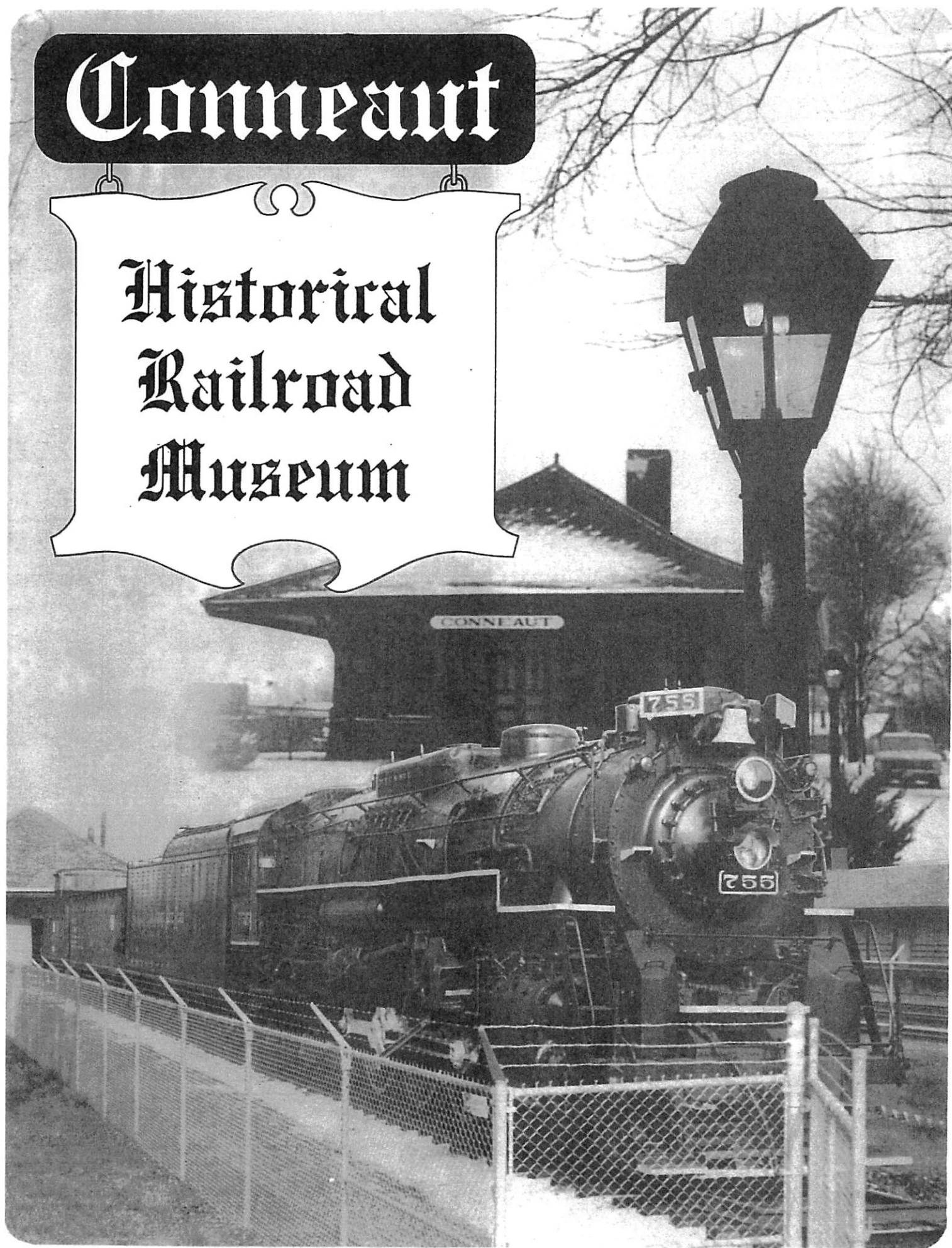


Conneaut

Historical Railroad Museum



HISTORIES

of

THE CONNEAUT RAILROAD MUSEUM



THE NEW YORK, CHICAGO and ST. LOUIS
RAILROAD



THE NEW YORK CENTRAL RAILROAD



THE BESSEMER and LAKE ERIE RAILROAD

THE PICTURES IN THIS BOOK FURNISHED.

COURTESY OF:

PAUL PRESCOTT

J. ALBERT TYLER

N. Y. C. R. R.

N. & W. R. R.

BESSEMER AND LAKE ERIE R. R.

PRINTCRAFT, INC.

The History of The Conneaut Railroad Museum

The instituting of a railroad museum in the City of Conneaut at the location designated was the idea of Eugene Lambert, manager of the local office of the East Ohio Gas Co. in Conneaut.

The work was initially carried out through a small group of men including John Phipps, Michael Arcaro and Herbert Hopkins, who were interested in the idea of developing a museum of this type since the heritage and economy of our town has for so many years been so closely connected with railroading.

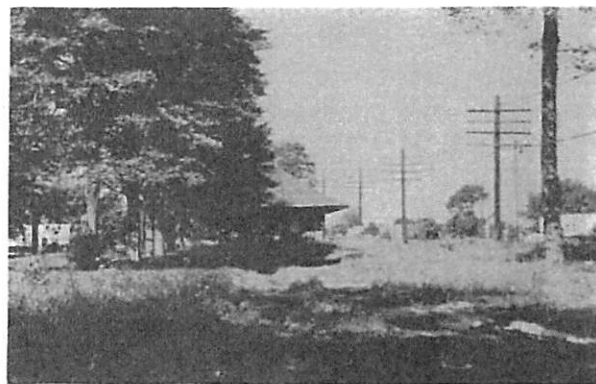
So many of our forefathers have worked with the railroads serving this area that it was felt there would be a great deal of interest within the community to support such an effort. Initially, the group was very small since at that time only a few men could do the necessary work. This comprised the obtaining of the locomotive from the Nickel Plate Railroad, contacting and receiving the hopper car and caboose from the Bessemer and Lake Erie Railroad, and making the arrangements with the New York Central Railroad concerning the land and the depot.

Negotiations for all of the above were conducted over a three-year period, finally consummating in August, 1963. Throughout these negotiations, Conneaut City council had to pass various ordinances, for the gifts of equipment and the lease of property are all to the City of Conneaut and the people of the community, not to any one group.

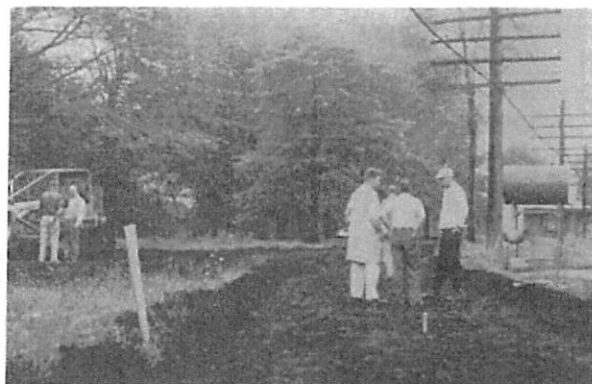
When finally in August everything appeared to be ready, the work of getting the equipment installed was started. The Bessemer and Lake Erie Railroad donated the rail. This was delivered to the site by Daniels truck lines, and unloaded with the use of a crane from U. S. Scrap Iron and Metals in Conneaut. The limestone division of U. S. Steel donated 100 tons of limestone to be used for ballast. The New York Central Railroad gave the City of Conneaut a carload of railroad ties for the track.

At this point, the Nickel Plate track crew, under the direction of Mr. Graziano, donated three Saturdays of their time to lay the necessary rail. Prior to this Trutwin Excavating had leveled the site for the rail. Subway Coal Co. helped move the ballast into place at the time of the laying of the rail, and Conneaut Concrete Products helped truck the limestone to the site.

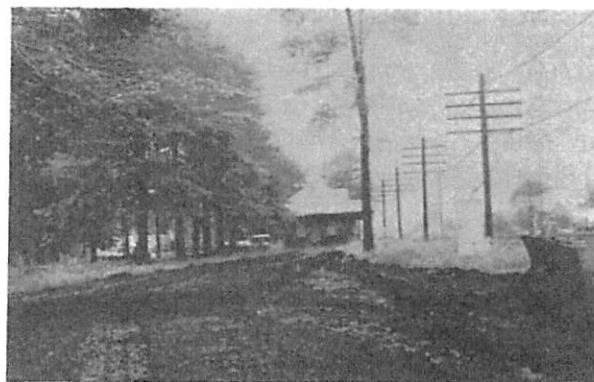
The locomotive was sent to Chicago, where it was completely refurbished by the Nickel Plate



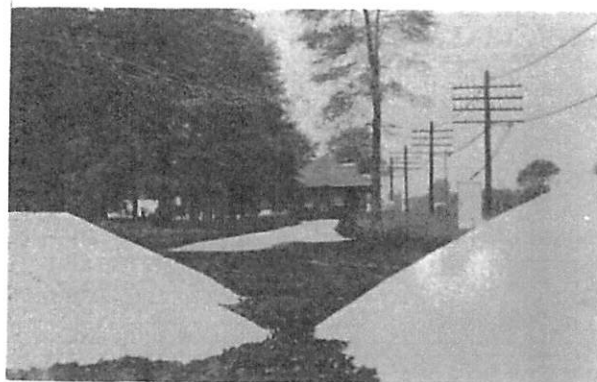
AUG. 15, 1964 — GROUNDS, EAST END, LOOKING WEST TO DEPOT.



AUG. 22, 1964 — LOOKING WEST, FROM GRADED SPUR SECTION.



AUG. 22, 1964 — LOOKING WEST, FROM GRADED SPUR SECTION.



AUG. 29, 1964 — LOOKING WEST, TO DEPOT, FROM EAST END. LIMESTONE PILES IN FOREGROUND.

Railroad, and subsequently returned to the City of Conneaut on Sept. 24. At this point Roundhouse Foreman Brown went to work and with his men, completely refurbished the cab of the locomotive.

While this was occurring, Cyclone Division of U. S. Steel was installing the fence around the site. This was made possible by the more than \$3,000 which was donated by local industry, merchants, and others.

On Sunday, October 11, 1964, the Bessemer and Lake Erie Railroad delivered to the Nickel Plate the hopper car and caboose completely redone and ready for location on the site.

On Tuesday, October 13, the Nickel Plate Railroad assembled the "train" and brought it to the New York Central interchange, where a New York Central engine pulled the train to the site.

Wednesday morning, the New York Central installed the temporary rail and the equipment was placed in its permanent display area.

All of the above is actually a gift to the City of Conneaut, and its citizens by the transportation industry — a gift which has cost us nothing, but would be valued well in excess of \$50,000. This is most gratifying and one with which we can all be proud.

