

Ohio River Trail North Shore Multi-use Trail Proposal

North Shore Trail - Point of Beginning (OH-WV-PA State Line) to Midland

The Ohio River Trail will begin at "The Beginning Point of the U.S. Public Land Survey", mile marker zero, where a monument and park exists at the border between the state of Ohio and Pennsylvania, on the north side (right bank) of the Ohio River. It is near the three-way intersection of Ohio, Pennsylvania, and the northern tip of West Virginia. Built in 1881, it was declared a National Historic Landmark in 1965. The "Point of Beginning" commemorative site is located about two miles east of the center of East Liverpool on Ohio State Route 39 and Pennsylvania Route 68 in Glasgow, Pa.

The historic "Point of Beginning" is a surveyor's mark for the wide-scale surveying of land. It is significant as being the beginning point from which the Public Land Survey System was performed, starting in 1785, which would open what was then the Northwest Territory for settlement. The Northwest Territory was bounded on the south by the Ohio River, on the west by the Mississippi River, and on the northeast by the Great Lakes. The Northwest Territory was established and opened to settlement by the Ordinance of 1787. Britain ceded the region following the end of the Revolutionary war in 1783. The Beginning Point of the U.S. Public Land Survey is the starting point of the surveys of almost all other lands to the west, reaching all the way to the Pacific Ocean. On September 30, 1785, Thomas Hutchins, first Geographer of the United States, began surveying the Seven Ranges at the Point of Beginning.

This part of the Ohio River Trail will be known as the *Ohio River North Shore Trail* which lies on the right bank of the Ohio River. This picturesque trail will parallel Pa State Road 68, which was originally cut and graded into high, steep and precipitous hillsides with bluffs alternately advancing and receding from the shore of the Ohio River.

The North Shore Trail will travel through Ohioville with a trailhead and parking facilities at Lock 57 Community Park and Boating Facility. The Trail continues along the right bank of the Little Beaver Creek and the abandoned Sandy & Beaver Canal, a spur of the Ohio-Erie Canal, to the Ohio - Pa State line.

The Sandy and Beaver Canal ran 73 miles from the Ohio and Erie Canal at Bolivar, Ohio, to the Ohio River at Glasgow, Pennsylvania. It had 90 locks, was chartered in 1828 and completed in 1848. According to Denver Walton who wrote "Beaver County's Towpath Canals Today" there were only three Sandy & Beaver Canal Locks in Pennsylvania, numbers 57, 56, and 54. Locks were actually numbered downstream from the summit level near Lisbon, OH. Lock 57 was at the end of Liberty St. in Glasgow, Pa. Lock 56 was along Beaver Creek a few hundred yards upstream. No remnants exist of these two locks. Lock 55 was in Ohio, following the Little Beaver Creek as it meanders across the PA-OH state line. Lock 54 lies on the west bank (right bank) of Beaver Creek, in Ohioville Borough, Pa. and is in an excellent state of preservation. The historic Lock 54 is well worth seeing but it is inaccessible due to undulating terrain and requires a difficult hike. The ORTC proposal includes an extension of the ORT to the site of Lock 54.

Nevertheless, the middle section of the canal had many problems from the beginning and fell into disrepair. The canal ceased to operate in 1852, when the Cold Run Reservoir Dam outside of Lisbon, Ohio, broke, destroying a large portion of the canal. Only 0.75 miles (1 km) of this privately funded canal lay in Pennsylvania; the rest was in Ohio.

As railroads came into Ohio from Pennsylvania, canal and river traffic declined, and the founding of the Cleveland and Pittsburgh Railroad Company contributed to the closing of the Sandy and Beaver Canal. In 1856, a Cleveland & Pittsburgh (C&P) Railroad train departing Cleveland became the first to burn coal in its locomotive engine. Coal, a more efficient fuel, quickly supplanted wood as the railroads' energy source. In 1871 the C&P RR was leased for 99 years to the Pennsylvania Railroad (PRR), providing a valuable western connection. The C&P RR at its height in 1908, operated 256 miles of trackage and carried over 1.8 million passengers. The North Shore Trail parallels part of the C & P RR trackage.

The ORT will cross the Little Beaver Creek, a national wild and scenic river, at the Ohio - Pa state line with a newly constructed bridge. At this location, the ORT can connect to a proposed extension of the Little Beaver Creek Greenway Trail or the Columbiana Greenway Trail along Beaver Creek from Lisbon, OH. The Columbiana Greenway

Trail is part of the Great Ohio Lake-to-River Greenway that extends 115 miles from the Ohio River in East Liverpool, OH to Lake Erie at Ashtabula Harbor, OH. The Columbiana Trail has also proposed a connection at the Point of Beginning.

