The Historical Village

1997-Present

With portions representative of 1840-1924

Weekend Checklist

- ☐ Please arrive **15 minutes** before the start of open hours
- ☐ Opening
    - ☐ Check that all doors are unlocked for the:
        - ☐ Restrooms
        - ☐ Cabin
        - ☐ Schoolhouse
        - ☐ Armstrong Barn
        - ☐ Depot
        - ☐ Train Car Barn
    - ☐ Turn on all lights in all buildings
        - ☐ Cabin - Light panel by the front door
        - ☐ Schoolhouse - Light panel by the front door
        - ☐ Armstrong barn - Light panel by the front door
        - ☐ Depot- Light switch by front door, in hallway, and in station masters office
        - ☐ Train Car Barn - Light panel by the front door, plug in the Caboose, Turn on the switch in the engine
        - ☐ Restrooms - Switch inside each door
    - ☐ Place the “Historical Village is Open” a-frame at the end of the street - Sign is located in the Armstrong Barn
    - ☐ If needed:
        - ☐ The broom and dust pan are located in the Armstrong Barn Blacksmith area
        - ☐ Extra restroom supplies are in the storage closet behind the Restrooms
- ☐ Closing
    - ☐ Return sign from the edge of the street
    - ☐ Turn off all of the lights
    - ☐ Make sure all doors are closed - a staff member will lock up after they lock the Cooke-Kuhlman House

The Log Home

Built in 1840, this Log Home was moved here from Westin, Ohio just outside of Bowling Green. At the time of it's construction it would've been inside the Great Black Swamp. It was lived in past 1945 after being transferred to it's lastowner, James F. Phillips in April of 1945.

Before Sylvania

Northwest Ohio was the last frontier in Ohio. The Great Black swamp prevented most people from entering up into this area until the war of 1812 neccesitated this. Even then it was a slow and arduous path to travel. Before Europeans and then Americans came to the area it was populated by the Ottawa tribe. One of the Chiefs being Pontiac, famously known for Pontiacs Rebellion in the 1700s.

Sylvanias Founding

In the early 1830s, David White and William Wilson together purchased the plot of land that is Sylvania.

- As they started to develop the land, they started to argue about where the land should fall, **Ohio or Michigan**.
- **Wilson** wanted his land to be a part of **Ohio**, while **White** wanted the land to be a part of **Michigan**.
- Because the two couldn't come to a conclusion, they decided to **split the land** down the middle and each approached the respective state authorities to get approval for the land to be a part of that state.
- At this dividing line was a road that henceforth was named **Division Street**.
- In **1923**, that street was renamed to Main Street
- **White** claimed the land **East of Division Street** and named his town **Whiteford**.
- **Wilson** claimed the land **West of Division Street.** Can anyone guess what he named his town? *(Sylvania)*
- In Response to the "Toledo War" In **1836**, Congress passed an act that declared all of the land to be a part of **Ohio** and was then called "The Town of Sylvania", ending the life of the town of Whiteford.

    - David White and his family were determined to still have their town of **Whiteford in Michigan**, and today, you may be familiar with Whiteford Township, just over the state border.
    - While Whiteford may be a thing of the distant past here, downtown, it's interesting to see that the **legal descriptions** for the properties on the East side of Main Street, still have the name Whiteford on them.
- It is disputed on when Sylvnia was “officially” founded, some say 1833 when the land was purchased, after the treaty of Maumee was signed and the last remaining Ottawa Indians gave up the rest of their claims to land in Northwest Ohio. Others say in 1835, while others may argue 1836, when Congress ended the “Toledo War”. (The Toledo war was a metaphorical war where Michigan and Ohio disputed claim to a strip of land in Northwest Ohio that included Toledo and Sylvania.) We say that Sylvania was officially founded in 1835. The year that the Ohio Legislature created the Township of Sylvania.

In the early 1830s, Sylvania was not for the faint of heart, the Great Black Swamp was just to the south and there were no large permanent settlements in Northwest Ohio.
By 1833 Toledo had been founded and in 1836 Sylvania was officially recognized a township within the state of Ohio. Even still, there was much to be done to create a thriving village.

Sylvania is named the City of Trees, the beauty and preservation of the trees were of a top priority. Because of all of the trees in the area, saw mills popped up quickly and in 1867 a resolution was passed that stated it was of utmost importance to preserve the natural beauty of the area, and that residents are requested to plant, cultivate, and maintain ornamental trees and shade.