And actually, the museum project has only started. It was one of the thoughts of the people involved in this work initially that it would create interest in our community. This has already been done. Letters, and people, have already come from surrounding states to see the equipment. We are all helping to draw attention to our town through the community-side effort involved.

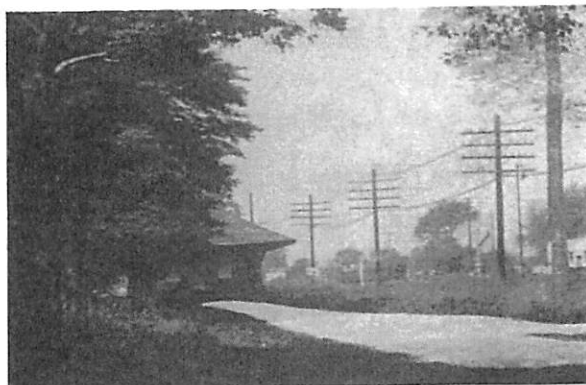
Many communities throughout the country have been donated a locomotive, usually of a much smaller size. Conneaut is the only community which has a train and a museum such as this.

A formal dedication took place May 15, 1966. The equipment is on display for all to see.

It is possible to go through the caboose and also to see the cab of the locomotive. These units look just as they were when in actual use not too many years ago.

The depot will be repainted, and refinished on the inside as time and money allow. The large rooms in the depot have been turned into a museum in which are placed items which relate the proud heritage of our city's past. It is the feeling of everyone involved that we have an attraction in our town that will draw people from far and wide. One which belongs to all of us in the community.

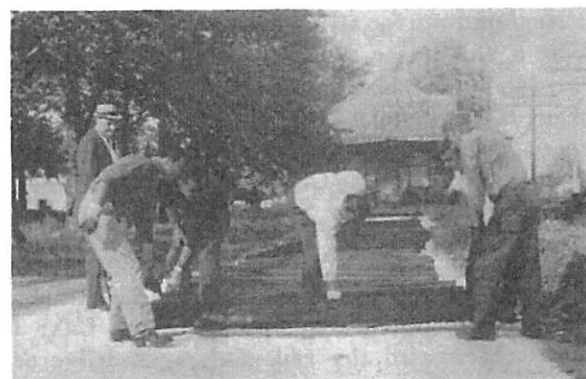
"The Nickel Plate Road Operating Department, under Charles E. Yarnell, superintendent, and E. S. Kershaw, general yardmaster, were responsible for moving the equipment.



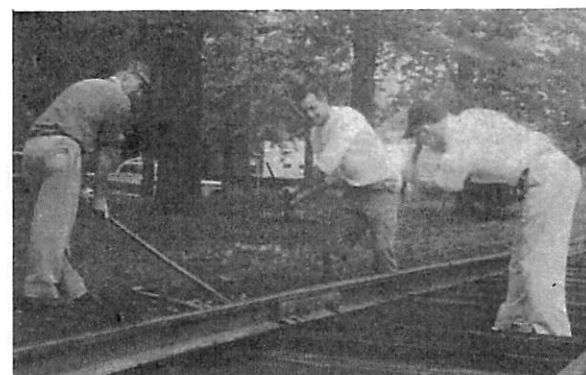
AUG. 29, 1964 — LOOKING WEST, FROM STREET SIDE, SHOWING DEPOT AND NYC TRackage.



SEPT. 12, 1964 — TRACKMEN CARRYING TIES, LOOKING WEST TO DEPOT.



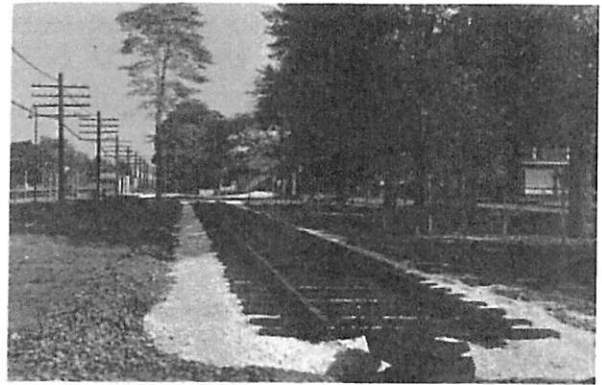
SEPT. 12, 1964 — PUTTING TIES IN PLACE, LOOKING WEST TO DEPOT.



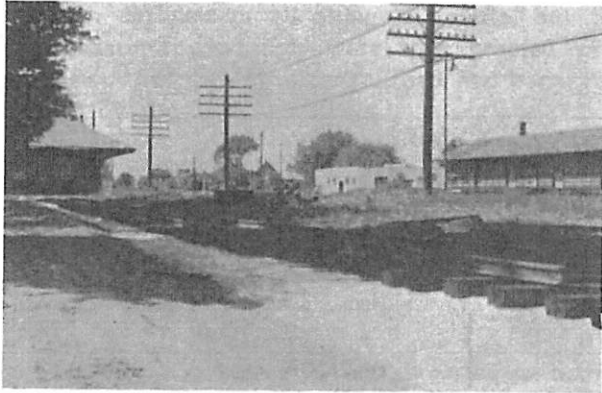
SEPT. 12, 1964 — LAYING THE RAILS, LOOKING SOUTH-WEST TO DEPOT.



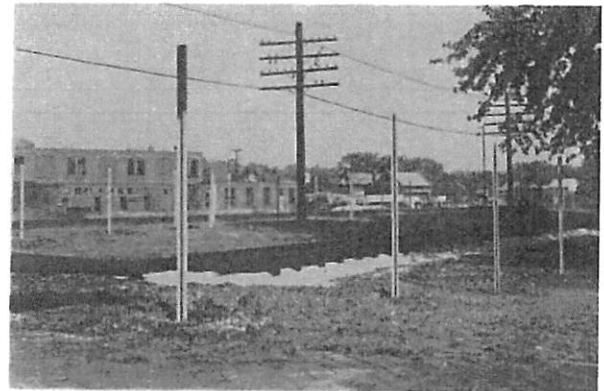
SEPT. 12, 1964 — LOOKING EAST, FROM NORTH-EAST CORNER OF DEPOT.



OCT. 9, 1964 — LOOKING EAST, FROM EAST END OF DEPOT.



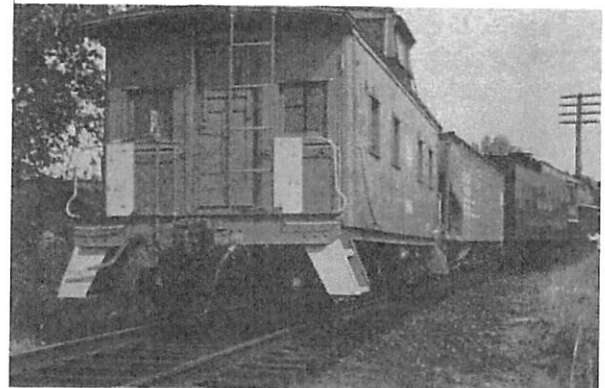
SEPT. 19, 1964 — LOOKING WEST, FROM EAST END OF RAIL END, SHOWS DEPOT.



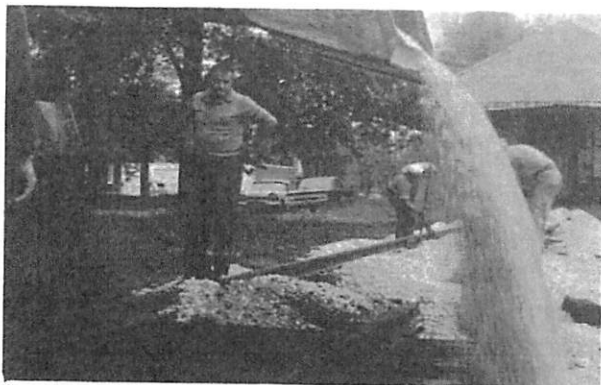
OCT. 9, 1964 — LOOKING NORTHEAST, FROM SOUTH-EAST CORNER OF DEPOT.



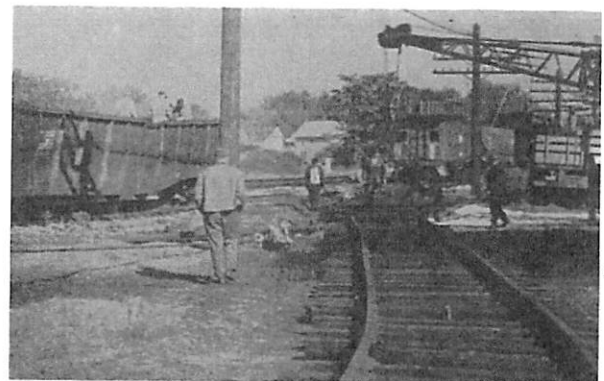
SEPT. 26, 1964 — GRADER DUMPING BALLAST, LOOKING EAST.



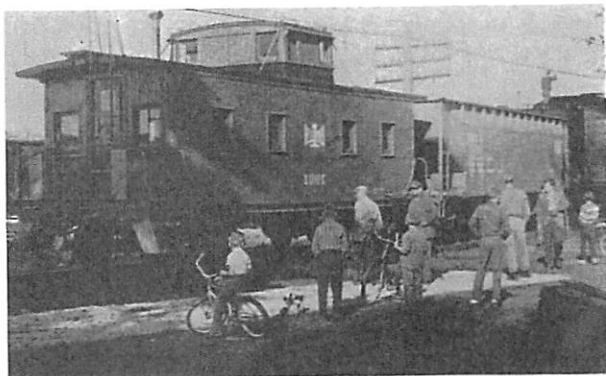
OCT. 13, 1964 — REAR VIEW OF TRAIN ON INTER-CHANGE.



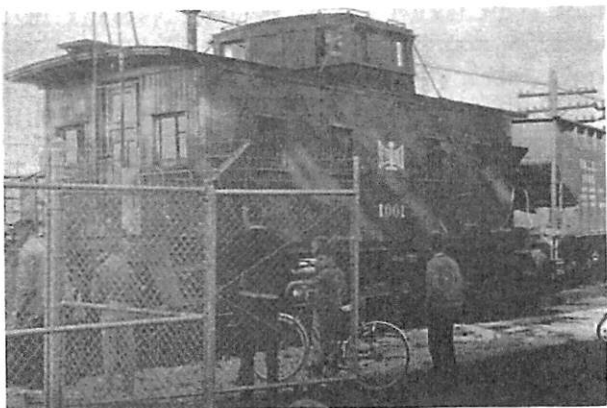
SEPT. 26, 1964 — GRADER DUMPING BALLAST, LOOKING WEST TO DEPOT.



