

ROAD NAMES IN ROOTSTOWN TOWNSHIP

A Document of Road Names and Their Stories

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As a small girl, I thought everyone lived on a road or street that had the same name as theirs. I did. My family lived on Biltz Road. The Kline family lived on Kline Rd. It stands to reason. As I grew older, of course, I wondered why this road had my family name. This document is the result of that curiosity. I spent many hours researching and talking to many better-informed people in and about Rootstown. Who would have guessed that the best source of information would be the man I married, Elmer Riemenschneider, who had the job of keeping those roads in good shape for 23 years, plus having a keen sense of the history of Rootstown in the last century. I will do my best to learn all of the names of the streets, roads, drives, avenues, and alleys in Rootstown, trying to derive the reason behind each of their names. I hope you will enjoy what I have collected as much as I have enjoyed collecting the information, fact or fable. I am still learning more about this subject every day.

Rootstown Township contains 96 Township roads. That is--roads, streets, avenues, drives, etc.--that our township must take care of and maintain. In addition, there are 12 Portage County roads, 3 State of Ohio highways, and 1 Interstate Highway. There are also those roads that are privately owned, cared for by the developer or the property owners. I believe there are 7 to 10 of these.

A short history of roads starts with there being a salt lick somewhere, or a water hole, or a better grazing land where the wild animals traveled enough to leave a path. Native Americans needed the salt, water and hunting grounds. So they followed this path, making the famous Indian Trails which the first white European hunters, trappers, and then the settlers followed. Bringing wagons and buckboards required wider and wider trails, leading to many of our present roadways.

Dudley Weaver, a 20th Century historian of Portage County, wrote the "Transportation" chapter in "Portage Heritage, 1957 Edition." He stated that there were at least twenty-three main Indian Trails in Portage County. In this program we will start with the oldest roads in Rootstown first. You would think that these first roads would be named after the first settlers--those who came between 1802 and shortly after--names we are so familiar with, like Andrews, Austin, Chapman, Case, Cope, Collins, Everett, Moulton, Reed, Parsons, Seymour, Spelman, etc.

These are the names that are engraved on the oldest tombstones in Old Cemetery and Homeland Cemetery. The fact seems to be that the early roads were simply called by which way or where they led to. Mrs. Grace Horton, writing the history of Rootstown, referred to St. Rt. 44 as "the south road." Probably the very first road in Rootstown was what is now Campbellsport Road, but that was not the name early on. We do know that David Root, Ephraim's brother, was taken to task because he did not pay his share of \$1 for the building of a bridge on that road.

It seems like the later land owners, around 1850 and later, were more likely to have their names associated with the road that they lived on.

The new century brought a new urgent need for smoother, wider, and more plentiful roads. In 1892, the "horseless carriage" was an attraction at many fairs, including Portage, billed as "New Wonders of the World." The first road tax levied in Portage County for turnpikes came in 1848. It was one mill for each dollar of property value on land abutting the road. The horse and buggy days of travel gave way to bicycle trails, canal boats, and railroads, for the mighty steam engine. Still the roads improved; and the growing population, a result of the canal and industry, gave a reason for more housing, causing new roads.

Rootstown Township Roads.....A to Z:

Alley, Apple Grove, Apple Orchard, Aspen Meadow Drive, August Avenue, Bent Oak Trail, Biltz Road, Bird Drive, Bower Road, Bradley Avenue, Broadway Street, Brown Road, Camp Road, Campbellsport Road, Cardinal

Avenue, Case Avenue, Charleston Place, Cherry Hill, Clearview Road, Clover Drive, Cobblestone Trail, Cranberry Hill, Curtis Drive, Fairmount Street, Forest Glen Trail, Front Avenue, Gerland Circle, Gower Road, Greenwood Road, Hatrick Road, Hemlock Drive, Heron Creek Drive, Herriff Road, Hickory Court, Hogle Avenue, Homestead Road, Irving Drive, J. A. Vaughn Avenue, Jay Street, Jennifer Avenue, John Smith Street, Joshua Point, Judy Road, Julie Street, Kalie Avenue, Kelly Avenue, Kenneth Drive, Kline Road, Lane Avenue, Ledge Rock Drive, Lexington Place, Loretta Drive, Lynn Road, Marks Avenue, Misty Glen Avenue, Moser Boulevard, Muzzy Avenue, Nash Street, Nina Street, Oriole Avenue, Park Avenue, Pebble Circle, Pershing Avenue, Pfile Drive, Pheasant Avenue, Pine Hollow Drive, Pletzer Boulevard, Prospect Street, Pumpkin Run, Queen Road, Reiss Road, Robin Street, Roosevelt Avenue, Rootstown Road, Rosalind Drive, Ruby Run Drive, Ruth Drive, Sabin Drive, Sanford Road, Sapphire Lane, Shannon Drive, Siefer Drive, Smith Avenue, Stone Ridge Drive, Stoney Creek Circle, Strawberry Hill, Swan Drive, Thelma Street, Tippecanoe Trail, Tonsing Drive, Walnut Grove Lane, West Drive, Wilkes Road, Wilson Avenue, Wintergreen Lane.

Portage County Roads:

Cook Road, Hartville Road, Industry Road, Lakewood Road, Johnnycake Road, Old Forge Road, Hatrick Road (part), Sandy Lake Road, South Prospect, Saxe Road, Tallmadge Road County Highway #18

State of Ohio Highways:

Jeremy Murray Highway/State Route #44 Interstate Highway I-76 Route #5 Bypass

Private Roads: (Partial list)

Bent Oak Trail (part), Brown Street, Carroll Street, Farnette, Harden Drive, Karry Drive, Marsh Creek, Sapp Drive, Scenic Drive, Sundown Trail, Thunderbird, Bob, Don, Valley Hills

Have you ever wondered where that name came from?

Where is Alley?

Which road was once a cow's path?

Underground Railroad in Rootstown?

Where is Bob & Don?

Who names these roads?

THANK YOU TO:

Van Black	Vera Hamrick	David Moore
Bob Sabin	Jim Fillmore	Ray Luli
Dorothy Shipp	Babe Parks	Edna Siciliano
Rootstown Historical Society		Pam Murray
Elmer Riemenschneider		
Portage County Historical Society		

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Eddie Bildershein Historic Data Papers
All the maps I could get my hands on

Research started in 2008 and is on-going.

