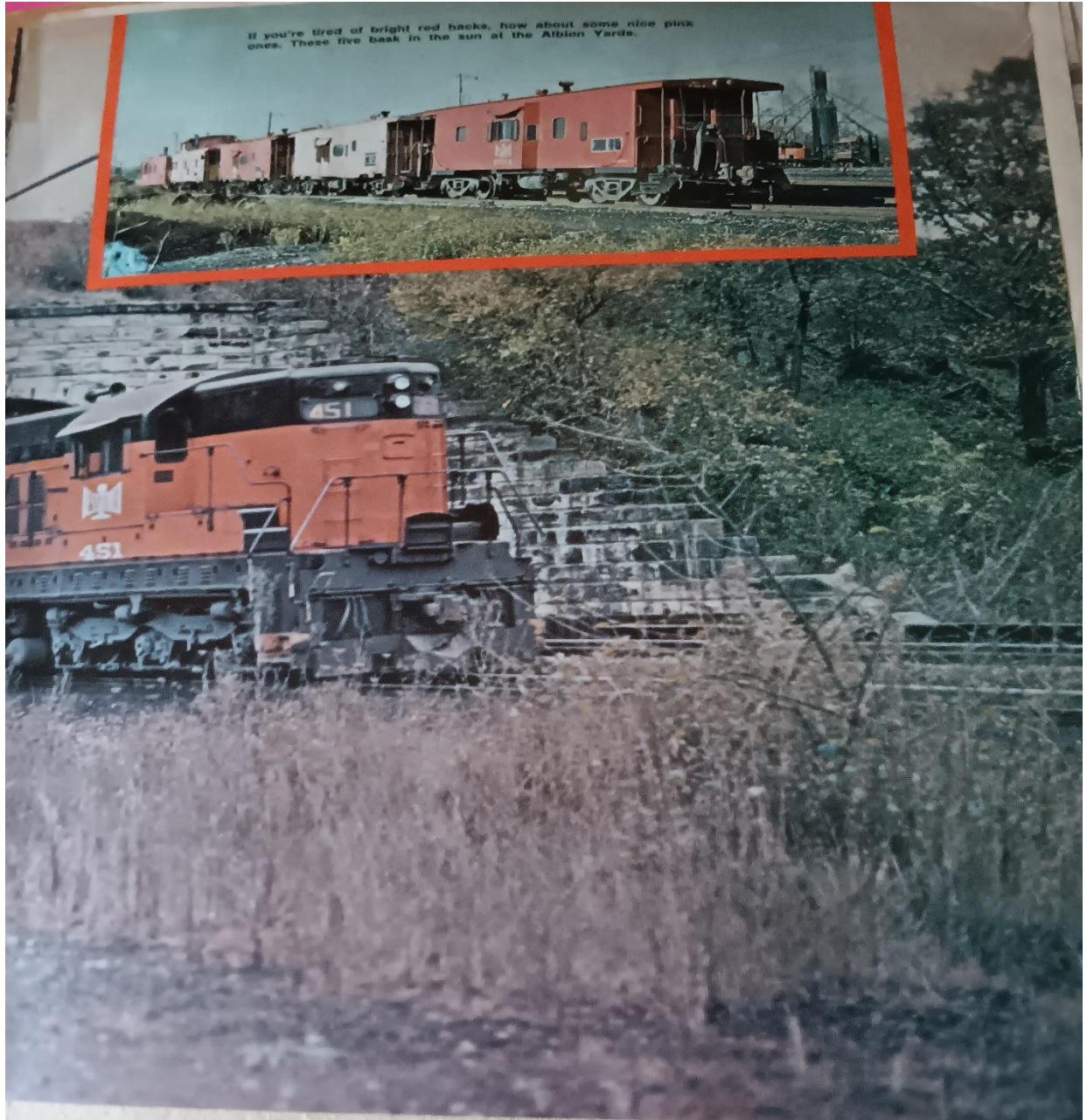


Railroad Ramblings from the Conneaut Railroad Museum



Bessemer & Lake Erie Road, Conneaut- Duff Brace Scrapbook

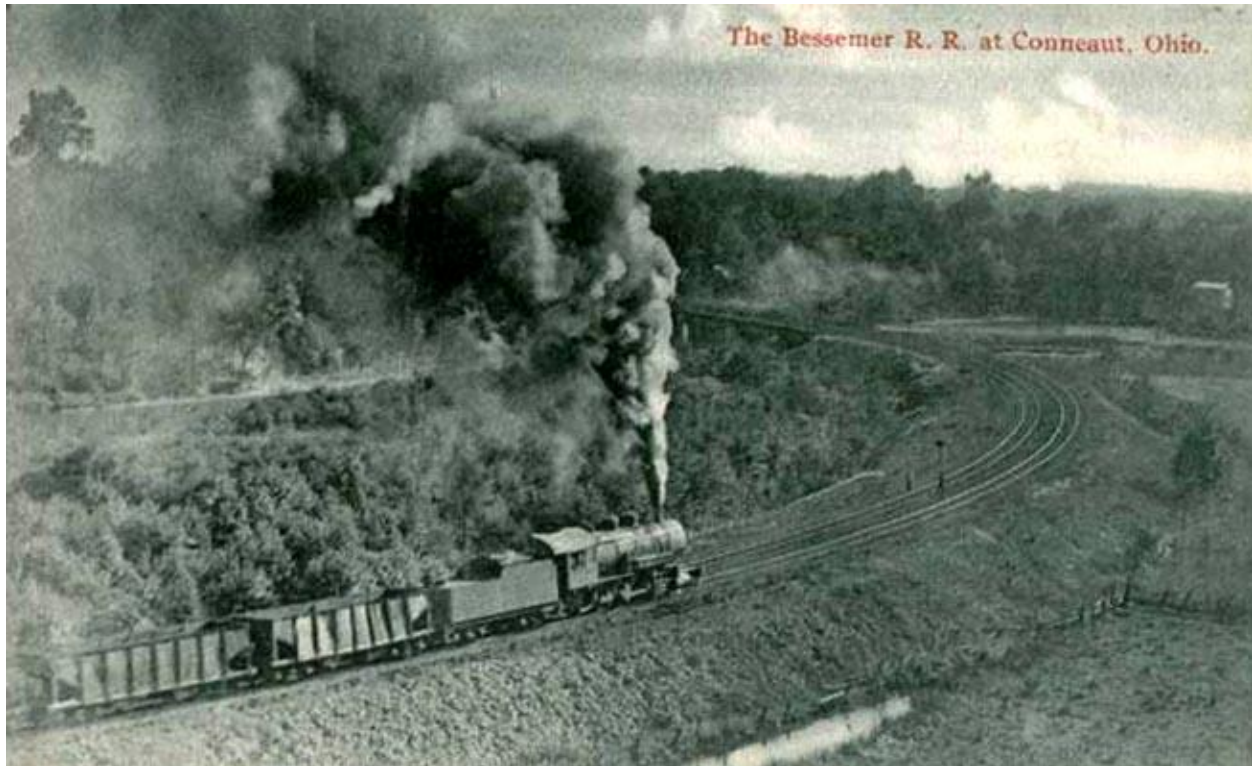
Conneaut Railroad and Trolley Timeline

- 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.



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.

