CVSR), in partnership with Cuyahoga Valley National Park (CVNP) and other organizations, provides regularly scheduled transportation service and educational and recreational programs that add to the richness of the region. Not only does CVSR operate within the boundaries of CVNP, but it also serves as an alternative transportation system for visitors to CVNP and the Ohio & Erie Canalway.

- Within the Ohio & Erie Canalway, CVSR provides excursion passenger rail service to the many activity centers in the Cleveland-Akron-Canton region.
- CVSR preserves and utilizes vintage railroad equipment from the 1940s through the 1960s, focusing on the early streamlined era of diesel railroad operations.
- CVSR provides access to, through, and within CVNP.
- CVSR is a destination visitor attraction in Northeast Ohio.

CVSR has formed a close working relationship with Cuyahoga Valley National Park (CVNP), a unit of the National Park Service (NPS). In 1987, the NPS purchased 26 miles of railroad right-of-way in the valley from CSX and in 1992 began a ten-year capital program to improve the railroad infrastructure. A symbiotic relationship has developed between the two organizations with CVSR owning and operating the rolling stock and NPS owning and maintaining the track. As a result of this partnership, CVSR preserves the history of railroading in the valley, and has established itself as a cultural resource, visitor transportation system, and regional tourism asset, in CVNP and the Ohio & Erie Canalway. Currently, CVSR is working on expanding its scope of operations, adding services, and partnering with community organizations to become a one-of-a-kind local, regional, and national visitor attraction.

## CVSR Through History...

1832	1880	1915	1963	1972	1972	1974	1977	1985
The Ohio & Erie Canal opens, connecting Lake Erie at Cleveland to the Ohio River at Portsmouth.	The Valley Railway opens, offering freight and passenger service between Cleveland, Akron, Canton, and points beyond.	The Baltimore and Ohio (B&O) Railroad purchases the track.	B&O service ends, and B&O is subsequently merged into the C&O to become The Chessie System, which later becomes CSX Transportation.	“Cuyahoga Valley Preservation & Scenic Railway Association” (now CVSR) is incorporated as a not-for-profit organization.	CVSR enters into agreements with Midwest Railway Preservation Society and Chessie System initiating passenger service between the Cleveland Zoo and Hale Farm & Village.	Congress establishes Cuyahoga Valley National Recreation Area, renamed Cuyahoga Valley National Park (CVNP) in 2000.	CVSR changes its northern terminus from the Cleveland Zoo to Rockside Road in Independence and extends service south from Hale Farm & Village to Akron.	CSX operates the last freight train between Cleveland and Akron. CVSR service is suspended.

The working relationship between Cuyahoga Valley National Park and Cuyahoga Valley Scenic Railroad has evolved into a strong partnership between the public agency and the private sector non-profit organization. With its growing fleet of historic train equipment, dedicated full-time, part-time, and volunteer staff, and improved infrastructure, CVSR provides service in five categories:

- regularly scheduled service
- education field trips
- charter excursions
- special events
- theme trains

#### Quick Facts about CVSR (as of 2003):

- Operates on 26 miles of track within CVNP and an additional 25 miles between Akron and Canton owned by METRO Regional Transit Authority of Akron, Ohio
- Provides service between Independence, Akron, and Canton
- Owns seven locomotives and 24 rail cars
- Maintains a modern maintenance and repair shop, Fitzwater Maintenance Yard in Independence, Ohio
- Has a paid staff of 24 and a strong volunteer corps of nearly 200—who contributed over 22,000 hours of volunteer service in 2003
- Operates about 220 days annually

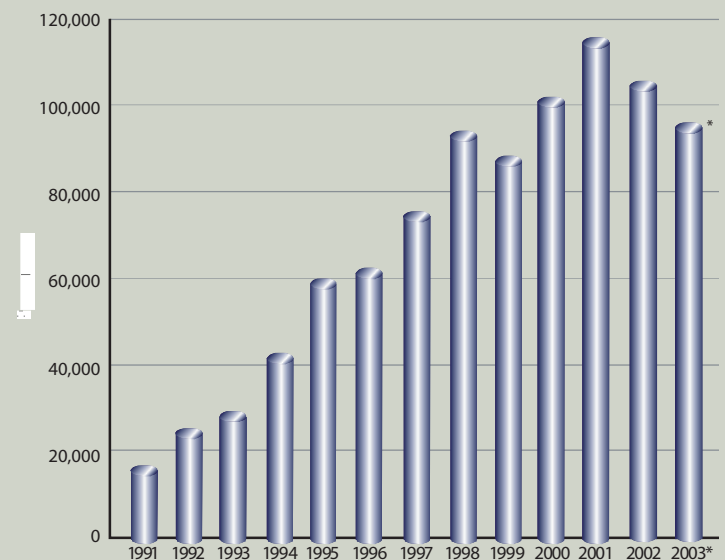
Historic photo of Cleveland B&O Railroad Station



Historic photo of Peninsula Depot



#### Total CVSR Ridership



In 2001, CVSR exceeded all previous ridership levels, transporting over 113,000 passengers within CVNP—almost a five fold increase in ridership in just ten years! Overall ridership has progressively increased since the railroad instituted passenger service in 1972.

