

Cupola Chronicles: History from All Eight Sides

Photo by Bob Lebzelter



September-October 2026

Volume 1, Issue 1

Introducing Cupola Chronicles

Hello and Welcome to Cupola Chronicles,

The Conneaut Area Historical Society and I have come to a mutual parting of ways, and I am no longer doing *Renewed Remembering, the Newsletter of the Conneaut Area Historical Society*. I started the newsletter in 2023, and I called it *Renewed Remembering* because I wanted it to be a continuation of the original newsletter of the Conneaut Historical Society which was called *Remembering*. I enjoyed researching and writing the newsletter for three years and I welcomed your encouraging and positive comments.

Although the Octagon House is closed except by appointment, its history continues and so does Conneaut history. I decided that I wanted to continue the newsletter in a different format because there is still so much fascinating history to be uncovered and written about. I hope you will continue to read the Conneaut and Ashtabula County History that I plan to feature in this history journal. It will be available around Conneaut and in the Ashtabula County District Library as well as Topky Library in Ashtabula Harbor. I plan to start and maintain an email list where you can subscribe to it for free. I will also post it on my regional blog which you can

find at: <https://onwardoctagonohiohistory.blog/> Some of the stories will overlap in this print version, but there will always be new ones to read. Most of the Renewed Remembering newsletters and the Ports and Portholes are posted there as well as longer articles about Conneaut, Ashtabula, and Ashtabula County history.

I also am continuing the Octagon Facebook page which you can access with this link <https://www.facebook.com/profile.php?id=61587144821469> and the Capturing Conneaut History website address is: <https://capturingconneauthistory.com/page/3/>

To expand this journal outreach, I am endeavoring to write more articles about Ashtabula County and more regional and even state history articles, but Conneaut and Ashtabula History will always be featured first. Another new addition is news from the Ashtabula Maritime and Surface Transportation Museum in Ashtabula. I thought long and hard about this addition, thinking that keeping them separated would be best, but that is hard to do. In my work at the Maritime Museum, I keep encountering Conneaut stories and pictures. In my work at the Octagon House and in Conneaut area history, I kept encountering Ashtabula stories. Here is the link to my Maritimers Facebook page for the Ashtabula Maritime and Surface Transportation Museum.

<https://www.facebook.com/profile.php?id=61590583619947>

It is important to have pride in individual communities, but the railroad and harbor stories are part of a regional, state, and even national narrative. And Ashtabula and Conneaut all rich individual and interlocking stories to tell.

I also plan to continue doing Ports and Portholes and post them on the Conneaut History website and the Octagon blog as well as in Ashtabula and Conneaut locations.

I apologize for the long introduction, but I want to be clear about my intentions, and I hope you will continue to read my stories about Conneaut, Ashtabula, Ashtabula County and Ohio history.

Sincerely,

Kathy Warnes, PhD, writer, historian

In this Issue:

- Titanic Survivor Anna Turja Lunde
- The History of Conneaut Harbor by Emil Bartone
- Onward the Octagon House!
- Maritime Museum Moments
- Around Ashtabula County
- Railroad Recollections

Ashtabula and Conneaut Connected Titanic Survivor Anna Turja Lundi



Anna Sophia Turja Lundi, age eighteen. This was the first photo taken of her upon her arrival in Ashtabula.

Passengers boarding the Titanic in Southampton in April 1912



During her lifetime Anna Turja Lundi's Titanic survival story traveled from New York to Conneaut and Ashtabula where Anna married and raised her family and lived most of her adult life. She spent her final years in California with her son

Reverend Martin Lundi in Bellflower, California. Anna's family has preserved her legacy and family members from both Conneaut and Ashtabula as well as the Ashtabula Maritime and Surface Transportation Museum continue to tell her story of courage and survival.

Anna Sophia Turja Lundi's story began in Oulainen, Oulu, Finland, where she came into the world on June 20, 1893. She was the daughter of Heikki Turja and Sanna Hakala and between this and another marriage Heikki had twenty-one children altogether. Anna's half sister Maria who lived in Ashtabula, Ohio and her husband John Lundi convinced her to come to Ashtabula to work in John's prosperous butcher shop and help with their children.

John purchased a \$50.00 third class ticket and sent it to Anna to book a passage on the Titanic. Her brother Matt Turja lived in Conneaut, which made the offer even more attractive. Anna mailed a letter to her sister on April 3, 1912, from the port of Hanko saying that she and about one hundred Finnish immigrants were about to sail from there to connect with the Titanic. Maria Lundi received the letter on April 18.th

Anna boarded the *Titanic* in Southampton and travelled in third class. She shared a room with Maria Panula, her children and neighbor Sanni Riihivuori. Her roommates did not survive the Titanic sinking. Anna Sophia Turja survived.