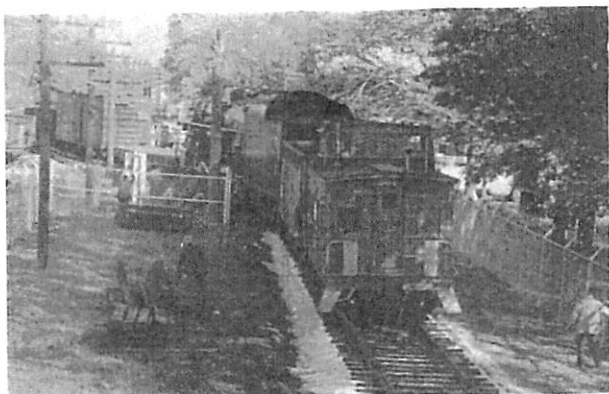
OCT. 14, 1964 — THE PANEL TRACK IS LAID INTO POSITION.



OCT. 14, 1964 — THE TRAIN BEING BACKED ONTO THE SPUR PANEL TRACK.



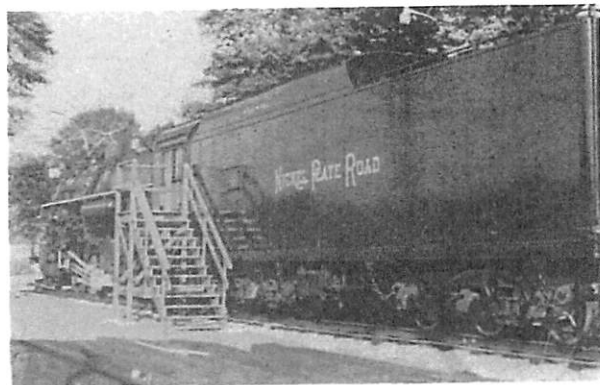
OCT. 14, 1964 — THE CABOOSE IS ABOUT READY TO ROLL ONTO THE MUSEUM RAILS.



OCT. 14, 1964 — THE 755 IS EASED GENTLY AROUND THE EXTREMELY SHARP CURVE.



OUR CHRISTMAS DISPLAY AT THE MUSEUM — DEC. 1964.



REAR VIEW OF 755, SHOWING STEPS LEADING INTO CAB.



THE DEPOT AND GENERAL AREA OF THE MUSEUM — MARCH 1965

The History of The New York, Chicago & St. Louis Railroad Company

"THE NICKEL PLATE ROAD"

The history of The Nickel Plate Road was one of aggressive railroad men; men who loved the rough and tumble of keen competition; men who knew what it was to "make connections" and arrive "on schedule," for in these two phrases can be summed up the very essence of the existence of the Nickel Plate Road.

This was a railroad conceived in 1880 by what was known as the seney syndicate. A group of men who conceived a railroad that would threaten the dominance of the Vanderbilt's Lake Shore & Michigan Southern Railroad in the burgeoning midwest. This railroad was spectacular from its inception. The road was built complete in a matter of 500 days connecting Buffalo on the east with Chicago on the west with 513 miles of what was then, and still remains today, the best engineered

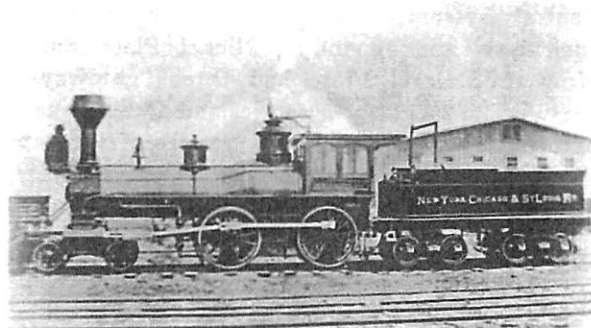
and maintained railroad trackage in the country. This road was built through a region that was beginning to develop and would become the heart of the industrial United States. The railroad was built without the aid of any government or state support and developed by men who were willing to gamble their own funds. Much of the land that was purchased was bought at inflated prices, but the men who made up this syndicate were determined to have a railroad second to none when completed, thus allowing nothing to stand in their way.

The first train operated on this railroad on October 23, 1882. The arrival of this evidence of competition to the Vanderbilts interests was greeted with enthusiasm all along the route, but the enthusiastic townspeople were soon greeted with the news that the complete railroad had been purchased by the Vanderbilts.

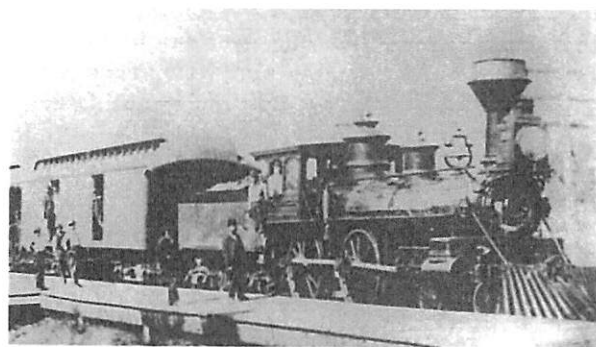
The Nickel Plate was run as a poor stepchild of the Lake Shore and Michigan Southern Railway until 1916. However, in this period of time, despite the fact that it was allowed to subsist only on the leavings of the parent road, it soon established a name for itself as a railroad that was capable of moving fast freight over its system on time. The L. S. & M. S. many times was too busy to bother to handle the perishable meat shipments from the west through Chicago and then to the east. Consequently, these shipments were given to the Nickel Plate. Knowing, that if it were to survive, it had to handle such shipments to please the shippers, the road soon became known as the "Meat Express Line." It was recognized by shippers as the railroad that kept a schedule. In the area of passenger train travel, the L. S. & M. S. kept all its fast trains on its own rails; and the passenger trains of the Nickel Plate became known as the trains to ride if one wished to have comfort, convenience, and service.

In 1915 the Clayton Anti-Trust Act was passed, and the Attorney General of the United States notified the New York Central that control of the Nickel Plate was a violation of this act. As a result, the Van Sweringen Brothers made their entrance into the railroad industry on July 5, 1916, when they purchased the Nickel Plate from the New York Central for 8.5 million dollars. This was the result of the two brothers attempting to obtain five miles of right-of-way for a rapid transit line in Cleveland and ending up with a 513 mile railroad. The Van Sweringens immediately placed in control of their new holdings J. J. Bernet under whose diligent direction the road soon became a profitable enterprise.

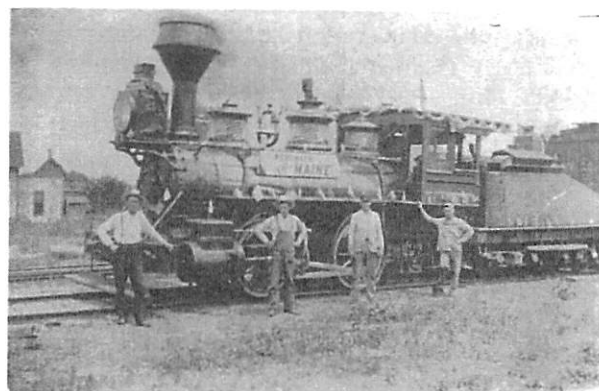
Soon thereafter in 1922, the Nickel Plate took over control of the stock of the Toledo, St. Louis and Western (Clover Leaf). This acquisition was a compliment to both railroads and gave the Nickel Plate a terminal in St. Louis. At the same time,



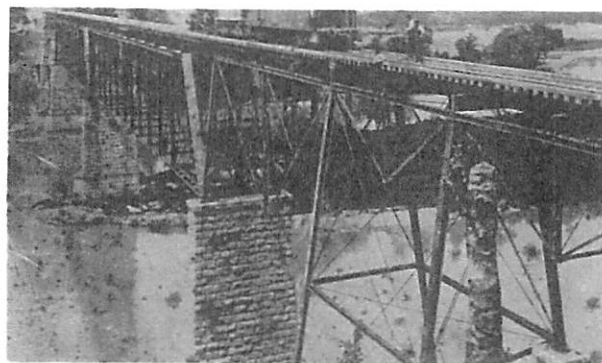
NICKEL PLATE NO. 1 ENGINE



#165 CLASS B EXCURSION TRAIN, OAKPOINT, OHIO 1889



SPANISH AMERICAN WAR



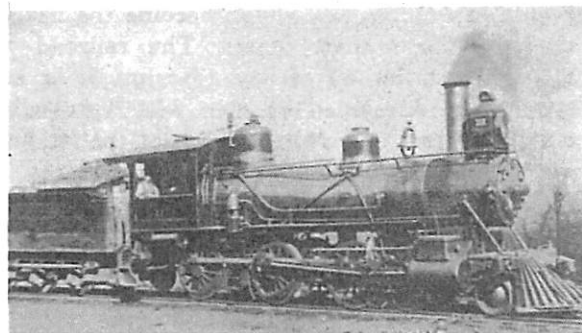
ROCKY RIVER ABOUT 1890

the Vans were successful in purchasing the Lake Erie and Western Railroad from the New York Central System; and this they consolidated into their new and expanding Nickel Plate Railroad. Now the Nickel Plate had three "gateways" to the west at St. Louis, Peoria, and Chicago as well as being able to service much more of the rapidly growing heartland of this country. In 1923 the Vans, through the Nickel Plate, exercised another option and obtained control of the Chesapeake and Ohio Railroad Company. With this acquisition they were now able to reach the Eastern Seaboard, and the Vans were seen to be assembling a gigantic railroad empire.

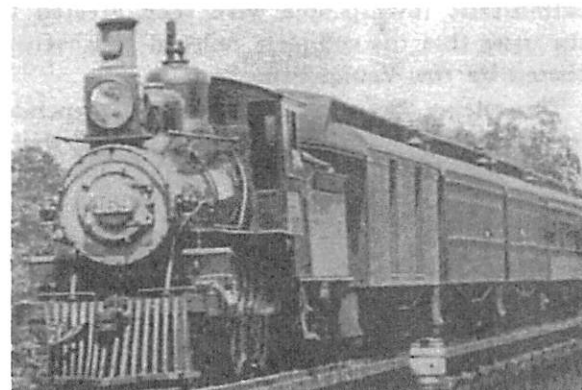
In 1925 the Van Sweringens went before the I. C. C. to ask permission to consolidate all of their railroad holdings into one large Nickel Plate System. At that time, newspapers of the era forecast that there would be four great railroad systems serving the east, namely the New York Central, The Pennsylvania, The Baltimore and Ohio, and The Nickel Plate. The commission turned down the Van Sweringen's plans on the basis of the financial arrangements involved. The Vans then changed their tactics and set about making their plans with the Chesapeake and Ohio as the backbone of their new system. In 1937 the reins of control of the Van Sweringen Railroad empire, which included the Nickel Plate, were passed to the Ball interests of Muncie, Indiana.