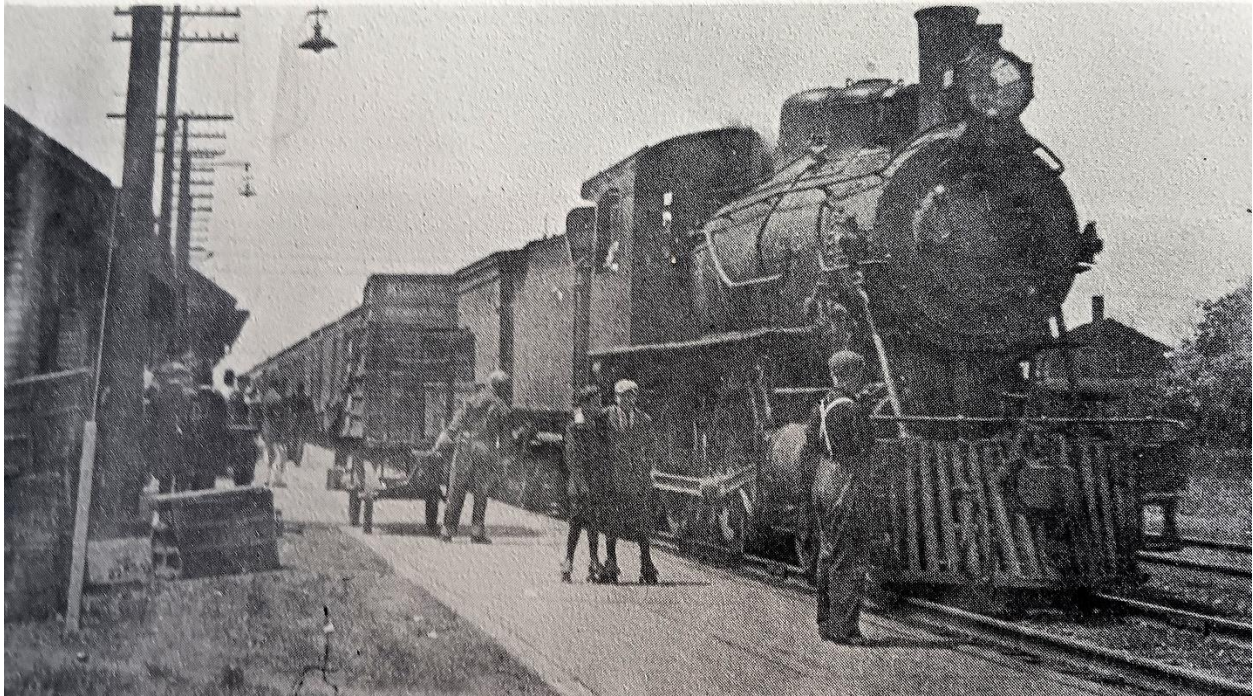
In 1900, the Bessemer & Lake Erie Railroad acquired its official name when it officially leased the Pittsburgh, Shenango & Lake Erie Railroad after it merged with the Bessemer & Pittsburgh Railroad. True to form, steel magnate Andrew Carnegie changed the face of the railroad when he sold his Carnegie 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.

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

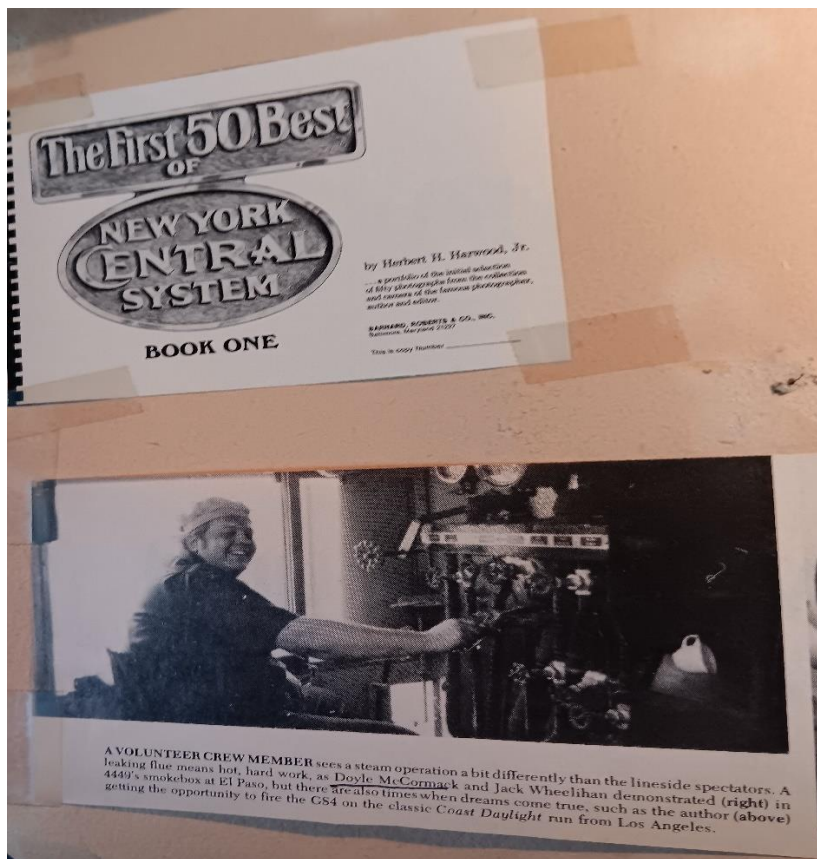
Street onto a side track. On the main track east of the switch was a Class R ten-wheel engine which moved west to couple with the train to replace the lighter engine to provide the motive power for the heavier pull into Buffalo. All passengers and the new crew were onboard, the baggage wagon parked, 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.



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 summer 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.



The Baseball Father and the Railroad Man

Sunday Baseball Father Lived in Harbor Street Home

Although this house at 441 Harbor Street has changed its exterior appearance in the past century, its history is recorded in the abstract of title. The home has been occupied for the past twenty years by Mrs. Margaret Pizzi and her family.

Saturday, March 25, 1967

Margaret Schmidt, News-Herald Reporter

Among those who have owned the property at 441 Harbor Street since 1841 were a ship's captain and a railroader. The railroader was also known by his friends as "father of Sunday baseball in Ohio."

An unusual experience recently turned the News Herald's attention to the home. In answering a knock at the door, its present owner, Mrs. Margaret Pizzi, was

confronted by a stranger. The man from out of town introduced himself and stated a relative of his had lived there and he had a desire to once more see the inside. Mrs. Pizzi paid little attention to the visit and soon forgot the man's name. But the series of old homes began to appear in the paper, and since the visitor was an older person, she began to wonder about the age of their home.

The man had told her the house once stood farther south of the tracks, but had been moved. He also said Harbor Street was a mere lane at that time. So Mrs. Pizzi turned to the abstract of title for some dates. On April 14, 1841, for the price of \$1,000, a warranty deed was passed from John H. and Mary D. Hall to Alanson P. Tubbs. The property was listed as one-sixth of an acre situated on the west side of the road leading from Lyon & Gould's Store to the lake. It was further noted Mr. Hall had bought the property from L. Lake.

The next transaction, recorded in 1916 by Charles F. Graham, stated that he was the grandson of Alanson Tubbs. According to the statement, Mr. Tubbs died August 6, 1874, leaving six heirs. Henry C., Cyrus W., and Wallace Tubbs, Esther Ann Devore, Harriet Snow, and Addie J. Graham.