Trees that were recommended as the best trees to plant: The American White Elm, Sugar Maple, Silver Leaved Maple

First things to come to Sylvania

One of the first settlers to come to Sylvania was David Harroun, He purchased a large plot of land and began a farm as many did at that time. The Harrouns owned 160 acres over where Flower Hospital is today.

They would begin by doing everything themselves. But eventually with the introduction of the erie canal, more and more people began coming to this area. After the canals came the railroads and as the railroads expanded so did the town. Toledo became a hub and Sylvania a stop along the way. With many more travelers coming to town Sylvania's businesses grew. Some of the most important things to come to town were the Blacksmiths, Liverys, Hotels, and various other shops and restaurants to support tourists and more and more permanent residents.

What skills were needed to supplement the lack of other things

Inside a log home, most everything was done by those living there. This particular log home was built in 1840 in westin Ohio (near Bowling Green). Remember at this time this cabin would have been in the heart of the once great black swamp.
(The swamp was fully drained in 1859 with the passing of the Ohio Ditch Law)

The walls would've been cut by hand - **Notice** the hand hewn logs that make up the walls and ceiling joists.
The chinking that seals the walls wouldlve been made by hand as well.

Pioneers had to be proficient in certain skills because there were no services around to do them for them. Only as towns grew did people begin to come to this area without the tools and knowledge to survive.

There were very specialized items that required for instance a blacksmith. One of the first shops to open in a new town was a blacksmith and/or a carpenter shop.

How to do certain Skills?

Everyday tasks would most always be done at home by the husband or wife. Either because there were no shops to do the job or there was not enough money to go and pay someone else to do it for you.

Examples of this include making certain types of food like butter or bread. Making clothes or rugs. Making soap. Building and repairing structures. Etc.

At Home Activity! Butter Making
Shake a canister of heavy cream and after a few minutes butter will be formed. At first it will look like whipped cream and after shaking some more it will become more liquidy and have a chunk of butter inside it.

How were log houses built?

Was this a typical design?
This was a more complicated design being a log home versus a log cabin. This design allowed for glass windows, solid wood doors, and a second story. (A log cabin would have used fabric for windows and doors and would not have had a second story like this.)
What's changed?
-The loft was originally a full second story with a ladder instead of stairs. The wooden floor early on would've been a dirt floor.
-The fireplace and backwall have since been replaced. You can tell the difference by looking at the logs. There are no marks on the back wall logs.
-The grate in the fireplace would not have been typical for a log home, today it allows for better ventilation and air flow for a better burning fire but it also interferes with the swing arm.

Features:
-The Chinking that seals the house is made from limestone, grass, and mud.
-The swing arm was a valuable thing to have, it allowed for safer and easier cooking when using the fireplace to cook.
-There is no bathroom inside; there would have been an outhouse and a chamber pot to facilitate ones business.

Other Fun Facts:
-7 or more people would be living here at 1 time. The kids had the upstairs and the parents had the bed downstairs.

The Stone Academy

Originally Built in 1844 it sat in the now Historical Village Parking lot. Our current version is a replica built in 2001. It is missing the second floor addition and the belfry that would've housed the larger bell.

The Sylvania School system has always been a large part of what brings people to Sylvania.

Beginning Districts

Initially, Sylvania had 4 districts with 4 separate schools. Up until 1850, these were the following schools:

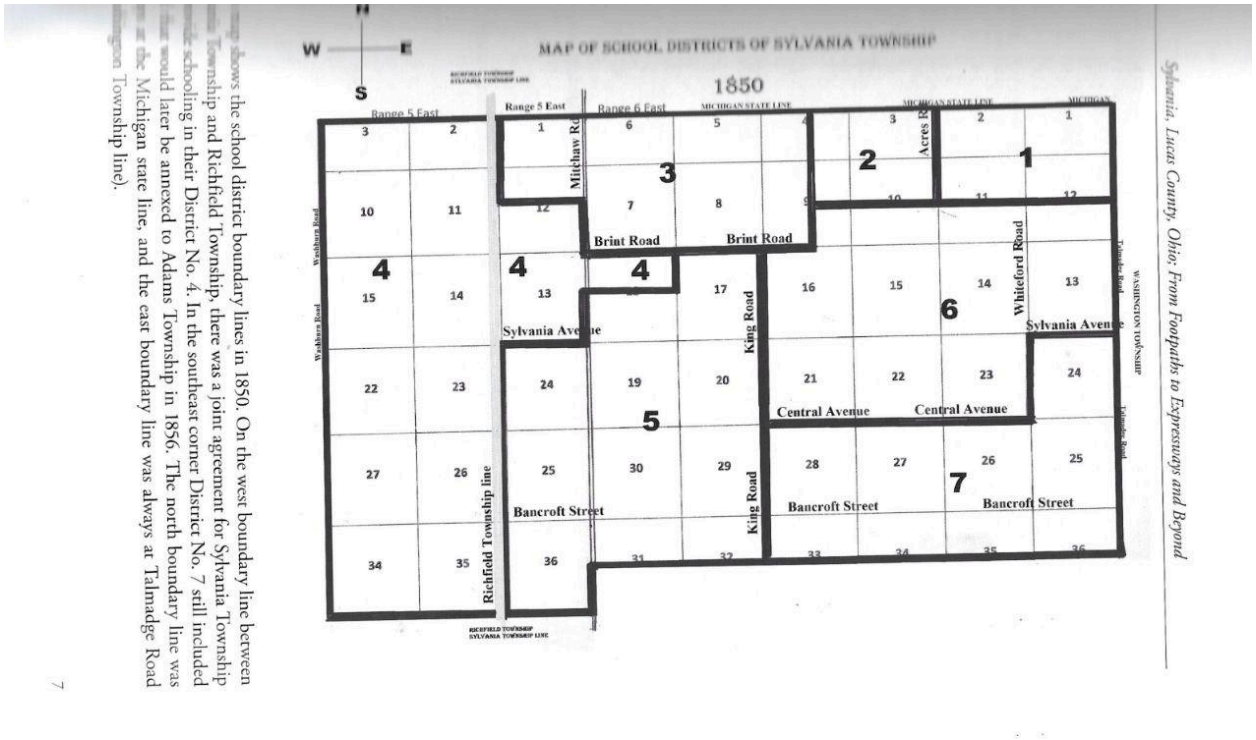
District 1: Ellis School
District 2: The Stone Academy
District 3: Andrew Printups school house
District 4: Hollister School

In 1850, the number of districts in Sylvanias grew to 7, which is what we still have today.

After 1850, we grew to include the following schools:

District 5: District No. 5 School
District 6: Unnamed wood frame school house
District 7: Hasty School

The District Schools changed and were renamed throughout time but started out as the mentioned ones above.



Map of School Districts in 1850

The placement of schools is laid out so that they are in the center of a plotted portion of land. If kids didn't want to walk 2 miles to school, they had to cut diagonally across farm land and other pieces of property.

Typically a school house had 1 to 2 acres for the building and room for playground space. Land could either be given, bought or loaned for the purposes of a school house.

The interior of our replica is a standard example of a common school house in the one room school house days. What we are lacking is a larger chalk board and a pot belly stove/fireplace. Our replica building is also about half the size of a standard one room school house. A standard measurement for the building would be 24ft by 48ft.

Inside a one room school house that had a potbelly stove, the desks were arranged in such a way so that double seater desks were on the outer walls and single seat desks were near the stove so as to make sure no one got too close to the stove. (The corners of the building were the coldest)

The First School House

Built by General David White at his own expense. This school house was the predecessor to the Stone Academy. It was built prior to 1836 and was eventually moved to another property owned by David White due to the noise of the newly constructed Erie and Kalamazoo Railroad that was directly behind the school house.

Its original location was 5735 Main St., which is the parking lot for the Historical Village. It was a wood framed building that measured 18 by 24 ft (Which is roughly the size of a 2 car garage.)

District 2 was for Downtown Sylvania.

Stone Academy

After General White's School house moved out of District 2, funds were raised to build a new school house on the same plot of land. This was to be the Stone Academy. Approximately **$500** was to be raised to build this school.

Built in 1844 it was eventually a 2 story school with high school students on the second floor and primary school students on the first floor. The second story was added in 1854.

In 1869, this building was torn down and a new bigger school was to take it’s place. This new building existed until 1929 when Burnham High School opened and welcomed in the students from the then Sylvania High School.

Segregation versus Integration

Most likely Sylvanias Schools were always integrated as the population of families of color never exceeded the limit imposed by the 1853 Ohio Law that decided at what point districts must have separate facilities for white versus black children. The law noted that if a district has more than 30 children of color, then a separate school had to be built.

