

# ROCKY RIVER HISTORICAL SOCIETY

P O Box 16445, Rocky River, Ohio 44116, Ph: 440-895-0983  
<http://rockyriverhistoricalsociety.org/>

A Centennial City

1903-2003

## March 2014 News Edition



## PRESERVATION 101:

*A History of the Preservation Movement in America*

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**Honorary Member**  
Dr. Michael Shoaf

**March 13, 2014**

**7:00 PM\*\* PLEASE NOTE NEW LOCATION**

**Rocky River Public Library  
1600 Hampton Road  
Rocky River, OH 44116**

Margaret Lann of the Cleveland Restoration Society will present Preservation 101. This program outlines the similarities and differences between local and national historic districts, the various benefits of each type of district and how to create these special areas. The national standards for rehabilitation are explained as well as what makes an older home historic.



# FROM THE FILES OF OUR SAVIOR'S ROCKY RIVER LUTHERAN CHURCH

By Gay A. Christensen-Dean and Ruth Zeager

Scandinavians who had immigrated to Cleveland began holding Lutheran Church services here in 1875 in the old Zion Lutheran School at East 9th Street and Bolivar Road. The name of the congregation was The First Scandinavian Evangelical Lutheran Church of Cleveland. Circuit-riding pastors conducted the services until the first resident pastor, Rev. J.I. Welo, began preaching on August 4, 1878. He served until 1883 and was followed by Rev. Olaf E. Brandt. In 1885, the congregation built their own building on Outhwaite Avenue, between Woodland and Scovill at East 63rd, in Cleveland.

On May 17, 1885, the first Danish-Norwegian services on the west side of Cleveland started in the Trinity School house on West 30th Street, organized by Rev. Olaf E. Brandt. He was succeeded by Rev. J.H. Lunde in 1892. The name of this congregation was the West Side Scandinavian Lutheran Church.

On Easter Sunday in 1893, the Danish Lutheran Church of Rocky River (later Immanuel Rocky River Church) was organized, making three Danish-Norwegian Lutheran churches in the Greater

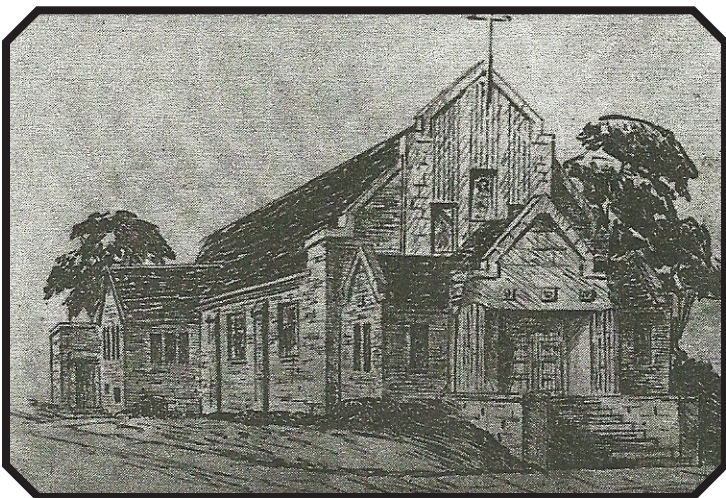
Cleveland area. Sometimes they used the same ministers and sometimes different ministers. A lot on Eastlook Road (formerly Helen Court) in Rocky River was purchased in 1896 from Mine Christensen Clausen, who lived in the house to the west of the church, and the church building was completed in 1897.

In 1908, the West Side Scandinavian Lutheran Church changed its name to Our Savior's Norwegian Evangelical Lutheran Church of Cleveland. In 1909, they built their own building on West 57th Street between Franklin and Detroit. In 1923, they moved to a new church home on West 58th Street and Franklin, and sold the old building to the Finnish Lutheran Church.

In 1915, the First Scandinavian Lutheran Church sold its building on Outhwaite Avenue and held its services in the Swedish Lutheran Church until 1925 when the First Scandinavian Lutheran Church merged with Our Savior's Evangelical Lutheran Church on West 58th Street and Franklin.

In March, 1951, Our Savior's and Immanuel merged into Our Savior's Rocky River Lutheran Church. The two old church properties were sold and services were held in the Beachcliff Theater in Rocky River. Ground-breaking for a new church building at 20300 Hilliard Blvd. in Rocky River took place on August 17, 1952, and the building was dedicated on October 25, 1953. The minister was Pastor Grevstad.