The ORT reverses course and now follows the left bank of the Little Beaver Creek along the abandoned Youngstown & Southern Railway (Y&S) Smith's Ferry Branch right of way. The Smith's Ferry Branch provided service from Smith's Ferry (Glasgow) to Negley, Ohio where it connected with another branch of the Y&S. This track was removed in 1995. This abandoned railway also presents the ORT an opportunity to connect to Negley, Ohio. The Y&S also connected with the Pennsylvania Railroad at Columbiana and Youngstown, Ohio. The Y&S was equally owned by the Pennsylvania Railroad and the Pittsburgh and Lake Erie Railroad but operated as a separate railroad. The principal traffic handled by the Y & S Ry was bituminous coal which was brought in on Thomas Smith's Ferry on the Ohio River to Smith's Ferry, Pa. (Glasgow) where it was transferred to cars over facilities of the Y&S. Practically all of this coal moved inland to the cleaning plant of the Pittsburgh Consolidation Coal Company at Negley, Ohio where it was reshipped via Y&S to the Republic Steel Corporation in Youngstown, Ohio.

The Youngstown and Southern Railway (Y&S) ran 16 miles from Youngstown to Columbiana in 1904. In 1907 it was extended another 3 miles to Leetonia where it connected with the Youngstown & Ohio River RR (Y&OR), one of the smaller interurban railways in the state of Ohio. Along with the Y&S, the Y&OR formed a traction link between Youngstown, Ohio and the Ohio River at East Liverpool. The Y&OR operated for 24 years.

In 1916, after reorganization, the Y&S was named the Youngstown & Suburban. In 1928, the Y&S came under the control of the Montour RR who wanted to use the line for an entry into Youngstown. In 1944 the name was changed back to Youngstown & Southern, and the next year the Y&S took over the PL&W, which was also controlled by the Montour. Passenger service lasted until 1948, the last interurban service in Ohio.

The Y&S also interchanged with the Pittsburgh, Lisbon and Western Railroad (PL&W). The Y&S was distinguished by the unusual feat of electrifying a section of a steam railroad, the PL&W, as part of a trackage rights agreement.

The Pittsburgh, Lisbon & Western Railroad followed the North Fork of the Little Beaver Creek and served the towns, Lisbon, Ohio, to New Galilee, Pennsylvania. The White Clay Mine, one of the first open pits in the nation, located in South Beaver was the largest coal operation served on the PL&W. The mine operated from 1919-1932. An 0-4-2 "dinky" engine and cars operated on a 39" gauge that traversed several miles in what is today the State Game Lands between Cole Road and Sterling Road. An incline railroad served the upper operation Engines, cars, tracks, steam shovels were sadly left behind when the easy coal was gone. The tipple was torn down in 1935. In 1940 the abandoned equipment was scrapped for the World War II effort.

Near Smith's Ferry a spring of "bituminous oil" arose from deeply embedded mineral coal beneath the Ohio River which led to an "oil boom" for this region. Around 1860 oil producers began the utilization of these "oil lands", however the wells were small and the Smith's Ferry Oil Fields eventually declined. In addition, there are also several Indian Pictographs and Petroglyphs, which are a form of "rock art", along the Ohio River near Smith's Ferry. Pictographs are rock paintings or drawings and Petroglyphs (rock engravings) are images created by incising, pecking, carving, and abrading. There are less than forty Native American petroglyph sites recorded in the Pennsylvania Archaeological Site Survey files and nearly thirty of these are located in the Ohio Valley. Unfortunately, like many petroglyph sites, the Smith's Ferry Petroglyph site is permanently submerged as a result of the river's lock and dam system.

According to "Petroglyphs of Pennsylvania" by Kurt Carr and Paul Nevin, these sites "were almost certainly sacred places where people came to communicate with the supernatural. Some sites may have been places where medicine men, community, or spiritual leaders went to meditate to receive visions or guidance to lead or heal their people. Some of the symbols may have had special significance for hunting or fishing or for solving family or tribal problems. Further, some may have served as "teaching rocks". Young people may have been brought to these places to learn about their culture and the world around them – similar to religious classes that are conducted all over the world today. Some petroglyphs may represent animal or spirit "helpers" or totems that were received through a visit or a vision by a medicine man, or by an adolescent in a "coming-of-age" ceremony. Other petroglyphs seem to have astronomical significance. "

The trail crosses Route 68 and enters Glasgow on Main Street and exits at on Smith Ferry Road. At this location the North Shore Trail will utilize a double-track electric interurban right of way used by the Ohio River Railway Passenger Company. Service ran 11.29 miles from a point just east of the Ohio - Pennsylvania State Border near Glasgow and Smiths Ferry along the Ohio River to Vanport, Pa. There the Beaver Valley Traction Company serviced approximately a one-mile corridor from Vanport to Rochester. Operation began in 1906 and remained in service until 1937 when buses replaced streetcar service and the right of way was abandoned in 1939. Bus service between Steubenville and Beaver operated by Valley Motor Transit Co., presumably replaced the interurban railway, and existed into 1950's.