ALLEY TH483: 10 ft. Has the distinction of being the shortest road in the township, virtually wiped out by the Route #5 Bypass

APPLE GROVE TH1795: .04 m.

APPLE ORCHARD TH1789: .04 m.

ASPEN MEADOW DRIVE TH1779: .34 m. 1999

**AUGUST AVENUE TH1786: 16 m. Dedicated in 2000
(Including Early History of this Area)**

In 1808, Ephraim Root knew the few settlers in his township badly needed a saw mill if the town were to grow and survive. He offered \$100 to any man who would build and operate such a mill. Not waiting, he had Nathan Muzzy and some of the other early hearty men construct a mill on

the north side of Rootstown, on a tributary of the Breakneck Creek, now known as the Reed Ditch. It was located in Lot #21, north of the center of Rootstown, on the east side of the road. This flow of water created a rather deep chasm, especially on the west side of St. Rt. #44. The lumber mill was only in operation for a short while. After damming up the water to create a mill pond, there was an outbreak of disease called, "the dreaded ague" amongst the settlers. The outraged residents complained and ultimately broke up the wooden log walls that confined the standing water, thinking the mosquitoes that bred there caused the sickness. This action took place while Root was back in Connecticut attending to his law practice. In 1820 Stephen Pitkin and his son Truman Pitkin came to Rootstown and bought 207 acres on this same lot. They built separate houses; Truman's being where the 2012 Dollar General Store is, formerly "Curiosity Corners," before the Hudson Dairy Farm. Between 1830 and 1850 Stephen operated a water powered sawmill on the very site where Root's had been. The 1830 Census shows he owned no horses and six neat cattle. An article in an 1858 Ravenna newspaper reported that by 1858 the Pitkin sawmill was in ruins. This site in 1935 was called Carlson's, then later Schnee's Greenhouse. It was purchased by Elmer Wise in 1949 to become the first location of Wise's Greenhouse. With the building of State Highway #76, some of the houses along #44 were moved, one to Basset Road, Randolph. Later, Larry's Auto Parts was in business there. Wise's Greenhouse moved to Tallmadge Road on private Wise Drive.

Then in 1950 Harvey Craig came from Kent to buy a Sunoco Gas Station located on the west side of #44, just south of Reed Ditch. Two young entrepreneurs, Donnie and Ronnie Caporaletti, twins, with the help of their father, August (Gus), who was also a twin, purchased the land with the intention of developing an industrial park. With their large earth moving equipment, they straightened the ditch, cleared the swamp, and leveled the land into usable property. Dairy Mart (Lawson's), now Circle K, relocated from the center of town to this location. The State of Ohio bought in the rear of the property securing a right-of-way from the Tom Davis family, who owned a home facing St. Rt. #44. They built a garage there to operate Ohio Department of Transportation; ODOT. The Caporaletti's constructed a roadway through their land just north of the Reed Ditch. They named the road August Avenue after their father.

Today, in 2012, the Cracker Barrel store is located on August Ave. along with several other businesses, busy with customers from local residents to statewide and nationwide travelers. If Ephraim Root could visit his township once again, he would see that his visionary ideas of a busy thriving thoroughfare and a town of over 10,000 would certainly have come to fruition.

The early history of this area came from "The Roots of Coventry, Connecticut," Rootstown Sesquicentennial," "Eddie Bildershein Papers," and the latter history from Lela Caporalletti, wife of August, and Elmer Riemenschneider, who was Road Superintendent during those years.

*UPDATE: The Northeastern Ohio College of Medicine and Pharmacy has recently purchased the west side of State Route #44 north to August Avenue. A fifteen-year plan is in place to develop additional educational buildings, parkland and walking trails, housing and commercial eateries and recreational facilities.

BENT OAK TRAIL TH1777: .49 m. 1999 (Part)

BENT OAK TRAIL (Private)

BILTZ ROAD TH102: This is the road where I grew up. It was named after Michael Biils (Biltz), who immigrated to America from Bavaria, Germany, in 1852 with his wife Mary Ann and their two children: Joseph, age five, and Nancy, age three. After two months on the Atlantic Ocean, they arrived in New York Harbor, where a third child was born named George Michael, who became a citizen of the United States before his parents. He was my grandfather. Michael was actually heading for St. Joseph's settlement in Randolph but bought land in Rootstown instead. He owned 50 acres on the road that was later known as Biltz Road. I am not sure just how much English he knew, but when he was here just a few years, he was elected to serve on the school board for #6 School House in Rootstown. The Biltz family has, at present, the sixth generation living on that road.

BIRD DRIVE TH1766: .42 m.

BOB (Private)

BOWER ROAD TH104: N. Bower owned 40.5 acres on both sides of this road from #44 to Kline Road. He was from Germany, coming in 1932. A little-known fact is that this road was intended to continue the entire way straight west to Biltz Road but was never developed more than a lane. There are eleven Bower family members buried at Homeland Cemetery.

BRADLEY AVENUE TH491: .07 m.

BROADWAY STREET TH481: .21 m. Perhaps a little of New York here in Rootstown

BROWN ROAD TH1775: .13 m.

BROWN STREET (Part Private)

CAMP ROAD TH112: Horace Camp was a cheese maker. He and his wife Lydia owned 350 acres of property on the corners of Camp, New Milford, and Hattrick. He operated a very profitable cheese factory probably right where the beach house of Hickory Hills stood. This was a perfect spot because of the cold springs that flowed there. The name used for this area was "Spring Hill." The cheese was called Goshen Cheese and was known for its good quality. The buildings were hand drawn for the 1857 Portage County Atlas. The building used for the making of cheese was later moved from this spot south on Hattrick Road by rolling it down the road on logs. There it was used for a general store on the first floor, selling farm equipment and supplies. A community meeting room, where lively square dances took place, and a live theater were on the second floor. It was here that the Rootstown Farmers Protective Insurance Agency was formed. Still later the building was used as a meat market. In 1975 the newspaper, The Tribune Gazette, was printed there. The building is still standing, used as a two-story apartment.

CAMPBELLSPORT ROAD TH111: This road, probably the first traveled in Rootstown, was named on the early maps as Prindle Rd. after a family who lived on the corner. G. W. Prindle owned

property on the corner of New Milford and Hattrick Roads. George Prindle had on his farm one of the largest peach orchards in Portage County along with apples and pears. The peaches, grown in Rootstown for 50 years, were unexcelled in quality. In 1900 a blight known as the "yellows" practically destroyed this fine peach industry. On the George Prindle farm, 2000 trees had to be destroyed. The family is buried in Homeland Cemetery; and after G. W. Prindle's death, his 18-year-old daughter had inscribed on his tombstone, "My Indulgent Father." This road was still called Prindle on the 1920 map.