\*Flood damage to tracks curtailed operations causing CVSR to lose an estimated 10,000 or more riders in 2003.

#### Ohio & Erie Canalway

Cuyahoga Valley Scenic Railroad is an important part of the Ohio & Erie Canalway, which stretches 110-miles from Cleveland to New Philadelphia, Ohio. As identified in the Ohio & Erie Canalway's Management Plan (2000), CVSR is one of three linkages (the others being the Towpath Trail and Scenic Byway) that guides visitors through the region and assists with their discovery of the Ohio & Erie Canalway's resources. The goal for CVSR expressed in the plan is to connect Cleveland, Akron, and Canton with regularly scheduled excursion passenger rail service linking cities, parks, and visitor destinations.

#### 1987

The National Park Service (NPS) purchases the track and infrastructure from CSX.

#### 1989

The NPS and CVSR enter into a cooperative agreement, formalizing the partnership for excursion passenger rail service in CVNP. CVSR resumes service.

#### 1991

CVSR discontinues leasing equipment, including a steam locomotive, and purchases its own historic diesel-powered engines and streamlined era passenger cars.

#### 1992

The NPS begins a ten-year capital improvement program to upgrade track conditions within CVNP.

#### 1996

The Ohio & Erie National Heritage Canalway is established by an act of Congress.

#### 1999

Fitzwater Maintenance Yard is completed by CVNP to provide CVSR with a state-of-the-art equipment maintenance facility.

#### 2001

METRO Regional Transit Authority (METRO) purchases the Canton-Akron Line from CSX.

#### 2003

METRO, CVSR, and NPS enter into an agreement for CVSR's passenger service between Akron and Canton. CVSR inaugurates Canton service on July 2.

#### 200?

First CVSR Train provides excursion passenger rail service to Downtown Cleveland.

# CVSR Route Through the Region



Towpath Trail and Canal



Canal Visitor Center



Boston Store



Peninsula Depot



Botzum Station



Hale Farm & Village



Cuyahoga Valley National Park



Cuyahoga Valley Scenic Railroad



CLEVELAND TO AKRON





Loading bikes



Mustill House & Store



Goodyear Airdock



Pro Football Hall of Fame



First Ladies National Historic Site



Downtown Canton



As the twenty-first century begins, Cuyahoga Valley Scenic Railroad (CVSR) is prepared with new initiatives, updated resource-based educational programs, and heritage tourism opportunities for Northeast Ohio.

- **Regional Connections** CVSR plans to reestablish passenger rail connections between the cities of Cleveland, Akron, and Canton with an excursion passenger railroad using the historic rail alignment. When it is connected to Cleveland, CVSR will be the only year-round excursion rail service in the country connecting three cities (Cleveland, Akron, and Canton), to a spectacular park network including a national park and metroparks in Cuyahoga, Summit, and Stark Counties. As a result, CVSR will be a regional asset that preserves and celebrates the area's heritage.

**Education** CVSR is developing a resource-based, hands-on, educational curriculum that is aligned with the Ohio Proficiency Test standards. CVSR has the unique ability to connect educational venues such as Cleveland's Great Lakes Science Center, Akron's National Inventors Hall of Fame, and Canton's First Ladies National Historic Site, building on existing connections to Hale Farm & Village, Stan Hywet Hall & Gardens, Cuyahoga Valley Environmental Education Center, and Mustill House & Store. These connections provide students with a better understanding of the region's national significance.



- **Tourism** CVSR plans to connect regional tourist attractions and work with local and regional tourism agencies to expand markets throughout Northeast Ohio, surrounding states, and provinces of Canada. Both out-of-town visitors and local residents will use CVSR to tour the region, visit museums and other cultural attractions, and attend special events and sports venues, contributing to the area's tourism economy. In addition, CVSR provides tourists visiting Northeast Ohio a unique opportunity to explore revitalized downtown neighborhoods in Cleveland, Akron, and Canton and experience the urban renaissance that is taking place in the region.
- **Ohio & Erie Canalway** CVSR's goal to connect Cleveland, Akron, and Canton by excursion rail will provide one of three key transportation linkages to serve as the "Iron Spine" of the Ohio & Erie Canalway. The Scenic Byway (scenic driving route) and the Towpath Trail are the other two linkages. CVSR provides visitors with a unique multi-modal opportunity in which they can hike or bike on the Towpath Trail in one direction and ride the train for the return trip. Bicycles are transported on the train free of charge in the Ohio & Erie Canalway.



The continued success and development of CVSR is contingent upon a variety of partnerships both new and old. These partnerships contribute to multiple aspects of CVSR's operations.

## Capital Improvements/Infrastructure

### Within Cuyahoga Valley National Park:

Rockside station to Akron-Northside station

The National Park Service (NPS) owns and maintains 26 miles of railroad right-of-way, including tracks, bridges, culverts, crossings, signals, embankments, etc.

Fitzwater Maintenance Yard

- NPS financed, designed, and constructed the Fitzwater Maintenance Yard in 1999. CVSR stores and maintains its rail equipment at this state-of-the-art facility.

