

Train and Trolley Tales and Tale Tellers!

Volume I

September/October 2024



From the Conneaut Railroad Museum, the Conneaut Area Historical Museum, the David Cummins Octagon House, and the Ashtabula County Historical Society

Railroad and Trolley Time Table

- 1833 Real estate boom because of supposed Beaver Falls to Conneaut Railroad.
- 1852 Cleveland, Painesville & Ashtabula Railroad extended to Conneaut. The stagecoach mail service was discontinued by the Cleveland, Painesville & Ashtabula Railroad. Completion of the Cleveland, Painesville & Ashtabula Railroad. It later connected with a line to Erie and was called the Lake Shore & Michigan Southern Railroad.
- 1852 The Lakeshore, Michigan & Southern Railroad completed.
- 1864 Opening of the Beaver & Erie Canal. It flourished until the Erie & Pittsburgh Railroad was finished in 1864.
- 1881-92 The Nickel Plate Railroad was constructed through Conneaut. According to the Erie Reporter, the first passenger train ran Monday October 23, 1882.
- 1892 The harbor at Conneaut had deteriorated after the construction of the Lakeshore & Michigan Southern Railroad. On September 30, 1892, the barge Marine City entered Conneaut Harbor with a load of pine for the Record Manufacturing Company. This was the first boat to enter Conneaut Harbor in over 25 years.
- 1892 Pittsburgh & Lake Erie Railroad (Bessemer) expanded from Albion, Pennsylvania to Conneaut Harbor. Subscriptions in the amount of 25,000 were collected to bring the Pittsburgh, Shenango & Lake Erie Railroad (Bessemer) to Conneaut. New docks were built at the harbor and old ones reconstructed. The channel was deepened and widened.
- 1895 Two car ferries, the Shenango #1 and Shenango #2 began making trips across Lake Erie between Conneaut and Canadian ports.
- 1897 The first Bessemer & Lake Erie passenger train entered Conneaut.
- 1900 Pittsburgh & Ohio Conneaut to Jefferson trolley started. Discontinued in 1924.
- 1902 East Springfield Nickle Plate Railroad bridge collapsed on July 11.

- 1902 Conneaut & Erie Railroad Company opened September 1903 and instituted a Conneaut to Erie trolley. It was discontinued in 1922.
- 1909 Night of December 7. The Marquette & Bessemer car ferry sank.
- 1922 September 17. Conneaut & Railroad Company discontinued service.
- 1924 Pittsburgh & Ohio Railroad Company discontinued service.
- 1926 Harbor Street Crossing at New York Central Railroad closed.
- 1927 Subway constructed under New York Central Railroad at Broad Street.
- 1932 May 31. Last passenger train on Conneaut branch of Bessemer Railroad. Bessemer & Lake Erie Railroad depot torn down.

(To Be Continued on Future Tracks)

Welcome Aboard!

Hello everyone,

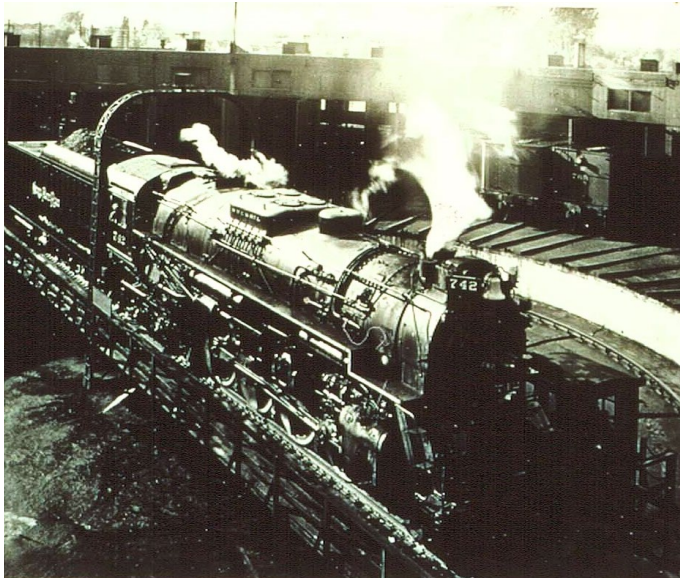
Fall and winter are racing toward us with the speed of a bullet train.

Trains...historic, fascinating, dangerous, safe, exhilarating trains. We in the Conneaut Railroad Museum, Conneaut Area Historical Museum, and the David Cummins Octagon House thought we could keep the steam whistles, the tracks stretching into the horizon, the countless stories of the people who created, cared about, and worked on the railroad alive during the winter hiatus (except for the David Cummins Octagon House which is staying open all winter) by writing about some of them. .

We plan to make this a bi-monthly magazine style publication, using the archives of the Railroad Museum, the Conneaut Historical Museum, and the David Cummins Octagon House. This publication is in no way meant to take the place of our museum newsletters. It is simply meant to supplement them with stories that there is no room to include in the regular newsletters. It is impossible to tell all of the stories of generations of Ashtabula County railroads and railroaders, but we will include as many as we can.

IN THIS ISSUE: Please enjoy the photos of John Tyler, and the stories of Alfred Beaver and the storytelling of Maxine Morgan and other Ashtabula County writers and train lovers.

History of Communities Tied to Rail



Gazette Newspapers

January 28, 1998

By Marilyn Leehan

The history of our communities is often tied to the construction of our railroads. It was 85 years ago when the first railroad was built through Ashtabula County. According to "History of Ashtabula County," in the Library of Congress, that line is now known as the Cleveland Buffalo Mainline.

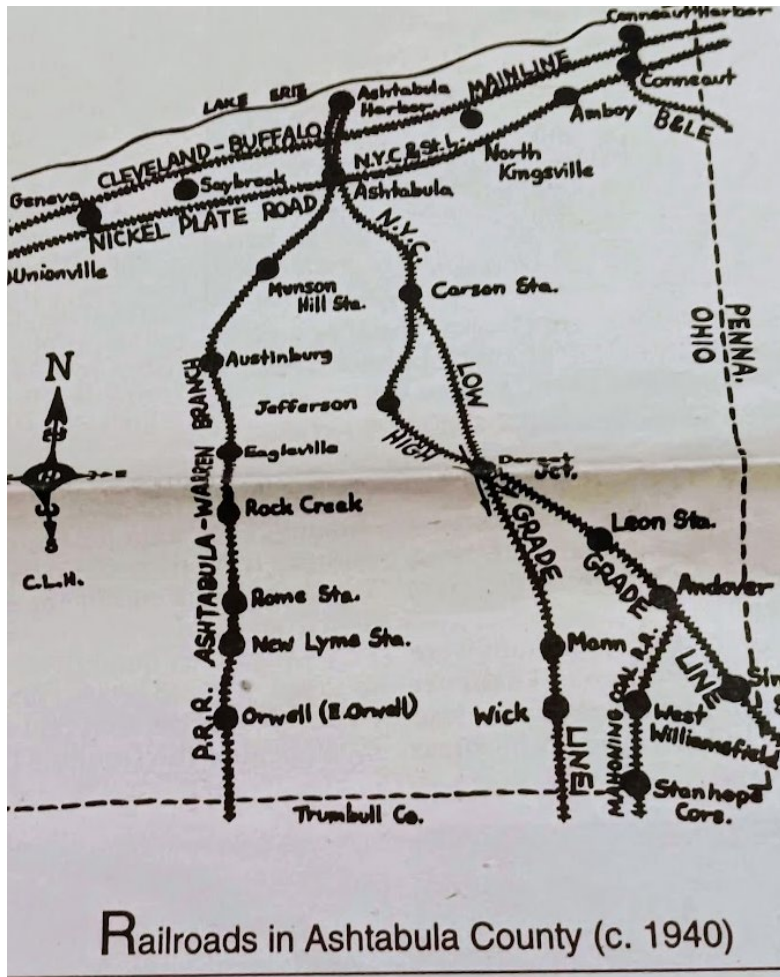
When built, the right of way was called the Cleveland, Painesville, and Ashtabula Railroad. The tracks ran parallel between Lake Road and U.S. Route 20 in an east/west direction.