As the trail continues near the Norfolk & Southern Railroad through Ohioville toward Midland upstream along the Ohio River, the user will have magnificent views of Phillis and Georgetown Islands. These islands are number one and two respectively of the Ohio River Islands National Wildlife Refuge. Traveling by these islands an onlooker may see waterbirds, migratory songbirds and raptors, including bald eagle and peregrine falcons. You may also see beavers, cottontail rabbits, minks, muskrats, opossums, raccoons, woodchucks and white-tailed deer as listed by the The Nature Conservancy.

North Shore Trail - Midland to Beaver

The North Shore Trail continues through Industry passing Montgomery Locks and Dam. Montgomery Locks and Dam was constructed from 1932 to 1936. This facility eliminated the original Locks and Dams 4 (built 1898-1908), 5 (1898-1907) and 6 (1892-1904). These three dams were old-style wooden wicket dams built by the U.S. Army Corps of Engineers to raise the first shallow navigational pool on this stretch of the Ohio. As the trail continues views of Montgomery Island and historic Merrill Lock 6 are seen. Lock 6 was constructed on the Ohio River in 1906. Lock 6 was also a passenger station for the C&P. The trail follows the double track right of way and emerges in Vanport near Sebring Rd, which was near the North end of the Ohio River Passenger Railway (OPRP) Vanport Trestle. The Vanport Trestle was 633 in length, a 6.8% grade east, and exhibited a magnificent view at an elevation of 780 feet. After leaving Sebring Rd the trail traverses Vanport and Beaver Historic District with vistas of the Ohio River along River Road to historic Fort McIntosh Park.

Archaeologists rediscovered Ft McIntosh in the mid to late 70's and the site was converted into a historic park. Parts of the original stone foundation still remain. The park is listed on the National Register of Historic Places. A dedication, presided over by retired Gen. William Westmorland, occurred in the summer of 1977.

Fort McIntosh, named after Brigadier General Lachlan McIntosh, was the first United States Army Fort on the northern banks of the Ohio. Fort McIntosh, originally served as a Revolutionary War era Patriot frontier fort. Following this war, the fort was the home of the First American Regiment, the oldest active unit in the US Army.

Brigadier General Lachlan McIntosh supervised the construction of a military supply road along a ridge on the south side of the Ohio River, following part of an Indian trail called the "Glade Path" from Fort Pitt in Pittsburgh to Fort McIntosh in Beaver. Colonel Daniel Brodhead succeeded the command of Fort McIntosh in 1779, and the road was named after him. The proposed Ohio River Trail parallels present day Brodhead Road beginning at Monaca and traveling to and through Center Township, Hopewell Township and Moon Township.

Fort McIntosh was the site of a treaty between the United States government and representatives of the Wyandotte, Delaware, Chippewa and Ottawa nations of Native Americans. The Treaty of Fort McIntosh was signed on January 21, 1785. The fort was abandoned in 1791 and razed a short time later. By then, the frontier had moved westward and there was no further need for a permanent garrison to protect the area.

The area around Beaver was originally home to the Shawnee tribe. Later, the Mingo and Lenape. This area was part of the Ohio Country that was in dispute during the French and Indian War.

North Shore Trail - Beaver to Fallston/New Brighton Bridge

The trail then approaches the waterfront where the trail passes the proposed Beaver Borough Riverfront Park and then merges with a trailhead at Bridgewater Crossing Riverfront Park and Trail, in Bridgewater, Pa. The Bridgewater Trail was developed by the Beaver County Corporation for Economic Development, Department of Conservation and Natural Resources and support from PennDOT.

Part of the proposed ORT follows the Beaver and Erie Canal, also known as the Erie Extension Canal. The Canal was part of the Pennsylvania Canal system. The canal travelled 136 miles from the Ohio River to Lake Erie. The southern terminus of the canal was the confluence of the Beaver River with the Ohio River in Bridgewater and Rochester Pa., and the northern terminus was the city of Erie, in Erie County. The canal needed a total of 137 locks to overcome a change in elevation of 977 feet.