Matti Turja paced back and forth in front of the Nickel Plate Train Station in Ashtabula. The long, anxious wait to discover if his sister Anna had lived or sank into the depths of the North Atlantic with the Titanic had ended. Anna had survived! Matti hurried from his home in Conneaut to meet her at the Nickel Plate Railroad Station in Ashtabula and take her to the home of their half-sister Maria and brother-in-law John Lundi who lived at 81 Oak Street in Finn Town. Matti and his family lived on Lake Drive in Conneaut, and he worked on the Conneaut docks, most likely the Pittsburgh & Conneaut Dock which thrived in this era, employing many immigrant and local workers. A few weeks earlier Anna's half-sister Maria had received a letter from the White Star Line, informing them that Anna had not survived the sinking of the Titanic.

After agonizing days and nights of mourning, the Lundi family received notification from the White Star Line that her name had accidentally been placed on the list of people who had not survived. After much confusion and effort because she did not speak English, White Star Line officials confirmed her identity and survival.

Anna had indeed survived, and she had been transferred to the *Carpathia*. She arrived in New York City aboard the *Carpathia* on Thursday, April 18, 1912, at Pier 54 around 9:25 p.m. Because of her status as a surviving immigrant who lost

all of her possession, federal officials took her directly from the pier to St. Vincent's Hospital in Manhattan.



St. Vincent's Hospital staff confined Anna to her room for a week for her safety and to enable her to recuperate from the trauma and exposure of the Titanic's sinking. By the time she left New

York around April 25, 1912, The White Star Line had paid Anna's entire medical bill, the Red Cross provided clothing and other necessities, and the White Star Line also purchased a ticket to Ohio for her on the Nickel Plate Railroad.

Although the New York Central Railroad controlled the Lake Shore & Michigan Southern Railroad which featured high-speed luxury travel, Anna took the Nickel Plate which connected to a parallel track running directly into Ashtabula. Her brother Matti met her at the Nickel Plate Depot, and he escorted her to Maria's home at 81 Oak Street in Ashtabula.

Anna came to the best haven available after her traumatic Titanic experience. Finn Town, a closely bonded Finnish community surrounded the Lundi's Oak Street home and expanded into Ashtabula Harbor including Cherry Street, West 8th Street, and most of the west side of the harbor. Italian immigrants provided a counterweight on the Harbor's east side.

Quiet and shy Anna's arrival at the Lundi home proved to be another challenge for her to overcome. Family members noted that Anna seemed dazed and traumatized. Neighbors from all parts of Finn Town crowded into the Lundi home to meet the young woman that a newspaper reporter had described as "fair, slender, and exceeding bashful."

Anna slowly adapted to her new Ashtabula surroundings. Most of her fellow Finnish immigrants in Ashtabula

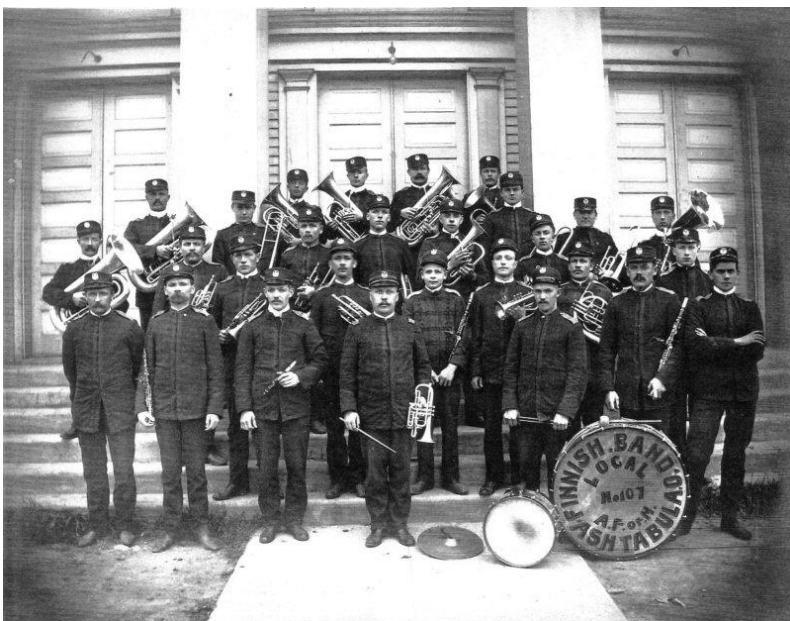


Harbor of this era worked exhausting, hazardous shifts as manual laborers on the docks, on the railroads, or in other labor-intensive industries.

John Lundi followed a different path by earning a position as a prominent, wealthy, local business owner. His butcher shop catered to the needs and wants of the dense Finnish population around Oak Street, providing traditional meat and staples to workers and boarding houses. Following the pattern of the classic 1912 neighborhood meat market, John's butcher shop also served as a gathering place for people to gossip, exchange news from Finland, and transact business solely in Finnish.

Finn Town itself conversed entirely in Finnish, making it easy for immigrants like Anna Turja to seamlessly live, shop, and socialize without meeting the challenge of learning English. The neighborhood featured immigrant operated general stores, boarding houses, and a shantytown near the Cascade Docks where Finns operated fishing bait and tackle shops. Seven Finnish owned pubs vied for public participation alongside Finnish temperance societies, while public saunas were popular with everyone, providing physical health, relaxation, and community gossip.