Throughout this period, the Nickel Plate had successfully recovered from its domination by the New York Central System and had become a profitable enterprise known more than ever as the Shippers Railroad, a railroad for the handling of fast merchandise freight. It was in the later part of this era that a new design was conceived for a general-purpose, high-speed steam locomotive which could serve the railroad efficiently and handle high-speed trains with a minimum amount of maintenance. From such requirements grew the now famous 2-8-4 Berkshire 700 series steam locomotives. An example of this engine is on display at the Conneaut Railway Historical Museum. No. 755 was delivered to the railroad in 1944 and donated to the city of Conneaut, Ohio, in 1964 by the last president of the Nickel Plate, Myron B. Phipps.

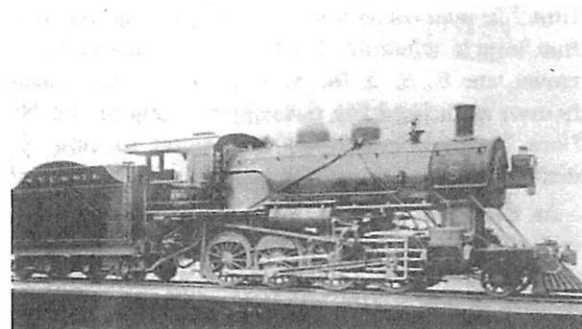
From 1937 through the war years the Nickel Plate was controlled by Robert Young through Allegheny Corporation and the C & O Railroad. In 1945 an attempt was made to merge the Nickel Plate into the C & O, but this failed for approval by the stockholders of the Nickel Plate. As a result, in 1947 the C & O divested itself of any interest in the Nickel Plate. For the next 17 years until its merger into the Norfolk and Western Railway, the Nickel Plate was controlled by no outside interests. In 1949 the Nickel Plate took



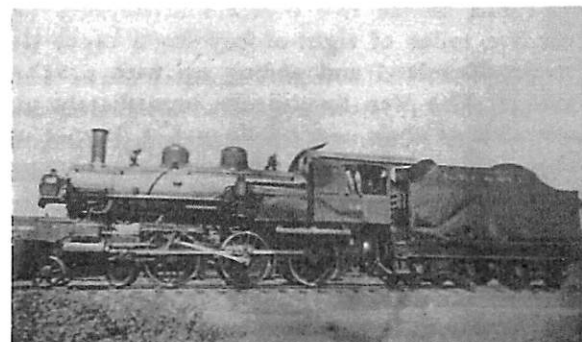
#111 CLASS K CONNEAUT, OHIO



WESTBOUND TRAIN ON CONNEAUT BRIDGE 1946



#159 CLASS N-3



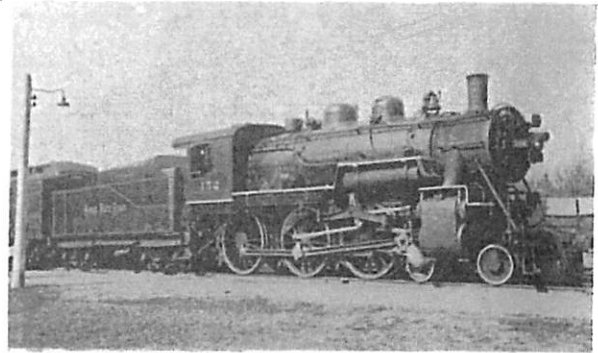
#42 CLASS P CONNEAUT, OHIO

over control of the Wheeling and Lake Erie Railroad which operated through the coal fields of Ohio and into Wheeling, West Virginia. With this acquisition, the Nickel Plate had reached its zenith and had become the perfect example of how a well run railroad should operate. At this time, the Nickel Plate comprised some 2,200 miles of well-knit rail line, serving and connecting the main distribution points of the midwest with those of the east.

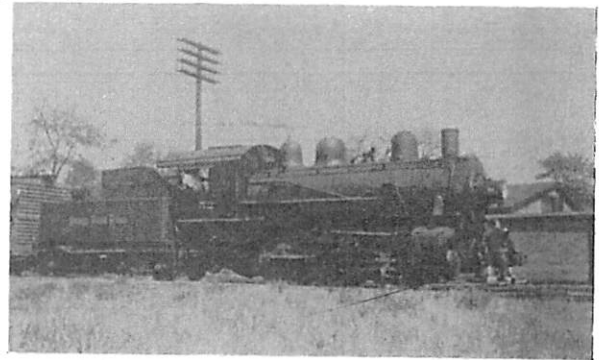
Its density of traffic accounted for 86 percent of the tonnage hauled being manufactured items and minerals. In addition to this, the Nickel Plate continued to win, and hold, a larger share of the perishable high-speed freight business to the east. The road was a profit maker, showing 21 million dollars in 1950 and was cited by **BUSINESS WEEK MAGAZINE** as the perfect example that railroading can pay. The road, in addition to being a perfect example of a good investment, was also an operating railroad man's dream. It was the perfect example of track maintained in optimum condition at all times, of steam engines that could pace and beat diesel engine performance day in and day out, of operating schedules that competitor New York Central could not meet on their paralleling four-track right of way.

The Nickel Plate road was a family railroad. It was a railroad of men who came to work to run a railroad and spent the rest of their life doing it. The Nickel Plate spawned in 1907 the Nickel Plate veterans association which was the first such organization of its type in the country. This was a railroad who was proud of its people, and the people were proud of its railroad; and both were proud of their beautiful motive power which reached its peak in the famous 700 series Berkshire Steam Locomotive. Little noticed or observed is the fact that this road brought out of the American locomotive shops in Dunkirk, just two weeks after NYC, a beautiful 4-6-4 series L-1 passenger engine which was the equal to NYC's famous "Hudson" counterparts. This was a railroad, which at the time of its merger into the Norfolk and Western railway, had completed 82 years of the most efficient and profitable railroading that this country has ever seen.

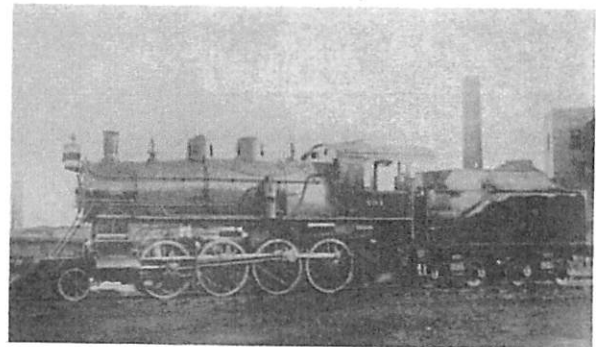
Its contribution to American transportation history and to the communities that it served was one of a stellar performer. Through its contribution of taxes, payrolls, and community service, the Nickel Plate and the men of this railroad were an institution without equal. This was the zenith of railroading, a railroad who never defaulted on a debt, produced dividends to the delight of its shareholders, met the payrolls of its people and delivered the goods on time. This was truly a railroad man's railroad and a shipper's delight.



#152 CLASS R ST. MARYS, OHIO



#52 CLASS B-II-a CONNEAUT, OHIO MAY 4, 1938



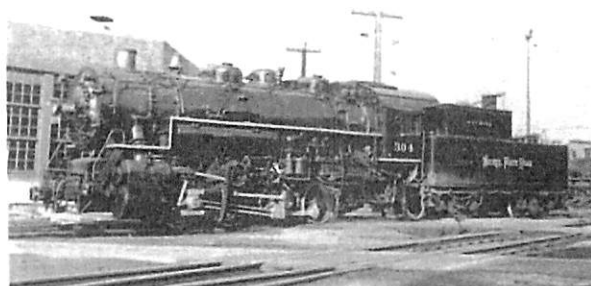
#131 CLASS N-1 CONNEAUT, OHIO



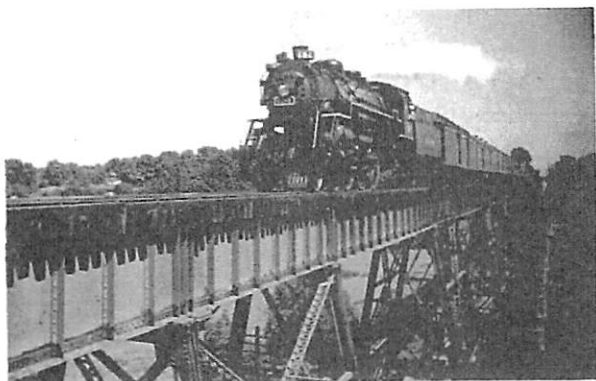
#160 CLASS K-1a CONNEAUT, OHIO DEC. 11, 1946



#173 CLASS L-1a CONNEAUT, OHIO APRIL 4, 1938



#304 CLASS C-17 CONNEAUT, OHIO MAR. 5, 1950



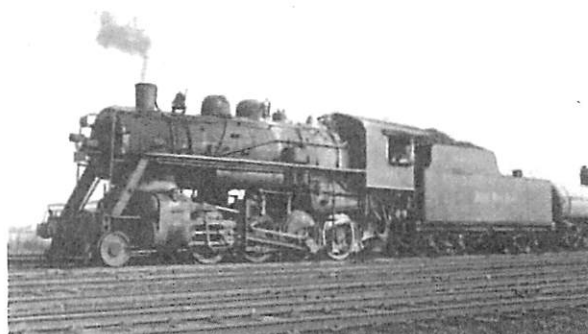
#6 ON CONNEAUT BRIDGE 1946



#380 CLASS G-44 E. PEORIA, ILL. MAY 2, 1949



#170 CLASS L-1a CONNEAUT, OHIO MAR. 12, 1947



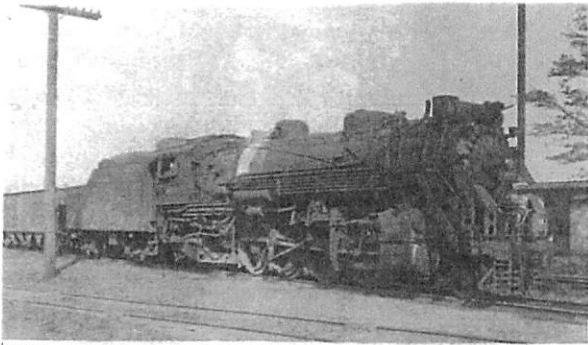
#911 CLASS G-9 DELPHOS, OHIO JULY 12, 1947



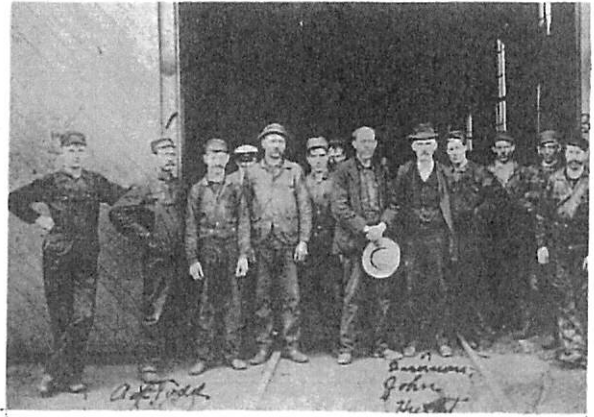
#226 CLASS U-3-c CONNEAUT, OHIO AUG. 19, 1947