The News-Herald file was searched for the death announcement of Mr. Tubbs. According to this record, Captain Alanson P. Tubbs, age 69, died at his home. He was born in Conneaut and at the time of his death was one of its oldest inhabitants. He followed the lakes most of his life, the story said,

Quit claim deeds of Adelia Graham were signed by five of the heirs and their spouses. This is recorded in 1876 and 1877. B.F. and Addie Graham sold to Charles F. Graham in 1893. Mr. Graham died in December of 1918. Announcement of his death was preceded the day before by word that he was seriously ill in Grace hospital.

"Charles Graham was often proclaimed by his friends as "Father of Sunday baseball in Ohio" through his activities on behalf of the law which gave to communities the right to have the sport if they desired," the news story reported.

Mr. Graham, a railroad man, spent much of his time in Columbus as a representative of a conductor's association. The following day, December 21, 1918, the edition carried the news of his death and noted that he was born April 13, 1864, at the family home on Harbor Street. His body lay in state at the home, 441 Harbor Street. Among his survivors were three sons: Frank, Clyde and Dickson, and a daughter Minnie, who all signed off to a Charles E. Deyo. The Deyos sold to

Charles B. O'Brien and he to F.H. Jones. It was in 1946, Herman and Bessie Caslor and Margaret K. Caslor, who is now Mrs. Pizzi, bought the home.

A great deal of remodeling has taken place in the past thirty years, Mrs. Pizzi states. Large rambling porches have been done away with and the home is now a duplex.

From history buffs comes the indication that Harbor Street, once known as "the Old Salt Road," was built in 1804. The first track of the settlers of Ohio lay much of the way along the beach of the Lake, and sometimes the wagons of our fathers ran deep in the sands and its waters. The first regularly surveyed highway was The Ridge Road along Liberty Street in 1800 by Nathan King, first surveyor, and Seth Harrington and Aaron Wright. It was cut open as far as Ashtabula.

The next one, styled "The Old Salt Road," because it was cut through for a track over which to draw salt, was started from the harbor in 1804, and ran in a southern irregular direction through several towns of the "first range," one historian wrote.

Dr. Greenleaf Fifield and Captain Ananson Tubbs

According to the biography of Greenleaf Fifield in the Williams Brothers History of Ashtabula County, Dr. Greenleaf Fifield possessed a strong physique, towered to a height of over six feet tall, and had a balanced, resolute outlook and a calm temperament. For nearly thirty years, he faithfully doctored the people of Conneaut and Ashtabula County. Like other physicians of his time, he did not bill people but traded his services for practical items like food, tools, or whatever his clients could pay.

Dr. Greenleaf Fifield also had a sense of humor and fun, and liked to participate in practical jokes. A witness to one of Dr. Fifield's jokes told his story to the Williams Brothers who included it in their Ashtabula County history. Dr. Fifield and Captain Alanson Tubbs played the leading roles in the story. Captain Tubbs was one of Conneaut's most stalwart and well-known sailors. One day Captain Tubbs encountered the good doctor on a Conneaut street and consulted him about a minor complaint including a sore chest. Dr. Fifield told him to apply a big hemlock gum plaster to his chest. The Captain followed the Doctor's orders, but forgot to shave the hair off his chest before he covered the entire front of his breast with the hemlock gum plaster. For a short time, the Captain felt relief and there was no soreness in his chest. Then as is the way of hemlock plasters, it began to provoke his skin to an intolerable itch. As the Williams telling of the story put it: "The man who puts on that kind of a plaster to please himself will be pleased twice – when he gets it off, especially if he forgets the preliminary shave."

Captain Tubbs, courageous mariner who braved the wind and waves of Lake Erie and its companion lakes, could not summon the courage to pull the plaster away from so much hair so he suffered the consequences of his inaction. For several days he went about his daily life and rounds about town itching and grumbling and trying to find a painless way to get rid of the gum plaster.

After days of Captain Tubbs sharing his loud, embellished suffering laced with sophisticated sailor swearing with his family, friends, and Conneaut at large, he confronted Dr. Fifield who had parked his gig in front of one of the Main Street hotels. A crowd quickly gathered to witness the confrontation between the doctor and the sailor. Dr. Fifield immediately realized that the hemlock plaster had to be removed and formulated an on-the-spot plan to swiftly and humanely remove it. His plan involved great physical effort by the captain and focusing his attention elsewhere to make him forget the miniscule pain.

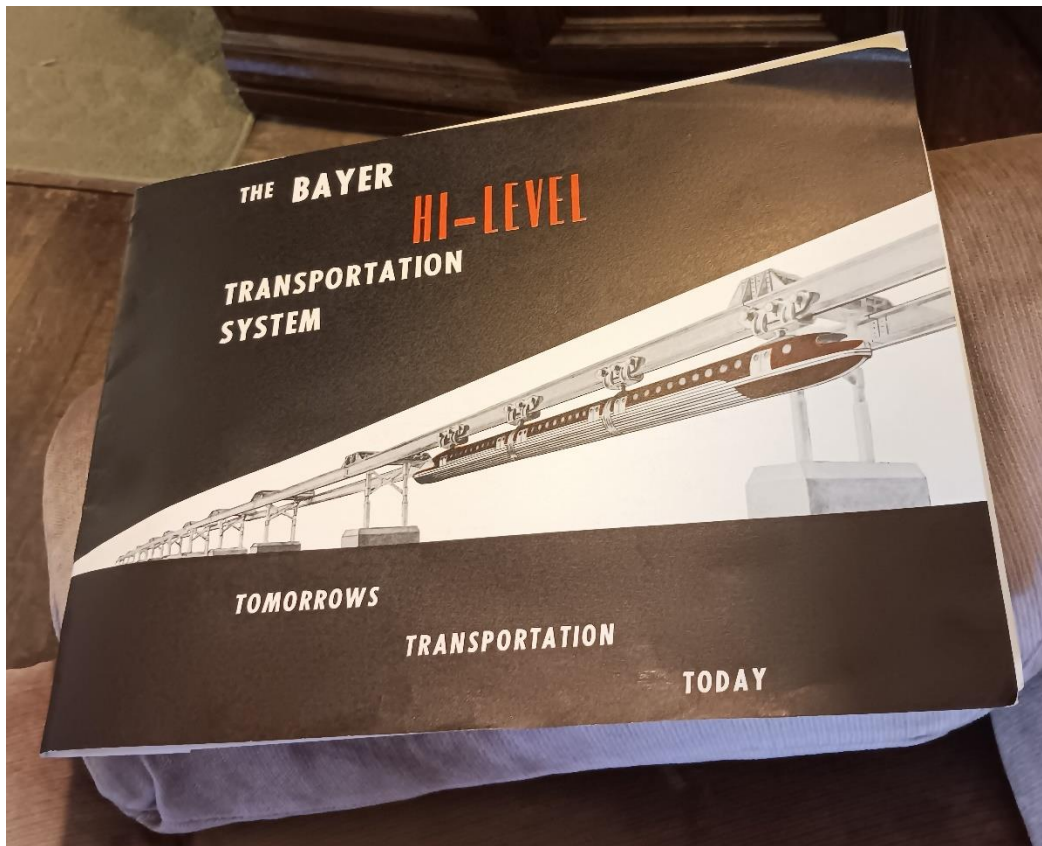
Dr. Fifield called Captain Tubbs over behind his gig and leaning over the side, carefully uncovered the plaster. Quietly and quickly he gripped the top of it and tapped Old White, his horse, with his whip. Old White sprang into a run, and Captain Tubbs had to follow. Down the street they flew, but even Captain Tubbs's long legs could not keep up with Old White. The plaster flew off almost abreast of Captain Tubbs.