Finn Town churches guided Finns in their daily lives and conducted regular services, funerals, and weddings. Bethany Evangelical Lutheran Church, a Suomi Synod Evangelical Lutheran Church, served the immigrant dock and ore shoveling workforce, while the Finnish Congregational Church on Oak Street ministered to the independent Finnish immigrants in Finn Town. Gethsemane Evangelical Lutheran Church also played a guiding role in Finn Town.



Finn Town residents appreciated music, and they knew how to have fun. They formed brass bands, and choirs like the Humina Band which featured weekend entertainment and concert tours. They gathered at Sovinto Hall which towered as the largest wooden structure in Ohio since its construction in 1897 for folk dancing, theatrical plays, and community parties. They established and

participated in sports clubs, swimming, and outdoor gatherings near the Ashtabula River and Lake Erie.

Anna Turja enjoyed the advantages of immediate family, and Finnish culture in her new homeland, as well as surviving the worse maritime disaster of her time, but her life had been propelled into new pathways from the ones she had planned to take. She did not go to work in her brother-in-law John's butcher shop, after all. She may have helped with her half-sister Maria's children, but only for a short time.

On April 30, 1913, Anna Sofia Turja married Emil Theophilus Lundi in Ashtabula. Emil, a fellow Finnish immigrant, was the brother of John Lundi, the brother-in-law who had enticed Anna into embarking on the Titanic to come to Ashtabula to work in his butcher shop. The couple settled into a home at 1459 West 9th Street, which was part of Finn Town, located up the hill from Ashtabula Harbor. The couple eventually had seven children, four sons and three daughters.

Anna spent most of her adult life in Ohio, but Finish remained the primary language in their home, and she never completely learned English. Anna cultivated a calm personality and focused on her home and children, instead of dwelling on the Titanic tragedy. She did not talk about her Titanic experiences often with outsiders, and then only briefly, relying on her children, especially her son Martin, to act as interpreters during interviews and events as she grew older. Every April 15, she told her family her Titanic survival story. Later in her life she consented to interviews with the Ashtabula Star Beacon and local papers, but she never capitalized on her survival story.

In 1953, the film "Titanic" appeared in theaters and Anna Lundi was invited to view the film's Ashtabula premier. Her granddaughter, Kay Piper recalled her grandmother's reaction to the film. in a 1979 interview. This was the first movie her grandmother, now 60 years old, ever saw and she did not understand



Kay Piper in a 1979 family photograph with her grandmother, about three years before Anna Lundi died at age 89.

Hollywood film making. She thought she had just seen a documentary and her family remarked that she seemed dazed.

When someone asked her if that was a realistic portrayal of that night, Anna said, "If they were closed enough to take those pictures, why didn't someone help us?"

Anna never forgot her Titanic experience and her recollections did not dim with time. She described the Titanic as being a beautiful ship

just like a town, lacking nothing. There were swimming pools, concert halls, and libraries. She said the third-class accommodations were elegant.

Anna told family members that the thing that bothered her the most was hearing people screaming. She recalled survivors bobbing in the ocean calling for help and a minute later just silence. The sounds haunted her for the rest of her life. When some of the people tried to climb into the overloaded lifeboats, the men at the oars pushed them away. Even people wearing life jackets did not survive long in the frigid north Atlantic waters.

In every telling of her Titanic story, Anna Lundi noted several fateful occurrences that made the difference in her survival chances. When she and her roommates left their cabin after the collision, a Titanic crew member tried to push them back. They brushed past him and continued toward the deck, and then the crew members closed and chained the doors behind them. When they reached the deck, some of her companions led the group to a higher deck where she thought they would be safer.

Anna changed her mind and returned to the lower deck where several people congregated. A sailor grabbed her and shoved into one of the last remaining



lifeboats, lifeboat number fifteen. The people in the boat could not see the Titanic sink, but they heard the boilers explode and the gurgling of water rushing into the sinking ship. About 1,500 people out of 2,200 died in the Titanic sinking and as a third-class passenger, Anna's odds of survival had not been in her favor since four out of five people in third class died.

The Carpathia picked up her lifeboat, No. 15, at about 7 a.m. on April 15, 1912. Anna Lundi told and retold her story, acknowledging the miracle of her survival, but downplaying her courage at dealing with the traumatic aftermath of the sinking and how it shaped her life. She began a Star Beacon interview

by saying, "I thank God every day for everything, I am a happy lady."

Anna's husband Emil worked on the Ashtabula docks for a time and later worked as a custodian at Harbor High School for 29 years.

When Emil died in 1952, Anna remained in Ashtabula for decades before she moved to California. She passed away in 1982 at age 89, and she is buried in Edgewood Cemetery in Ashtabula along with her husband Emil.

One of the many ironies of Anna Turja 's Titanic story is that she likely never met fellow Finn Erik Gustaf Collander who was born in Mikkell, Finland on April 19, 1884. He trained as an engineer and worked as a technical director at a large paper mill near Helsinki.