#525 CLASS H-5b CONNEAUT, OHIO AUG. 14, 1947



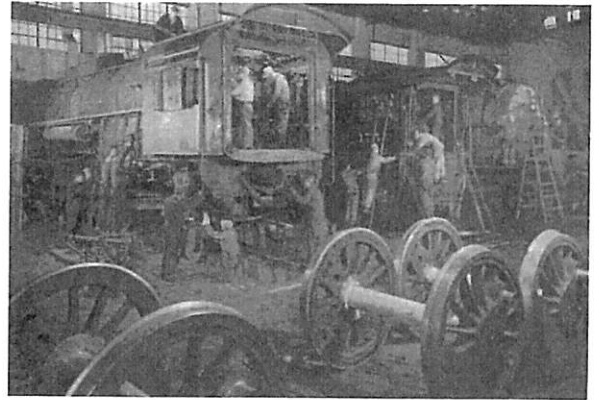
#668 CLASS H-6f CASCADE, PA. APRIL 10, 1940



ORIGINAL GROUP CONNEAUT SHOPS



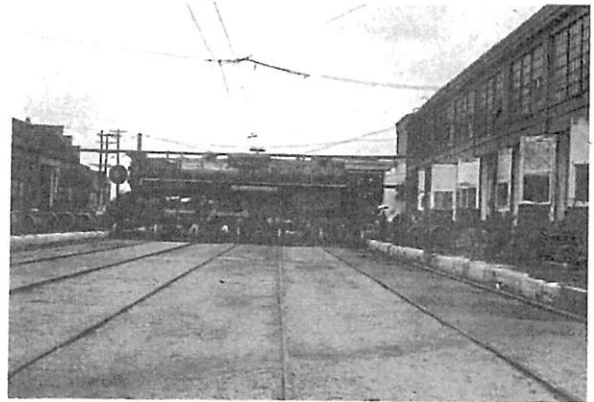
#747 CLASS 2-8-4, WITH EASTBOUND FAST FREIGHT
AT PAINESVILLE, OHIO JULY 24, 1947



LOCOMOTIVE SHOP, CONNEAUT 1945



#755 CLASS S-2 WESTFIELD, N.Y. AUG. 1946



TRANSFER TABLE AT CONNEAUT



#779, CLASS 2-8-4, CROSSING BRIDGE WITH AN EAST-
BOUND FAST FREIGHT, CONNEAUT, OHIO DEC. 3,
1949

#779 WAS THE LAST STEAMER BOUGHT BY THE
NKP AND THE LAST STEAMER TO BE BUILT BY THE
LIMA LOCOMOTIVE WORKS.

History—The New York Central Railroad Co.

The story of the New York Central is one of the most fascinating romances of achievement in American history.

In 1812, the vision of a well-to-do explorer, scientist, and author of English origin gave birth to the first of the 546 little railroads which eventually merged to become the New York Central System.

Convinced that flanged wheels on iron rails would provide the most efficient means of transportation, George W. Featherstonhaugh of Duanesburgh, Schenectady County, New York, joined with Stephen Van Rensselaer, an influential Albany resident, in applying to the New York State Legislature for a charter for a 17-mile railroad between Albany and Schenectady. The road was to be known as the Mohawk and Hudson Rail Road.

Although the charter was granted April 7, 1826, construction did not start until 1830. The first train, drawn by the DeWitt Clinton locomotive, was operated August 9, 1831.

In the seven years, from 1832 to 1839, the Mohawk & Hudson earned \$692,800, more than eight-tenths of which was derived from passenger traffic.

In 1831, a charter also had been sought for a railroad between Schenectady and Buffalo. The Legislature turned it down. Vast sums had been spent in building the Erie Canal and the Legislature did not propose to permit competition.

In 1836, however, in response to urgent demands from the public, a 77-mile railroad between Schenectady and Utica was authorized.

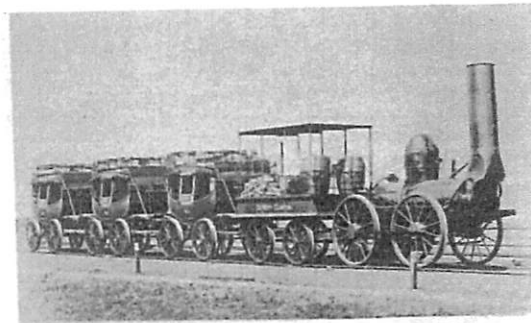
Enthusiasm for this new means of transportation grew from day to day. A road between Rochester and Batavia was opened in 1837; between Utica and Syracuse in 1839; between Auburn and Buffalo in 1842. In 1843, the final gaps were closed, making it possible to travel from Albany to Buffalo in 30 hours without having to change cars more than six times.

Altogether there were ten small railroads linking the two cities. All were operated under independent ownership. It was generally agreed, however, that they could be more efficiently operated under a single management.

Thus, on July 6, 1853, the Legislature granted them authority to consolidate into a single corporation under the name of "The New York Central Railroad Company." The new management assumed office on August 1. Erastus Corning, a former director of the Mohawk and Hudson, and



Wm Vanderbilt



The R. Road Bridge over the Maumee River at Toledo Completed.

1855. The Great American Lake Shore AND MICHIGAN SOUTHERN Rail Road Route. 1855.

Carrying the Great U. States Through Mail! FROM BUFFALO TO CHICAGO IN 18 HOURS. THE ONLY ROUTE FROM THE EAST TO WEST By which Passengers Can Avoid the Danger, and Detention, AND THE INCONVENIENCE OF FERRYING ACROSS RIVERS!

For Buffalo.	Four Daily Trains leave Buffalo	For the West.
Leave Buffalo 4:00 A. M.	Leave Buffalo 7:00 A. M.	Leave Buffalo 7:00 A. M.
Arrive Buffalo 8:00 A. M.	Leave Buffalo 10:40 A. M.	Leave Buffalo 10:40 A. M.
Leave Buffalo 1:45 P. M.	Leave Buffalo 4:00 P. M.	Leave Buffalo 4:00 P. M.
Arrive Buffalo 4:45 P. M.	Leave Buffalo 8:30 P. M.	Leave Buffalo 8:30 P. M.

Passengers will perceive at a glance, that this Route possesses facilities that are not of the general of other Routes, passing as it does, from the most famous of the R. F. Great Lakes, to Buffalo, Thence from Chautauque Depot to Chicago, Cincinnati and St. Louis, Thus avoiding the expense of BACK HERE, AND TRANSPORTING AND RE-CHECKING OF BAGGAGE, as is done on other Routes.

Passengers purchasing Tickets at the Company's Office, and wishing to go by the way of Niagara Falls to any of the above Points.

Can, without any additional charge, remain as long as they wish, as the Trains are not detained.

The conduct of the Trains upon this Route has also been considered, and the Company have at once supplied the NIGHT EXPRESS TRAINS with Karson & Son's Patent Night Cars, which are safe, comfortable and spacious. Every Train is supplied with Warren's Caterers, who do duty in it as in all other routes, the Trains.

FARE AS LOW AS BY ANY OTHER ROUTE.

Connecting at Cleveland with Trains for Indianapolis, Lafayette, Cleveland & Toledo, Mad River, Cincinnati, Hamilton and Dayton Rail Roads, Also, WITH THE CLEVELAND, COLUMBUS, & CINCINNATI & PITTSBURGH R. ROAD.

N. Y. TO MERCHANTS, FORWARDERS AND SHIPPERS OF FREIGHT, THIS ROUTE OFFERS GREAT ADVANTAGES.

Passengers will find it to their advantage to procure THROUGH TICKETS at the Office of the NEW YORK CENTRAL RAILROAD, in the DEPOT, or at the COMPANY'S OFFICE, First Door South of Congress Hall, Opposite Ayres' Hotel, which will always be open, and where all necessary information will be cheerfully given.

C. C. DENNIS, Sup't, Buffalo. W. A. GREEN, Ag't, Rochester.

(Daily Advertisements from Buffalo, Rochester, and New York.)

NO NIGHT CHANGES ON THIS ROUTE.

Passengers can lie over at any point and resume seats at pleasure. Tickets by this line good for 365 days and 6 hours.

Passengers Checked Through, and NO CHANGE for Handling.

one-time Mayor of Albany, State Senator and Congressman, served as the first president.

There were no rail connections between New York City and Albany, however. Transportation between those two cities was on the palatial steamboats which had been plying up and down the Hudson River long before the Mohawk & Hudson was opened. But largely through the vision and determination of a small number of men in Poughkeepsie, the Hudson River Railroad came into being. After many rebuffs and much opposition, the Legislature finally consented in 1846 to its construction. In 1849, the new line was in operation between New York and Poughkeepsie and in 1851 it reached East Albany.

Some miles away another railroad was also extending northward. The New York & Harlem Railroad, chartered in 1831, ran through Westchester County and by 1852 was in operation between New York City and Chatham, 23 miles from Albany.

It was at this time that Cornelius Vanderbilt, popularly known as the "Commodore" because of his steamboat operations, entered the picture. In the 1850's, he started to buy stocks and bonds of the New York & Harlem. In 1857, he became a director of the railroad and in 1863 its president.

The creative genius of the Commodore saw that these two railroads should be united with the New York Central Railroad under one management. He bought heavily into the Hudson River Railroad stock and with a large block under his control, was elected president in 1865.

The merger of the Hudson River Railroad and the New York Central Railroad was effected on September 15, 1869, and on November 1 of that same year, Commodore Vanderbilt was elected president of the new company — the New York Central and Hudson River Railroad Company.

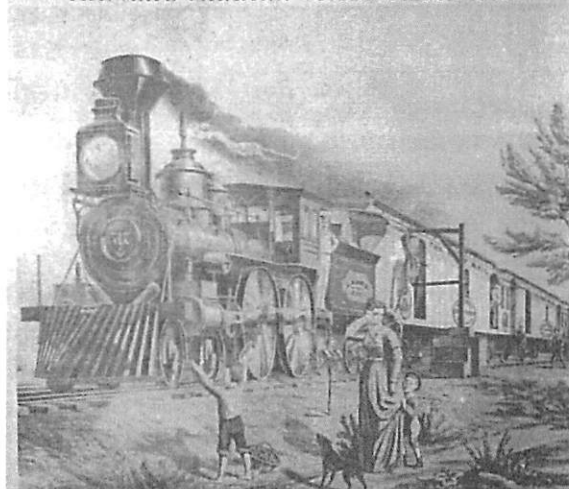
In 1871, a connecting link was completed along the Harlem River, giving the Hudson River Railroad a connection with the Harlem Railroad, thus making it possible to run passenger trains from the former line into the then new Grand Central Depot.