For years after the race, Captain Tubbs told the story, laughing until he cried. He always said that he had no sooner thrown a big stone at Dr. Fifield than he prayed that the stone would not hit him, because it would have gone through him if the Captain's aim had been true. Captain Tubbs hugely enjoyed being rid of his large hemlock plaster, but he believed that the joke lasted much longer than the plaster. If he now quietly ventured into town, the tavern patrons and other bystanders would inquire about the plaster. Captain Tubbs estimated that he paid for about five gallons of whisky by the glass, before other stories replaced the story of the hemlock plaster.

The source for this story is: Sketches of its Pioneers and Most Prominent Men by Publ. Philadelphia - Williams Brothers - 1878 - Page 127

Captain Tubbs is buried in City Cemetery with his wife and son. His daughter Adelia married Charles F. Graham. Charles F. Graham is buried in Glenwood Cemetery. Charles Graham worked for the Lake Shore & Southern RR and also was a dock foreman according to Ancestry records. His involvement and influence on Conneaut baseball mentioned in the newspaper article has yet to be fully researched.

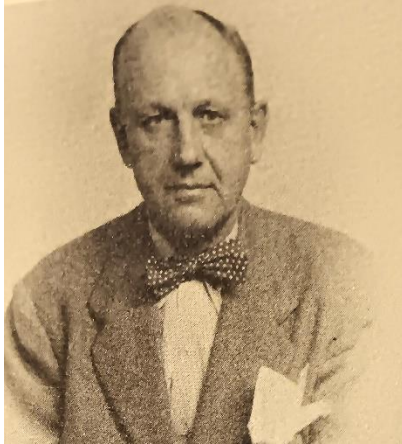
Monorails Travel Like Airplanes and Conneaut has a Model Monorail



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.

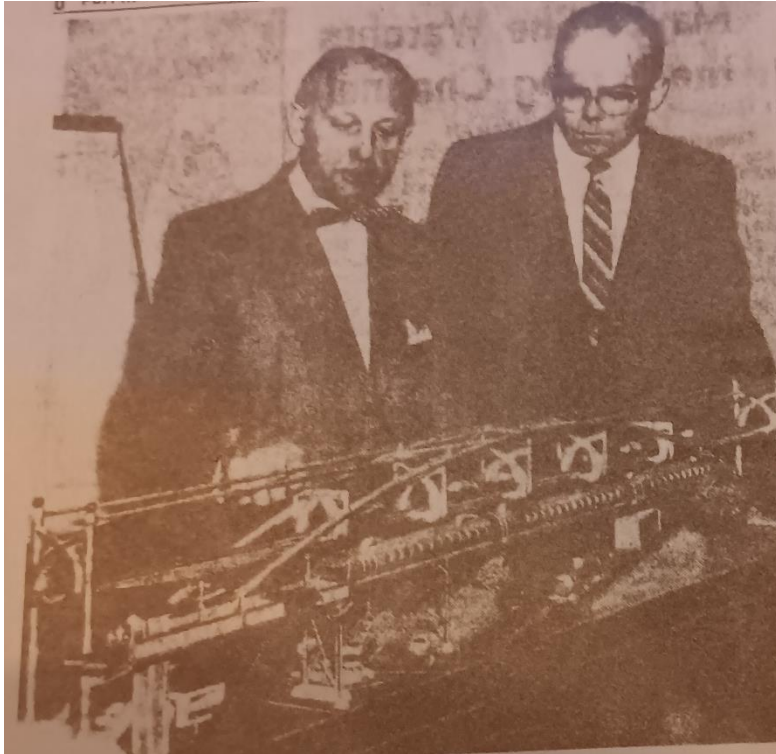
During the Great Depression, Matthew earned \$7.50 an hour as a mechanical engineer in Hollywood's movie studios.

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.

Andrew Carnegie and Charles Ott



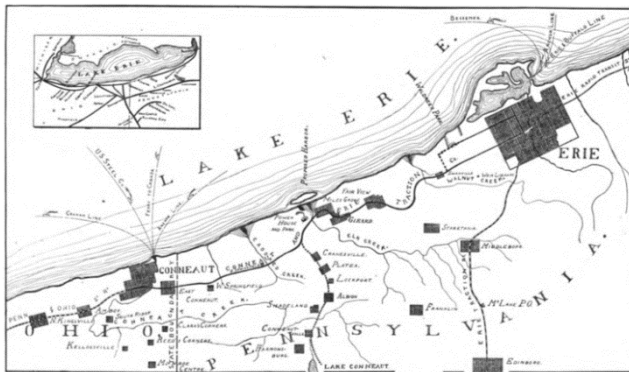
Charlie A. Ott

Charlie Ott, who was motorman on the streetcar that nearly plunged through the East Conneaut Bridge looks over the letter of commendation he received from the company. It was believed that only quick action on the part of the crew saved 60 passengers from plunging into the gulchly.

Charlie Ott probably did not know Andrew Carnegie personally, but Andrew Carnegie shaped his careers on the Conneaut & Erie Trolley and the Pittsburgh & Conneaut Dock Company.

Andrew Carnie had plans almost as large as his fortune for Conneaut, Ohio. He and his partners had forged Carnegie Steel in 1892, establishing a network of steel mills in the Pittsburgh, Pennsylvania area and gradually expanding to control transportation facilities in the Great Lakes ports that shipped ore and his finished steel products. In 1896, Andrew Carnegie acquired controlling interest in the Bessemer & Lake Erie Railroad and the Pittsburgh & Conneaut Dock Company. He immediately built a new dock, dredged the channel 1,300 feet south, and installed twelve McMyler “fast plants” on the slip’s west side.

In an 1899 deal, Andrew Carnegie enabled George Hulett of the Wellman-Seaver-Morgan Company in Cleveland, to install his Hulett unloader, which revolutionized unloading operations, at the P&C Dock. Still expanding, in 1900 Andrew Carnegie considered a plan to build a steel mill in Conneaut or a site closer to the Ohio and Pennsylvania border.



MAP SHOWING THE LINE OF THE CONNEAUT & ERIE TRACTION CO.

While Carnegie considered, a group of enterprising entrepreneurs opened a trolley line from Erie to Conneaut gambling that Carnegie would choose the Conneaut location. The Entrepreneurs organized the Conneaut & Erie Traction Company in 1903, with a route stretching thirty miles from Conneaut to Erie with the possibility of 138 different stops. During the two-hour trip, most riders did not exit or board the trolley 138 times, but the option always existed. Carnegie did not build his steel mill in Conneaut, and since ridership itself could not support the trolley company, the Conneaut & Erie entrepreneurs had to rearrange their plans or their money-making idea would rearrange itself in a downward spiral. The entrepreneurs built a recreation area featuring nature and theme park attractions near Girard, Pennsylvania. The profits from that attraction enabled the Conneaut & Erie Trolley Company to operate until the Cleveland & Erie Railroad Company bought it for \$200,000 in 1909. In his book titled *Conneaut and Erie Trolley Memories*, Kenneth C. Springirth told the story of the Conneaut & Erie trolley and continued the story in [an interview](#) at the Hagen History Center in Erie. Charlie Ott played an important part in his story.