On April 1, 1912, he left Finland to travel to the United States to study and to pay a surprise visit his cousin Paul Josef Collander a doctor who had emigrated just eighteen months before and settled in Ashtabula.

Like Anna, Erik boarded the Titanic at Southampton but as a second-class passenger paying between \$60.00 to \$65.00 for his passage.



DR. PAUL J. COLLANDER AND FAMILY

Titanic histories do not record whether Erik befriended and spent time with other Finnish passengers traveling in second class or if he talked to third class passengers like Anna. The irony of his story is that his cousin Dr. Paul Collander lived at 132 Oak Street and Anna's half-sister and brother-in-law Maria and John Lundi lived at 81 Oak Street. Erik and Anna were both bound for the same destination, and Anna finally arrived on Oak Street, but Eric did not. His body was never found.



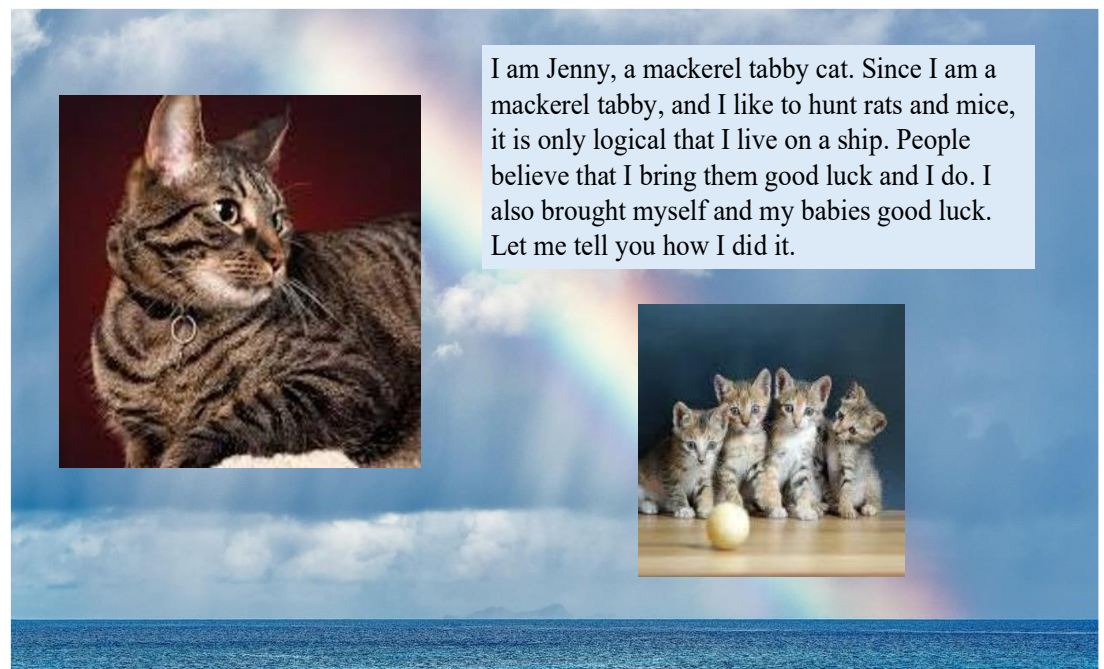
Erik Gustaf Collander

Jenny, the Titanic Cat

We Remember a “Night to Remember,” one of the early books about the Titanic by Walter Lord. The story of Jenny the Titanic Cat originated from survivors like Violet Jessup. Jenny’s story has survived as vividly as the Titanic’s story. Some versions say she and her kittens stayed on the Titanic and sank with it. Other versions say she carried her kittens off the ship. She will tell you which one she favors.

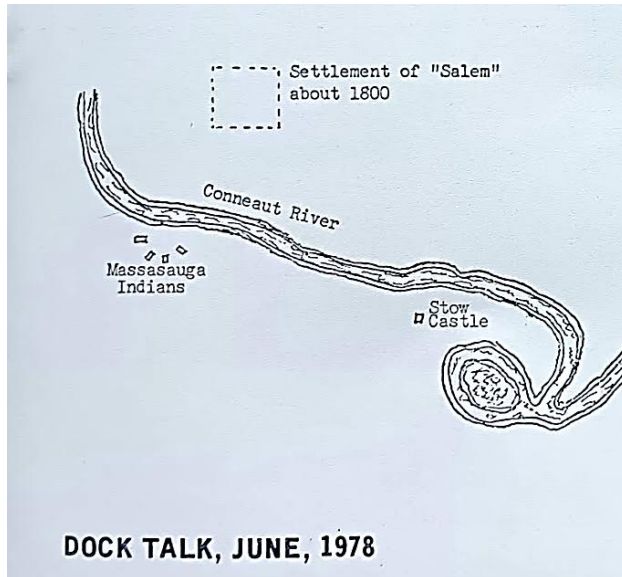
Click this link for the rest of Jenny’s story.