Although there appeared to be no need for western expansion, since the New York Central & Hudson River Railroad was prosperous, it was only natural for the growing Central to search for western connections as gateways for the interchange of the heavy traffic moving between the Atlantic seaboard and the west.

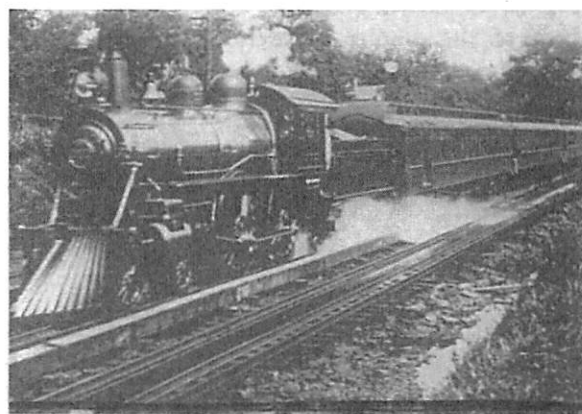
The logical links for the New York Central, in order to reach the west, were Buffalo and Erie Railroad, running between those two cities; the



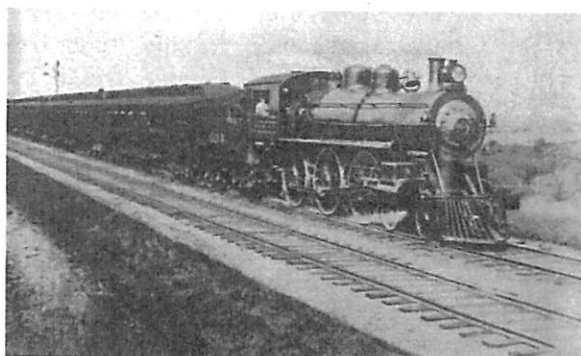
THE MAIL CARRIER OF 100 YEARS AGO.



The FLIGHT of the FAST MAIL on the
LAKE SHORE MICHIGAN SOUTHERN RY.
The Popular Passenger Route between the EAST and WEST.
UNION DEPOTS, NO FERRY TRANSFERS, NO DELAYS.



Empire State Express, with famous Locomotive 999
• 1895 •



Lake Shore connecting Erie & Toledo, and the Michigan Southern and Northern Indiana, linking Toledo and Chicago.

These three lines formed a natural route and their consolidation under the name of the Lake Shore & Michigan Southern Railroad eventually became the western extension of the New York Central to Chicago. In 1873, Commodore Vanderbilt became president of the consolidated road, familiarly called the "Lake Shore."

With the lease of the Boston & Albany Railroad in 1899, it was then possible to travel on a through line from Boston to Chicago.

In 1914, the New York Central and Hudson River Railroad, the Lake Shore & Michigan Southern Railroad, and nine of their subsidiaries were consolidated into one company, under the name of The New York Central Railroad Company.

Virtual completion of the present New York Central came in 1930, when the New York Central leased the Cleveland, Cincinnati, Chicago and St. Louis Railroad and the Michigan Central Railroad for 99 years. These lines linked the eastern seaboard with St. Louis and Chicago.

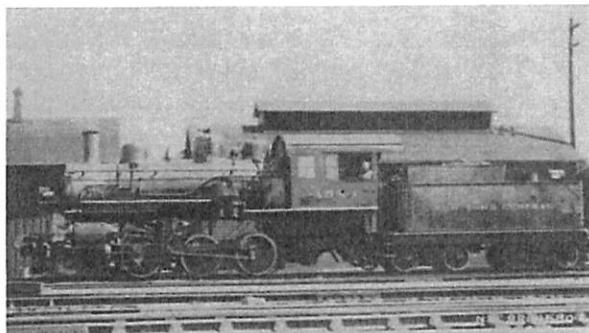
Commodore Vanderbilt died January 4, 1877 at the age of 82. He lived to see his master dream of a great trunk-line railroad between the sea and the Great Lakes realized. He has been called the first of the empire builders.

The New York Central reached its financial zenith in the 1920's. The slow and tedious road back to financial stability after the Depression of the 30's was quickened by America's participation and later entry into World War II. But the return to peace with its resulting lower level of traffic, aggravated by increased competition, again saw the railroad threatened by insolvency.

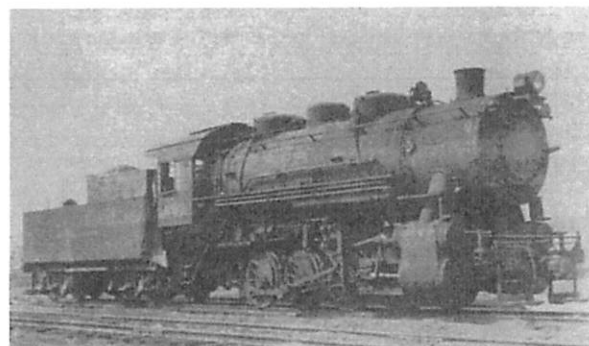
In 1954, after a colorful proxy fight which would have delighted the Commodore, management of the Central changed hands. Alfred E. Perlman, of the Denver & Rio Grande Western Railroad, was named president and chief executive officer.

In summarizing the railroad's progress during the past twelve years, one publication declared that the Central has turned from a "ponderous, nearly bankrupt, passenger-oriented trunk line" into a "lean, ultra-efficient ton-mile producer."

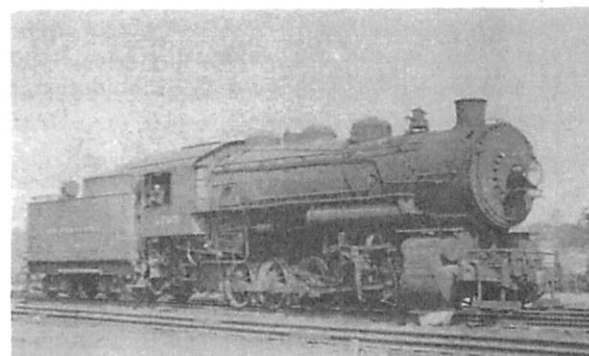
Of prime significance in this transition is the development of a young, aggressive group of well-trained administrators. In addition, departments specializing in technical research, marketing research and cybernetics have been added. This change has revolutionized methods, equipment and pricing practices of the company.



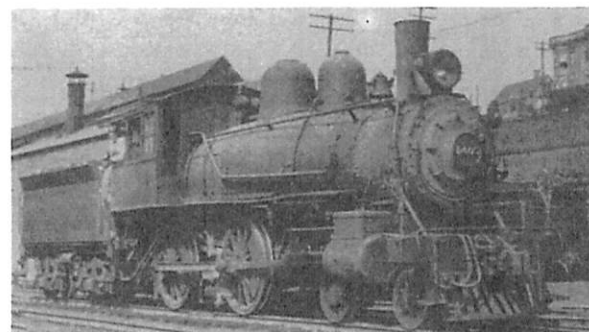
#4580 CLASS B-56-g ASHTABULA, OHIO 1927



#295 CLASS U-3-c COALBURG, OHIO MARCH 1923



#4595 CLASS M-1 COALBURG, OHIO 1926

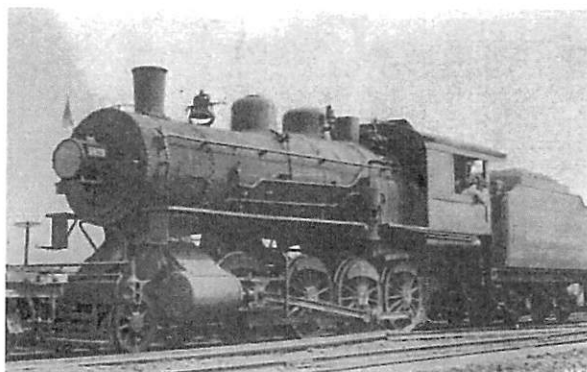


#1405 CLASS C-12 HIGHBRIDGE, N.Y. AUG. 1920

The Central also diversified its transportation activities by organizing a motor carrier subsidiary, the New York Central Transport Company, and it developed the Flexi-Van concept whereby the same container may be interchanged with all modes of transportation.

Some of Central's major activities during this period include:

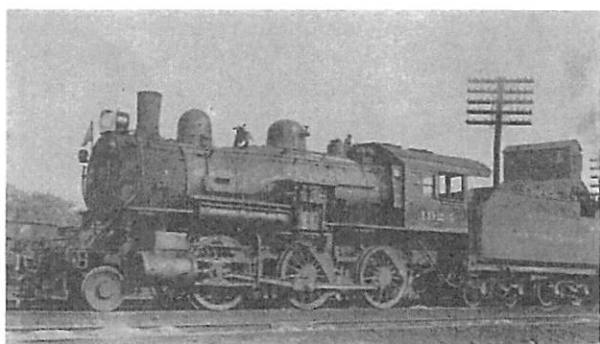
- . . . The expenditure of more than a half-billion dollars to modernize its plant and facilities.
- . . . The conversion from a four-track mainline railroad to a more efficient two-track system by the installation of Centralized Traffic Control.
- . . . The construction of four electronically operated freight yards, directed by sixty-four foot analog computers, which have replaced sixty obsolete yards.
- . . . The establishment of the largest railroad technical research laboratory.
- . . . The complete dieselization of the railroad's motive power.
- . . . The installation of a radically new communications network — the second largest industrial communications system in the world.