John Campbell came to the Western Reserve early on, around 1800. He was active in the politics of the new land, instrumental in and almost succeeding in getting the county seat established in Franklin Mills, which is Kent. However, Benjamin Tappan was more successful in getting the county seat in Ravenna.

John Campbell purchased land not in Rootstown but in Edinburg and Ravenna. In 1812, Capt. John Campbell mustered up troops from this area to train along the Barrell Run. He marched with those troops of ill-clad and ill-equipped men north heading for Sandusky. Many became sick, and others were captured along the Raisin River. David and Clara Root's son Henry, only 15 years old, died there, never to return to his home in Rootstown. When the Ohio Canal was built through Portage County, Capt. Campbell secured the rights to own and operate the port where the canal boats were loaded with goods from all the surrounding areas. Thus, "Campbell's Port" became Campbellsport, even after the canal was bought and 20 years later shut down by the newest mode of transportation, the railroad. In 1949 there was still a William Campbell living on Hattrick Road.

Now why the change from Prindle to Campbellsport Road? I believe when Paul Schafer was Portage County Engineer he used a no-nonsense method of calling roads by the place they led to. This is apparent in many of the road name changes around the 1940's. On one old map this road is called Rootstown-Campbellsport Rd.

CARDINAL AVENUE TH1773: .15 m.

CARROL STREET (Private)

CASE AVENUE TH1751: .2m.

CHARLESTON PLACE TH1639: .07 m.

CINDER ROAD (Private)

CLEARVIEW ROAD TH1769: .34 m.

CLOVER DRIVE TH1767: .43 m.

COBBLESTONE TRAIL TH1781: .27 m. 1998

COOK ROAD CH107: In 1957 the Congressman Robert Eugene Cook lived on the southern-most property of the portion of the road called Industry-Rootstown. Robert E. Cook was the son of The Honorable Judge Blake C. Cook, Court of Common Pleas, from 1941 until 1950.

Robert E. Cook was a World War II Veteran of the USAF. He practiced law with his father from 1950 to 1952. He was elected Prosecuting Attorney of Portage County for two terms.

He became a U. S. Congressman. In 1970 this road was re-named Cook to honor him. The southern part of this road, from State Route #44 to the intersection of Industry Road and now named Cook Road, is a county highway.

CRANBERRY HILL TH1794: .05 m.

CURTIS DRIVE TH487: .08 m.

DON (Private)

ELY ROAD CH89: Who knows where Ely Road was in 1920? Alexander J. Ely came from Ireland with his wife Jane and bought 122 acres on the road east leading from New Milford Road to the lake called Sandy Lake. This road was called Ely Road until 1950.

Our good friend, Mary Ann Peck, was a Sorrick. Her mother Leeta was an Ely, the daughter of Greta and Lloyd Ely. Caleb Ely served in the Civil War, 6th OV. The Elys are buried in Homeland Cemetery.

When Paul Schafer was the County Engineer, the road changed to describe its location, first Rootstown-Sandy Lake Road, and then during Leroy Satrom's term as County Engineer, it was shortened to Sandy Lake Road. On the 1854 map this road actually ran from Prindle Road (Campbellsport Road) to Sandy Lake, past the lake into Brimfield and turns south all the way to Old Forge Road in Brimfield Township where it ends. Twenty years later, on the 1874 map, it ends at New Milford Road.

FAIRMOUNT STREET TH1758: .10 m.

FOREST GLEN TRAIL TH1780: .19 m. 1993

FRONT STREET TH478: .20 m. On the west of St. Rt. #44

GERLAND CIRCLE TH1785: .17 m.

GOWER ROAD TH313: This quarter-of-a-mile long road came into being from both ends. Harry and Florence Marshall lived on the west end, building their house in 1930. The road was their driveway. On the east end, James and Blanche Gower bought a home in 1939. The road was their drive on that end. The way between their homes was a cow's path, or a shortcut to either New Milford or Hattrick Road. When the Ohio Bell Telephone Co. came through New Milford soliciting new customers, the Gowers were asked for their address. At that time, an envelope only required a name and town for delivery. The Gower children were asked what the road name was; they, in turn, asked their mother, Blanche, who said, "The name of this road is Gower Road." So it was written down as such and is still called that today. In 1949 the Ohio Bell Telephone directory for Ravenna listed the name of Jas. Gower as living on the New Milford Station Road. Today, homes fill the road from one end to the other on both sides. As a note: The first Gower family member (as told to me by Edna Gower Sisiliano) came

into this country of America as a passenger on a “prison ship” sent from England to the New World, landing in Georgia to settle and grub out the wild land for plantations. The home that the Gowers bought in 1939 is a “Sears Roebuck” house, ordered and built by a politician from Ravenna. From this short road, another road branches off to the south which will be spoken of next.

GREENWOOD ROAD TH113: What a pretty name. This short road, not even one-third of a mile in length, has seen so much history since 1802. This is the road and area where the famous “Laura Gurley’s bear was killed with an axe” story originated--more than likely, right where the “New Milford Café” is located.

Ashur Gurley came from Connecticut and bought land on New Milford Road on the northwest side. This piece of ground was known on the map as “Gurley’s Allotment.” The first flour mill was built here by Rood and Winans. Later it was run by John Smith and Son, Jake Kraiss, and Alphonso Hallock, who was a bridge builder, mainly working for the railroad that came through Rootstown (New Milford) in 1861. From this the road became known as “Grist Mill Lane.” There is also a small roadway along the railroad track going east known as “Spring Lain”, but not used by the public. A saw mill called the Station Mill was built on the Chapman (south) side of the road and was operated by Anson Bissell. Logs were hauled in and cut by hand, stored to season, then used in many of the homes in and around New Milford. The mill passed to Joel Hallock and eventually burned to the ground. A new mill was built by Andrew Kraiss with a large circular buzz saw and ran into the 20th century.

The name Greenwood may have come from these saw-mills being there and storing the “green” wood until seasoned. I cannot think of a nicer tribute to this history- laden roadway.

HARDEN STREET (Private)

HEMLOCK DRIVE TH1787: .06 m.