Sylvania rarely saw that number rise above 15. As an example in District 1 the number of colored children that attended the schoolhouse in 1870 was **7.**

As a reference, the number of white children that attended the same school that year was 52.

Other notable Schools in Sylvania

Oak Grove School House

-1893-1925
-District 7
-Located on the West Side of Corey Rd between Central and Sylvania Ave

This school house still exists today as part of Wildwood Metropark, it was moved from it's original location but not very far.

In 1925 all students were moved from here to Hillview Elementary.

Burnham Highschool

Opened in 1926 Burnham High school replaced the smaller Sylvania High School located on Main Street. It was built for a cost of $195,000 and was used as a school until 1960 with the last graduating class. Since that time it was used as a variety of different things with the most recent one being a before and after school day care, before it was torn down to build the new Maplewood Elementary school.

Burnham was followed by Sylvania High School (Renamed Northview after Southview was built)

Subjects taught

-Arithmetic
-Spelling
Spelling bees were often held in the evenings. When they ran out of words in the spelling books, they moved onto the dictionaries or even the newspaper.

-Reading
-Writing
-Maybe History

Teacher or “Marm”

Teachers could have been as young as 16 years old when the first school house was built. Often they were women and they were dedicated to teaching. A teacher was not allowed to marry and could not engage in conduct considered inappropriate or unseemly. Such as drinking or going to poolhalls.

A teacher's job not only included teaching, but a teacher was also the janitor. Responsible for cleaning, refilling lamps, and stoves, gathering water, etc.

Like today a teacher's salary was not very high in 1850, a teacher at the Stone Academy made only around $150 for the year. They were paid per term and there were 3 terms throughout the year. Fall, Winter, and Spring.

A teacher may be referred to as a Marm only if they were women

Interesting Fact!

During the Great Depression, the Board of Education ran out of money, they had to pay their employees in script. Which was like a form of local currency that could be used to buy certain things but not everything.

The Armstrong Barn

This barn's exterior is modeled after an 1850s-era Hay Barn. The original barn it’s modeled after sat off of Sylvania Metamora Rd and would have been an unpainted Barn just like ours. The interior of this Barn is set up to represent a trade barn that houses a Blacksmith and a carpenter.

The barn was built by volunteers using new materials except for one of the main support beams that was taken from the original Hay Barn it is modeled after.

The Barn is dedicated to Joy and Robert Armstrong, the founders of the Sylvania Historical Village. It was named the “Armstrong” Barn after them in 2018.

The Sylvania Train Depot

The Sylvania Train Depot was built in 1858 along the then Michigan Southern Railway railroad tracks. It serviced Sylvania until 1956 after passenger service was cut by the New York Central Railway.

It's current location is somewhat reflective of where it used to sit but only by it's position alongside the railroad tracks. The Depot was originally constructed behind what is now Southbriar shopping center (on the corner of Main and Convent). Notice the street appropriately named "Railroad Street" just behind the shopping center.
It was moved to it's current location in 1997 as the first building to be a part of the Sylvania Historical Village.

Currently, the Depot technically sits backwards on it's foundations. The covering over the porch should face the railroad tracks as this is where passengers would wait for and board their train.

You don't want your passengers to get wet from rain or baked by the sun as they wait!

The train depot is comprised of:

The Waiting Room

Passengers could retrieve or send mail, purchase tickets, and board their train from this room.

The Station Masters Office

The station master was responsible for everything that happened at the station. He was responsible for the stations staff and equipment including signals and scales. He would also be responsible for selling tickets and the money that that brought in.

The Baggage Room

Here passengers would drop off their bags and any items that were to be shipped. The appropriate shipping charges would be applied based on the weight recorded using scales kept in the baggage room.

The Bathroom

The Bathroom was not always a part of our station. Added in later in its existence, the rooms use where the bathroom now resides is unknown.

The Railroad in Sylvania

In 1833 the Erie and Kalamazoo Railroad came to Sylvania, it's end goal was Kalamazoo Michigan but stopped short in Adrian due to financial and geopolitical issues. It was the first Railroad west of the Allegheny Mountains and its tracks are still in service today.

Originally it was built for built for just $257,654 it stretched a total of 33 miles.

The first "engine" to be used on the RR was a horse! Locomotives didn't arrive until 1837. Before steam powered machines, coaches were pulled along the tracks by a horse or team of horses.