According to the 1856 County Atlas, this line was known as the Cleveland and Erie Railroad. Later the C&E was taken over by the Lake Shore Railroad Company. In 1869, Lakeshore merged with the Michigan Southern Line to form the Lake Shore & Michigan Southern Railroad Company. The Cleveland-Buffalo Mainline is now under this ownership.

During the 1870s, New York Central took over the Lake Shore & Michigan Southern Railroad, but the Lakeshore & Michigan Southern Railroad until 1914.

(New York Central High-Grade Line). The famous Ashtabula Train Disaster happened on this line in 1876.

An Ashtabula County Atlas circa 1894 refers to this geographically located rail line as the L.S. and MS Railroad. Railroad maps covering the above railroad right of way, dated 1906 through 1911, reference them as the ALS and MS – Erie Division of NYC.



:The History of the Railroad” and other periodicals in the local library refer to it as “the almost gradeless line from Buffalo to Chicago.”

The New York Central Railroad (NYC) emerged in 1853 when Mohawk and Hudson merged with nine other railroads.

Cornelius Vanderbilt began buying into NYC in the 1860s and gained control in 1867. (1870 is also listed in the sources), then merged his Hudson River Railroad with it to create NYC and Hudson Railroad. He added the LS & MS Railroad,

(also referenced as L.S. & MC Railroad and Canada Southern Railroad), to his empire in 1873.

Many highways developed. The New York thruways built in 1954 cost NYC half of its business, and the St Lawrence Seaway opening caused the NYC merger with the Pennsylvania Railroad. These negotiations had been pending since 1962.

The merger was finally complete in 1968 to form the Penn Central, a combination of the Pennsylvania Railroad, the NYC RR and the NY New Haven Hartford

Railroad. Response to the final collapse caused Congress to create the Consolidated Railway Company in 1970, known as CONRAIL.

The 1975 Reform Act added the following railroads: Central of New Jersey, Erie Lackawanna, Lehigh and Hudson River, Lehigh Valley, Penn Central, Reading and the Pennsylvania Reading Seashore lines.

After the reform act was passed, Congress authorized Conrail to give away or sell miles of abandoned track in 1981.

This evidences a long history of the railroad's presence in Ashtabula County as well as the many successes, failures, and mergers.

The impact of their passage through Ashtabula City is once again in the forefront of the citizens and their representatives as they consider a proposal from the National Surface Transportation Board.

A Prelude to the Ashtabula Train Disaster of 1876?

Another railroad horror is reported. It occurred on December 23, 1872, near Corry, Pa. at a place called Goose Creek. The accident was caused by a broken rail on the trestlework.

Twenty-one persons were killed altogether and recovered . Sixteen are so charred as to lie unknown. Fourteen are in the Chautauqua House awaiting relatives and one at Prospect. There are yet three to five bodies under the ruins burned to ashes, distinguishable only by pieces of skulls and bones.

The train was going on a downgrade of 82 to 85 feet a mile, and was not far from the Prospect Depot and half steam shut off. It was about three feet from the end of the trestle when the broken rail was discovered and under the impetus of the downgrade the train could not be stopped.

Every care is being taken of the wounded who are scattered around in the farmhouses nearby and medical attention is promptly furnished. The conductor's pocket showed thirty-seven tickets taken up and one to Prospect. It is supposed that there were, including these, from forty to fifty persons on board. The train consisted of one passenger car, one baggage car, an engine and tender.

The cars turned completely over and bottom upward. They fell perpendicularly to the ground below, a distance of 20 feet. When the cars struck, the tracks crashed through the bottom of them and as the stoves of the passenger cars were directly

under the tracks and were crushed to pieces and immediately the woodwork took fire.

Of the 16 people known to have been in the two cars, but one escaped unaided., namely the brakeman on the passenger coach who jumped clear of the cars as they were falling.

The woodwork of the passenger car, thickly coated as it was with varnish, burned freely and before anything could be done by the force at hand to prevent it, the flames enveloped both ends of the car and crept rapidly toward the center. Penned at this time, with no possible chance to extricate themselves were 43 adult passengers, the conductor and one child. Of those seated in the end of the car, none escaped, but help arriving about 25 dead and living were taken out of the center of it and the flames extinguished or more correctly speaking went out for the lack of anything further to feed upon.

The remains of the other passengers were then recovered and brought to this place. The roll foots up as follows:

Saved or more or less injured, 19.

Dead, 19

Missing, 8

The dead, with four exceptions, were burned so as to be unrecognizable from the features and there are but three that could possibly be recognized from the shreds of clothing adhering to the roasted flesh. Five were headless and without limbs and the remaining had the flesh burned off the extremities. The eight missing are supposed to have been completely consumed and there are pieces of skulls, watches and the like sufficient to partially justify such a belief

Four others are known to have been on the train & viz: Catherine Kelly Ryan and Mr. and Mrs. Wilbur F. Rice, all of Titusville, Pa. It is thought they will be identified tomorrow, as friends are here for that purpose.

The case of the last-named person is a particularly sad one. Mr. Rice was the only son of James Rice, a leading citizen of Titusville and his wife the only daughter of Austin Jackson of Rochester, New York. They were married on the 5th of this month and were on their way to Rochester to spend Christmas.

Judging from the clothing, appearance, and baggage of those coming to identify them, a number of the dead belonged to the lower classes. The bodies are kept laid out in the freight house, and will be kept several days for identification.

From The New York Times 12/25/1872

THE RAILWAY DISASTER.

LATER PARTICULARS OF THE FRIGHTFUL CATASTROPHE.

TWENTY-FIVE PERSONS ROASTED ALIVE IN THE WRECK.

Erie, Penn., Dec. 25 -- 1 A. M. -- A fearful accident occurred yesterday afternoon on the Cross-cut Railroad, at Prospect Station. One coach and the baggage-car fell off a bridge twenty-seven feet high, caused by a broken flange on the tender.

Twenty-two persons were killed and eighteen wounded. The name of the killed, as far as can be ascertained are:

JOHN DOUGLASS

EDWIN BELL, of Sherman, N. Y.

CON. MALONEY, of Brocton.

MARK HAIGHT, of Brocton, N. Y.

FRANK TAYLOR, of Corry, Penn.

ELIZA SEELEY, of Ripley, N. Y.

____ JOHNSON, of Westfield, N. Y.

The wounded are:

MAGGIE CURTIN, of Titusville.

MRS. J. W. CURTIN, of Titusville.

GEORGE MILLER, of Fredonia.

J. J. BARTIS, of Dunkirk, N. Y.

W. H. LEE, of Corry, Penn.

JACOB BURTON, of Irving, N. Y.

W. H. TICKNER, of Buffalo.

LIZZIE BRIGGS, of Angola, N. Y.