HICKORY HILL TH1790: .10 m.

HOGLE AVENUE TH489: .34 m.

IRVING DRIVE TH488: .08 m.

J. A. VAUGHN AVENUE TH1750: .15 m.

JUDY ROAD TH1752: .07 m. This little road really is very old and has an interesting history. At one time, in 1854, Ephraim Chapman owned all of the New Milford block. There were no other homes on it. With the railroad being built through Rootstown in 1861, a station and depot were established on Hattrick Road. The area naturally developed, with Chapman selling home lots near the railroad depot. After New Milford became a busy community with many home industries, there was a slaughter house at the end of this short drive. It operated out of a large red barn. Folks referred to this stretch as "Pig Alley" or "Pig Tail Alley" for many years. In 1948, Sylvan Knapp moved into the largest house on that road. He was an excellent carpenter and cabinet maker. When township trustees asked him what the name of the road should be, he thought of his new-born daughter and decided to name it after her. The road became Judy Road.

HATTRICK ROAD TH110: Sam Hattrick, spelled with one "t", was born in England. He owned land, farmed, and had large fruit orchards. He and his wife Elizabeth lost four children as babies or in early childhood, two of them one month apart. They are all buried in Homeland, along side their parents. An H. J. Hattrick owned 66 acres as of 1900. The road bears their name. It is a county road from Tallmadge Road to the railroad tracks and a township road from there north to the township line. A small portion to Hayes Road is Ravenna Township. The Historical Society has a picture of this road taken around 1910, and it is called South Main Street.

HAMPTON ROAD TH4315: I drove To see this road, so newly dedicated in 2011. It's located just north of the railroad tracks on Hattrick Rd., off to the west, looking like a farm drive with grass growing between the tire tracks, curving into what used to be a swampy wilderness. (Laura Gurley's bear probably hung around

here, and here is where the culprits were said to have thrown John Smith's coffee can of gold into the swamp). Now, there is a shallow pond, a curve in the gravel driveway, and a beautiful ranch home at the dead end of this short road.

HERON CREEK DRIVE TH1646: .56 m. 2008

HERRIFF ROAD TH105: John Herriff owned 57½ acres on the north side where the road bends and 40 acres north of the sharp corner. Samuel and Lydia Herriff also lived there. There are eleven family members buried in Homeland, one child's tombstone reads, "Our joy for four years."

HICKORY COURT TH1778: .03 m. 1999

HOMESTEAD ROAD TH101: This road is ¼ of a mile long. This Township road is not one of the early roads; it does not appear on the map of 1924. All of a sudden it mysteriously appears in 1942 and again in 1957 with houses built on each side, looking as if it was there forever. This was a mystery to me. Babe Parks said her family had moved there in 1940. Dorothy Shipp filled me in on some interesting information. Otto Fulst owned property there and built the first house at what was once the end of a lane. He used this land for his cow's path. The Oates Real Estate, Akron, Ohio, had plans to develop this area, but it was 1930, and a great depression was upon the country. Finally in 1937 and 1938, Ralph Dribble built two homes on the lane which was now something more than a cow's path or lane. Early in 1940, a family named Mitchell ordered a pre-cut house that came by railroad to Ravenna. It was an exciting time for the neighbors on this road to watch this house being built because all it needed was to be nailed together. The Parks came in 1950, and George and Dorothy Shipp built their house that same year. These friendly homesteaders held "Road Picnics" for twenty years, taking turns at each other's houses. Babe Parks has a scrapbook of the events and pictures of the homesteaders themselves.

INDUSTRY ROAD CH47: This road was named for the community of Industry at the four corners of Rootstown, Randolph, Atwater, and Edinburg.

The Barrel factory operated there not in Rootstown, but in Edinburg in the 1800's, sending its finished product floating down the Barrel Run to Campbell's Port on the Ohio Canal to places east and south. The dried barrels were filled with flour, grain, and other farm products. This community had its own Post Office, a railroad station, and a sprinkling of homes. The Barrel Run, which flows into the west branch of the Mahoning River, meanders along the township line, mostly in Edinburg. In the late 1800's, there were beautiful picnic areas along its rocky walled, grassy banks. The farms along the way were engaged to dam the water; then when a load of barrels were ready to "run," the water was released with a rush, speeding them along, heading north to be prepared for the trip on the canal boats. Industry is still named as a place on the Google maps of today.

JAY STREET TH1771: .39 m.

JENNIFER AVENUE TH1797: .14 m.

JOHNNYCAKE ROAD TH69: Johnnycake Road is a Randolph Township Road, but about ¼ mile is in Rootstown, from Saxe to Old Forge. This road leads to what was once in the 1840's a famous busy industry area known as Johnnycake Hollow. On a hot dry summer day, several of the buildings burned to the ground, never to be rebuilt. The other businesses faded away. Johnnycake, which is a ground corn cake, was often used to carry on journeys. In New England it was called Journey-cake. The men who worked in the factories often carried this abundant, easily made food for their lunch. Thus, the name Johnnycake Hollow stuck.

JOHN SMITH ROAD TH109: This is the only road bearing a full name of one man. John Smith was a very interesting person. Grace Horton said he was the son of a Scotch family that lived north of the tracks. We have already mentioned that he ran the flour mill on Grist Mill Lane (Greenwood Road). He was a devout church man,

always trustworthy, and during the 1900 peach blight he lost 700 trees. This man is the subject of the famous "Stolen Gold Certificates" story that Marion Esposito told about in a program on New Milford for the Rootstown Historical Society. This story was talked about for many years, for several generations. John owned land from Hattrick all the way to New Milford Road. He was Justice of the Peace in Rootstown in 1900. There was, through New Milford from 1912 until 1932, a trolley line which ran between Alliance and Ravenna and on through Kent. The fare was ten cents, and the line ran in the "red" for most of its later years and was finally abandoned. The road, now called John Smith, would you believe, is directly over the trolley car tracks. Old maps show the road continues to Greenwood Road through swampy ground but was never used by automobiles. John lived until 1938 and his wife Agnes until 1950. I think they were happy to have that short road bearing his name forever.

JOSHUA POINT TH 1762: .11 m.

JULIE STREET TH1643: .08 m.

KALIE AVENUE TH1644: .14 m.