### Outside Cuyahoga Valley National Park:

Akron-Northside station to Canton-Lincoln Highway station

METRO Regional Transit Authority (METRO) owns the railroad right-of-way, which is maintained to Class 2 standards (necessary for passenger service).

The NPS is responsible for regular, routine maintenance of tracks and related infrastructure.

## Boarding Stations

There are currently nine handicap accessible boarding stations along the route of CVSR. These have been designed in the style of the historic railroad and constructed by the NPS. Seven are within CVNP boundaries, one is in Akron, and one is in Canton.

- Seven boarding stations in CVNP—The NPS developed and maintains the sites, including platforms, parking areas and landscaping.
- Akron-Northside station—METRO owns this station and associated parking area. The NPS is responsible for maintenance of the station and platform. The City of Akron is responsible for maintaining the parking area and landscaping.
- Canton-Lincoln Highway station—The City of Canton designed and built the parking area and landscaping, and owns and maintains the station.

## Community Support

As a private sector not-for-profit corporation, CVSR relies heavily on local and regional foundations, corporations, and other sponsors for rolling stock acquisitions, education programs, and support for its Business Plan and Operating Budget. Since 1998, CVSR has raised \$4,949,500 for these purposes.

## Venues

CVSR works in partnership with numerous local institutions to provide riders connections to regional venues.

These include:

- Downtown Akron—Stan Hywet Hall and Gardens, Akron Zoo, National Inventors Hall of Fame, Quaker Square.
- Downtown Canton—Canton Museum of Art, First Ladies National Historic Site, Canton Classic Car Museum, McKinley Museum and National Memorial, Pro Football Hall of Fame.
- Cuyahoga Valley National Park—Canal Visitor Center, Boston Store, Peninsula Depot and Visitor Center, Towpath Trail
- Other—Thornburg Station in Valley View, Hale Farm & Village in Bath, Village of Peninsula, Mustill House & Store and Cascade Locks in Akron, Hartville Kitchen MarketPlace & Flea Market



Thornburg Station



McKinley Memorial



Stan Hywet Hall

## Visitor and Education Services

CVSR's School Field Trip curricula cover several topics: industrialization and history of the Cuyahoga Valley, railroads and other transportation,



and the Ohio & Erie Canal and its effect on the development of Ohio. The Railroad works with CVNP and numerous other organizations to provide additional lesson plans and narrative scripts to enrich the educational train rides. For example, the Cuyahoga Valley Environmental Education Center (CVEEC) and CVSR combine to take CVEEC’s students through the Valley by train to learn about the environmental consequences of human development. CVSR has implemented programs with Akron’s Cascade Locks Park Association’s Mustill House & Store to teach students how the Ohio & Erie Canal spurred the state’s growth and laid the foundation for the industrial revolution. CVNP’s interpretive staff, in concert with the Railroad’s personnel and the rangers from Stark Parks, fashioned the narrative for 1½ hour rides between Akron and Canton (opened in 2003). That script tells the stories of the natural and human history of the region, which is part of the Ohio & Erie Canalway.

Transportation Services

METRO Regional Transit Authority (METRO):

- Includes the Akron-Northside station as a stop on its regular bus routes so that residents can take the bus to and from the station.
  - Provides shuttle service for CVSR riders who arrive in Akron to visit Akron venues.
- Provides transportation to Hartville for CVSR passengers who purchase the Hartville Express ticket.

<b><i>METRO RTA Capital Improvements to railroad infrastructure from Akron to Canton (25 miles):</i></b>	
Land Acquisition Costs: .....	\$ 6, 200,000
Bridges:.....	585,000
Track Work:.....	1,197,000
Crossings & Signalization: .....	956,000
Total Investment: .....	\$ 8,938,000
(as of April, 2003)	

Stark Area Regional Transit Authority (SARTA):

- Includes the Canton-Lincoln Highway station as a stop on its regular bus routes so that residents can take a bus to and from the station.
- Transports CVSR passengers from the station to Canton venues and provides loop service between the venues.

Greater Cleveland Regional Transit Authority:

- Includes the Rockside vicinity in Valley View as a stop on its regular bus routes so that residents can easily get to the station to board the train.

CVSR Membership and Volunteer Opportunities

CVSR currently has a membership of over 400, made up of families, business, and organizations. Memberships range from \$25 “Passenger” members to \$1,500 “Saint Lucie Sound Founder” members. Members receive specific benefits while at the same time make an investment that reflects the community’s dedication to and support of the railroad.

Volunteers are the lifeblood of CVSR—without them the Railroad could not continue to operate at its current high level. Nearly two hundred active volunteers (those who give over 50 hours of service annually) make up the CVSR Volunteer Association. In 2003 volunteers contributed over 22,000 hours, in roles ranging from concession servers to brakemen, engineers, and conductors. The volunteers corps includes retirees, couples, and even entire families. Many of the volunteers contribute hundreds of hours each year, and all volunteers consider themselves part of the CVSR family.