Denver Walton also wrote that the Beaver Division was completed in 1832 and began at Bridgewater - Rochester, stretching north to a point above New Castle called Harbor Bridge, a distance of 31 miles, where it joined the Erie Extension Canal to Erie. At Mahoningtown, south of New Castle (and until 1849, part of Beaver County) the Pennsylvania and Ohio Canal (P&O) branched off, heading to Youngstown, Warren, and Akron, where it joined the Ohio and Erie Canal. There are no remnants of the P&O Canal in Pennsylvania today.

There were 17 locks on the Beaver Division, nine of them in present day Beaver County, and six dams. The locks were numbered south from New Castle, so the two at Rochester were numbers 16 and 17. They were called the Girard Locks, for a Philadelphia financier who invested in the canal, and were larger than the other locks, big enough to pass small steamboats.

The Girard Locks remained in a good state of preservation until 1970 when a sewage pumping station was built on top of them. The outer wall can still be seen. Some canal facilities, namely a stone abutment for Dam no. 6 can be seen in Bridgewater and is part of the Bridgewater Historic District.

Locks 15, 14, 13, and 12 were at the lower end of New Brighton, each about a city block apart. They existed until 1926 until the Pennsylvania Railroad changed its route through town to the riverbank and covered them up. They were called, moving north, the Blount Lock, Boyle's Lock, Buck Woods' Lock, and Van Lear's Lock. The origin of these names is obscure, except that there was a canal boat captain named Jack Boyle.

None of these locks are visible now except for the river wall of the Blount Lock, which can be seen quite clearly from the historic Fallston Bridge. From the four locks, the canal proceeded in its own channel to the Beaver Falls Dam, (originally Dam no. 5 on the canal) where the Dutchman's Lock no. 11 was located. The existing east abutment of the dam may be the river wall of the lock.

The canal proceeded north in the river channel, called slack water, to Eastvale, where there was Dam no. 4 and a short stretch of canal with two locks. These were the Bannon and Farrow Locks, nos. 10 and 9. Bannon was another canal boat owner. A large pile of stones on the riverbank shows the site of one of these locks, and drill marks in the native rock show where the canal was cut into the bank. From here the canal proceeded north again in slackwater, this stretch being called the Seven - mile level.

Next was Lock no. 8, Dam no. 3 located at Rock Point, just north of the county line. Here the lock site is quite evident. This was the location of the Metheny Tavern, a notable landmark on the canal and later a railroad station. Part of the tavern foundation can still be seen. It was here that James A. Garfield, the 20th President of the United States, as a young canal boat hand, nearly drowned in the Connoquenessing Creek.

The Erie Canal Company finished construction in 1844 when the entire length became open to traffic. At its southern terminus near Bridgewater, the Beaver and Erie was linked by the Ohio River to Pittsburgh and the principal east-west Pennsylvania transportation system of the time, the Main Line of Public Works. The Beaver and Erie Canal was heavily used in its early years but was difficult to maintain. Competition from railroads and the collapse of an aqueduct over Elk Creek in Erie County led to the canal's abandonment in 1872.

From the Bridgewater Trail, the Ohio River North Shore will continue through the Bridgewater Historic District along the right bank of the Beaver River to Fallston, Pa. The trail travels along Riverside Drive (share the road) passing Bridgewater Landings Marina, Captains Quarters Marina, Jeffries Landing, Harbour Towne Yacht Club, River Harbor and the Beaver Valley Yacht Club. The trail passes a number of restaurants and the infamous Fallston Flagstop, a railfan Bed & Breakfast (B&B). The B&B backyard borders the CSX mainline and the Norfolk Southern mainline can be viewed across the Beaver River. Approximately one hundred trains can be seen daily. This area is one of Beaver County's best railfan views. The Innkeeper is also a railfan, modeler, and railroad industry employee.

The trail continues crossing the Beaver River via the preserved historic Fallston Bridge on Fallston Street to New Brighton. Then a right turn onto Second Ave, a right turn onto Nineteen Street and under Norfolk Southern Bridge to the left bank of the Beaver River.