KARRY DRIVE (Private)--This nice quiet road was the result of Guy William Moore, Jr. having invested in three heavy equipment machines: a Backhoe, a bull-dozer, and a dump truck. He bought them with Wally Gerren, of course to make some money, but with them both having full-time jobs, there was never enough time to do much work. Bill "Dutch" Gerren's property was there, ready to be developed. The two men purchased the land together. Bill and his son David started in 1961 to put in a road, ditches, drains, and grading. By 1966 it was done, with a nice red fire plug at the end. They each built several nice solid duplexes on the street in 1966, 1967, & 1968.

When Guy was at the tax map office, they asked him the name of his road. He thought of his first baby granddaughter, Dave and Gene Moore's child; and, as any proud grandfather, he decided to name it after her: "Karry," and so it is.

KELLY AVENUE TH1796: .62 m.

KENNETH DRIVE TH485: .23 m. This was to connect Curtis Drive to Rosalind Drive. This road has been vacated.

KLINE ROAD TH103: Many German immigrants came to Ohio in 1932. One of these families was the Klines. John Kline bought a 130-acre farm on the southeast corner of that road, while Adam Kline held 170 acres on both sides of the road. These industrious men were excellent farmers for several generations. There are still four family members with property living on that road into the sixth generation.

LAKWOOD ROAD CH151: From Tallmadge Road to the Ravenna Township line, this road leads the traveler around the east side of Hodgson Lake. In the fall of 1802, Michael Hartle came from Pennsylvania and purchased all of Lot #42 on the east side of Muddy Lake, so called because of its muddy appearance and shores. The Hartle descendants lived there into the 1900's. In 1957 the name was Sandy Lake-Blackhorse Road.

LANE AVENUE TH480: .29 m. On the west side

LEDGE ROCK DRIVE TH1636: .26 m.

LEXINGTON PLACE TH1638: .32 m.

LORETTA DRIVE TH490: .09 m.

LYNN ROAD, formerly Niger Road, TH99: You may have heard what this road was named up until around 1940. Yes, it's true. The Portage County Map dated before 1924 has the name Niger printed on it. Why? You may have heard it was because

people seeking their freedom from the south used this east-west route to Sandy Lake Road going to the Thomas Farm. The real reason, I believe, is that when the road was constructed, a very hard rock was used as the base. The rock is called Niger stone. Charlie Hinkle told me this tale several years before he died. He said old man Lynn had traveling circus rides. He traveled south with them in the winter and north in the summer. When Mr. Hinkle bought the A. E. Lynn property in 1939, the old barn was filled with merry-go-round horses and the carts. Mr. Hinkle had no use for them, and so he burned them in one big bonfire. Now Charlie believed that the house might have been used for an underground railroad stop over. He said the stairs to the attic were much worn, more than regular traffic would have caused. It was also told to him that the large brick-lined well beside the road was the stopping place for travelers to get a fresh water supply as they went north. The Thomas house on Sandy Lake Road is documented as being on the Underground Railroad. Several houses in Randolph and Brimfield are also on that list. Reason tells us that this route north would have led through Rootstown, possibly this road. Believe what you want. The road was changed to Lynn Road sometime after 1940. The road west of Rootstown Road was not developed for passing traffic until 1980, when Elmer Riemenschneider and his able crew widened, ditched, and graded the whole road all the way to Lakewood Road. It's an experience to travel this road and imagine that the time is 1850, and you are seeking freedom, if that is what might have taken place so many years ago right here in Rootstown Township.

MARKS AVENUE TH492: .70 m. *Personally, this is my favorite area in Rootstown, from a historical viewpoint.* This road is u-shaped, both ends intersecting Tallmadge Road. The lower, or west side, at least as a lane, has been in existence since Ephraim Root in 1801. He offered 50 acres to the first white child born in Rootstown. His own brother, David, hoping to win this prize, hurried back to Connecticut, spent the winter there, and returned to Rootstown in the spring with his pregnant wife, Clara Root, and their four sons. Their fifth son, Solomon, was born Sept. 3, 1802. Surprisingly, John McCoy, an Irishman, who had already settled in Rootstown on Lot #3 on the east border of the town, and his wife

had their own son, Johnny, born in Rootstown on August 14, 1802. John McCoy claimed the 50 acres. Ephraim Root offered him a plot of 40 acres in Lot #28, a hilly wooded place with a nice spring-fed brook flowing across it. John later set up a distillery at this place, what was for years after known as "McCoy's Springs." John McCoy played the violin at many of the early town weddings and on other festive occasions. By 1874, R. H. Clark had purchased this lucrative area, owning 120 acres, and had turned the distillery into cheese production. The Clark home burned to the ground, claiming the lives of two daughters. Another house on the same site also burned to the ground several decades later. In the next century, 1900, Henry Hudson operated a cheese factory on that same property, using the cool spring water to cool the milk and wash the cheese. Farmers from a large area around brought and sold their surplus milk to the cheese factory. The historic Victorian house beside the Rootstown Fire Station was built for Henry Hudson's wife Henrietta and their two sons. In her upstairs bedroom, the initials H. H. are carved into the beautiful walnut trimmed doorway. In 2001, the Rootstown Historical Society Preservation Committee labeled this house "The House That Cheese Built." I believe the barn, at the southern-most curve of Marks Avenue (that still stands there in 2012), could be the very barn, or at least the foundation of the building, used in the cheese factory operation. By 1951 Calvin Marks had bought land from both J. M. Parham and L. M. Bradshaw, including the lane that had led to "McCoy's Springs." The land was made into home lots; the road was improved and named Marks Avenue.

Dan Huth restored the barn and built two homes there in the 1980's. The Rootstown Memorial Day Parade, sponsored by the Rootstown Lions Club, has been forming at this Marks Avenue site since 1960.

MARSH CREEK (Private) East Portion

MISTY GLEN ROAD TH1642: .02 m.

MOSER BOULEVARD TH1756: .09 m.

MUZZY AVENUE TH477: .16 m. This road, in the same allotment, bears the name of one of the first men to set foot in the town, Nathan Muzzy, with Ephriam Root himself. Muzzy was an itinerate carpenter, who had studied for the ministry at Yale. He was disappointed in love, spurned by Emma Hale. Nathan Muzzy framed many of the early homes and barns in southern Portage County, ended his life as a pauper, and is buried in Palmyra Cemetery. He was the first to see Muzzy Lake and was fond of dreaming away the day on its shores. That lake bears his name, and now, 200 years later, the road bears the name of the Lake.

NASH STREET TH1759: .08 m.

NINA STREET TH1764: .08 m.