Business

Business partners provide essential support to CVSR, along with its program partners, members, and volunteers. From Burch Oil, which supplies fuel for the locomotives, to The Hammer Wine Company and Custom Cuisine which provide the wine and hors d’oeuvres for the Wine Tasting excursions, supportive business relationships sustain the Railroad’s programs. Additional business partners include METRO, SARTA, Terry Lumber & Supply Company, Boston Mills Ski Area, and Great Lakes Brewing Company. A number of CVSR’s engines and cars bear the names of other generous corporate donors: Dominion East Ohio, First Merit, Omnova, Goodrich, Goodyear, KeyBank and Invacare.

## Tourism

CVSR is engaged with the region's tourism business and civic organizations, and is an active member of several such groups, including the Akron/Summit Convention & Visitors Bureau (CVB), the Cleveland CVB, and the Canton Regional Chamber of Commerce, as well as the Cuyahoga Valley and Peninsula Chambers of Commerce and the Ohio Rail Tourism Association. Continuous contact with these groups and commercial tourist operators increases the visibility and impact of the Railroad as a growing regional tourist attraction. The relationships with the Cleveland CVB and civic groups in Cleveland will grow to their full potential as CVSR extends its service to downtown Cleveland.

## Other Railroads

Beyond the southern boundary of CVNP, CVSR has contracted with Wheeling & Lake Erie Railway Company and Akron Barberton Cluster Railway Company to provide separation between freight and excursion rail operations on the 25 miles of track owned by METRO. In order to extend CVSR service to Cleveland, it is likely that similar cooperative relationships with one or more railroads will be developed.

### *Cuyahoga Valley National Park Capital Improvements to railroad infrastructure from Independence to Akron (26 miles):*

Bridges/culverts: .....	\$4,303,000
Fitzwater Maintenance Yard: .....	4,687,000
Platforms & Stations (9)*: .....	1,840,000
Riverbank Stabilization: .....	395,000
Signalization: .....	1,033,000
Track Work: .....	5,458,000
2003 Flood Damage Repair .....	1,600,000

Total Investment: .....\$19,316,000  
(as of Fall, 2003)

*\*Includes Akron-Northside and Canton Lincoln Highway Stations*





In addition to being an excursion railroad, Cuyahoga Valley Scenic Railroad (CVSR) also operates as an alternative transportation system in Cuyahoga Valley National Park (CVNP) and the Ohio & Erie Canalway, transporting visitors to park and regional venues. Visitors, tourists, conference attendees, groups, and students benefit from the following services offered by CVSR.

### Regularly Scheduled Service

Regularly scheduled trips throughout the calendar year allow passengers to experience Cuyahoga Valley National Park and the Ohio & Erie Canalway. Passengers get an inside look at a national park by traveling through the valley by rail. Passengers with more time to visit can get off the train and explore some of the attractions in CVNP or the venues in Akron or Canton. Within CVNP, passengers can also experience two of the three transportation linkages in the Ohio & Erie Canalway by hiking or biking on the Towpath Trail, then flagging down the train for the return trip.

### Education Field Trips

School children who ride the train experience an innovative classroom for learning. CVSR's hands-on instructional programs operate in conjunction with CVNP, Hale Farm & Village, Mustill House & Store, and the Cuyahoga Valley Environmental Education Center. A key goal of the education program is to teach children about the preservation of historic sites and natural areas along the Ohio & Erie Canalway. Students from over a dozen counties in Northeast Ohio benefit from these programs each year.

### Handicap Accessibility

Cuyahoga Valley Scenic Railroad strives to provide a full range of services to handicapped persons. All of CVSR's boarding stations and platforms are designed to Americans with Disabilities Act (ADA) standards. CVSR also operates one handicap accessible rail car that provides wheelchair lifts, a restroom, and a concession and service area. Currently, Invacare is a corporate sponsor of the accessible rail car. CVSR's goal is to have handicap accessible cars for all its excursions.

### Charter Excursions

CVSR Charter service offers flexible options: an individual or group can reserve one car, several cars, or the entire train. Charters include business meetings, corporate outings, weddings, birthdays, and charitable fundraising events. A Charter excursion makes any event unique and memorable.

### Special Events

CVSR provides alternative transportation to its partners' attractions and events in CVNP and in the Ohio & Erie Canalway. For example, special ticketing packages to Hale Farm & Village's Civil War re-enactment and joint promotion of the Park's Art and Antique Car shows increased attendance at these events as well as increase ridership. CVSR has joined with the City of Akron's "First Night" family celebration of New Year's Eve, both as transportation for party-goers from Brecksville to Akron and as a key attraction for all attendees at First Night.

### Theme Trains

CVSR has developed an array of programs to attract visitors to the region by making its excursions more than just a train ride. The Easter Bunny, Halloween and Santa Claus Express trains, fall foliage trips, and the Polar Express® add family fun on the Railroad for the holidays. Recently instituted Wine-Tasting and Murder Mystery trains are destination entertainment events for the region.



## Administration

Cuyahoga Valley Scenic Railroad is a complex operation requiring a staff of 18 full-time and 6 seasonal and part-time employees. CVSR is managed by a President & CEO assisted by three departmental directors for Operations, Marketing, and Finance. Ticketing and train crews are augmented by part-time staff in response to seasonal demands. CVSR's 21-member board of trustees governs the organization.