<https://onwardoctagonohiohistory.blogspot/2026/08/24/jenny-the-titanic-cat-2/>



A History of Conneaut Harbor

A Special Feature by Emil Bartone
(Dock Talk, June 1978)



In this section of Dock Talk a monthly article based on the History of Conneaut Harbor will appear. The intention of this article was to feature various phases of the Dock Company equipment and to familiarize you with our operations. I was not certain where to begin. So – I thought I would start where everything does – at the beginning.

As I delved into the history of Conneaut Harbor and the P&C Dock Company, I became more and more fascinated with each finding of fact and folklore. I also became aware of the involvement of my forefathers which made the history that much more meaningful to me. Because your

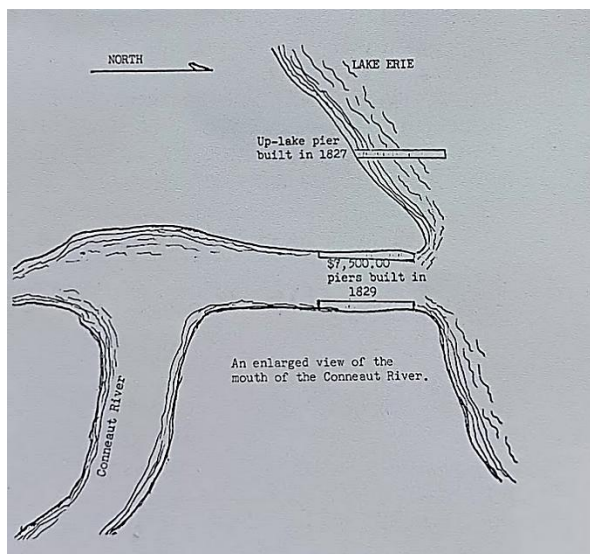
forefathers may also have been involved, I thought an article based solely on history would be of interest to all. Therefore, the solution I thought would be to write two articles, one pertaining to history and one pertaining to the operations of the P&C Dock Company. This is the first phase of Conneaut Harbor. Emil Bartone.

The date, July 4, to Conneaut Harboe is synonymous with the date of the independence of this country, inasmuch as it was on that date in 1796 that a party of fifty-two people under the leadership of General Moses Cleaveland, entered the mouth of the Conneaut River. With this landing Conneaut Harbor became the first port in Northern Ohio entered by a group of white settlers.

These settlers built a log cabin on the east bank of the river, naming the cabin “Stow Castle” and further naming the site “Fort Independence.” The fort was located several miles down river from the settlement of the friendly Massasauga Indians of the Seneca Tribe. It is speculated that “Fort Independence” was located in the area of what is now the Conrail railroad bridge and the Indian village was south of the location of what is now the viaduct or “high-level bridge.”

During September 1796, after the departure of General Cleaveland and his men on July 22, 1796, James

Kingsbury and his wife settled in Conneaut Harbor, making “Stowe Castle” their home. Mrs. Kingsbury gave birth to the first baby born in Conneaut Harbor. This was also the



first birth of a white child in the Western Reserve. The Kingsbury’s moved to Cleveland in 1797.

In 1798, Aaron Wright and Thomas Montgomery became the third occupants of Stow Castle, remaining there until they build their own houses several miles south of the Harbor. Several more families arrived in 1800 and settled on the lakefront several miles east of the Harbor. Eventually, with the arrival of other settlers, the village of Salem was erected on the site of what is now the business district of Conneaut.

Salem was growing due to the many sailing scows and light draft schooners frequenting the port, bringing with them an influx of settlers from the East. Conneaut

Harbor soon became known as the finest harbor between Cuyahoga and Buffalo. The naturalness of the harbor could not be compared with any other port except for the Port of Erie. Scows and schooners carried in a small amount of merchandise which was the beginning of commerce, on a small scale, at Conneaut Harbor.

In 1805, Buffalo was made a port of entry, and by 1817 her fleet numbered seven vessels with a total of 459 tons. However, in 1818, the “Walk-in-the-Water,” was launched in Buffalo. This first steamer on Lake Erie was a small and crude passenger and cargo boat of two hundred tons. She arrived in Conneaut Harbor with great fanfare, attracting a great crowd of people. The “Walk” was in service for four years until October 1822, when she was driven ashore and wrecked by a gale. Commerce grew at Conneaut Harbor as the number of vessels increased. By 1825, two other steamboats of a better design than that of the “Walk” were in service. By 1827, fleets of both sailing and steam crafts increased in number and tonnage capacity until boats of six or eight hundred tons were common. To accommodate the increasing passenger traffic and to facilitate the handling of the cargo of these large boats, it became necessary to build a long pier out into the lake at a point about one mile west of Conneaut Harbor (about the area where Township Park is now located). These

larger boats were unable to enter the harbor due to the shallowness of the water.

To overcome this problem, \$7,500 was appropriated by the Government to build two piers, each two hundred feet long-one on each side of the river. By 1829, when the project was completed, Conneaut Harbor had an entrance one hundred feet wide with twelve feet of water. The completion of this project brought about a rapid increase in marine growth and did away with the necessity of using the up-lake pier. Thus, Conneaut became known as one of the best deep-water harbors on the lake.