OLD FORGE ROAD CH82: Up until 1949, this road was called Lansinger Road. Adam and John Lansinger owned farms, both with large barns side by side on the east side of Ranfield Road. The farms were 31 ½ and 32 acres large. By 1910 both had bought another 10 acres on the west side of that road now named Lansinger Road all the way east to Hartville Road. In 1924 and 1931 a W. Lansinger owned 90 acres of Adam's land. Bud Ulm had bought the north Lansinger farm. The Portage County Map lists this road at this time as Lansinger Road. By 1951 the Lansingers were gone.

Back in the year 1863, Adam Lansinger and his brother John enlisted as young men in the OVI Union Army. They were both captured by the rebel army and incarcerated at Andersonville Prison. While there, Adam learned to play checkers (very well) in the dark, under the shelter of a horse blanket. He returned to marry Nancy Biltz, and both lived long lives and are buried in St. Peter Cemetery. By 1957 the road was being referred to as Old Forge-Rootstown Road.

During Paul Shafer's elected time as Portage County Engineer, the road name was changed to Old Forge Road. I have found marshes, stone quarries, school houses, and churches on the old maps, but no old forge anywhere on any map.

ORIOLE AVENUE TH1772: .18 m.

PARK AVENUE TH493: .21 m. Across from the entrance of Rootstown Road on the west side of town is the lovely street where Don and Elsie Fillmore owned property. They, with Elsie's mother, Mrs. Miller, operated the General Store in Rootstown at the corner of Rt. 44 and Rt. 18. Don allotted the property and sold 6 lots. Homes were built, including two for the Fillmores. Don developed the street, and it was called Fillmore Avenue. On the east side, where the farm orchard had been, Don intended to develop a green area, or park, with a picnic pavilion for the residents of the street to use. With this idea in mind, he changed the name to Park Avenue. Due to the strict laws and excessive costs, the park was never developed, but the street is still called Park Avenue. (Perhaps *the dream of one man for what could have been*) The Fillmore families, including Pat and Jim Fillmore, still live there. This lovely street is boarded on the west by the Hudson Ditch. Since it is a dead-end street, the Rootstown school bus uses the south end as a turn-around when picking up students.

PEBBLE CIRCLE TH1782: .08 m.

PERSHING AVENUE TH476: .16 m. An east-west road, parallel to Wilson Avenue

PHEASANT AVENUE TH1774: .16 m.

PINE HOLLOW DRIVE TH1783: .22 m. 1999

PFILE DRIVE TH1768: .26 m.

PLETZER BOULEVARD TH1788: .53 m. 2002

PROSPECT STREET TH1776: m.

PUMPKIN RUN TH1793: .10 m.

QUEEN ROAD TH1760: .31 m.

REISS ROAD TH310: 0.18 m. Bill Reiss lived in New Milford. His gas station, the Sunoco Station, was next door. He repaired automobiles, serviced tractor-trailer trucks, and had an auto-body shop. He almost always wore his coveralls, with a good coat of grease on them. "He had a heart of gold," said Elmer. At that time, Route #18 was a main thoroughfare for all the trucking firms from Akron to Youngstown so this was a popular garage, and Bill did well in his business. He built two homes for his sons, Donald and Dutch, on his property. He developed a roadway, and several more homes were built. The road became known as Reiss Road, while Gower Road was completed with the east end meeting the west end.

ROBIN STREET TH1770: .35 m.

ROOSEVELT AVENUE TH482: .16 m. On the west side I have no idea why this short road bears a president's name.

ROOTSTOWN ROAD TH106: Early on, this road was commonly known as the Diagonal Road from Franklin Township south to Industry Road. It was the convenient way to cut through the township from the small area known as Industry, to the center, a short way west, and then on to Kent. Industry was a thriving community with a Post Office, railroad, and at least one industry--a barrel producing factory. In 1802, the family of Frederick Caris came from Pennsylvania to Ohio and claimed the whole of Lot #43 in the northwestern corner of Rootstown for their own. In 1803 Frederick and John Caris returned to Rootstown, along with John Caris' son John, and his son's wife. They were employed by Root to clear the land. Hence, this narrow roadway, close to what was called Muddy Pond, (now Lake Hodgson), was carved out by the men of this family who made the best use of the lay of the land regardless of the sharp curves and dips following the outline of the lake itself. This method was sufficient for the slow horse or buggy travel in the 1800's but became more of a problem with the advent of the automobile. From 1973 onwards, this dirt road, through at least one swampy area, was improved steadily until 1986. After a tragic accident, the worse curve was straightened, the roadway widened, and asphalt added the whole distance. This northern part

from Tallmadge Road, CH #18 to the Franklin Township line, was in 1940 named Rootstown-Kent Road, and the southern part was named Industry-Rootstown. During the time that Leroy Satrom was the Portage County Engineer, the north portion was shortened to Rootstown Road. It remains a Township Road.

ROSALIND TH484: .24 m. East of the center, a dead-end road.

ROTHERMEL ROAD THE MISSING ROAD #114: On the early maps, there was a road straight east from Saxe Road to Hartville Road. It was called **ROTHERMEL ROAD**. P. J. Rothermel owned 70 acres north on Saxe Road. The City of Ravenna claimed 29 acres of land enclosing the Congress Lake Outlet, which this road crossed through. By 1924 the short road was gone.

RUBY RUN DRIVE TH1637: .20 m.

RUTH DRIVE TH1755: .45 m.

SANDY LAKE ROAD CH89: This was the road that was early on called Ely Road. The lake was a popular summer resort with summer cottages built for families spending the hot Ohio summers by its pretty shores. A steam boat took passengers on cruises and now lies at the bottom of the lake. A state-of-the-art hotel was built on the north side of the lake. It changed owners often and went by many names until it eventually was torn down. The road leading to the year-round homes there is called Sundown Trail, a privately owned road.

SAPP DRIVE (Private)

SAXE ROAD CH79: This road is a township line connecting to Randolph. It runs through Brimfield and Suffield all the way into Summit County. It starts on the east side just south of St. Peter of the Fields Church, crossing Ranfield Road. In 1874, Amos Saxe and Michael Saxe owned three lots in Brimfield west of St. Rt. #43, totaling 150 acres. Amos had a fruit orchard on his lot.

By 1900, A. Saxe and J. Saxe owned several lots in the same area. In 1924 A. J. Saxe and L. Saxe still owned property there. Still in 1931 a R. Saxe owned acreage on the Suffield side of Saxe Rd.