Another 1903 event is recorded in a Cleveland Plain Dealer newspaper clipping dated June 24, 1903. City and Hamlet are Joined. New Bridge at Conneaut Opens New Residence Section. Special to the Plain Dealer. Conneaut, Ohio, June 23rd. A new High Level toll bridge has been opened, connecting Conneaut with East Conneaut, across a wide ravine. The bridge is 835 feet in length and eighty-two feet high. It has opened a fine residence part of the city, and will be the means of bringing the hamlet of East Conneaut into the city. Three years later, the bridge, the Conneaut & Erie Traction Company, and motorman Charles Ott will play major roles on a Sunday afternoon in March.

March 18, 1906

Conneaut Post-Herald

This newspaper clipping that tells this story is from the Whipple scrapbook in the Louise Legeza Collection in the Conneaut Area Historical Museum.

Old Time Erie CONNEAUT AND ERIE TRACTION CO																																								
Eastern Standard Time																			GOING WEST																					
TRAIN No.	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38																					
STATIONS																																								
Erie 6th St.	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05		
Erie U. Depot	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10		
Erie 26th Jct.	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	3 15	4 15	5 15	6 15	7 15	8 15		
Weiweletown	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20	9 20	10 20	11 20	12 20	1 20	2 20	3 20	4 20	5 20	6 20	7 20	8 20		
Poor House	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25		
Swanville	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30		
Fairview	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35		
Girard	6 04	7 04	8 04	9 04	10 04	11 04	12 04	1 04	2 04	3 04	4 04	5 04	6 04	7 04	8 04	9 04	10 04	11 04	12 04	1 04	2 04	3 04	4 04	5 04	6 04	7 04	8 04	9 04	10 04	11 04	12 04	1 04	2 04	3 04	4 04	5 04	6 04	7 04	8 04	
North Girard	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 11	
Elk Park	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	
E. Springfield	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	
W. Springfield	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	
E. Conneaut	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	
C. Conneaut	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	
Elk Park	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35	8 35
North Girard	5 42	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42
Girard	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48
Fairview	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57	9 57	10 57	11 57	12 57	1 57	2 57	3 57	4 57	5 57	6 57	7 57	8 57
Swanville	6 08	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	10 08	11 08	12 08	1 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	
Poor House	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 23	10 23	11 23	12 23	1 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	
Weiweletown	6 37	7 37	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	9 37	10 37	11 37	12 37	1 37	2 37	3 37	4 37	5 37	6 37	7 37	8 37	
Erie 26th Jct.	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	9 43	10 43	11 43	12 43	1 43	2 43	3 43	4 43	5 43	6 43	7 43	8 43	
Erie U. Depot	6 49	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49	8 49	
Erie 6th St.	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	

*Daily †Daily except Sunday. Light face type indicates A. M., heavy face P. M.



Charlie Ott, 264 Harbor Street, electrical superintendent of the P & C Dock Company, worked on the construction of the Conneaut & Erie line and later navigated it as a motorman.



The Conneaut Daily Post-Herald described the dramatic afternoon of Sunday March 19, 1906, in its March 19 edition. “It was a sunny Sunday afternoon, March 18, 1906, when twenty-year-old Charles Ott began the special trip which left Conneaut at 12:35 p.m. traveling eastward to West Springfield. On board Car #3 with motorman Charles Ott was Lester Hess the conductor and 62

Maccabees, a fraternal organization dedicated to providing low-cost insurance to its members. Male Maccabees were called Knights of the Maccabees and female members were called Ladies of the Modern Maccabees. Both groups were traveling to West Springfield to the funeral of their sister Mary Lee Richards McDonald, wife of David McDonald who was born in 1874 had died a few days earlier.

The tracks at the time were laid on a platform extending over the north side of the bridge, and the entire structure was not in the best of repair according to concerned streetcar crews. The car had nearly reached the middle of the bridge when Mr. Ott heard snapping and cracking sounds which he identified as timbers breaking. He shut off the power and then received a signal from conductor Leslie Hess to proceed. He gave the trolley full power and the little car pulled itself off the sagging bridge.

The bridge was repaired Mr. Ott recalls and the tracks were removed from the platform and put in the center of the bridge. The line was discontinued in 1922 when automobile traffic had increased to such a point as to make it unprofitable. The last trip was made on September 16 of that year.

A notation in ink across the clipping said that Andrew Jackson Whipple, who was a railroad man, was aboard that trolley car.

Dock Talk March 1981, 75 Years Ago

Streetcar Near Tragedy Averted by Motorman Charles A. Ott

Wednesday Marh 18, 1981 marks the 75th anniversary of a near tragedy on the Conneaut & Erie Street car line which could have shocked the world. This month for our Conneaut- the Way It Was-we bring you that story.

The Dock Talk story quotes the Conneaut Post-Herald story, sets the scene at the Hi-Level Bridge, and then continues the story.

“ Feeling the bridge start to give way under the rear tracks, Ott applied current and the car quickly passed over the bridge. The passengers were not aware of the collapse until the car was safely over the bridge. Realizing their near brush with death, they all “chipped in” and gave motorman Ott and conductor Hess each a purse of twenty dollars.

The trolley tacks were originally located on a special section extending over the north side of the bridge the tracks were relocated to the center of the bridge. .After the collapse and repair of the bridge by the King Bridge Company of Cleveland, While the bridge was closed, an East Conneaut resident W.A. Tuller. Operated a horse drawn bus shuttle from Conneaut to meet the C & E cars at East Conneaut, charging ten cents for a one-way trip. By February 13, 1907, C &E cars had resumed their schedule to Conneaut over the repaired bridge.

The C &E gave Ott and Hess special commendations and the following letter was posted in all company stations and shops:



“The coolness, heroism, and judgment exhibited by Mr. Hess conductor, and Mr. Charles Ott, motorman, while in charge of Car No. 3 on March 18, on the occasion of the breaking of the Pennsylvania & Ohio bridge at Conneaut

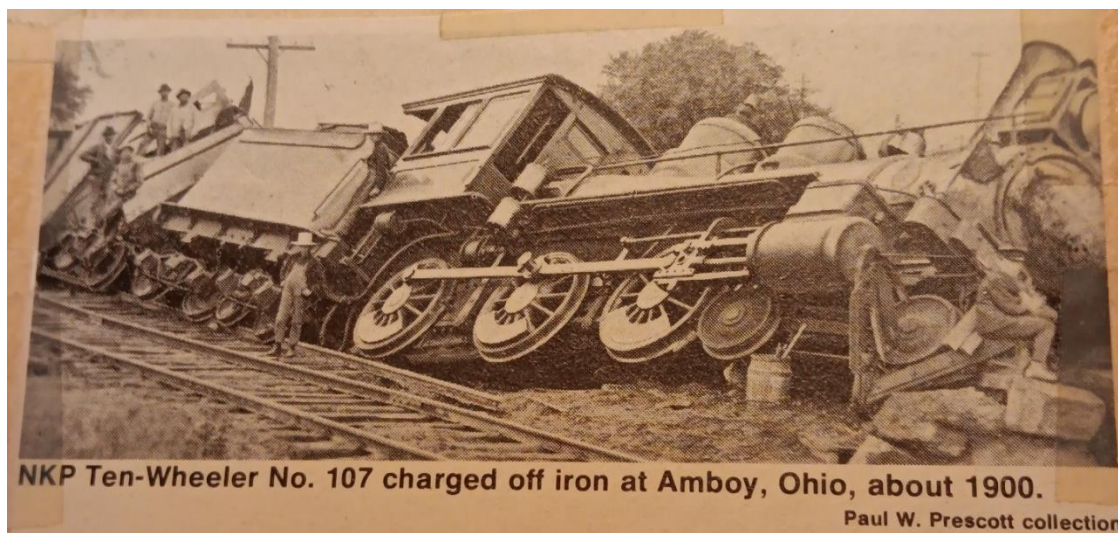
and the promptness with which they acted in moving the car loaded with passengers, out of danger is most commendable, indicating as it does, a worthy example for all employees who are thus engaged in the work of endeavoring, each the best he can, to contribute to the popularity and success of the Conneaut & Erie Traction Company. The kind words of praise and sincere thankfulness which we have received from many patrons of our line; particularly from those who were passengers on Car No. 3 at that time, serve to indicate in a slight measure their full appreciation of the efforts of Mr. Hess and Mr. Ott. Officially, the Conneaut & Erie Traction Company herewith extend to Mr. Hess and Mr. Charles Ott our full appreciation and thanks for their action in sagely guiding their passengers and themselves to safety.”