#5829 CLASS G-43-d YOUNGSTOWN, OHIO 1919



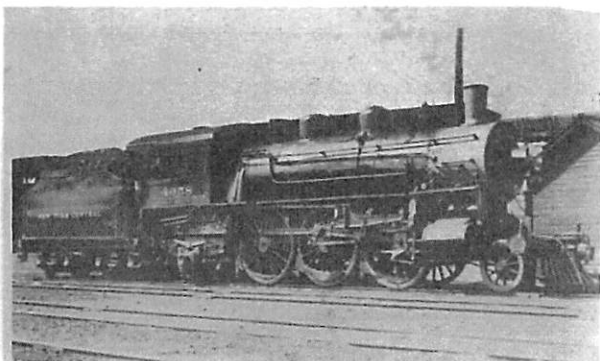
#1591 CLASS H-5-r CONNEAUT, OHIO NOV. 21, 1946



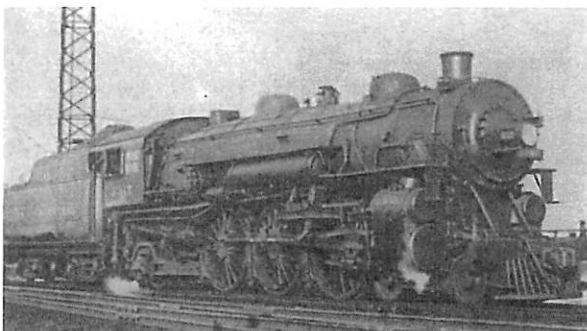
#1924 CLASS E-1-e KINSTON, N.Y. AUG. 26, 1939



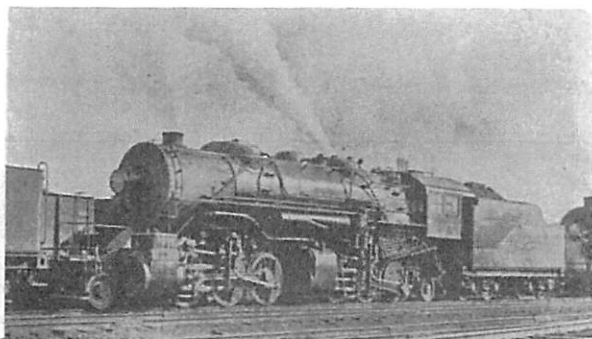
#2199 CLASS H-10-a ASHTABULA, OHIO MAR. 30, 1947



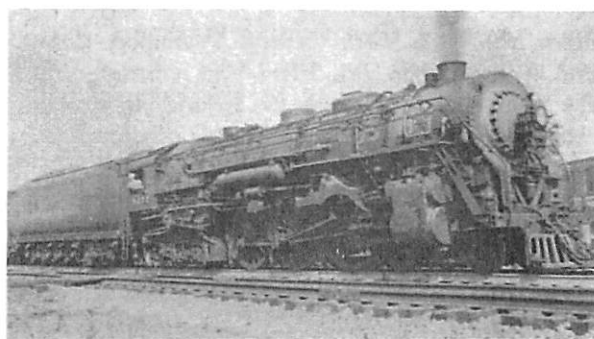
#4658 CLASS J-40-g YOUNGSTOWN, OHIO 1918



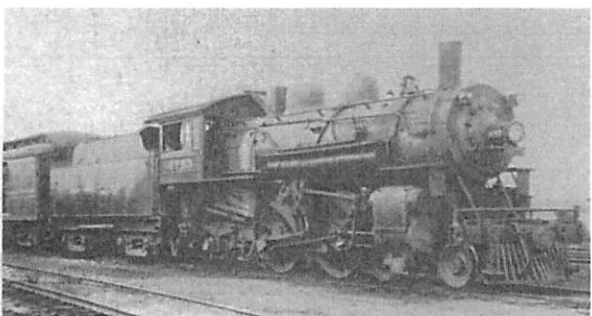
#3317 CLASS K-3-p LINNDALE, OHIO SEPT. 25, 1934



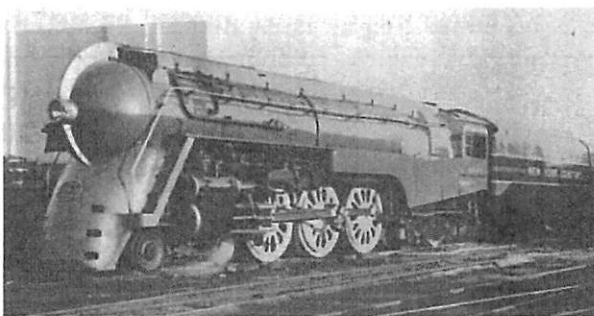
#1365 CLASS NE-2-d YOUNGSTOWN, OHIO 1919



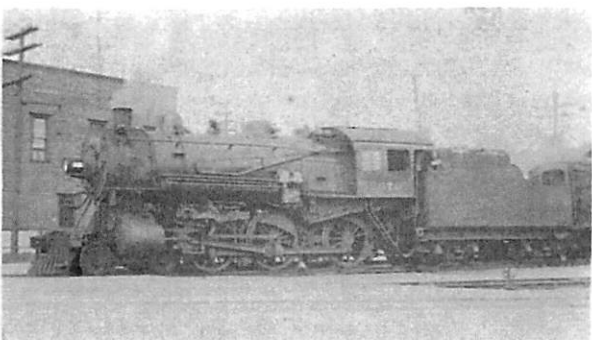
#5272 CLASS J-1-c CONNEAUT, OHIO AUG. 6, 1947



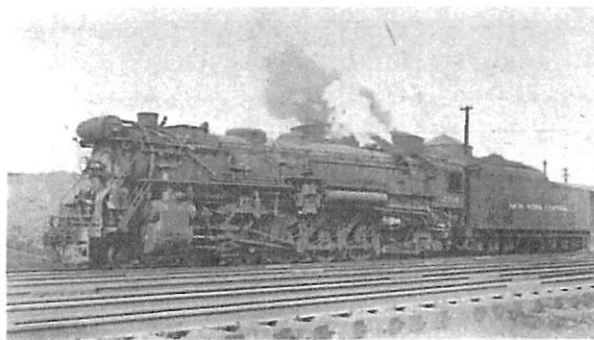
#4753 CLASS I-40-a PHALANX, OHIO AUG. 1929



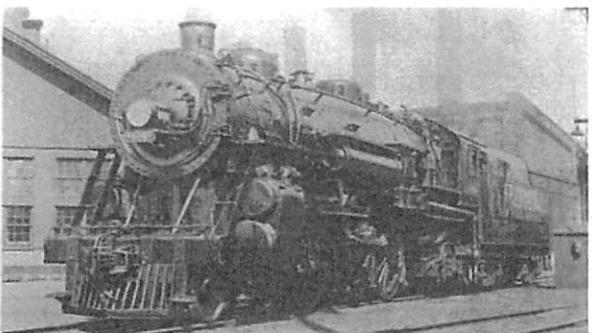
#5449 CLASS J-3-a CHICAGO, ILL.



#2070 CLASS F-12-a KENTON, OHIO 1927



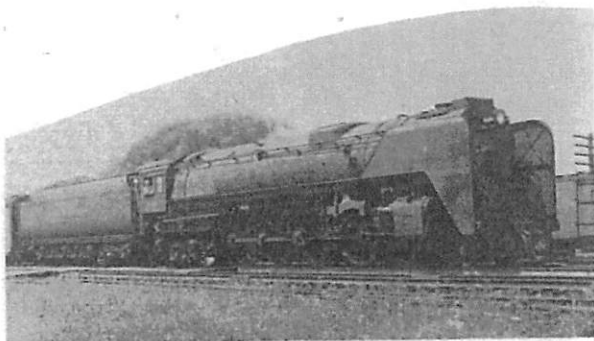
#2716 CLASS L-2-a WESLEYVILLE, PA. NOV. 3, 1946



#4696 CLASS K-3-q COLLINWOOD, OHIO SEPT. 14, 1937



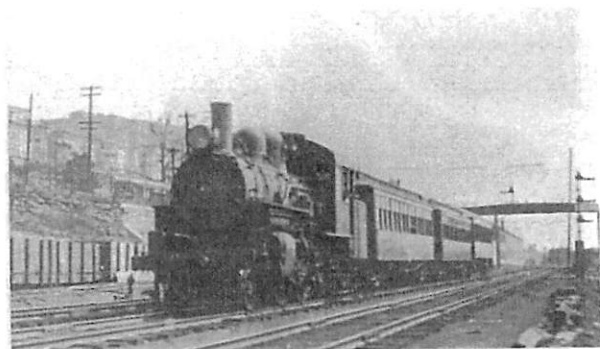
#3009 CLASS L-3-a CONNEAUT, OHIO MAR. 13, 1947



#6022 CLASS S-1-b WESTFIELD, N.Y. AUG. 2, 1947



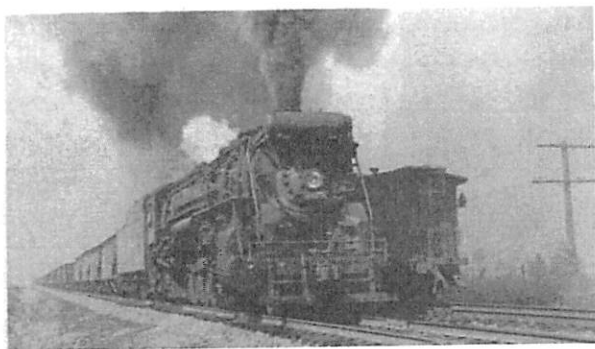
#5316 CLASS 4-6-4 EASTBOUND WITH PASSENGER TRAIN #52 AT THE XC (NYC-PRR) CROSSING, ERIE, PA. SEPT. 1951



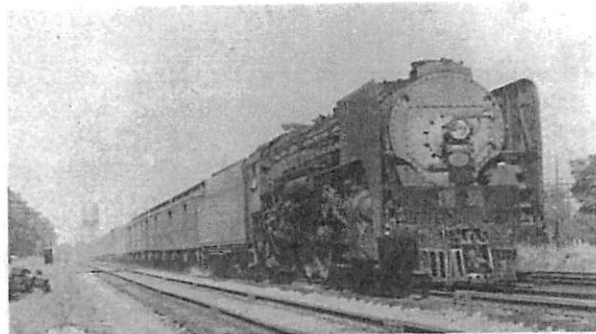
#42 CLASS 2-4-4 TANK WITH A SUBURBAN PASSENGER TRAIN AT HIGHBRIDGE, N.Y. AUG. 1920



#6011 CLASS 4-8-4 EASTBOUND WITH PASSENGER TRAIN # 90 AT THE XC (NYC-PRR) CROSSING, ERIE, PA. SEPT. 1951



#2725 CLASS 4-8-2 WITH A SOUTHBOUND DRAG FREIGHT NEAR DORSET, OHIO MAR. 21, 1946



3109 CLASS 4-8-2 WITH EASTBOUND PASSENGER TRAIN #60 AT CONNEAUT, OHIO JULY 26, 1946

History of The Bessemer and Lake Erie Railroad

The Bessemer and Lake Erie Railroad, incorporated December 31, 1900, occupies a strategic position in one of the most important industrial areas of the nation, reaching from Conneaut, Ohio, on the shores of Lake Erie, south, to the steel center of Pittsburgh.

Although the line from Conneaut to North Bessemer (the Bessemer's Pittsburgh interchange point) was built by different companies with different purposes in mind during the period 1869-1897, the Bessemer route follows a remarkably straight path. A straight line laid over the actual route would cross it at six places and would be only 111 miles long, compared to the 140 miles of actual route. (A map of the Bessemer is shown on page 2.)

The Bessemer and Lake Erie encounters its steepest grade south-bound as it climbs out of the lake plain outside of Conneaut on a one percent slope. It climbs to just under 1,100 feet near Meadville Junction and thereafter runs overland usually above 1,000 feet reaching over 1,300 feet near Harrisville, approximately 86 miles south of Conneaut.