Along came the flooding of Fitches Pond and its inlets to make the Mogadore Dam. By 1951, all the property owned by the Saxe generations was under water in Brimfield Township.

A young couple that I know of found a beautiful homestead on Saxe Road in Rootstown. Since they had both attended Rootstown Schools and graduated there, they wished the same for their children. They bought the place, only to find out that they lived on the wrong side of the road to attend Rootstown School. They lived south of the township road, and their children had to attend Waterloo School, not Rootstown.

SANFORD ROAD TH108: There were several families of Sanfords living on that road, just which one gave this country farm road its name I am not sure. Mabel and R. W. Sanford were Rootstown residents and lived to be 94 and 93 years old. H. H. Sanford owned 49½ acres on the east side between Diagonal Road and New Milford Road. School House #4 was on their property. South on Diagonal Road lived C. H. Sanford with a School House #3 on his property. A Rev. S. L. Sanford was a GAR Veteran. He died in 1861 at the age of 25. Dr. L. R. Sanford was a Lieutenant in the 104 Regiment OVI. He died in 1863 in Frankfort, KY, at the age of 25. Rufus, Pearl, and Dwight Sanford all lived in Rootstown from 1871 to 1945. The #3 School House still stands and is owned by Roy and Ethel Kommel.

SABIN DRIVE TH1753: .44 m. In 1932 Royce "Tip" Sabin bought 48 acres of good farm land on Lot 21 in Rootstown. He farmed, milked cows, grew corn and other grains, gardened, and farmed out on other lands around what are now Marks and Vaughn Avenues. Running the farm was hard work but a good way to grow up, according to Bob Sabin, the son of Royce Sabin. There were farm hands employed there. One of these was Charlie Hunt, a

bachelor, who lived alone in a former street car on Industry Road. His tale is for telling another time. In the late 1950's Jonas Barenholtz bought the farm, except for the land reserved for the Sabin's own use, and developed it into lots with streets. The main street was named for the family, Sabin Drive. Ray Siefer had bought 15 acres of the original farm.

Where Siefer Drive is now was the cow's path for the farm. In 1958 Jonas Barenholtz came to Rootstown from Youngstown, seeking land to develop a new housing complex affordable to the working class. Some homes were to be "slab houses," with all the plumbing in place before the ready-made homes arrived on a truck. Vera and Paul Hamrick bought the model home, and Vera was to pick the colors for the first homes built. Others had basements, some garages, some all aluminum, some hard or redwood siding. These new ranch homes, in the early 1960's, cost \$21,000. Several of the homes had constant burning gas yard lights. When there was a gas shortage in the late 1970's, they all had to be removed or converted to electric. Bob Sabin and his wife Marjorie still live on the corner. National Homes supplied the first homes on the east side of Sabin, while Great Lakes Homes was another company sending their completed walls with windows complete with the screens in to be placed on the ready flooring of the homes. Carter Lumber also was a supplier for what was referred to as the "stick houses." Carl Miller was one of the truck drivers delivering the homes and bought one in which to raise his family. Many truck drivers for Roadway Trucking bought homes in Baronwood Estates, Rootstown, Ohio.

Vera ended up with the blueprint for the lot plans, dutifully penning in all the first owners of the new homes. She is still living in her "model" home in 2012. The Sabin and the Siefer historic farm homes are still standing in 2012.

SAPPHIRE LANE TH1635: .26 m.

SGT. JEREMY MURRAY MEMORIAL HIGHWAY CH #44

THE NEWEST ROAD, NAMED FOR A HERO

In 2010 one of the oldest roadways in Rootstown Township received the honor of a new name. In the very heart of Rootstown, which is the intersections of Tallmadge Road and State Route #44, there is a bright new green road sign, bedecked with ribbons--the red, white, and blue colors of The United States of America. The sign reads: "Sgt. Jeremy Murray Memorial Highway" right under the regular State of Ohio sign, "South 44." While researching information for this document about road names in Rootstown, Sgt. Murray's mother, Pam Murray, was contacted for the reason behind this event. These are her exact words, e-mailed to the author, followed by the reply.

"Hello, Shirley. As you know, a lot of streets and roads have been named since the Iraq war was started. I thought 'what a wonderful way to honor our hero.' Jeremy has a lot of family ties in Rootstown; both of his great-grandparents lived here, and his grandparents (Both of Jeremy's grandfathers were also veterans.) and both his parents were born and raised here.

I choose State Route 44 because a lot of Jeremy's life events took place from that stretch of highway. It was the road that connected Jeremy's family from Rootstown to the Waterloo school district. We spent seven summers at Friendship Acres while he was growing up, and he met his wife Megan at the yearly Portage County Fair. On the day of his funeral, it was on St. Rt. 44 that we had the double rainbow over his funeral procession.

I contacted Representative Stephen Dyer and asked him how this road could be named to honor Jeremy. He drafted and presented the bill to the House of Representatives. After they passed the bill, it went to the Ohio Senate. After the Senate passed it, the Governor signed the bill, and the sign was placed. Thank you for inquiring about this. If you have any other questions, please do not hesitate to get a hold of me.

Also, I want to tell you about this. Last year one of the ladies on my mail route asked me to call her. She asked my permission to

contact our U. S. Senator and U. S. Representative to request that the Rootstown Post Office be named in honor of Jeremy.

Last year a bill was presented and passed the House, but never got to the Senate. On Feb. 15, Senator Sherrod Brown, Senator Portman, and Representative Ryan re-submitted the bill. I will let you know how this bill comes out this year.

God Bless,
Pam”

“Thank you so much. Your words are very touching and beautiful, and I will read them just as you wrote it at the program. I believe Jeremy’s namesake highway is the newest road in Rootstown, and I suppose that Campbellsport Road is the first road and oldest-traveled road in Rootstown. It was not called that in the early days of Rootstown. It was called Pringle Road for a family that lived on the corner. Capt. John Campbell, of course, was a veteran of the War of 1812, which determined our government as it is today. So that makes the oldest and the newest roadways in Rootstown both named for veterans. Wow! History is so interesting! Thanks again.
Shirley”

(In 2011, The United States Post Office in Rootstown was given the name of Sgt. Jeremy Murray.)

SHANNON DRIVE TH1761: .08 m.