Signed C.E. Flynn, Vice President, April 4, 1906.

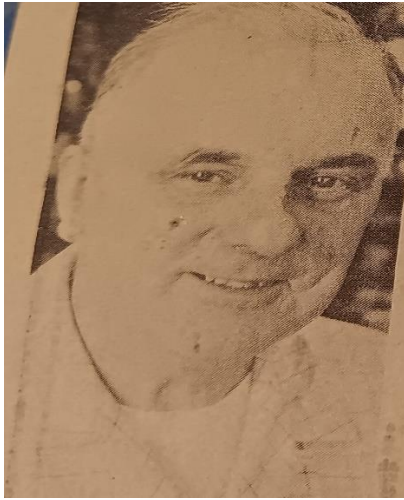
On July 11, 1907, Charles A. Ott, the C & E Motorman, began his employment at the Pittsburgh & Conneaut Dock Company as a lineman. In 1912, he became motor tender foreman. In 1916, electrician foreman, and in 1921, chief electrician. On May 1, 1951, he was promoted to electrical superintendent and held this position until he retired on February 10, 1956, with nearly fifty years' service.

During these years, Mr. Ott served on the Conneaut School Board for eighteen years and was its president for three successive terms. He was one of the first members of Conneaut's First Assembly of God where he taught Sunday School and served as its treasurer for many years.

Mr. Ott died November 22, 1978, of complications following a lengthy illness.



From Duff Brace's Conneaut Railroad Scrapbook



Duff Gordon Brace has deep Conneaut roots although after making his mark on Conneaut he move to Ashtabula and became one of the founders of the Ashtabula County Maritime and Surface Transportation Museum.

Railroading ran in Duff's family. His uncle Perry G. Brace was an engineer on the Pennsylvania Railroad and his aunt Nellie married Albert Hahn who was an engineer on the Nickel Plate Railroad.

Duffs father Duff S. Brace served five terms as mayor of Conneaut ending in 1930, and he worked at the Bessemer & Lake Erie Railroad as a yard master for 47 years.

Duff Gorden Brace sailed the lakes for several years and became a noted maritime historian, compiling scores of marine data in notebooks, with a special focus on Conneaut. His family donated his railroad and maritime scrapbook to the Conneaut Area Historical Society and it now resides in the David Cummins Octagon House.

Duff S. Brace and his son Duff Gordon and some of their family members are buried in Glenwood Cemetery in Conneaut.

Pictures from the Duff Brace Scrapbook, donated to the
Conneaut Area Historical Society



Do you recognize any of these men? All eight are unidentified and they are employees of the Lake Shore and Michigan Southern Railroad which operated in Ashtabula County. County Recorder Paul Hakala who owns this old photo, said this picture was taken in the county and these probably men from the county, but remain unidentified.

LAKE SHORE & MICHIGAN SOUTHERN
RAILWAY

THE ONLY DOUBLE TRACK ROAD
BETWEEN
CHICAGO and the **EAST**

SELECTED BY THE GOVERNMENT TO RUN THE
FAMOUS FAST MAIL TRAIN

LOCAL TIME TABLES.

APRIL, 1890.

THESE TIME TABLES ARE OFFICIAL,
Being Revised by the General Passenger Department, and are the only ones issued under
authority of the Company, for distribution over its Lines.

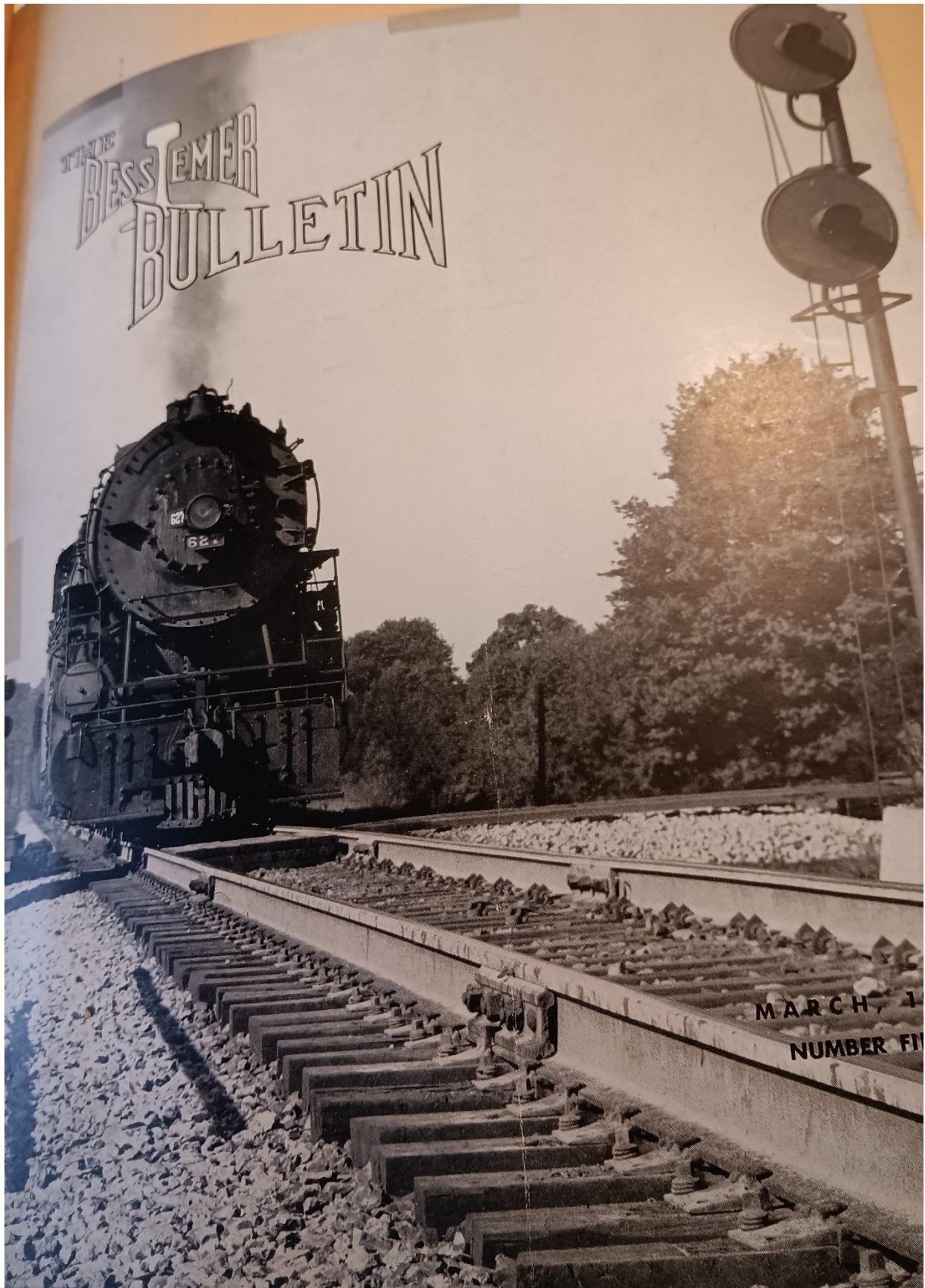
P. P. WRIGHT, **A. J. SMITH,**
General Superintendent. Gen'l Pass. and Ticket Agt.
CLEVELAND, OHIO.