## Volunteers

CVSR began as an all-volunteer operation, involved principally in ticket sales. With the increase in its operations to 220 days of passenger service yearly, the Railroad's paid staff has grown to over twenty. Nevertheless, thousands of volunteer hours are still essential for service to be maintained at current levels. Volunteers serve on the train as concession workers, servers, and trainmen. Others qualify as brakemen, engineers, and conductors. The opening of CVSR's excursions to Canton in 2003 has greatly increased the need and opportunity for volunteers to serve the Railroad. The extension north to downtown Cleveland will further increase the need for volunteer support.



## Right-of-Way

CVSR operates on 26 miles of track owned by the National Park Service and an additional 25 miles owned by METRO Regional Transit Authority.

## Equipment

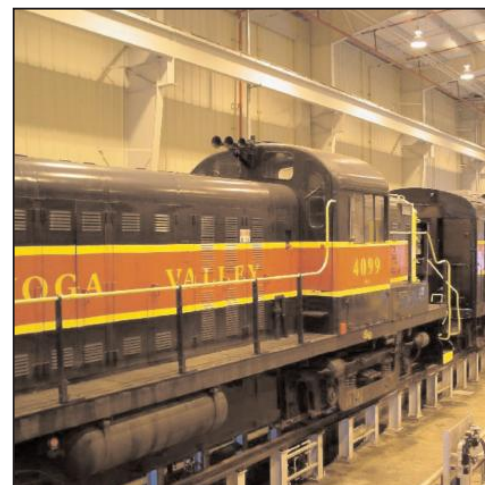
CVSR owns and leases historic railroad equipment including locomotives, passenger cars, auxiliary cars, and maintenance equipment. Acquisition and restoration/rehabilitation of locomotives and passenger cars is made possible through corporate sponsorship, foundation grants, and private financial support. (See following page for details of CVSR's rolling stock.)

## Stations

Since 1999, the NPS has constructed nine passenger stations at the following locations (north to south): Rockside, Canal Visitor Center, Brecksville, Boston, Peninsula, Indigo Lake, Botzum, Akron-Northside, and Canton. The passenger stations give CVSR a "built" presence on the landscape while providing shelter for riders at boarding stations. The maps on pages 4 and 5 indicate existing and proposed station locations.

## Fitzwater Maintenance Yard

Opened in June 1999, the Fitzwater Maintenance Yard provides CVSR with a state-of-the-art equipment maintenance facility. The NPS designed and financed the construction of the facility on land donated by Cuyahoga County. The addition of the Fitzwater Maintenance Yard makes it possible for CVSR to undertake higher-level maintenance and renovation activities that were previously outsourced to vendors. As a result, CVSR has reduced its maintenance and operating costs.





## Description

## Built

## Acquired by CVSR

### Locomotives



1959 ALCO FPA4 #6777

Road/Switcher built for Delaware & Hudson Railroad

1952

1989

Four Locomotives built for Canadian National Railroad

1959

1993, 1994, 2001

Road/Switcher built for Canadian Pacific Railroad

1958

1998

Locomotive built for Atlantic Coastline

1965

2001

Road Switcher built for Canadian Pacific Railroad

1965

2003



1952 AKCI RS3 #4099

## Description

## Built

## Acquired by CVSR

### Passenger and Auxiliary Cars



1948 INVACARE Budd-built  
Combine Car

Baggage car built for Grand Trunk Western Railroad—  
used as a bicycle car by CVSR

1920

1992

Concession Car built for Baltimore and Ohio Railroad

1950

1993

Streamlined, stainless steel, air-conditioned,  
and heated coaches

1938-1939

1994

Saint Lucie Sound built for Florida East Coast Railroad—  
used for first-class charters

1948

1995

Invacare Combine—Wheelchair-accessible car built for  
Central Railroad of Georgia

1948

1995

Coach built for Seaboard Coast Line

1947

1996

Coach built for New York Central

1948

1999

Head End Power Car (rebuilt by Amtrak)

1976

2001

Café Car—ex-Amtrak Buffet Car built originally as a  
Southern Pacific lunch counter diner

1950

2002

Baggage car built for New York Central Railroad—  
used as a bicycle car by CVSR

1947

2003

9 Ex-MARC coaches (Maryland Area Rail Corporation)

1950

Leased from  
METRO

Baggage car built for Santa Fe Railroad

1941

2003

Self-Propelled Passenger Car (“Rail Diesel Car”)  
built for The Susquehanna Railroad