SIEFER DRIVE See Sabin Drive

SMITH AVENUE TH479: .21 m. A north and south street which intersects Sandy Lake Road. In the 1940’s to 1970’s, a Smith family lived at the far end of this street. They owned a piece of property there. “Smitty” worked at the Cleveland Worsted Mills, or the “Dye House.”

STATE ROAD #44 5 m. This road is the main thoroughfare from Cleveland to south of Canton, where it intersects with State Route #43. While this road was not the first through Rootstown, it is by far the most traveled, as it leads to the county seat in Ravenna. Names of this section have been South Road, Ravenna-Louisville Road up until 1957, and Ohio State Route #44. It was paved from Randolph to Ravenna in 1912 and was only 12 feet wide. An automobile needs nearly eight feet to safely travel today. In 1926 it was widened from Rootstown to Ravenna to 18 feet using paving brick. Today the road is wide enough for three-lane traffic in several places. A portion of this road from Rootstown center to Randolph center was named in honor of a fallen hero of the Iraqi War in the Middle East. (See SGT. JEREMY MURRAY MEMORIAL HIGHWAY CH #44)

STONE RIDGE DRIVE TH1634: .41 m.

STONEY CREEK CIRCLE TH1792: .08 m.

STRAWBERRY HILL TH1791: .08 m. 2002

SUNDOWN TRAIL (Private)

SWAN DRIVE TH1647: .09 m. 2008

TALLMADGE ROAD CH RD18: In 1957 this stretch of road was called Akron-Youngstown Road. It was also State Highway 18. This was a highly traveled route for trucks and one of the main ways to and from two heavy industry areas. The road was grubbed out west by Thorndyke (Brimfield) who paid his workers 25 cents per day plus whisky and a meal. On one occasion he fed them a nice stew of white meat. After the workers devoured the stew and some thought it was delicious, he revealed to them that the stew was made from a large rattlesnake he had killed earlier in the day.

Route 18 was paved from Rootstown west to Brimfield in 1923 and was only 16 feet wide. In 1926 it was paved east to Edinburg. In 1809, when the first burial was to take place in the Old Cemetery, the home-made wooden casket bearing Nathan

Chapman, Sr. had to be carried a distance of over one mile because this road was not open in that area.

THELMA STREET TH1645: .14 m.

TIPPECANOE TRAIL TH1640: .03 m.

TONSING DRIVE TH 494: .16 m. Henry and Jean Tonsing were new people to Rootstown. Jean's roots were in Palmyra. They bought a lot of 6.20 acres by 1951. In those days, the Ravenna Arsenal was offering whole truck loads of arsenal shell boxes for sale. Henry built a slab home using these 4 ft. shell boxes for lumber for the framing. He covered it with shake shingles, painted brown. Emery Baughm was his helper and built one using the shell boxes for his own use. By 1957 Henry had bought another 6.20 acres from H. Arnold, to make almost 12½ acres, and plotted off both sides of a drive to their home. He also built a storage shed out of these boxes on his property. He then built a traditional house to sell. McGraff and Wally and Laura Girton bought lots with Henry, building their homes. Norman Waesh had a home built there. Henry developed the street to county regulations, naming it Tonsing Drive. By then Chuck Lingo was working as a carpenter for Henry. A man named Foust would plaster the homes. Henry and Chuck were Rootstown Volunteer Firemen, and they lent their building skills to the new Fire Station. Elmer Riemenschneider, just returning from a two-year tour of duty in the U. S. Army, was also a volunteer fireman working on the fire station, and Henry hired him as a carpenter. They built the homes on the north side of Tonsing Avenue first, then on the south side, adding culverts and drainage to the road as they progressed.

Dick Miller, who worked for Ohio Edison Co., and his wife Leona, joined the neighborhood. Henry and his crew were also building homes in other areas. They could finish a house in two to three months working full time. Dave Knarr & family bought a home on the cul-de-sac. The Lattimer family moved in on the south side. The last house built was at the end of the street for the Tonsing family. Henry ended his contractor/builder business with that home. He still did remodeling and additions. Their three

children moved away from Rootstown and Tonsing Drive that bears their family name.

VIOLET DRIVE TH1765: .09 m.

WALNUT GROVE LANE TH1784: .18 m.

WEST DRIVE TH486: .16 m. Located just south on Cook Road on the east side, this road first shows up on the map of the 1950's. It supplies the entrance to the Old Cemetery, established by early settlers in 1805, no longer in use. The cemetery can be seen from Tallmadge Road across from the Homeland Cemetery.

WILKES (DEMING) ROAD TH #116: This is another township line road but is cared for by both Rootstown and Randolph. Rootstown is in charge of the west half and Randolph the east side. In 1857 John Wilkes owned 400 acres in the southwest corner of Edinburg. In 1900 he still had 300 acres. In 1973 and 1975, Wilkes owned property on the corner of that road and St. Rt. 44.

Eddie Bildershein wrote in his history papers that the funeral trains of "Abraham Lincoln had to pass through the land of a man named John Wilkes, and he was murdered by a man named John Wilkes Booth!" The train route was from Washington, D. C., to Springfield, Illinois. Lincoln's Inaugural train also traveled this same route but in the opposite direction. From 1900 to 1957, this stretch of the road was called Deming Road. F. W. Deming owned 100+ acres in Lot 5.

WILSON AVENUE TH475: .38 m. In the early 1940's, Rootstown did not have a zoning code or laws. An area behind the Crestview Restaurant, owned by Mr. & Mrs. Yankovich, was purchased by a group of entrepreneurs from Ravenna, measured off in small lots, most only 40 ft. wide. Some homes were built in what was named The Ravenna Allotment. The roads were given names. Wilson Avenue is the main road from the west side of St. Rt. 44 crossing over to the east side. As time went on, the area and roads were enlarged and improved and brought up to the current zoning Laws. It is now a beautiful community. Habitat of Southern

Portage County built two homes on this street in 2002, Rootstown's Bicentennial Year. One home was named Hope House for Robert Taft's (Governor of Ohio) wife, who actually came to that venue and pounded nails into the roof sheeting. The other is the Miller House, built by an Amish contractor.

WINTER GREEN LANE TH1641: .20 m.

WISE DRIVE (Private)

ROAD NAMES IN ROOTSTOWN TOWNSHIP
A Document of Road Names and Their Stories

Campbellsport Road to.....
Sgt. Jeremy Murray
Memorial Highway.....

Presented by Shirley Riemenschneider