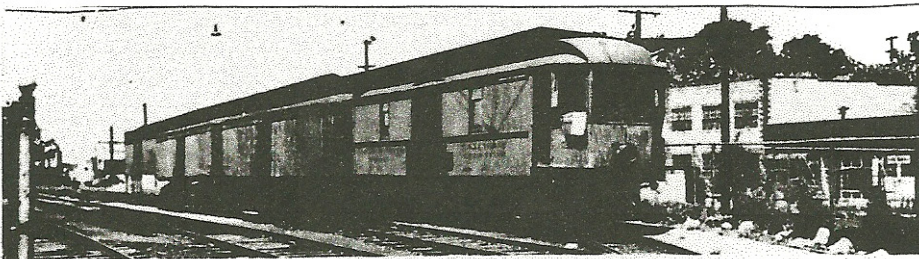
Thus, the east side congregation on Outhwaite joined the west side congregation on West 58th and Franklin, and in 1951 they merged with the Rocky River congregation on Eastlook to become what is now in 2013 Our Savior's Rocky River Lutheran Church on Hilliard in Rocky River.



# THE LAKE SHORE ELECTRIC PROCEEDS THROUGH ROCKY RIVER

By Gay A. Christensen-Dean

**A**fter leaving Public Square (Stop A), the first stop (Stop B) for the Lake Shore Electric interurban was at the intersection of Sloane and Edanola avenues in Lakewood, although it was referred to as the Rocky River stop, at the east end of the Rocky River Bridge. There was no station, but the passengers boarded in the middle of the street. From there, it travelled across a single track laid on top of the oak-planked iron wagon bridge built in 1890. After the new Rocky River Bridge was built to the north of the iron bridge in 1908-1910, the Lake Shore Electric laid double tracks in the middle of it and used that for 28 years.



30 at Rocky River Station, 1937.

**I**t made another "S" turn to cross under the Nickel Plate. Smith Court follows this section today. Stop 4 was at the eastern end of Beaconsfield Boulevard and Stop 6 was at the western end at Wagar Road. There was no Stop 5. Between Stops 4 and 6 was a switching area with a pair of rail sidings, one on the north and one on the south, for freight cars. Cleveland, Lakewood, and part of Rocky River limited the number of freight cars that the interurbans could pull through the town to three. At the current Beaconsfield Boulevard, with its landscaped median taking the place of the interurban, freight cars arriving from Cleveland would be combined into longer trains for the trip west to Beach Park and Lorain. And those arriving from the west would be broken apart for the trip east into downtown Cleveland.

**C**ontinuing westerly, Stop 7 was at Elmwood Road. Stop 9 was at Hahn's, where the water plant is today. Stop 10 was at North Boylans Road (now Pond Drive). And, Stop 11 was at Humiston Road.

Source: [www.lakeshorerailmaps.com](http://www.lakeshorerailmaps.com)

**P**assing the Westlake Hotel it arrived at Stop 1, immediately after crossing Wooster Road (now a parking lot behind Old River), and there conductors used a phone box to call the dispatcher for their orders. Limiteds would run non-stop to Lorain, and locals would make any stops along the route where passengers were waiting to be picked up.

**R**oughly following relocated Detroit Road, it made an "S" curve to the north just west of West 192nd Street and crossed Detroit Road, where a flagman would stop automobiles when the interurban approached. This was Stop 2.

**H**eading west to complete the "S", it paralleled the Nickel Plate Railroad. Stop 3 was at Linda Street.



171 approaches LSE's lone crossing watchman, Rocky River, 1937.

Excerpt From Lake Shore Electric  
By Harry Christiansen

# EXCERPT FROM LAKE SHORE ELECTRIC

By Harry Christiansen

## Riding a Cleveland-Detroit limited in 1929

Cleveland's interurban station at 25 Public Square is a bustling spot. . . Passengers hoist suitcases onto overhead baggage racks, and race for seats. We take seats up front in the smoker where we can get an unobscured view during the long ride ahead. Hardened male riders prefer the smoker with its club leather seats and brass spittoons. The more austere coach compartment with its striped plush seats accommodates the families heading for weekend resorts, the relative off for a visit, and salesmen who were too late to snare a smoker chair. The typical interurban aroma, a blend of musty plush and hot grease already wafts through the car. Newsboys are shoving papers into the windows.

We're Off! It is 11:30 a.m. and the conductor yanks the bell signal. The train starts up, and slowly turns into West Superior Avenue, as conductors lean out rear windows warning motorists and taxis of the dangerous overhang. We move slowly along the four-tracked roadway intermixed with yellow city trolleys. The sure-footed interurban has a rigid, steady feeling as it approaches the High Level Bridge subway. It is apparent that this battleship type ride is not that of a city car. We cross the Cuyahoga River, and surface on Detroit Avenue. The reflections of the big orange car are mirrored in store windows, and we turn right on Lake Avenue, run downhill to Edgewater Park, and enter five-mile long Clifton Boulevard. The interurban takes to the tree lawns, under a continuous arbor bower. Numerous driveways instill caution to the motorman, and finally the train moves back into midstreet for a few blocks, reaching Rocky River station at Coulter's Drug Store. We pick up a few more passengers here, and cross the Rocky River Bridge. The city cars terminate here, and we approach the left turn to the double-track right-of-way starting opposite the Westlake Hotel. The conductor alights, calls ahead to Beach Park from an outside company phone, flips a clever rope-arrangement that changes the power pickup from wheel to sliding shoe, and we are off.