North Shore Trail - Connection to Beaver River Trail

The ORT plans to connect to the Beaver River Trail (BRT) at the Fallston Bridge or the Beaver County YMCA. The ORTC and the Beaver River Rails to Trail Association (BRRTA) has mutually agreed to this goal. The Beaver River Trail is a Rails to Trails Project that is built over an abandoned right-of-way of the now defunct Pittsburgh & Lake Erie Railroad in downtown Beaver Falls, Pa. An extension of the BRT northward to New Castle and the Stavich Trail along the Beaver and Mahoning Rivers is proposed. The Stavich Trail has planned links to the Great Ohio Lake-to-River Greenway near Youngstown, OH.

North Shore Trail - Extension to Bradys Run Park

The ORT proposes an extension to Bradys Run Park and Mountain Bike Trail from the Fallston Bridge. Bradys Run is Beaver County's largest park with over 2000 acres. It features an indoor recreation facility that houses an ice area, four tennis courts and an indoor walking or jogging track. Other outdoor recreational facilities include a ball field complex, consisting of one baseball and five softball fields, a horse rink, 20 horseshoe courts, walking trails, a 22-acre lake for canoeing, swimming or fishing, hydro-bikes on the lake, picnic tables and playgrounds. An outdoor activity center features an in-line skating rink, a new skate board park, plus two basketball and four tennis courts. There is also a one-mile paved outdoor walking track, as well as a new dog park available for year-round use.

North Shore Trail - Fallston/New Brighton Bridge to Rochester/Monaca Bridge

In New Brighton, the trail continues to the New Brighton Fishing Park & Big Rock Park via the Eighth Street and Second Avenue Tunnel. The Fishing Park is located on the Beaver River below the Townsend Dam in New Brighton. This park was designed for fishing and is located at one of the premier fishing destinations in the region. Fish species include walleye, muskellunge, striper bass, small mouth bass, crappie, sauger, northern pike perch and white bass. Wildlife includes many birds, but the American Bald Eagle is showcased. Facilities include wheelchair access to the fishing wharf, ample parking, a canoe launch and 600 feet of shoreline. Big Rock Park features an existing half-mile walking trail, additional fishing areas, picnic tables and benches to relax and enjoy the beautiful scenic Beaver River.

The trail follows along an existing National Fuel Gas Supply Corporation easement through Rochester Township. A branch via YMCA Drive leads to a trailhead parking at the Beaver County YMCA. Based on the Beaver County Planning Commission's 2008 Annual Report, a second alternative to crossing the Beaver River would be the planned Veterans Memorial Bridge from Bridgewater to Rochester Township.

National Fuel's history dates from the earliest days of the natural gas and oil industry in the United States. The Company has been responsible for many industry firsts. Today, the Company continues to be managed in the same innovative and entrepreneurial spirit, and takes pride in its 100-year tradition of delivering service and value. Pipeline and Storage National Fuel Gas Supply Corporation provides interstate natural gas transportation and storage for companies through an integrated gas pipeline system that extends 2,910 miles from south-western

Pennsylvania to the New York-Canadian border at the Niagara River. The North Shore Trail will continue along the National Fuel easement, crossing McKinley Run to Old Beaver River Blvd at Riverfront Park and Water Street in Flag Park, Rochester. Flag Park was constructed in the spring of 2001. The Park was dedicated on Flag Day, June 14, 2001.

Riverfront Park is located on the past site of an Indian village that sat at the confluence of the Ohio and Beaver Rivers. The Mingo Indians lived near the point where the C&P Railroad Bridge crosses the Beaver River. This was known as "Logan's Town" in the late 1700's because a famous Indian chief named Logan, had his lodge at the mouth of the "Big Beaver Creek" as it was known then. Many Indian relics and bones have been found in this area, which was an important meeting place for the various Indian tribes.

Riverfront Park is also on the site of the historic Girard Lock. The park offers a wide range of fishing opportunities in the Ohio and Beaver Rivers, as well as access to the rivers for boating. Riverfront Park presently offers a level 2-mile paved roundtrip walking trail, train watching, and historical signage along the way. The park often hosts festivals and concerts. Here the trail offers a unique view of the Ohio and Beaver River confluence and wildlife such as ducks, geese, blue herons, beavers, and the many species of fish along the shoreline. Riverfront Park is also home of the Beaver County Rowing Association (BCRA). The BCRA boathouse and docks have easy access to the Beaver and Ohio Rivers.

From the trailhead and parking facilities at Riverfront and Flag Park the trail continues along Harrison Street, James Ave, and Pleasant Street. The North Shore Trail will cross the Ohio River on the Monaca - Rochester Bridge from Pleasant St. on Route 18 into Monaca. The Ohio River is the only river valley in the United States thought to show evidence of all four ice ages.

This proposal was initiated and authored by Dr. Vincent Troia, January 2009.

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