P. P. SANDERS, of Corry.

J. A. DUNHAM, of Pleasantville, Penn.

E. Z. BACON, of Brocton, N. Y.

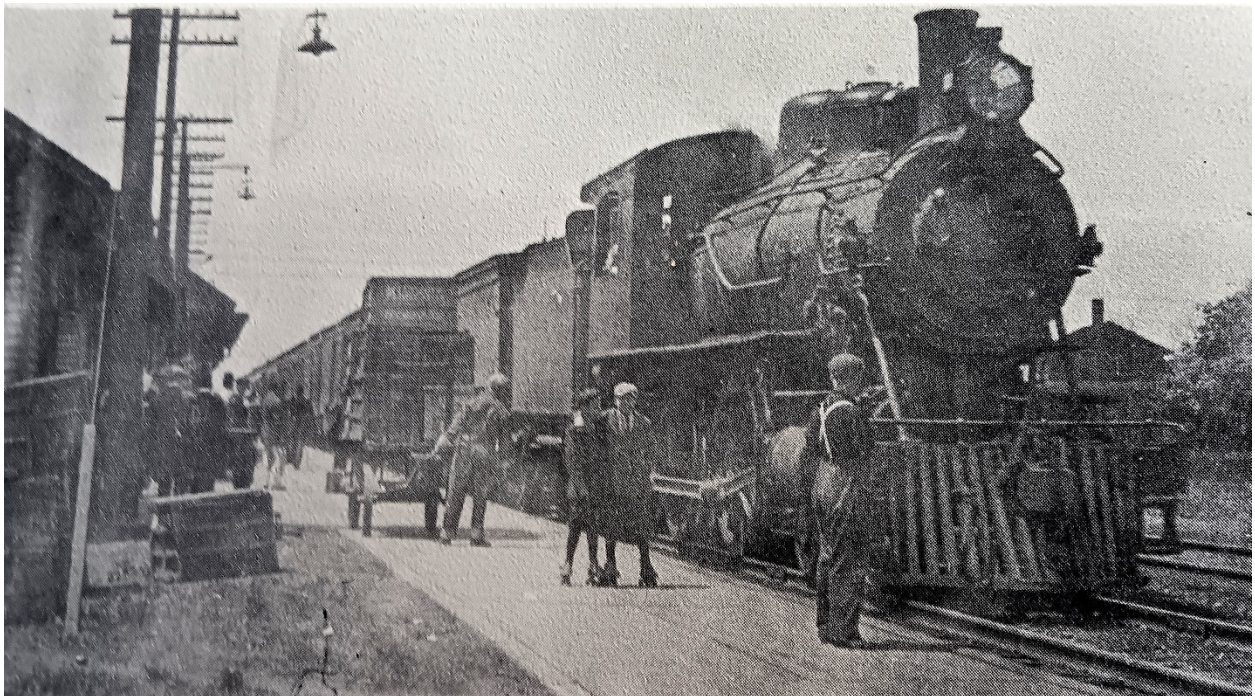
The cars fell bottom upward, and the wright of the trucks crushed them in. There was no way of escape for the imprisoned passengers. The cars immediately took

fire, but there was no water to extinguish the flames and only two axes could be procured to chop the cars to pieces. In this situation some twenty-five persons were roasted alive, filling the air for nearly an hour with their dying shrieks for aid. It is believed several of those rescued will die of their injuries.

Note By Operator -- At 3 A. M. nothing additional to the list of killed and wounded has been received of the railroad disaster in Pennsylvania, and we are obliged to close without a complete list.

Dock Talk Tales

April 1981



Nickel Plate No. 4, “The Cleveland Mail”, at the Conneaut Passenger Station in 1915.

The Great Skate Scamper

Skates provided “young men” a fast way of getting around Conneaut in 1915.

The two buddies in our “Conneaut the Way It Was” picture for this month dressed in their Sunday best, decided to meet Nickel Plate Passenger Train No. 4 dubbed “The Cleveland Mail,” and powered by Nickel Plate Engine No. 123. This engine was a Class O, 4-4-0 that the Brooks Factory of the American Locomotive Works (Alco) in June 1904 as the second 179. It was re-numbered to 123, also the second time for that number, in 1910.

The unidentified pair were on hand when Alpha F. Mast, freelance photographer, and father of Howard Mast, recorded the train as it slowed to its scheduled stop at the Conneaut Passenger Depot. As the engine glided to a stop, some of the passengers and crew began to move toward where they expected the coaches to stop and the freight agent tried to judge where he would be leading the freight from his wagon to the baggage car.

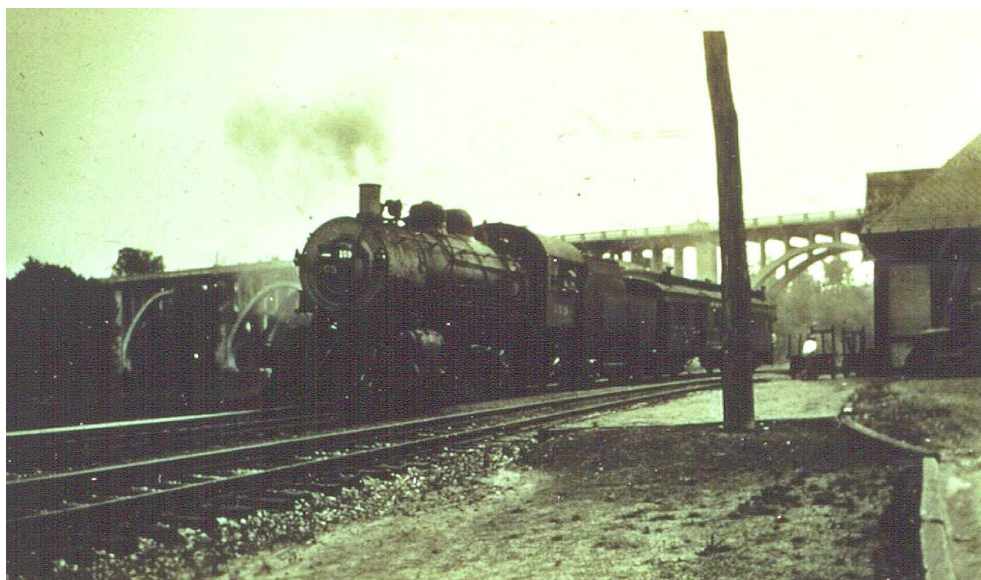
The boys watched while the baggage was being stowed, the passengers vacated, and the coaches refitted. Engine 123 was uncoupled and moved east of Sandusky Street onto a side track. On the main track east of the switch was a Class R ten-wheel engine which moved west to couple with the train to replace the lighter engine to provide the motive power for the heavier pull into Buffalo. All passengers and the new crew were onboard, the baggage wagon parked, and the eastbound was on its way. Engine 123 moved out of the siding and west on the main to the yards and the roundhouse.

With the activity subsided, the boys viewed that platform as a block-long raceway. The skater with the black slouch cap nudged his partner with the light cap and challenged him, “Your legs may be longer than mine, but my skates are faster than yours! Let’s have a race from Sandusky Street to Mill Street on this platform and I’ll prove it!”