1951

2003



1948 Budd-built Observation Car  
Saint Lucie Sound



1959 ALCO FPA4 Locomotives  
#800/#6767

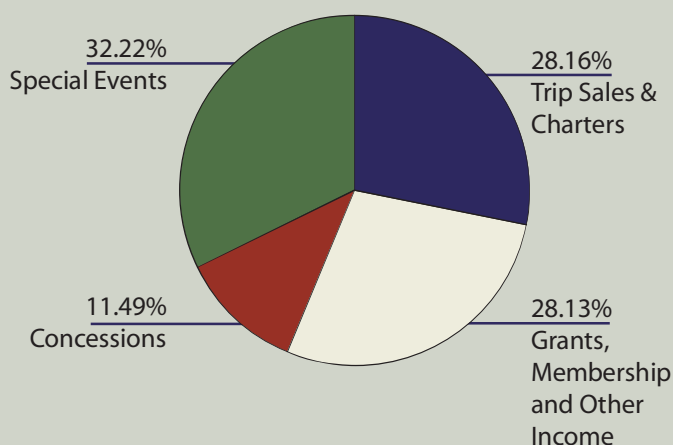
The annual operating budget for CVSR has ranged over the past three years between \$2 and \$2.5 million. Just as CVSR's operations depend on cooperation with various organizations, groups, and institutions, the Railroad also depends on a variety of sources to supply operating and capital support. CVSR's largest source of revenue is the fare box, but its financial needs require additional money from government funding, membership dues, annual fund drives, and general support from businesses, foundations and individuals. Ticket sales from all events—from scenic rides in the Park to Special Events such as Wine Tasting trains and Polar Express®—account for just over 50% of the operating budget. This percentage will grow with expected additional riders on excursions to venues in Canton and downtown Cleveland; nonetheless, CVSR will always need additional funds to sustain its operations.

As a not-for-profit, CVSR seeks charitable donations in the forms of membership dues and contributions to its Annual Fund. Dues-paying members receive benefits such as the periodic newsletter, *The Inside Track*, previews of Special Events and new offerings and, at certain levels, priority seating for Special Events. Funds from these efforts help CVSR keep fares low and affordable for the families it serves, and the community benefits from having a high quality excursion railroad in the heart of Northeast Ohio.

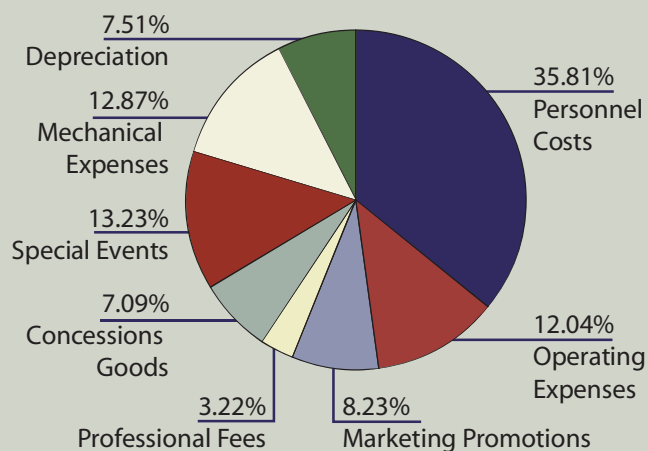
In summary, the community supports the Railroad in many ways. For example:

- Individuals, families, and organizations pay membership dues ranging from \$25 to \$5000 a year;
- Businesses sponsor School Field Trips through CVSR's "Adopt-a-Class" program;
- Passengers subscribe in large numbers to CVSR's Fund-raising events and special excursions;
- Organizations and businesses acquire "Naming Rights" for a locomotive, coach or other piece of the Railroad's equipment through charitable donations;
- Hundreds of people volunteer annually as train crew, servers, maintenance workers, administrative assistants, and trustees; and
- Businesses and individuals sponsor elements of CVSR's operations and events.

*Cuyahoga Valley Scenic Railroad Revenue 2002*



*Cuyahoga Valley Scenic Railroad Operating & Mechanical Expenses 2002*





## A Community Partnership

By extending service to Canton in 2003, Cuyahoga Valley Scenic Railroad's mission of excursion passenger rail service linking Canton, Akron, and downtown Cleveland is closer to being a reality. Having 51 of the 59 miles connected, CVSR now turns its attention to the last eight miles—the Cleveland Connection. The connection to Cleveland is the critical next phase of CVSR's development. With the connection to downtown Cleveland, the full potential of CVSR as a regional visitor transportation system will be fulfilled. It is projected that yearly railroad ridership will approach 250,000 passengers when service to downtown Cleveland is established.

CVSR plans to provide residents of and visitors to downtown Cleveland and its surrounding neighborhoods with access to Cuyahoga Valley National Park (CVNP) and the Ohio & Erie Canalway. Advantages of rail service to Cleveland's core business district are two-fold: inbound railroad passengers have access to downtown Cleveland's broad array of amenities, and outbound passengers have access to CVNP, the cities of Akron and Canton, and a host of other regional attractions in the Ohio & Erie Canalway. In the near future, Cleveland residents will be able to drive or take public transportation to one of the nearby CVSR stations and board the train. CVSR's downtown Cleveland station will be close to the Cleveland RTA Waterfront Line, the proposed Canal Basin Park site, and the Flats entertainment district. In addition, the Waterfront Line will provide access to other visitor venues along the Lake Erie waterfront.