The Erie Kalamazoo was not a financially savy company and was bought by the Lake Shore and Michigan Southern Railway in 1869. The tracks that serviced our depot changed hands numerous times as railroads battled for dominance in the country. Here is a breakdown of who owned the tracks when:

1833 - Erie& Kalamazoo
1869 - Lake Shore and Michigan Southern Railway
1914 - New York Central
1968 - Penn Central (New York Central and Pennsylvania Railroad Conslidation)
1976 - Conrail
1999 - Norfolk Southern

The Train Car Barn

The engine and caboose are held inside a 14th scale replica of the train car barn used by the Toledo and Western Railroad Company. Originally located near where the present day fire station is on Monroe Street.

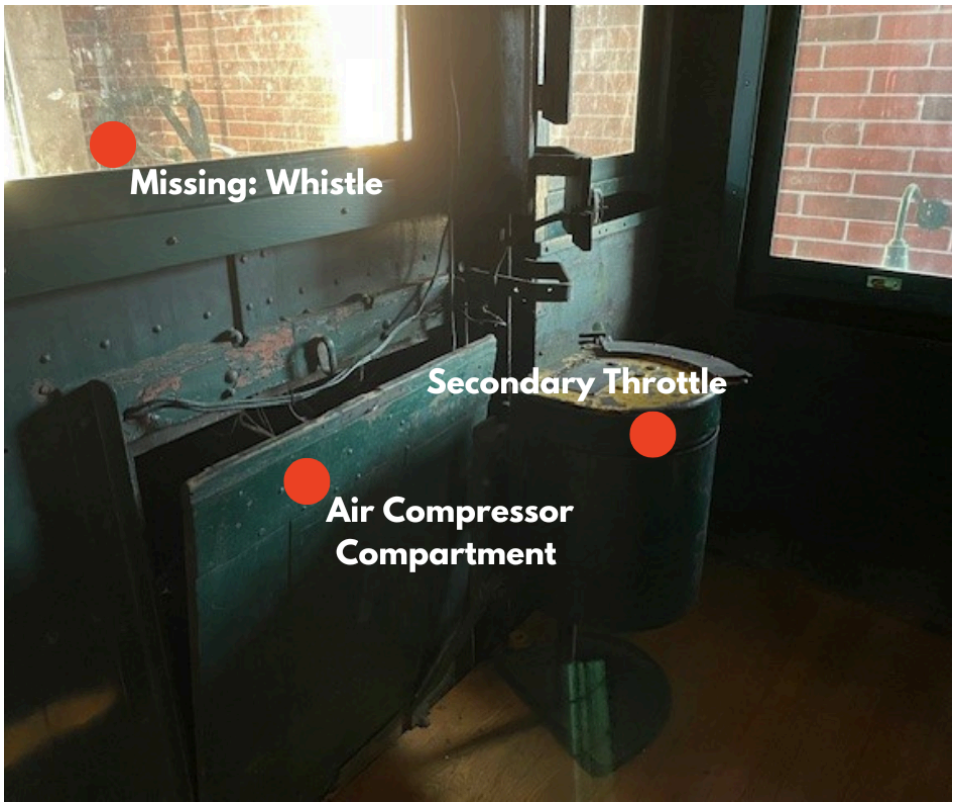
- Inside we hold the #403 All Electric Engine built for the Toledo and Western Railway and a caboose from the Toledo Western and Angola Railroad