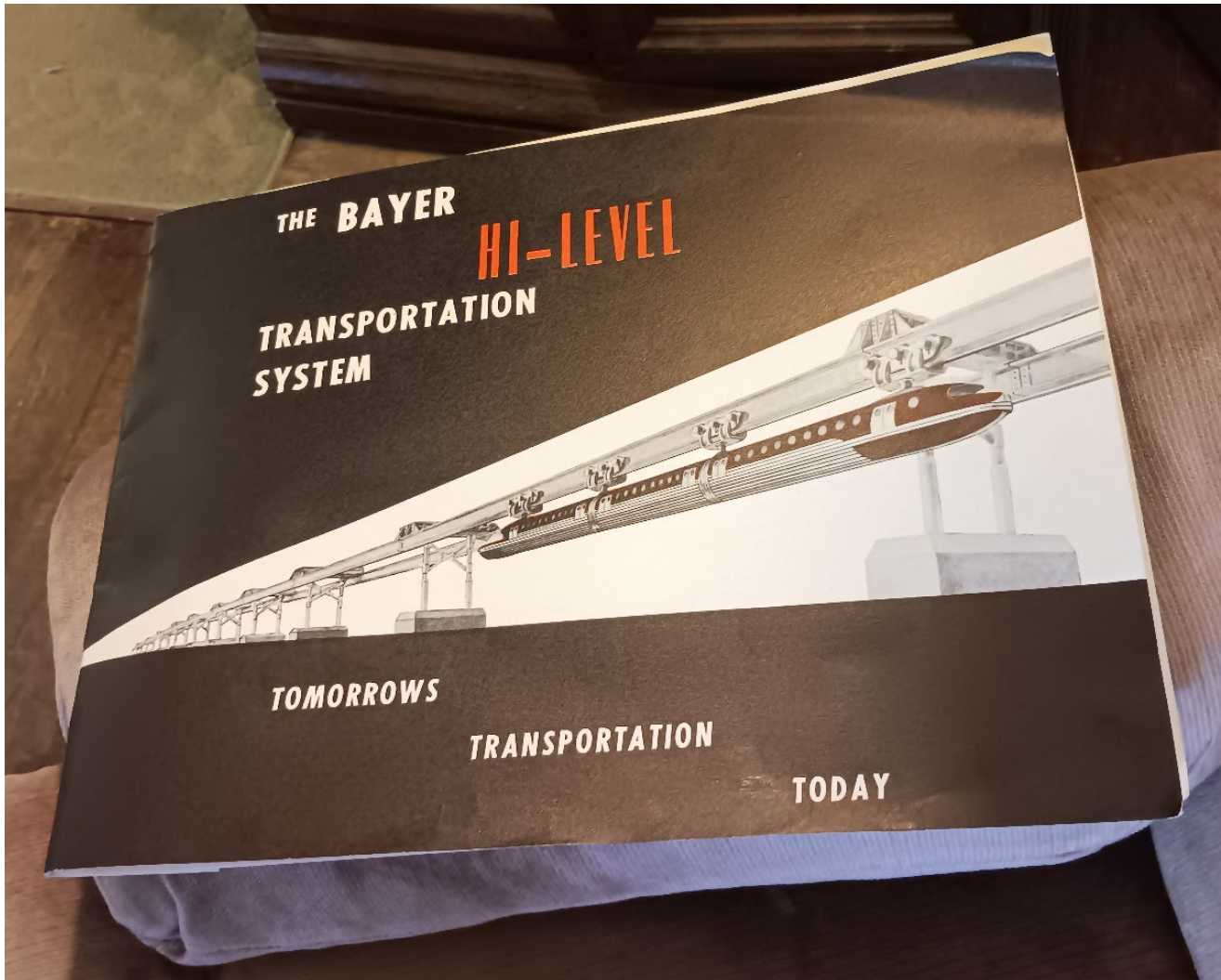
Off they went.

And that’s The Way It Was in Conneaut, about 70 years ago.

The Dock Talk story didn’t say who won the race.

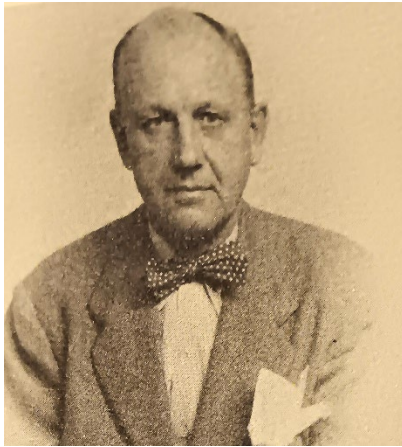


Monorails Travel Like Airplanes...Conneaut has a Model Monorail!



Jeff Morrell, Jerry Janco, and Matthew C. Bayer are three of the important main characters in Conneaut's part in the monorail story, with the monorail itself being the perpetual main character. Jeff Morrell, President of the Conneaut Railroad Museum, donated a scale model of the Bayer Hi-Level Transportation System to the Conneaut Historical Museum. Jerry Janco, Museum Vice-President gladly accepted the model from the Railroad Museum. Matthew C. Bayer created his prototype model and the documentation that arrived with imagination and perspiration.

Born on Christmas Day, 1905, in Minneapolis, Minnesota, Matthew absorbed the music of the whistles of the steam trains chugging through the railroad yards and the culture of a railroad worker, because his stepfather Lewis Faubert was a yard master on a steam railroad. Matthew enjoyed a working relationship with trains and their constitutions, care, and feedings, and chose mechanical engineering, including the mechanics of trains, as his career.



Matthew C. Bayer

Matthew's resume reflects his varied interests and educational and work qualifications for creating a monorail system. He graduated from the University of Minnesota with a degree in mechanical engineering and from the Dunwoody Institute in Minneapolis with a technical degree. He successfully completed a Transport Pilot Course at the Pacific School of

Aviation in Santa Monica, California.

His field engineering experience included:

- work on the Atlas Missile at the General Dynamics Astronautics, Convair Corporation, San Diego, California.
- A.O. Smith, Milwaukee, as a senior design engineer on the Mechanical-Aeronautic B-52 bomber.
- J.S. Thermo Corporation, Minneapolis, Minnesota, project engineer as a railroad reefer and truck refrigeration.
- Chicago, Milwaukee, and St. Paul Railroad as a construction engineer and superintendent rebuilding the depot.

During the Great Depression, Matthew earned \$7.50 an hour as a mechanical engineer in Hollywood's movie studios.

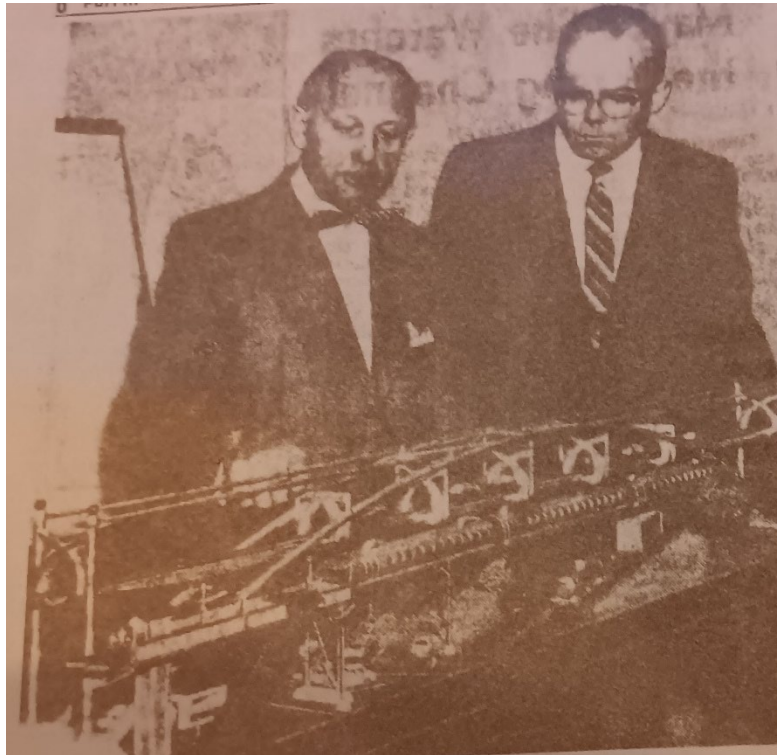
In his spare time, Matthew produced art and played the organ, but trains dominated his intellectual activity, to the degree of planning a monorail system and presenting his ideas to whoever would listen, including city officials from Los Angeles and San Diego.

For centuries, elevated trains and monorails have existed in different profiles and places. New York City had an elevated rail system in the 19th Century. Walt Disney introduced a monorail in his EPCOT and Magic Kingdom theme parks to name

just a few in the United States. Japan has the most successful monorail system, carrying about one hundred million passengers a year. Matthew Bayer believed that the United States could create the same successful monorail system.

Encouraged by The Urban Mass Transportation Act of 1964, that President Lyndon Johnson signed into Law on July 9, 1964, Matthew Bayer spent at least twenty-five years developing his monorail transportation system.

In a Los Angeles Times story of November 12, 1959, Matthew explained his railway plan to David Miller of the Metropolitan Transit Authority. Matthew's



elevated railroad would be supported by 1,000-foot cantilevered arches that would support aerodynamic trains traveling 250 miles per hour. Christening his invention "The Elevated Speed Rail System," Matthew declared the government could build a 14-mile test line to carry missiles from a standard railroad to a launching site. Operating more peacefully, his railroad could be a mass transit system carrying passengers and freight.