TIMETABLE REPRINT BY RAIL PIX LIMITED



Aided by a pusher, this Bessemer & Lake Erie ore train crosses the “hog-back Bridge” over Conneaut Creek before beginning the long climb over the “hog-back.” The bare bank (center-right) was a favorite spot of area boys. They would sit at the top and hurl rocks and other missiles at the trains. This picture of the early 1900s is from the postcard collection of Herman Risley.





Bessemer & Lake Erie Centennial, 1969

Bessemer Picks Conneaut for Celebration

The Bessemer & Lake Erie Railroad selected one of its most modern facilities as a site for a celebration commemorating one of the company's one hundredth year of operation.

Approximately two hundred guests including many arriving by special train from Pittsburgh gathered at Conneaut Thursday to help the Bessemer celebrate its Centennial and to inspect the company's highly automated coal transfer facility. Colorful tents erected near the office building of the affiliated Pittsburgh & Conneaut Dock Company were used for the Centennial program and for the serving of a buffet luncheon. Guided tours of the Conneaut Harbor facility were conducted throughout the day.

Carl V. Lyon, Deputy Federal Railroad Administrator, Washington D.C. was the principal speaker. On behalf of Secretary of Transportation Volpe, Federal Railroad Administrator Whitman, and the Department of Transportation, he extended congratulations to the Bessemer & Lake Erie for 100 years of service to the industries and citizens of Western Pennsylvania and northeastern Ohio. Lyon noted that the Bessemer handles huge tonnages of iron ore, coal, limestone, and coke, being best known in railroad circles as an integral part of the steel industry complex centered in the Pittsburgh district.

He says that statistically the railroad ranks near the top of American railroads in tonnage handled per miles of railroads, and in addition has the reputation of being a leader within the industry in developing new and better ways of running a railroad. He cited as examples the Bessemer's early use of all steel freight cars, welded steel rail, mechanized track equipment, centralized traffic control, and computerization.

Fred W. Oakie, president of the railroad, traced the Bessemer's growth from a very small road in Mercer County, Pennsylvania, serving a single coal mine, into a principal Class I railroad. He said the Bessemer's first predecessor company was the Bear Creek Railroad chartered in 1865 which did a small amount of construction work but never operated a train.

Following a change of name in 1867 to Shenango and Allegheny Railroad, work on the original line was completed and the first train was operated in October 1869 between Shenango and Pardoe, a distance of about 20 miles.

President Oakie, in commenting on the selection of Conneaut as the location for today's Centennial Celebration, said that the Bessemer is particularly proud of the automated coal storage system installed here in 1964, which permits the mining and shipping of lake cargo coal to Conneaut on a year-round basis.

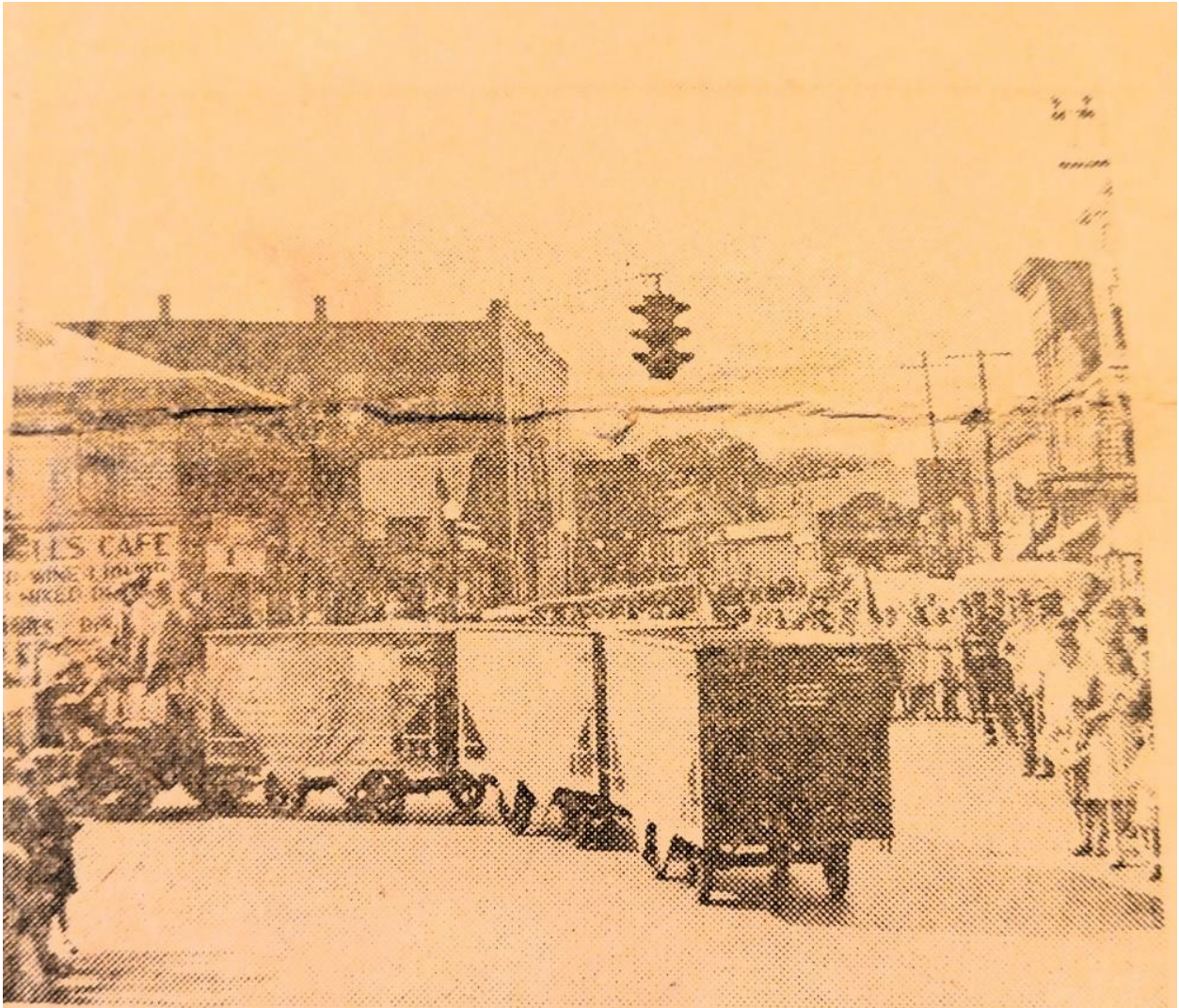
The new system provides for stock piling of coal near the dock and for transferring it to lake vessels when navigation is open.

Under the former method of dumping directly from railroad cars to vessels, operations had to be suspended during the winter months when the lake was frozen. Conneaut was the first ground storage facility for coal at any lower lake port.