Much of this eight-mile rail corridor between CVNP and downtown Cleveland follows the Cuyahoga River and is adjacent to Cleveland Metropark's Canal Reservation and the dense industrial landscape of the International Steel Group's Cleveland Works and other heavy industrial

operations. This diverse landscape presents significant challenges to the completion of the Cleveland Connection that will only be overcome by a dynamic community partnership. The following is a list of potential community partners:

- City of Cleveland
- City of Independence
- Northeast Ohio Areawide Coordinating Agency
- Cleveland Metroparks
- Cuyahoga County Planning Commission
- Cuyahoga County Engineer's Office
- Port Authority of Cleveland
- International Steel Group
- Cleveland Convention and Visitors Bureau
- Greater Cleveland Regional Transit Authority
- Cleveland Restoration Society
- Kent State University's Urban Design Center of Northeast Ohio
- Western Reserve Historical Society
- Greater Cleveland Partnership
- Cleveland Waterfront Coalition
- Flats Oxbow Association
- Ohio & Erie Canal Association
- Ohio Rail Development Commission
- Ohio Canal Corridor
- Ohio Department of Transportation
- Forest City Enterprises
- Midwest Railway Preservation Society
- TEAM NEO
- Neighborhood-based organizations
- Private railroad companies
- Local, State, and Federal agencies, and elected officials.



Demonstration run to Cleveland in the mid-1990's

In the near future, important issues regarding right-of-way and operations will need to be resolved for completion of the Cleveland Connection. Moreover, substantial capital investments in CVSR's operation will also be needed to provide quality service to Cleveland.

### Equipment

CVSR has added rolling stock to its equipment roster every year of the Railroad's operation. New equipment may be required as service is extended to downtown Cleveland, depending on the operating schedule at that time. CVSR expects to make use of its newly-acquired Rail Diesel Car [and possibly others] to augment its regular train sets to meet its expanding service commitments.

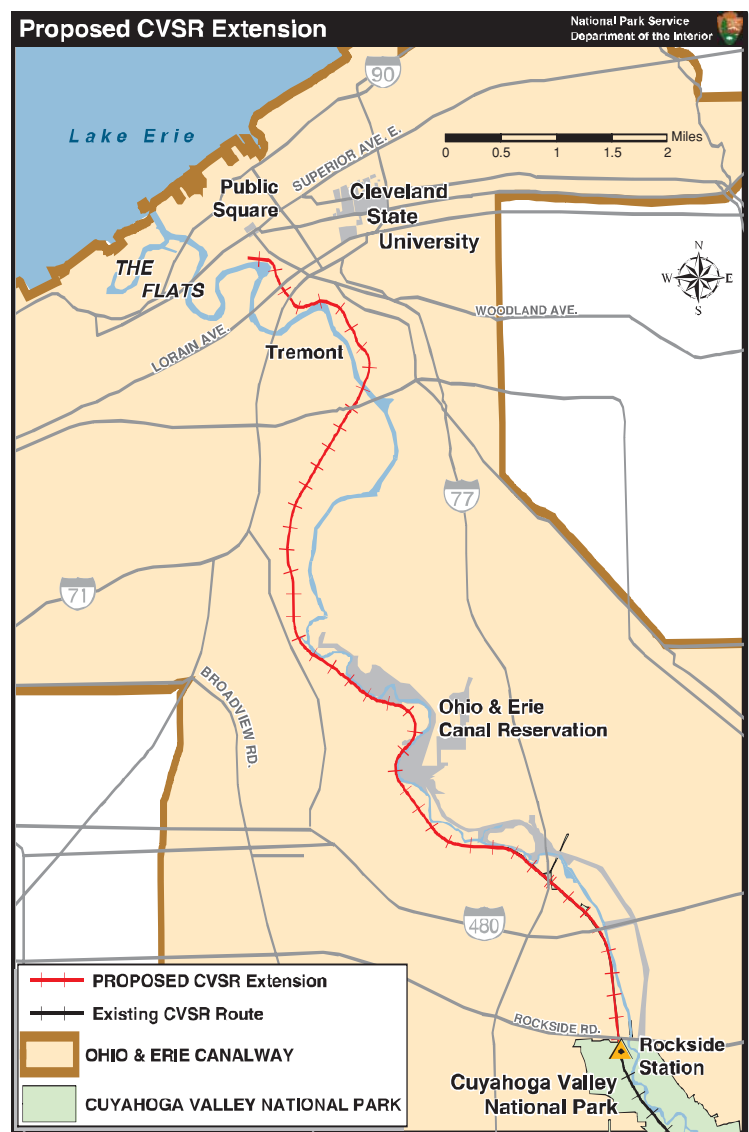
### Right-of-Way & Operations

Track rights north of CVSR's operating limit at Granger Road in Independence are currently held by one or more freight railroads. For CVSR to extend its operations to Cleveland, operating rights or other arrangements must be secured.

Also, passenger service on those tracks will not be possible without considerable capital investment in the rail line's infrastructure. Needed rail improvements include track, bridge, and grade crossing upgrades, and signalization. The preliminary cost estimate for rail improvements is \$8 million. CVSR will also need additional personnel to extend service to downtown Cleveland.

### Future Station Locations

Two new station locations are currently proposed for CVSR operations north of the existing Rockside Station in Independence: Harvard Road and river level in downtown Cleveland. Additional possible station locations, which may be considered, include Brooklyn Heights, opposite the Leonard Krieger Canalway Center, and West 3rd Street/Quigley Road in Cleveland in the vicinity of the historic B&O Roundhouse.