The superstructure of the elevated railway would be built entirely of steel and could be built for less than one million dollars a mile, according to Matthew. He proposed individually powered cars in three car sections hung beneath the standard rails. Each car would carry 176 passengers sitting three abreast of each side of the aisle. Special seats would be required, he conceded, because his streamlined suspended trains could accelerate to 150 miles an hour in thirty seconds.

Matthew also proposed the innovation of building steel bedded highways atop the superstructure of the railroads which would rise fifty-five feet above the ground.

As proponents of numerous other rapid mass transit systems, Bayer made his presentation to representatives of Daniel, Mann, Johnson & Mendenhall, under contract to MTA to evaluate the various proposals.

Matthew Bayer discussed his monorail project with many newspapers including the San Diego Union, The Los Angeles Times, The Los Angeles Examiner, the Minneapolis Tribune, the Minneapolis Star Journal, the Chicago Tribune, the Milwaukee Sentinel, and the New York Times and New York Mirror. He presented his project on CBS television stations in San Diego, New York, Minneapolis, Chicago, and Los Angeles. His monorail plan attracted much interest and discussion, but ultimately Los Angeles officials who had seriously considered it, decided against the plan because they felt the taxpayer would lose in the end.

Two more political reasons for their decision were the fact that two powerful political forces in Los Angeles opposed Matthew Bayer's plan, Pacific Electric Lines (the Red Car) and the Los Angeles Transit Lines. The Los Angeles Transit Lines was run by National City Lines which was partially owned by General Motors. They proposed a series of express buses along the Freeways.

The public's love affair with the automobile and politics are two major reasons why monorails have not gotten much traction or track in the United States. Other pros and cons of monorail systems are:

Advantages

- Monorails require minimal space, both horizontally and vertically. Monorail vehicles are wider than the beam, and monorail systems are commonly elevated, requiring only a minimal footprint for support pillars.
- Due to a smaller footprint, they are seen as more attractive than conventional elevated rail lines and block only a minimal amount of sky.
- They are quieter, as modern monorails use rubber wheels on a concrete track.
- Monorails can climb and descend to steeper grades than heavy or light rail systems.
- Straddle monorails wrap around their track and are not physically capable of derailing, unless the track itself suffers a catastrophic failure, which is why monorails have an excellent safety record.

Disadvantages

- In an emergency, passengers may not be able to immediately exit because the monorail vehicle is high above ground and not all systems have emergency walkways.
- The need for the track to be completely elevated.
- Costly parallel maintenance infrastructure.
- Low capacity compared to heavy rail and light rail.

Train and Trolley Tale Tellers

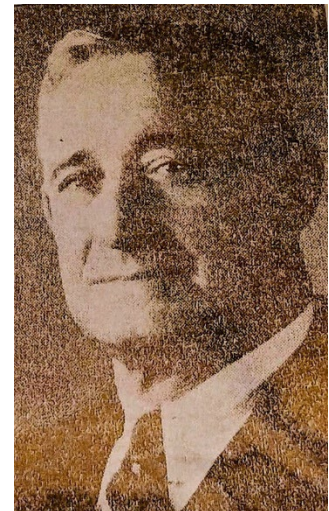
Conneaut News Herald

Thursday, January 25, 1940

Engineer "Al" Beaver Tosses Overalls Into firebox: 55 Years' Service Sets All-Time Record on Bessemer

A white-haired engineer looked into the fire box of locomotive No. 252. It was the end of another day. The curtain of night had closed over the Bessemer & Lake Erie yards at Albion.

"Al" continued to watch the fire which sent shadows flickering across his stern, resolute, face. They were never-to-be forgotten moments. The engineer stepped back and quickly slipped the soiled overalls from his 210-pound frame. He rolled them into a ball, again stepped forward, and chucked them into the fire.



Record Unequaled

And with this self-prescribed ceremony, Alfred George Beaver brought to a conclusion a career transcendent in merit, longest in duration, and unequaled in the history of the Bessemer system. The Bessemer Railroad lost an untiring, faithful employee when Mr. Beaver, a Conneaut man, put aside his gloves and cap for the last time Wednesday evening.

With a record of 55 years continuous service for the Bessemer & Lake Erie, Mr. Beaver retired on pension on his 70th birthday. As an engineer 45 years of that time, he established a record of service that holds a position of prominence among the nation's transportation system.

Bessemer Dean

Dean of all Bessemer employes and possessor of a coveted 50-year gold service medal, he has won the friendship and admiration of not only his railroad associates, but all who have come in contact with him. He retired with justifiable pride in the fact that he was never blamed for a railroad mishap and never missed a day of work because of illness in all these 55 years.

Cherished in the memory of this veteran railroader are his experiences and observances through all the years. He has seen a struggling single-track railroad develop into a double-track system hauling the heaviest tonnage of any line in the world.

He was personally acquainted with Andrew Carnegie, the steel czar, and came to know every president of the Bessemer and its two predecessors. As an integral part in the railroad's operation, he frequently has been accorded tribute by the railroad officials.

Railroading Family

Valentine Beaver, A.J.'s father, entered the service of the Shenango & Allegheny on June 1, 1869, and continued until 1910. Henry P., a brother, was employed for 32 years; Walter D., a brother for 43 years. Thus, the Beaver family was connected with the railroad company for 169 years. The total service of father and son, (A.G.) was 94 years.

To obtain first-hand information about "Al," the writer went to Albion and waited for his yard engine to return from a day's work at Cranesville, where it made up a train for an Erie run. The railroad's mascot, a dog, aptly termed Brownie, lolled on a leather seat in one corner of the yard office. Jim MacFayden, engine dispatcher, called down the line, then turned to report Mr. Beaver would be in to "tie up" in a few minutes.

Several railroaders entered and left the room, but while there they overheard conversation about Mr. Beaver. Each man took occasion to drop a few remarks of praise for the retiring employee. Soon the reporter was shaking hands with Mr.

Beaver in the cab of the locomotive. Upon leaving, Mr. Beaver observed his visitor was about to descend face forward. "Go down backwards," he directed. "That's the authorized way and I've used the method for years."

Recounts Past

After dinner at the Albion Restaurant, "Al" settled back, lit a cigar, and proceeded to recount some of the interesting anecdotes of his profession. To start with, he was born in West Salem Township, Mercer County, Pa., on January 24, 1870. His first job was as news agent at the age of ten for the old Shenango & Allegheny Railroad from Shenango to Hillard, Pa., a run of about 45 miles.

Three years later the monetary call beckoned and he went to work in the old H.K. Rice Cigar factory at Greenville, where he remained until September 1884, when he decided to learn the rolling trade in the Greenville Rolling Mill.

Joined Construction Train

This job played out in the summer of '86, however, and he joined the construction train on the Shenango and Allegheny, throwing his lot once again with the railroad. On December 1 of that year, he went with a gang of bridge carpenters on the line, but six weeks later learned the mill activity was booming and quit. He was back in the mill, but a short time later the department to which he was assigned entered a lull period and he was put on a job of hauling pig iron to the puddling furnaces.

Although only a lad of 15, he hauled 500-pound loads of iron in a 150-pound wheel barrow for quite some distance.

Because of his age however, he lost out in the mills and early in 1887 returned to the Shenango and Allegheny in the shops. The railroad later merged with the Pittsburgh, Shenango and Lake Erie and later became the Bessemer & Lake Erie.

Engineer in 1892

After two years in the shops, he went firing on the road, and in July 1892 was promoted to engineer. "On my first job as engineer we took a work train out of Shenango to Erie where we worked three weeks on a construction project. We then returned to Cranesville and took a steam shovel from a gravel pit to Conneaut to make 'Appleby Cut' midway between the present yard office and the docks," he related.