With the rapid growth of marine activity in the 1830s, the names of many of the leading masters became well-known. Those in the passenger service were Captains Calvin, Gilman Appleby, and L.B. Goldsmith. In the freight service were the brothers Andrew and William Lent, Howard and George Foster, Marshal and Orange Capron, the Bloods, the Salisburys, and Captains West, House, and Coughlin, to name a few. Then, too, were the many mates and sailors who also claimed Conneaut as their home port.

These men, with their frequent trips to the East and West, kept this port bustling with activity. The principal shippers Robert Lyon, D.N. Webster, and Cyrus Cleveland, had to build and line the dock, (which is now Dock 1)

with warehouses to take care of the freight in transit until it could be forwarded to retailers or sold to local demands. Also, a brick hotel was built to accommodate the large number of people in transit.

Received in port was machinery, tools, agricultural equipment, furniture, salt, lime, general merchandise, and a variety of the few luxuries and necessities for the people of that period. Many of these goods were transported to Youngstown and the surrounding area by long caravans of six and eight teams of ether oxen or horses. The caravans would return loaded with grain grown many miles south into the county and in this vicinity. Also returned for shipping was much grain whiskey distilled at the numerous distilleries located all over this section of the county. The forests, too, provided many items such as lumber, staves, oars, and handles of many types, manufactured and shipped from Conneaut Harbor in large quantities to ports East and West. Conneaut Harbor also became a regular port-of-call for the fleet of passenger packet steamers which were running regularly between Buffalo and Detroit.

(To be continued in the November-December issue).

Onward the Octagon House

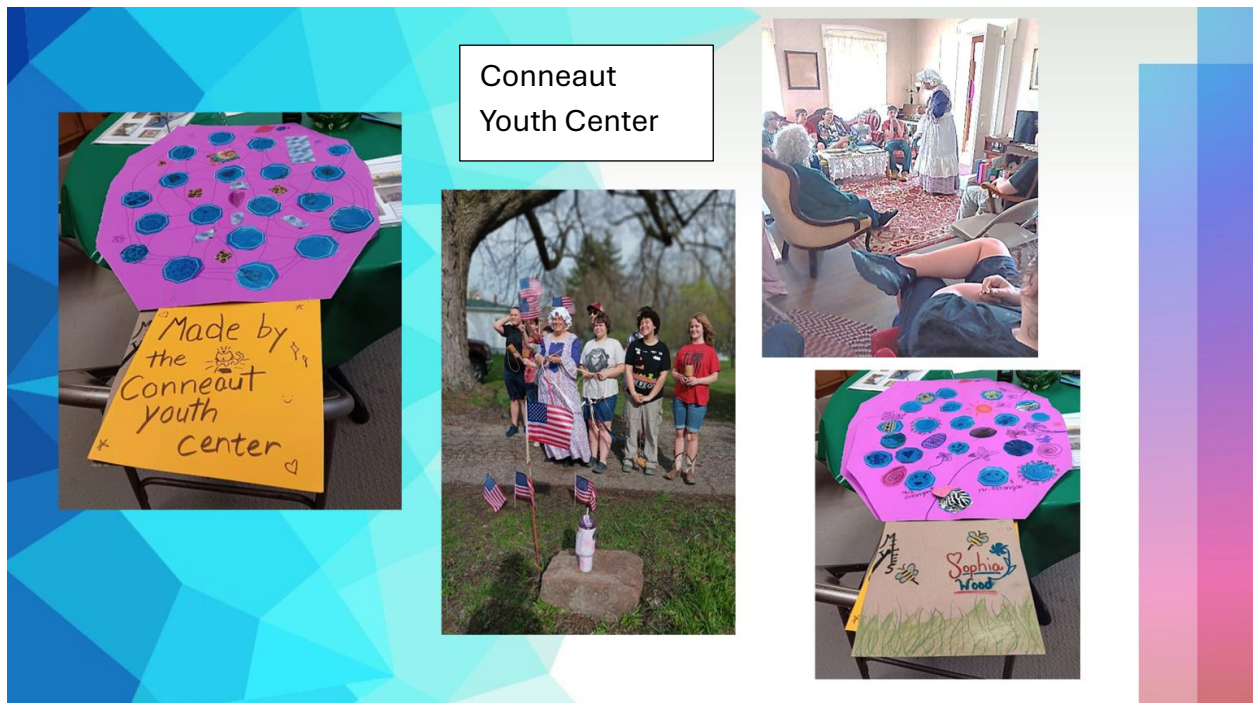
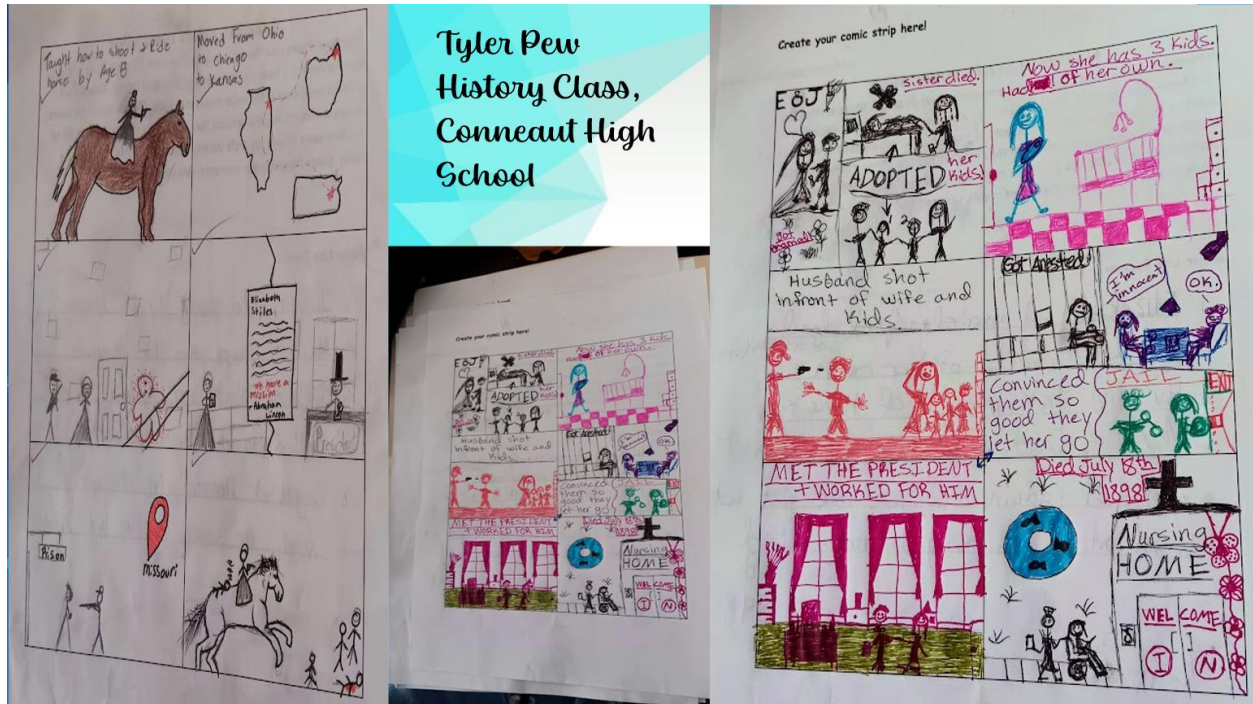