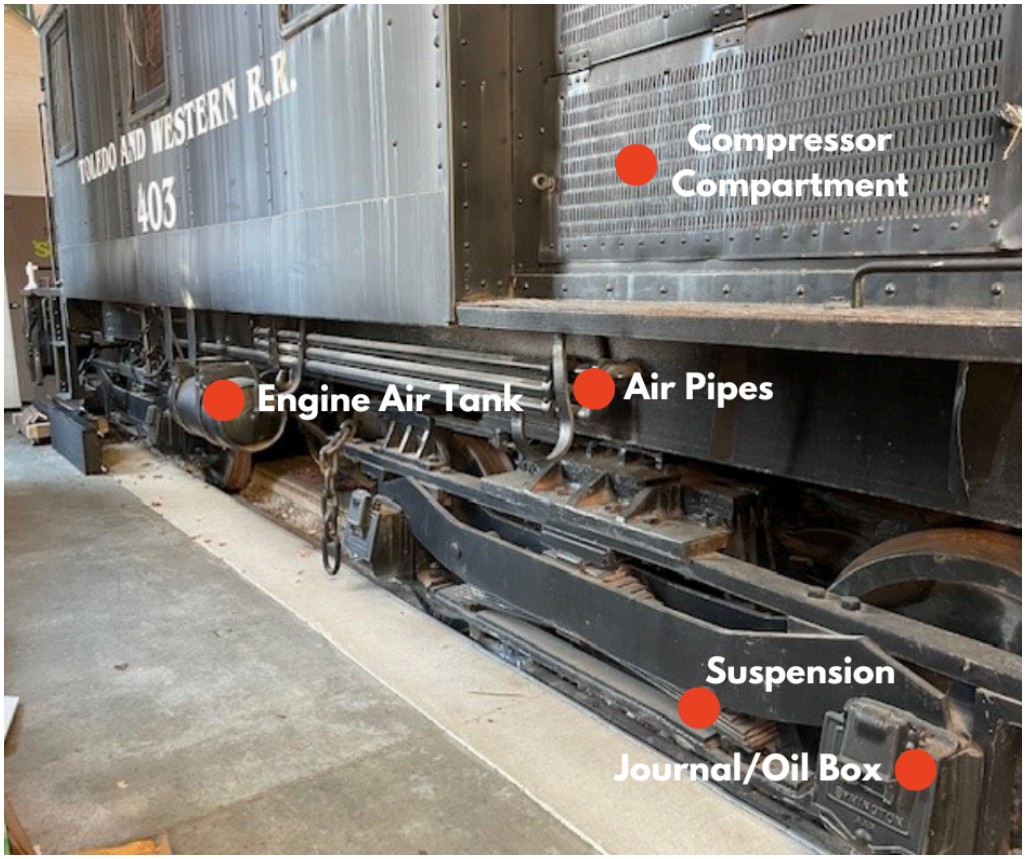
The Toledo and Western also known as the ‘Teeter and Wobble’ operated interurban lines that ran east and west between Pioneer, Ohio and Toledo, Ohio and an extension that ran North to Adrian, Michigan. They operated between 1900 and 1935.