In the spring of 1893, we started another project at Conneaut Harbor, that of cutting away the bank on Dock One, where there was room for only one track between the embankment and water.”

In 1896, Mr. Beaver became yard engineer at the harbor and held that position until his retirement yesterday. He has worked here summers and in the Albion yards the past ten winters.

Conneaut Residence

He was married in 1897 and he and Mrs. Beaver established a home in Conneaut. They now reside at 271 Harbor Street.

When President Roosevelt was a boy in knickers, A.G. sat at the throttle of the locomotive W.H. Roosevelt, named after the chief executive's grandfather, which ran over the first railroad line between Butler and Erie, Pa.

This was in the spring of 1891 when locomotives were named rather than numbered. Mr. Beaver was engineer and fireman during the years the Roosevelt was in service. After a story concerning the locomotive and Mr. Beaver appeared in the News-Herald two years ago, a friend of Mr. Beaver's sent a clipping to President Roosevelt.

Letter from Roosevelt

Not long afterwards, Mr. Beaver received a personal letter from the president asserting the statement concerning the president's grandfather was correct and acknowledging appreciation to Mr. Beaver.

The retired engineer recalled when the Albion-Conneaut branch of the Bessemer was built in 1892 and the first boat to arrive with iron ore at Conneaut Harbor docked that year on presidential election day in November.

He had the honor of loading the first car ferry Shenango No. 1 with coal and merchandise.

While a news agent on the railroad in his early years, he did a land office business one particular day. “When we stopped at a town, people would come down from the train to buy a paper with the latest news,” he said. “The morning after President Garfield was assassinated, I telegraphed my representative newspapers for extras. Only one paper sent the requested number.”

“The papers cost me two and a half cents each, and I sold them for a nickel. I had about 850 papers and sold out before we reached our destination.”

Interested in Harbor

Although Mr. Beaver has been in close contact with development of his own railroad, he has manifested keen interest in the growth of the harbor. He is particularly interested in comparing the first set of three high level Browns and three Whirleys, the modified McMyler fast plane on Dock 2 with the present efficient and speedy Hulets.

As “Al” talked, it was plain to see he regretted leaving the service, although his motto is “work ‘til you are 70, with the next 30 years for recreation.”

After you’ve worked 55 years at one job, it’s difficult to step out of the picture. But Mr. Beaver has one satisfaction. “I quit with as much enthusiasm as I have ever had in my life.”

He is in splendid health, finds much enjoyment in gardening during the summer months. He never fails to produce a beautiful flower garden, which is his hobby. Another hobby is reading, in which he takes great pleasure and keeps well versed in topics of the day.

Active Mason

He is an active Mason, a member of the Blue Lodge, Council Chapter Commandery and Consistory, and past officer in the Council, Chapter, and Commandery. He is a member of the Brotherhood of Locomotive Engineers, and only charter member of Division 282 at Greenville. He served seven consecutive years on the general grievance committee of the B& L.E., and his total service in this capacity is ten years.

It is good to leave a job well done.

The Bessemer & Lake Erie Railroad bids you goodbye, Albert George Beaver, and wishes you “clear track “the rest of your life.



Albert G. Beaver Recollects: The Bessemer Railroad Arrives in Conneaut

Albert George Beaver of 271 Harbor Street, Conneaut, gave an eyewitness description of the first Bessemer & Lake Erie Train to arrive in Conneaut on July 1, 1892. A short interview published in the Conneaut News Herald dated July 2, 1942, recorded Al's reminiscences. He said the train consisted of "eight or nine flat cars, a steam shovel, and the caboose."

This train introduced the Besser & Lake Erie Railroad's branch from Greenville, Pennsylvania to Conneaut, Ohio. The line was known as the Pittsburgh, Shenango & Lake Erie Railroad then and Al's engine pulled a trainload of workers and equipment for digging the road to Conneaut Harbor. Pittsburgh, Shenango & Lake Erie dug the "Appleby Cut," midway between the present yard office and the docks.

As engineer of the train, Albert better known as "Al," celebrated this run as one of his first runs as engineer, a promotion from his six-year stint as a member of a construction gang and fireman.

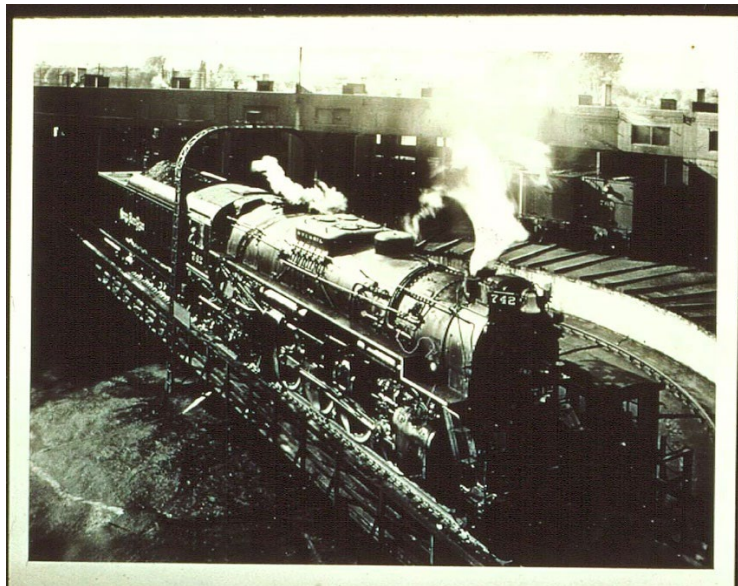
Al's crew consisted of fireman David Miller of Waterford, Pennsylvania, and conductor Charles Cross of Greenville, Pennsylvania.

The next month, on August 25, 1892, the docks were completed at Conneaut Harbor and several weeks after that Al enjoyed the honor of loading Conneaut's first car ferry Shenango No. 1 with coal and merchandise.

In 1900, the Bessemer & Lake Erie Railroad acquired its official name when it officially leased the Pittsburgh, Shenango & Lake Erie Railroad after it merged with the Bessemer & Pittsburgh Railroad. True to form, steel magnate Andrew Carnegie changed the face of the railroad when he sold his Carnegie Steel holdings to the United States Steel Corporation and the corporation took over the Duluth, Mesabi & Ironwood Railroad a few years before 1901. In 1901, the Bessemer became a companion road to the Duluth, Mesabi, & Iron Range Railroad which hauled ore from its home base based in Minnesota.

After the mergers, the Bessemer & Mesabi formed a conveyer railroad, efficiently and successfully hauling taconite from Minnesota to Pittsburgh for decades. U.S. Steel sold its railroad holdings to Transtar Inc., in December 1988, and in 2001, the Bessemer again changed hands when Great Lakes Transportation LLC purchased the railroad. On May 10, 2004, the Canadian National Railroad acquired the Bessemer & Lake Erie Railroad.

The News-Herald article noted that on January 24, 1940, Albert had completed 54 years and ten months of service with the Bessemer & Lake Erie Railroad as Conneaut Harbor yard Engineer since 1896. January 24, 1940, was his 70th birthday. Albert George Beaver died on March 28, 1945, and he and his wife Laura are buried in Glenwood Cemetery in Conneaut.



Streetcar Memories

By Maxine Morgan



Former employees of the old Pennsylvania & Ohio Railway – electric street railway- at their reunion last week. Back row, left to right, Wallace W. Ward, Bert J. Smith, Gilbert L. Thorne, Carlton A. Stevens, George L. Lyon. Front row: Ed Hollister, A. F. Mast, Jay Sherman, Mrs. Nora Prior Cope, Jay. H. Shaw.

North Kingsville, Ohio. The old Pennsylvania & Ohio Railway (the electric street railway) which ran from Conneaut to Jefferson more than forty years ago, is not forgotten by its former employees. Each sinner a group of their employees meet for a picnic and an afternoon of reminiscing.