On a winter day you can look through the Liberty Street neighborhood from the Octagon House Cupola and see a snowy promise of spring and warmer, gentler days. On any day of the year, you can look at the student art and writing about the Octagon House and anticipate that its future will be in good hands. We are working on a special project with Conneaut Youth Center to continue the tradition.



Octagon flowers and trees from Lakeshore Elementary students.

Tyler Pews High School History Classes



A Day at the Ashtabula Marine Museum: A Kid's Eye View-2009

By Lexie N.

For the Preservationist



As you are near the end of Walnut Boulevard, the beautiful Ashtabula Marine Museum comes into view. The historical structure, built in the late 1800s, once housed numerous light keepers as well as the Coast Guard Chief. As you approach the entrance, you can't help but notice the large nautical displays that provide you with wonderful photo opportunities. Once inside you are greeted by a friendly staff of volunteers who devote countless hours to the upkeep of the museum. After paying a nominal entrance fee you are given the choice of a guided or unguided tour.

I chose to take a guided tour, and my wonderful tour guide was Glenn Beagle. He was extremely knowledgeable about each room and artifact in the museum, as were all the other volunteers. I especially liked the ship painting that seemed to mysteriously move as I did.

Prepare to be fascinated as you enter the Hulett Room. This room houses the only working scale model of a Hulett Ore Unloading Machine in the world. This was extremely interesting and because of Glenn, I left understanding all the functions! Also in this room is a mind-blowing exhibit of hundreds of handmade miniature brass tools that work. There must have been hundreds on display...amazing!

There is also a specially designated area that showcases artifacts from the Edmund Fitzgerald. I really liked the authentic linens from the shipwreck. Now cool! Also

displayed is the original fourth order Fresnel lens that once lit the Ashtabula lighthouse and illuminated the harbor.

You can see a real operating port just by looking out a window in the museum! That was so amazing. I even got to watch a freighter unload a cargo of taconite pellets. I don't know when or where I would have been able to see and understand the process without visiting the museum!

Spin the captain's wheel and check the radar in the pilothouse that once belonged to a Great Lakes ship. In addition, if you are as lucky as I was, you just might run into Dennis Hale, sole survivor of the Daniel J. Morrell, shipwrecked off the thumb of Michigan in Lake Huron on November 29, 1966. Maybe he will tell you his amazing story of his survival. On display in the museum is the actual ship's bell taken off the sunken Morrell. If you want to spend a day filled with lots of fun and interesting history that both young and old will love, take a drive out to the Ashtabula Marine Museum today. You're guaranteed to have loads of fun!

Around Ashtabula County...