CVSR's Master Plan (1994) and the Alternative Route Analysis (2001) both identify the historic Cleveland Terminal & Valley (CV&T) route to be the preferred route investigated for extension of CVSR service into downtown Cleveland.

*Over the past 30 years, tremendous progress has been made in developing CVSR into one of the most distinctive and successful excursion passenger railroads in the U.S. Through its partnerships with the National Park Service and a broad array of public and private supporters, CVSR is able to provide a unique transportation experience to and through Cuyahoga Valley National Park and the Ohio & Erie Canalway. Linking the Railroad to downtown Cleveland will allow the full potential and promise of CVSR to be realized.*

*All aboard!*



# Credits and Acknowledgements

Many individuals have made the publication of this document possible. Thank you to all of the contributors who devoted their time, expertise, and enthusiasm to make this report a reality.

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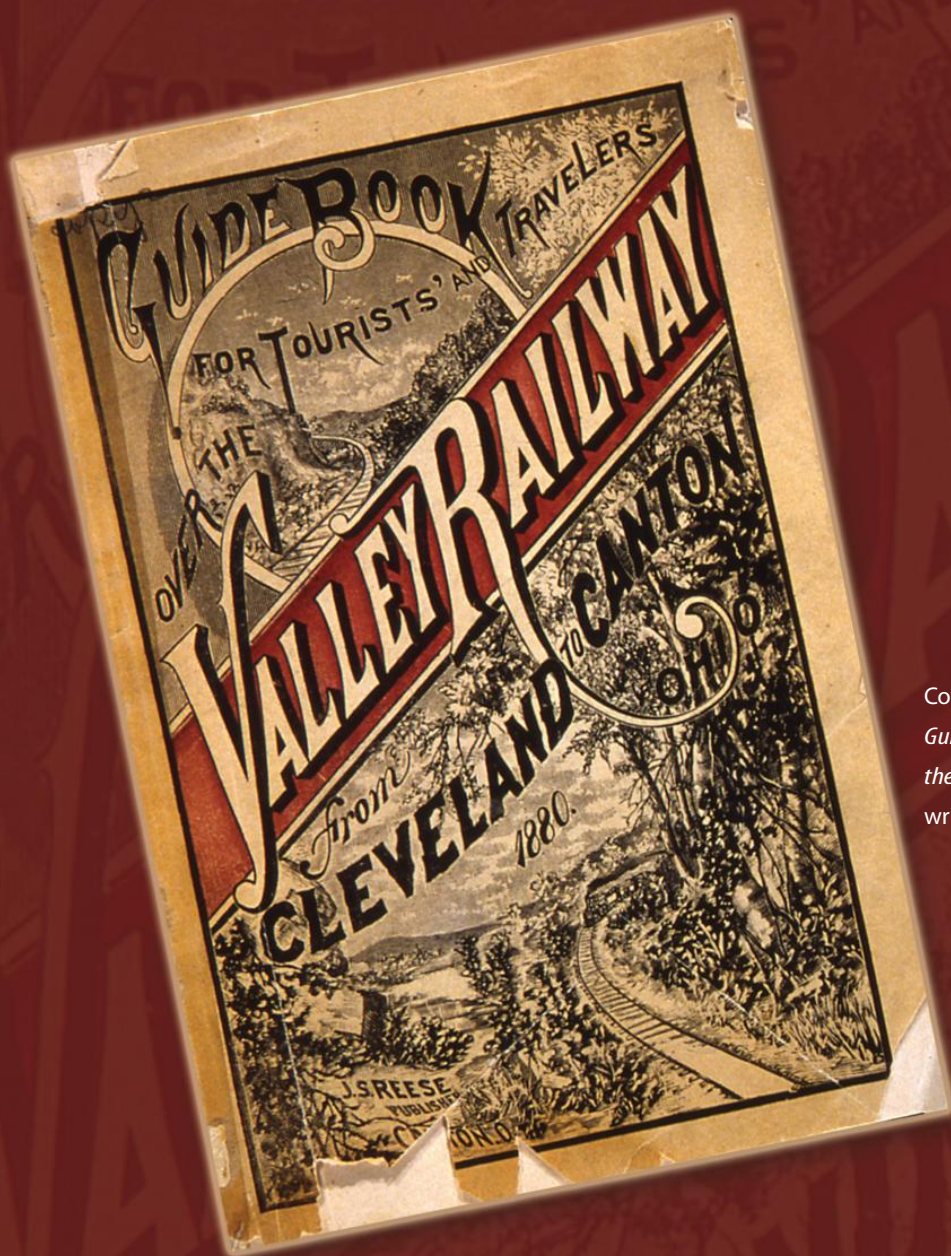
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Demonstration run to Cleveland in the mid-1990's







Cover of the reprinted edition of the 1880 *Guide Book for Tourists and Travelers Over the Valley Railway from Cleveland to Canton* written by John S. Reese.



Cuyahoga Valley  
National Park



Cuyahoga Valley  
Scenic Railroad