Jay Sherman, eighty-five but not retired, entertained the group at his summer cottage at Kingsville-on-the-lake this past week as he has for several summers. He was assisted by his daughter Dorothy Sherman.

The P& O Line began operation in the fall of 1901 and continued until February 28, 1924. It connected with the Conneaut & Erie Railroad. Hourly service was maintained with the first westbound car leaving Conneaut in time to catch the last eastbound car arriving at Conneaut at midnight.

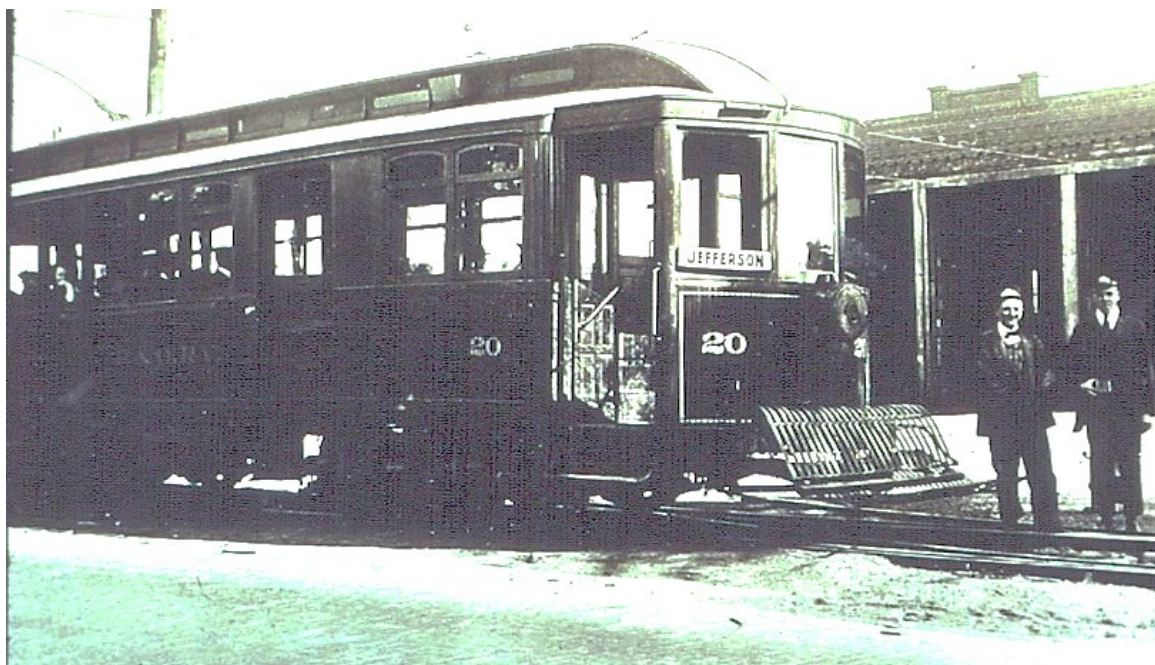
Conneaut musicians who were members of dance orchestras playing in Ashtabula had to stop playing in time to catch the last car.

On March 9, 1904, Sherman recalled he brought his barber chair and other equipment to North Kingsville from Conneaut. He is still operating his barber business at the same Main Road location where until 1924, he was also ticket agent for the P&O.

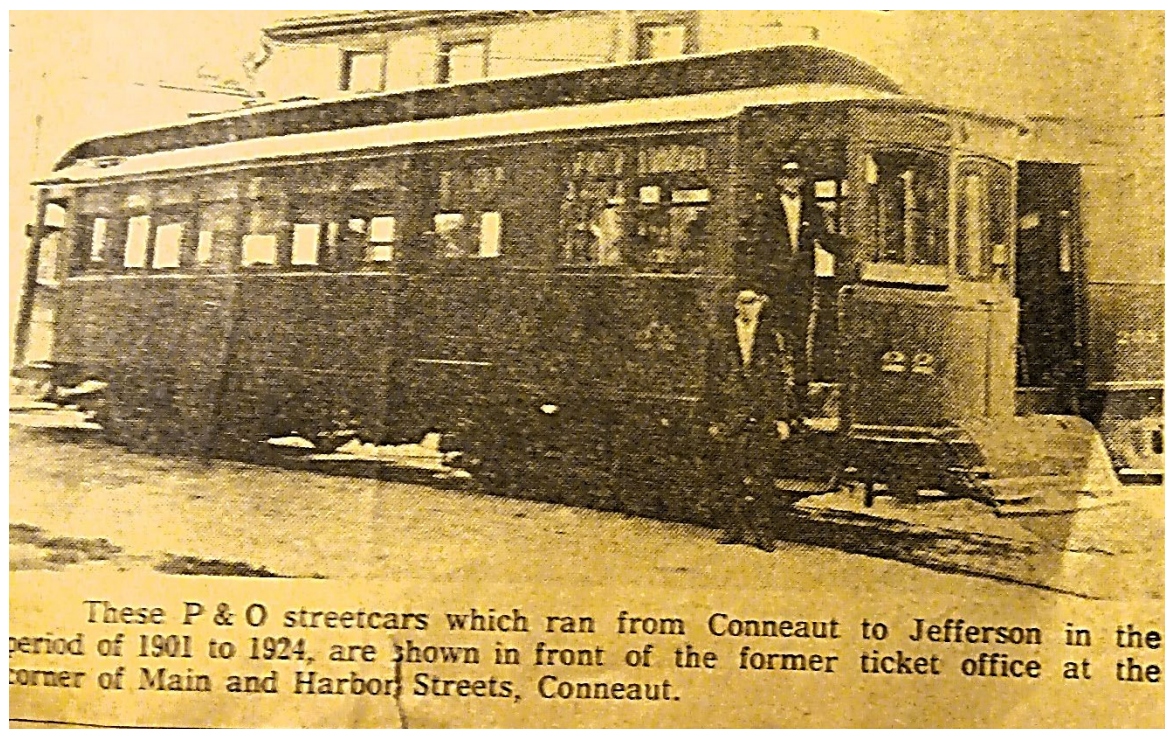
A big business was the shipping of celery from North Kingsville to Conneaut where it was transferred to the Conneaut & Erie for Erie, according to Sherman.

Former employees who attended the reunion listed with their P&O work are:

- Mr. and Mrs. Gilbert Thorms, conductor and motorman, Cleveland.
- Mr. and Mrs. Carlton Stevens, conductor and motorman, Conneaut.
- Mr. and Mrs. George Lyon, conductor, Newton Falls.
- Mr. and Mrs. C.B. Cope, Nora Prior, office wok, Cleveland.
- Mr. and Mrs. Jay Shaw, dispatcher and agent, Ashtabula.
- Mildred Dougherty, father was dispatcher, Kingsville.
- Mr. and Mrs. Bert Smith, motorman, Conneaut.
- Mr. and Mrs. Edward Hollister, motorman and conductor, Conneaut.
- Mr. and Mrs. Wallace Ward, conductor, Conneaut.
- A.F. Mast, dispatcher and conductor, Conneaut.
- Jay Sherman, ticket agent.



The P & O “alumni” have met each summer since they organized at the home of E.C. Sheehan, Fern Street, Conneaut, on April 4, 1930, according to the well-kept record book of the group.



These P & O streetcars which ran from Conneaut to Jefferson in the period of 1901 to 1924, are shown in front of the former ticket office at the corner of Main and Harbor Streets, Conneaut.

A Birthday Present for President Lincoln

Could It Have Happened?

Sam wiggled and wagged his tongue at me,

Carrie, girls are so stupid and silly,



You're my sister but it's still
evident,

A birthday present for our president?!

He's just passing through on
a special train,

Meeting us folks and trying to
explain,

All the trouble with the Southern states,

That working together is what it takes,

To keep our country growing and strong,

It's a whistle stop; he's not staying long."

"He's bound for Washington," Papa explained,

“On the Cleveland, Painesville, and Ashtabula train.”