The Clarence Darrow Octagon House- Kinsman, Ohio



Cabinetmaker Amirus Darrow moved to the octagon house (which would later be named the Clarence Darrow Octagon house) with his family in 1864, when Clarence was seven. Clarence and his parents and siblings lived in the octagon house, and he kept warm memories of his childhood there. Even

at a young age, Clarence was interested in law and conducted mock trials with his friends while he lived in the Kinsman Darrow Octagon house.

Built in 1854, the Darrow House represented the typical structure that Octagon House enthusiasts built during the middle of the nineteenth century, following the advice of Orson Squire Fowler. Orson Fowler believed that building Octagon

Houses would provide housing for the poor by using local materials to build with and that his design allowed for the more efficient use of interior space as well as better ventilation than commonplace house building.



The Darrow House is mostly a wooden building featuring chestnut walls with concrete used for chinking. It features seven rooms with much of the original woodwork, fireplace, and mantels. A porch surrounds seven sides of the first story of the house and windows are centered on the sides of both stories with a chimney protruding from the center.

The Clarence Darrow Octagon House was listed on the National Register of Historic Places in September 1971, just one of seven Ohio octagon houses on the Register that were built circa 1860. Another distinction it holds is that it earned eligibility because of its famous residents, Clarence and Amirus Darrow, rather than its architecture.

The photo is (left to right) Amirus the father of Clarence and grandfather of Paul, the son of Clarence and Jessie Oh, and lawyer Clarence Darrow.

September 9, 1974, is the date that the National Register of Historic Places placed the David Cummins Octagon House on its Register based on its unique architecture. The David Cummins Octagon House has a connection with Amirus Darrow as well. One of the Conneaut Area Historical Society's past presidents, Jack Mathay, lived in Kinsman and he acquired several chairs that Amirus Darrow made in his workshop adjacent to the Kinsman Octagon House. Jack brought them to be displayed at the Octagon House, and they can be found in the Research Library and the dining room of the Octagon House.



Railroad Recollections: Nickel Plate Notes

Click the box or the link.

<https://www.youtube.com/watch?app=desktop&v=1qrb9bfyzYU>



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Railroads made it easier to transport produce, packages, and people. They stimulated economic growth by providing local jobs and connecting rural areas to big city markets.

The Nickel Plate Railroad and its 19th and early 20th century fellow railroads brought these benefits to Conneaut. On October 16, 1882, the Nickel Plate Railroad opened its main line, including the Conneaut section, for service. The Erie Reporter stated that the first passenger train steamed through Conneaut a week later, on Monday, October 23, 1882.

Conneaut served as the main repair location for the Nickel Plate steam locomotives until diesel engine technology ended the era of steam locomotives. The railroad closed its shops in Conneaut in June 1958 and in July 1958, locomotive 746, sister of the 755-engine displayed at the Conneaut Railroad museum, powered the

railroad's last steam powered freight train that arrived in Conneaut on July 2nd.



The railroad demolished the 50-year-old Roundhouse in September 1961. Only eight of its twenty stalls remained to shelter

diesel engines.

On October 16, 1964, the Nickel Plate Railroad merged with the Norfolk & Western Railway, in the company of the Wabash and several other smaller railroads.

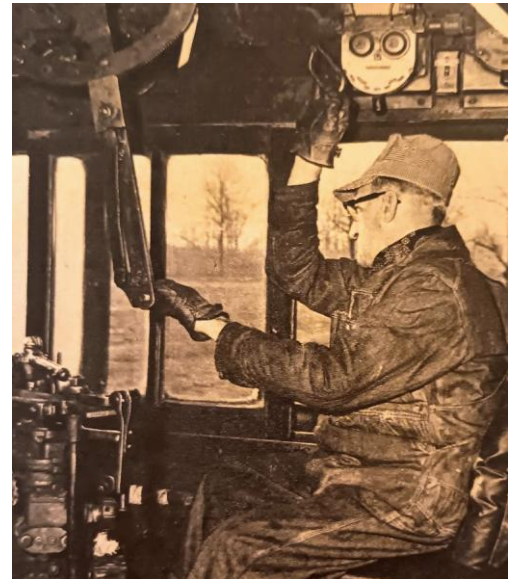
Nickle Plate People...Walter L. Herbel, Conneaut, Ohio



The Cleveland Plain Dealer Pictorial Magazine of Sunday May 11, 1953, spotlighted Walter L. Herbel who had accumulated forty years on the Nickel Plate Railroad traveling from Conneaut to Cleveland to Bellevue and back to Conneaut. A major railroad hub featuring significant facilities was located there as well as a large roundhouse.

Walter's father John had clocked his time on Nickle Plate as 49 years. His son Walter worked as a water boy for his father's track gang for three of his summer vacations and in 1915 he took a job as a locomotive fireman. His brother Harry J. was a freight conductor for the Nickel Plate and usually ran the Conneaut-Bellevue

route.



In the picture on the right, Walter sounds the train whistle. His left hand is on the throttle and his right hand on the whistle. Walter operated diesel as well as steam engines. He was a member of the Brotherhood of Locomotive Engineers.

Editor

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