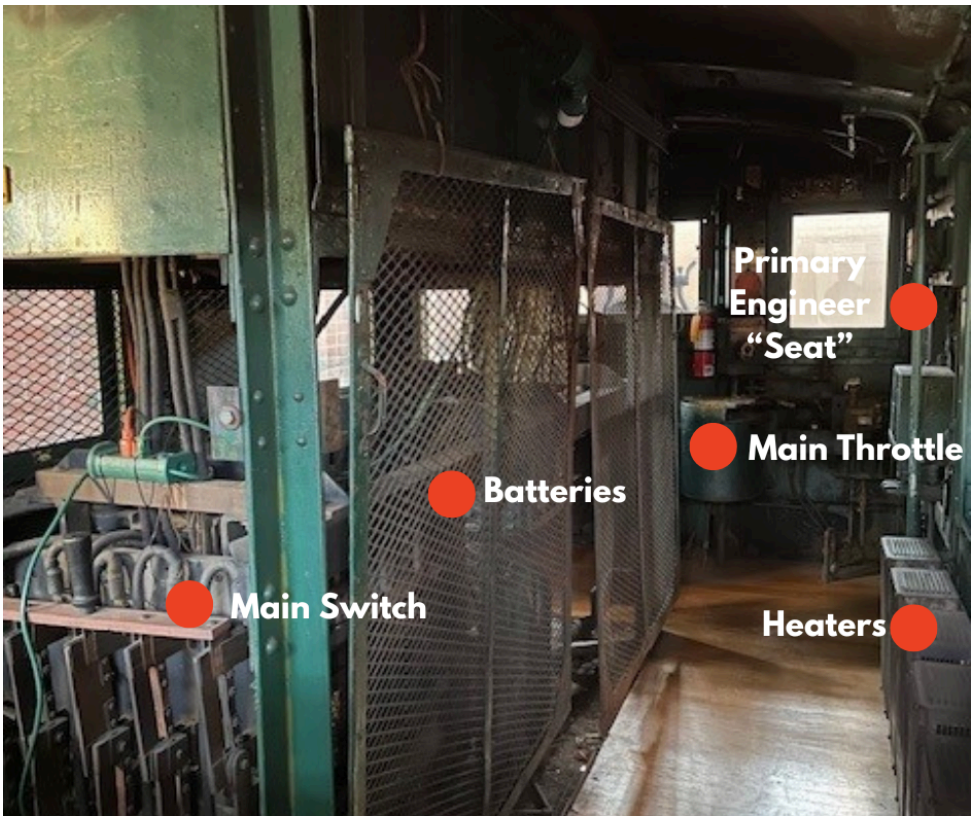
Electric Engines VS. Steam

Electric Engine	**Steam Engine**
• Electric Engines required a connection to power lines overhead • Electric engines were limited to where there were power lines • Electric engines didn't directly produce exhaust • Electric engines could travel in either direction without turning around • Electric has higher initial torque, but not sustained. They were good for pulling heavy loads.	• Steam engines require a tender(A secondary special car used for carrying coal and water) or a firebox (used to create heat) • Steam engines were better equipped to travel long distances • Steam Engines produced plumes of smoke that contained water vapor, CO2 and particles from the firebox • Steam engines can reach higher sustained speeds • Steam Engines can maintain maximum power indefinitely

What are the different parts of the Electric Engine?




TOLEDO AND WESTERN R.R.
403
Compressor Compartment
Engine Air Tank
Air Pipes
Suspension
Journal/Oil Box


Primary Engineer "Seat"
Main Throttle
Batteries
Main Switch
Heaters

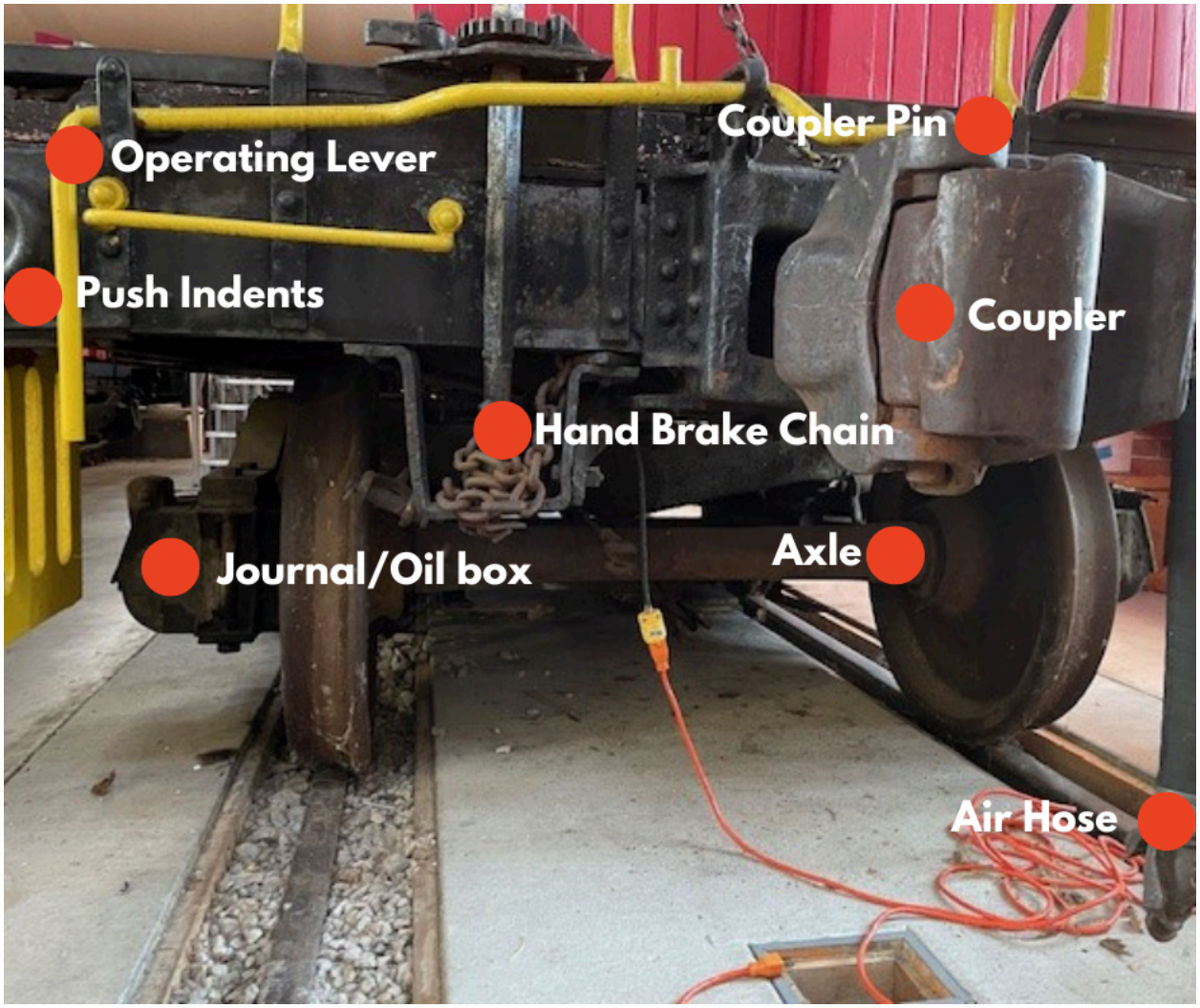
The Sandbox: Held sand inside, which connected to a tube that led directly to the wheels of the engine. When needed, the Engineer could pour sand on the metal wheels and tracks to gain more traction. Became very helpful when climbing steep grades or initially gaining momentum.