I sighed and put my whole heart in it,

“I don’t care if he stops for
a minute,

I have something I want to explain,

Our February 12 birthdays are the same.”

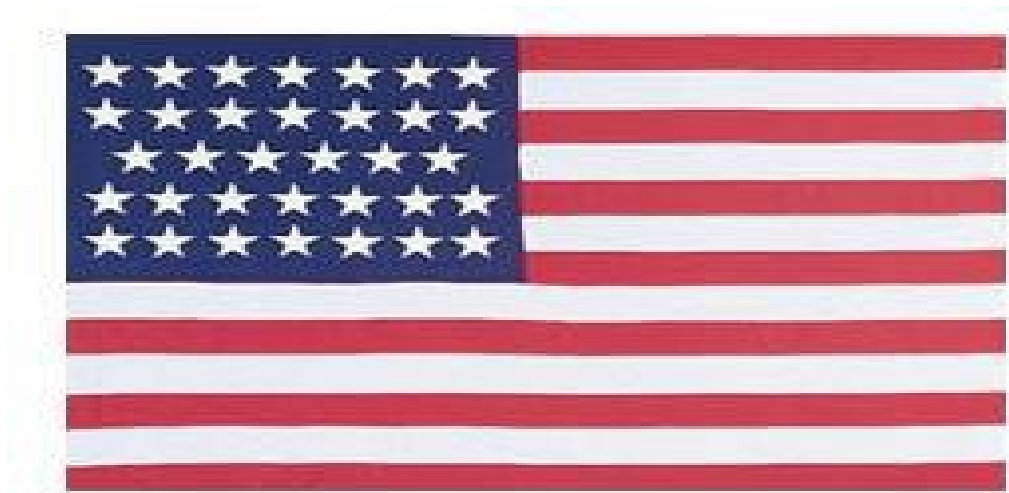
Mama said that she heard he likes apple pie,

So, I thought I would give it a try,



I’ll wrap the pie I made for
President Lincoln,

In my birthday scarf Mama knitted with
flag trim.”



Sam sighed like me and said, “You beat all,

You can't go alone, hurry and get your shawl,
We can take a short cut through Farmer Jack's,
His corn field is next to the railroad tracks."
We got there through snow drifts hippity hop,
Just in time for the train whistle stop.



I hugged the scarf wrapped pie close to my chest, President Lincoln deserves
the very best,
We twisted and turned through all the people, Then I saw him tall as a
church steeple,
President Lincoln coughed and choked,
“I seem to have a frog caught in my throat,
I want to thank you for all the warm words you said,



We journey in hope for the uncertain days ahead.”



Captain Appleby cried, “Don’t give up the ship!”

I ran forward and then the scarf made me trip.

The president said, “Not as long as I breathe.”

The train whistled and started to leave,
The pie landed at his feet with a splash,
I followed it with a mighty crash,
I jumped to my feet, hurt knees, and pride too,
I threw him the scarf, that’s all I could do.

“It will keep Washington winds from blowing you harm.”

The President caught the scarf with his arm.

Then he wrapped it around his neck quite neatly, It nested like a bright
bird in a tall tree.

I watched the train chug the distance away.

I shouted, “Mr. President, Happy Birthday!”

Facts About Abraham Lincoln’s Visit to Conneaut



On Saturday, February 16, 1861, President Abraham Lincoln stopped in Conneaut on his way to his inauguration in Washington D.C.(1848–1869)
Saturday, February 16, 1861

Inaugural Express Route

- Willoughby, Ohio
- Painesville, Ohio
- Cleveland
- Painesville,
- Madison, Ohio
- Geneva, Ohio
- Ashtabula, Ohio

- Conneaut, Ohio

President Lincoln's Speech

Saturday, February 16, 1861

"I have lost my voice and cannot make a speech, but my intentions are good. He then thanked the people for the kindly demonstration," and as the cars commenced to move slowly forward through the crowd which lined both sides of the track, Capt. Appleby, our fellow-townsmen, called out to him, 'Don't give up the ship!'

To which Mr. Lincoln responded ``with your aid I never will as long as life lasts."

Conneaut Reporter, February 21, 1861.

President Lincoln and Carrie's Birthday: February 12, 1809

The Two Way Train

President Lincoln did not give up the ship. He gently nudged the North and the South toward shaking hands and working together after four long years of bloody Civil War. Then on April 14, 1865, John Wilke's boot shot him to death at Ford's

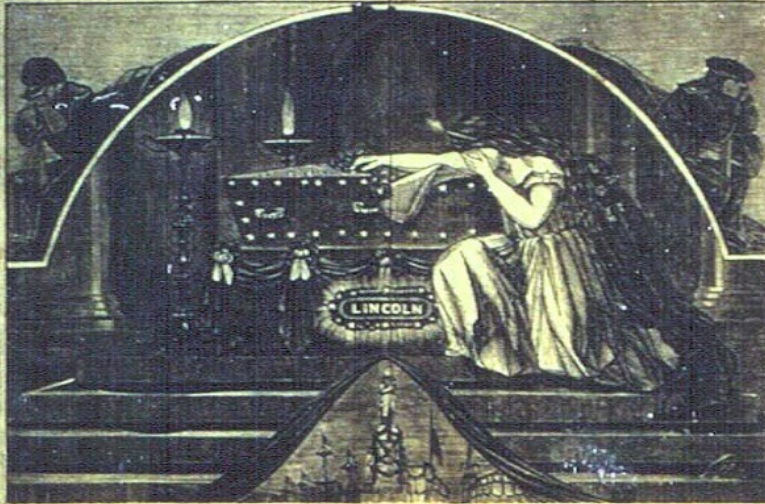


Theater in Washington, D.C. The same engine that had pulled him to his inauguration in 1861 pulled him back to Springfield, Illinois to be buried.

CLEVELAND & ERIE RAIL ROAD.

TIME CARD

For Special Train, Friday, April 28th, 1865.



CONVEYING REMAINS OF ABRAHAM LINCOLN,

LATE PRESIDENT OF THE UNITED STATES,

AND ESCORT.

STATIONS.	MILES.	MILES.	Pilot Engine.		Cortege Train.
			LEAVE	LEAVE	
Erie			2.15 A.M.	2.25 A.M.	
Swanville	8½	8½	2.42	2.52	Pilot Engine & Cortege Train leave Erie Express No. 1. Pilot Engine & Cortege Train leave Erie Express No. 2.
Fairview	11	2½	2.49	2.59	
Girard	15½	4½	3.05	3.15	
Springfield	20½	4½	3.17	3.27	
Conneaut	27½	7½	3.39	3.48	Pilot Engine & Cortege Train leave Erie Express No. 1. Pilot Engine & Cortege Train leave Erie Express No. 2.
Kingsville	35½	7½	3.59	4.09	
Ashtabula	41	5½	4.17	4.27	
Saybrook	45½	4½	4.30	4.40	
Geneva	50½	4½	4.42	4.52	
Unionville	53½	3½	4.51	5.01	
Madison	55½	2½	4.59	5.09	
Perry	61	5½	5.13	5.23	
Painesville	66½	5½	5.31	5.41	
Mentor	72½	6½	5.47	5.57	
Willoughby	77	4½	5.53	6.08	
Wickliffe	81½	4½	6.10	6.20	
Euclid	86	4½	6.22	6.32	
Cleveland	95½	9½	6.50 A.M.	7.00 A.M.	
			ARRIVE.	ARRIVE.	

This Train and the Pilot Engine will have the POSITIVE RIGHT OF ROAD, and all Trains must be kept entirely out of their way.

Train and Pilot Engine must be run strictly to card time as possible.

Strict carefulness is enjoined upon Agents, Train Men, and all Employees. You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.

Sup't's Office C. & E. R. R., Cleveland, April 28, 1865.

H. NOTTINGHAM, Sup't.



See You At the Next Station!