Mr. Oakie announced that contracts will shortly be awarded for a third major expansion of the facility which when completed will provide mechanized reclaimer equipment servicing an area large enough to store an excess of three and one half million tons of coal.

“This facility,” Mr. Oakie said, “enables customers to receive their normal coal requirements despite temporary interruptions in production of the mines.”





In 1945 Conneaut residents did not demonstrate against war but did celebrate with a parade at the end of World War II. Miniature coal cars,

entered in the parade, by the Bessemer & Lake Erie Railroad, are shown turning east on State St. at Broad and State St.

A Birthday Present for President Lincoln

Could It Have Happened?

A Birthday Present for President Lincoln

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

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:

J

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.

Canada Atlantic Railroad Ghost Story- Farmer Brunet's Red Lantern



Canada Atlantic Railroad - *Archives of Canada*

Almost every railroad has a ghostly lantern story and the Canada Atlantic Railway is no exception. Its brief 35-year existence from 1879 to 1914, makes its own existence relatively ghostly.

Lumber Baron John Rudolphus Booth Creates Companies

Lumber baron John Rudolphus Booth created the Canada Atlantic Railroad Company and during its short life it handled about 40 percent of the grain traffic from the Canadian west to the St. Lawrence River valley. In 1889, he established the Canada Atlantic Transit Company of the United States to operate between Depot Harbor and American ports like Chicago and Duluth, Minnesota.

In 1898 he set up the Canada Atlantic Transit Company to run steamships on the Great Lakes from Depot Harbor to what is now Thunder Bay, Ontario. In 1905, he

sold all of these companies and the Canada Atlantic Railway to the Grand Trunk Railway which was later absorbed into the Canadian National Railroad. The American Company dissolved in 1948 and the Canadian Company in 1950. The Canada Atlantic Railroad also had its own ghost story that John Rudolphus Booth could not squelch.

At Midnight on the Canada Atlantic Railroad Tracks

In the late autumn of 1888, when enough snow had fallen to record footprints, a farmer named Brunet walked along the Canada Atlantic Railway track about a half mile on the other side of the St. Scholastique station in Quebec, Canada. The late hour – about midnight – convinced farmer Brunet to walk the single track instead of walking through the inky, black woods, although he could barely make out the outline of the tracks as he trudged along through the darkness.

Imagination sees Farmer Brunet trudging through the darkness shading his eyes to track the glow of lamplight from a distant farmhouse, possibly a lamp that his wife put in the window to light his way home. Imagination hears the train whistle and the headlight freezes farmer Brunet in its fierce glare. He jumps off the track and the Ottawa Express whizzes by.

The real story goes that the Ottawa Express sped by, ran over farmer Brunet, and threw his body one hundred feet into a clump of trees growing alongside the track. His body landed in separate pieces that scattered through the tree branches.

An Ottawa Express Engineer Talks Confidentially to the Montreal Correspondent of the St. Louis Globe Democrat

Imagination has farmer Brunet's family searching for his body and finally finding it scattered in the clump of trees growing alongside the Canada Atlantic Railroad tracks. They buried the parts of his body that they could recover and tried to go on with their lives. Farmer Brunet did not give up so easily. He determined to stop the train by waving a red signal lantern before it could hit him. Every night he stands beside the tracks swinging his red lantern as the Ottawa Express thunders toward him.

The real story goes that five engineers ran the Ottawa Express since that fateful autumn night in 1888 and every one of them asked for a transfer from the route. The last of the engineers asked for a transfer from the Ottawa Express in April of 1889, and he decided to tell his story in confidence to the Montreal Correspondent of the St. Louis Globe Democrat..

The engineer said that he could not stand running the Ottawa Express any longer and that he had requested a transfer. When the Canada Atlantic Railroad officials asked why the engineer wanted to transfer, he was too ashamed to reveal his reason, but he had a ghost story to tell.

According to the engineer, after he left St. Scholastique station, he opened the locomotive engine's throttle wide because he had to make up time. He had just built up a good head of steam when he saw what looked like a red star floating in the air about a mile ahead of him. The red star grew larger as the Ottawa Express sped nearer and the engineer saw that the red star really was a red lantern. The red lantern swung so high in the air the engineer thought it had to be a signal.

The Red Lantern Hovers Where Farmer Brunet's Body Landed

The engineer also noticed that the red lantern hovered over the clump of trees where farmer Brunet's body had landed. As the Ottawa Express got within two hundred yards of the trees, the red lantern seemed to jump across from the trees right over the track. All of this happened as quickly as it took the engineer to tell the Montreal Correspondent of the St. Louis Globe Democrat the story.

The engineer was terrified. The light was unmistakably a signal lantern and it hung directly in the way of the train. He did not have time to alert the fireman before he was on top of it. Fearful that there was something wrong with the track, the engineer shut off the steam, put on the air brakes and stopped the train. George Welles, the conductor, ran forward and he and the engineer walked back down the track to investigate.

There was nothing wrong with the track. There was not a house within half a mile of the place, and the men could not see any footprints in the snow to show that anybody had been in the neighborhood. Up until this point, the engineer had never heard of the ghost, but he noticed that the conductor looked nervous and the fireman looked scared.

The Same Red Lantern Flashes Two Nights Later

A walk a half mile ahead of the engine convinced the engineer that nothing was wrong with the track, so he started the train and arrived in Ottawa twenty-five minutes late. The engineer had expected that his bosses would ask him to account for his unscheduled stop, but they did not. Conductor Welles said no more to him about it. The engineer again made the trip the next morning and scrutinized the

spot where he had seen the red signal lantern the night before. All he saw were trees and the railroad track.

On his next trip, which was two nights later, the engineer saw the same red lantern. He had no doubt the lantern was supernatural and despite an inclination to ignore the ghostly warning and keep the train going, his hands mechanically turned off the steam and put on the air brakes.

Again, the conductor came forward and again the engineer explained what happened. Again, they went on with their trip after failing to discover any reason for a red warning lantern.

The Engineer Asks to be Transferred from the Ottawa Express

The engineer discovered that four other engineers had seen the red lantern, but railroad officials convinced them to keep quiet about what they saw because they were afraid that a Farmer Brunet ghost story would ruin passenger business.

The engineer decided to ask for a transfer and to speak out about what he saw because he believed it might be an omen of a railroad catastrophe to come. Two of the engineers who had given up the Ottawa run because of the ghost, Alexander Swindon, and James Roberts, corroborated the engineer's story.

Lumber Baron John Rudolphus Booth Could not Stop the Ghost Story

The inhabitants in and around St. Scholastique soon heard the story of the red lantern and crowds of brave people went to the clump of trees where the lantern appeared. The Canada Atlantic Railroad could not keep the story quiet.

The Canada Atlantic Railroad Hires Detectives

At first, John Rudolphus Booth and his employees believed that the story of Brunet's red ghost lantern was a hoax. The Canada Atlantic Railroad hired detectives who crouched by the side of the track all night and hid in the clump of trees. Despite their efforts, the red lantern shone and the trains stopped, but the detectives could not find any human hand holding the red lantern.

Next, the Canada Atlantic bought the trees and put men to work cutting them down to see if that had any effect on the ghostly signal man and his lantern. The lack of trees did not stop the ghost.

The clump of trees where farmer Brunet landed, John Rudolphus Booth, and his Canada Atlantic Railway have all passed into history, but local tradition says that the red lantern still signals a phantom Ottawa Express to a stop and the perplexed engineer and conductor can still be seen searching the track for danger.

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