Slowly the motorman notches his controller forward, and we pass Detroit Road where the Lake Shore Electric's only crossing watchman halts traffic. Soon we make a sharp "S" turn under the Nickle Plate underpass. The track straightens out, we pick up speed. There is the hum of electric motors under the floorboards, the trolley wire sings, and rail joints click in increasing rapidity. As we skim through Bay Village, the car rocks and rolls and sways as the telephone poles whisking by in a blur, resembles a picket fence. Ahead silver flashers indicate the workability of numerous crossing signals as the shrill whistle shrieks two long – a short – and a long continually. We are now sailing along at 60 miles per hour, speeding across the two longest trestles on the line, the 544-foot Cahoon, and the 432-foot Huntington. Steadying himself in the swaying car, the conductor threads his way among the passengers collecting and punching tickets, and clanging them up on an overhead fare register. The station canopy of Beach Park, 19.7 miles, appears in the distance. The car slows for the special switchwork leading to tracks loaded with parked interurbans, and the dispatcher waves us on from the doorway. Opened to full speed, the train breaks into open country, freed from the suburban homes and crossroads that dotted its trail to Beach Park. Rolling through Sheffield Lake, the line is only a few hundred feet south of Lake Road, and the trolleys roar past the chugging 30 mile-per-hour Model A's and early touring cars on the narrow highway.

Lorain Ahead! Approaching Lorain, speed is cut, and we cross numerous residential streets on private-right-of-way. We swing into Erie Avenue at California Avenue, cross the Black River on an ancient swing bridge, and roll into the main intersection of Erie Ave. and Broadway. The station, in a ramshackle wooden building, is on the left, just beyond the intersection. The time is 12:32 p.m. and we have come 26.9 miles.

# SPOTLIGHT ON THE RUSTIC RESTAURANT

By Jennifer Dieringer

It all started in 1947 with Tony Riegelsberger, a farmer from Avon, who was approached by Carl Schneid to purchase a piece of open-farmland at 20180 Center Ridge Road. Hoping to capture patrons from the Drive-In across the street (now Westgate mall), plans were drawn up and logs were purchased in Michigan for the construction of a log-cabin style eatery. When Carl left the operation in 1949, Tony and his sons, Jack and Jerry took over the business. In 1966 Tony retired, Jack and Jerry became the owners along with the rest of the family who all worked at the Rustic at one point in their lives. From the late 1980's until now, third generation grandsons Kurt and Gary Riegelsberger operate the Rustic just like they did over 60 years ago. The old "Riegelsberger" burger machine in the back kitchen still makes burger patties the same way it did in 1947. Favorite dishes today not only include the Riegelburger but also Chicken Paprikash and Chicken Pot Pies. Stop in and make dining at the Rustic a tradition for you and your family.

**Rustic Drive In**  
INCORPORATED

20780 Center Ridge Rd.                      U. S. 20

**MENU**

GRILLED STEAKBURGER .....	30¢
GRILLED CHEESEBURGER .....	35¢
BAR-B-Q PORK .....	35¢
BAR-B-Q BEEF .....	35¢
TOASTED CHEESE .....	25¢
Choice of Relish	
Dill Pickle    Ketchup    Relish    Onion    Mustard	
	Bar-B-Q Sauce
	Side Order Relish — 5¢
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FRENCH FRIES .....	15¢
GOOD COFFEE .....	7¢
MALTED MILK .....	25¢
MILK SHAKE .....	25¢
MILK—Plain—Chocolate .....	7¢
COCA COLA .....	10¢
BIRELEY'S ORANGE .....	10¢
VERNOR'S GINGERALE .....	10¢
CHOCOLATE SUNDAE .....	20¢
ICE CREAM .....	15¢
<b>Curb Service</b>	
COFFEE — MILK .....	10¢
Our Sandwiches Are Prepared From U. S. Government Graded Meats In Our Own Commissary.	
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<b>BAG ORDERS</b>	

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**MEETING DATES FOR 2014**

Meetings are at the Rocky River Senior Center Second Thursday of the month at 7 p.m.

**UPCOMING PROGRAMS:**

**May 8, 2014**

**Re-scheduled Program**

**Grandma Gatewood:**

**Ohio's Legendary Hiker**