Journal/Oil Box: Encapsulates the end of the axle and keeps the connection of the axle and the truck frame well lubricated to avoid overheating. Initially, they were nothing more than oil soaked rags or cotton. (The incident that occurred in Palestine, Ohio, where the train derailed was a result of the axle overheating and then snapping. Causing a derailment.)

Air Compressor: The air compressor was used in conjunction with the air brake system. When the system was charged or filled with air, all hoses are “tied” together and filled with air across the train, the train can move. Once the air leaves the system, the brakes set and the train stops.

Throttle: The throttle is like the gas pedal for the train. Electric Engines were able to move in both directions with the same power, so each end had its own unique throttle.

What are the different parts of the Caboose?



Poling Pocket: The Poling Pockets (The push indents) were used in a practice called poling. This involved placing a 12 foot pole into the pocket of a train car

and a pocket on an adjacent engine to move the car. This was commonly used in railyards and railswitching. The practice is extremely dangerous as the poles would snap and cause harm to anyone nearby. This method of switching was not in practice by the 1960s.

Operating Lever: The operating lever allowed a railman to walk by and uncouple train cars without going in between the cars.

Hand Brakes: Hand brakes were and still are an important way to stop a train. Before 1869 they were the only way to stop a train in a controlled manner. A brakeman would climb around each train car and manually turn the handbrake starting in the back and working his way forward. Brakemen were also needed to help slow the train by turning only a few brakes as trains went down hills or gained uncontrolled speed. After the invention of air brakes, the position was phased out and handbrakes are now used in emergencies or to maintain the train cars position when at rest.

Inside the Caboose

The interior of the Caboose contains the essential elements for living and working while traveling and working on the train. There were:

- Beds
- A Desk
- A stove (For cooking and warmth)
- The Cupola
- A Bathroom (Nothing glamorous about these bathrooms)

What was the importance of the Caboose?

The caboose is an obsolete train car today. The caboose had numerous uses throughout its prominence on the railroad.

- The Caboose housed the crew of the train. Nowadays, the crew is much smaller and it has become too costly to maintain a specialized cabin fit for human occupancy.
- Trains today are too long for a conductor to adequately watch over the train from the cupola, additionally, freight cars are too tall, making a conductor's view obstructed from the start. Today we have End of Train Devices that monitor all things a conductor traditionally would monitor from the Cupola of the Caboose.

- Cabooses were traditionally bright colors like a bright red because they were highly visible as the end of the train. TOday we have LED signal devices that do that job instead.

How do trains connect?

All trains use a standard coupler to connect together. Called the Janney Coupler. This coupler has undergone many variations but the general design has remained the same since 1873. We still use this general design today, while the couplers of the 10s and 20s were most likely Type D, we use Type E or F today. These couplers are made of solid steel and can be as long as 8ft! Meaning they can be quite heavy.

Before the Janney coupler, coupling trains was done via the link and pin system.

Other Interesting Facts

Engine:

Manufactured in 1915

by Baldwin-Westinghouse Locomotive Works (Pennsylvania)

Retired in 1980

Operated by the Toledo and Western from 1915-1934, the Toledo and Indiana from 1934-1939, and Toledo Edison from 1939-1980

Weight: 63 tons

Motors: 4 -Wh 308 125hp

Length: 35ft 2in

- When used by Toledo Edison the 403 was a coal shunting engine
- The electric pole that connected the 403 to power is on the east wall of the Barn
- The whistle was stolen off the front of the engine

Caboose:

Built in 1924

The original logo was defaced and had to be painted over.