HEAVY DUTY LINE

The railroad is built on the scale of the job it has to do. Heavily ballasted roadbed is crowned with 140-pound rail to support train loads in excess of 12,500 tons. Tonnage from 1936 to 1964 averaged 20.7 million and in 1942 (a World War II year), a record high of 27,423,204 tons. However, the tonnage for 1965 approached that record with a total of almost 26,768,000 tons reflecting improvements in iron ore, coal, and coke traffic. In addition to iron ore, coal, and coke, the Bessemer moves large quantities of finished and semi-finished steel, cement, sand, gravel, lumber, feed, scrap iron, and a variety of finished products from heavy and light industry located along the line.

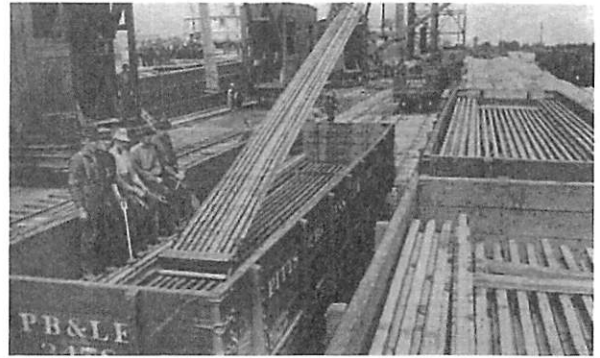
The Bessemer's piggyback service was started in 1956, with service from the Pittsburgh district through North Bessemer and from Butler to connecting lines at Shenango Junction and Wallace Junction. This traffic has grown from 1,200 loads in 1957 to 3,260 loads in 1964.

The Bessemer interchanges traffic with five major trunk lines running between New York and Chicago. Farthest north is the reciprocal switching arrangement with lines serving Erie, which the Bessemer reaches by way of trackage rights over the Norfolk & Western (formerly the Nickel Plate Road). Next is Wallace Junction, where the Bessemer's Erie branch leaves the N&W. Near Greenville are the Osgood connection with the New York Central System and the Shenango connection with the Erie-Lackawanna and the Pennsylvania Railroads. Just north of Butler is a tie with the Western Allegheny Railroad. In Butler the Bessemer connects with the Baltimore and Ohio and the Pennsylvania.

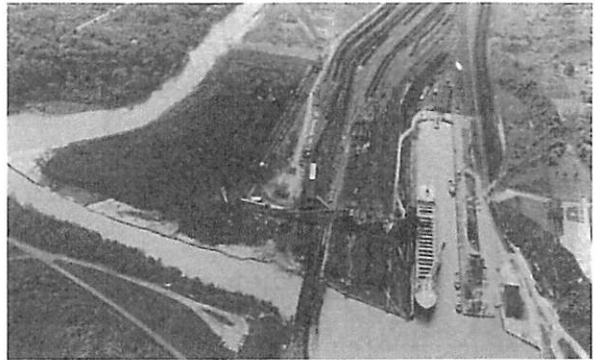
Farther south at the Allegheny River is a connection with the Duquesne Light Company's Cheswick and Harmar Railroad. At the North Bessemer terminus, cars are given to and received from the Union Railroad, which serves the huge complex of steel plants and other industries in the Monongahela valley.

The Bessemer and its predecessor companies had acquired a total of 279 steam locomotives of which 11 were Shenango and Allegheny Railroad; 20 were Pittsburgh, Shenango and Lake Erie Railroad; 3 were Meadville, Conneaut Lake and Linesville Railroad; 50 were Pittsburgh, Bessemer and Lake Erie Railroad; and 195 were Bessemer and Lake Erie Railroad. All of these locomotives were operated by the B&LE except 7, which had been scrapped by predecessor companies.

The period of greatest ownership was from 1919 to 1922, during which time 197 locomotives were on the roster.



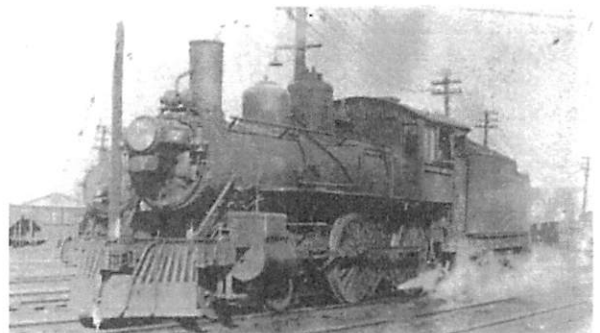
CONNEAUT HARBOR 1898



CONNEAUT HARBOR 1965



FIRST BESSEMER TRAIN OF 90 TON CARS LOADED WITH ORE



#7 CLASS E-4-a MEADVILLE, PA. FEB. 1920

Of 279 locomotives, 26 were American or 4-4-0 type; 25 were Moguls or 2-6-0; 7 were ten-wheelers or 4-6-0; 119 were Consolidations or 2-8-0; 4 were Pacific or 4-6-2; 26 were switchers, one 0-4-0, 13 0-6-0, and 12 0-8-0; 25 were Santa Fes, 2-10-2; and 47 were Texas type, 2-10-4. They are also classified as 221 freight, 32 passenger, and 26 switching.

The builders participating in their construction were Danforth Machine Company, 2; Cooke Locomotive Works, formerly the Danforth plant, 1; Pittsburgh Locomotive Works, 45; American Locomotive Company, Pittsburgh, formerly Pittsburgh Locomotive Works, 88; American Locomotive Company, Schenectady Works, 34; Brooks Locomotive Works, 13; Norris Locomotive Works, 1; and Baldwin Locomotive Works, 95.

All of these locomotives were retired by 1954. One was scrapped by the PS&LE at Shenango; 17 were scrapped by the PS&LE, PB&LE, and B&LE at Greenville; 5 were scrapped by the Hodge Foundry at Greenville; 205 were sold to various scrap dealers; 49 were sold to other companies for reuse; and 2, numbers 154 and 643, have been set aside at Greenville as historical exhibits.

Steam locomotive operation on the Bessemer covered a span of 84 years from 1869 to 1953. The last days steam locomotives operated in various classes of service were — main line freight, May 31, 1952; passenger, November 15, 1952; local freight, November 18, 1952; Conneaut Branch freight, November 26, 1952; and yard service, May 14, 1953.

The following is a roster of all the steam locomotives that were owned by the Bessemer and its predecessor companies:

The first diesel locomotive owned and operated by the Bessemer was a small 70-ton 530-h.p. Westinghouse switcher purchased in 1936 for use at the Erie terminal, where smoke from the steam locomotive was a problem. Thereafter no diesels were purchased until 1949. In the meantime, however, experiments and trials were made in the various classes of service by six diesel locomotives of various types and horse-power borrowed from the locomotive builders and from the Union Railroad. In 1949, with information secured from the trials and with data available from the experience of other railroads, it was determined to go ahead with the diesel program; and it was completed in the years 1949-1953, resulting in a roster of 75 units in 1953.

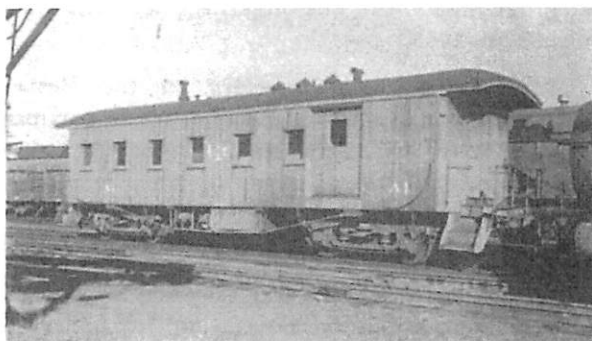
Since the beginning of diesel operation, some changes have been made to the locomotive fleet. Twenty-eight units have been retired, consisting of the one original 530-h.p. switcher, one Baldwin



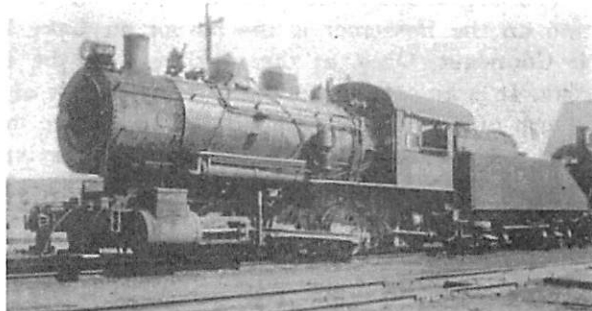
#902, CLASS 4-6-2 WITH WESTBOUND PASSENGER TRAIN #13 CROSSING THE SWANVILLE BRIDGE, FAIRVIEW, PA. JUNE 1950



#903 CLASS P-1-a GREENVILLE, PA. OCT. 8, 1949



#A1 OLD TIME OPEN-END COMBINE; REBUILT TO A WORK CAR; GREENVILLE, PA. OCT. 8, 1949



#235 CLASS S-3-a CONNEAUT, OHIO JUNE 3, 1938

and two American 1000-h.p. switchers, two Baldwin 1500-h.p. switchers, and twenty-two Electro Motive 1500-h.p. road units. Added to the roster have been seven Electro-Motive 1800-h.p. 6-axle road units in 1962; one Electro-Motive 800-h.p. switcher in 1963; five Electro-Motive 1750-h.p. and six American 2400-h.p. road switchers in 1964.

As was the case with steam locomotives, the diesel locomotives are being improved for better performance and maintenance. Among the improvements made are changes to the insulation and wiring of generators and motors and changing the motor-axle gear ratios on road locomotives to permit them to haul greater tonnages, the application of automatic sanders to reduce wheel slippage, applying dynamic brake regulators, and equipping units for multiple-unit operation.

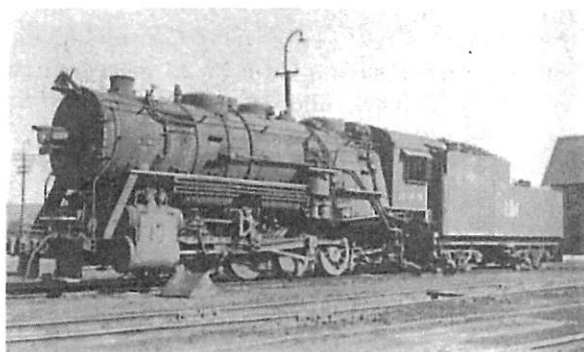
Since 1869 the Bessemer and its predecessors have purchased, built, or converted from one type to another approximately 33,000 freight cars — 300 by the Shenango and Allegheny; 2,200 by The Pittsburgh, Shenango and Lake Erie; 5,000 by The Pittsburgh, Bessemer and Lake Erie; and 25,500 by the Bessemer and Lake Erie. The Bessemer presently has 6,547 hopper cars in service.

In 1901 the Bessemer and Lake Erie entered a period of increasing passenger travel and from 1909 to 1920 handled over one million passengers per year. With the coming of the automobile and improved highways, passenger operations gradually declined until passenger service was discontinued in 1955.

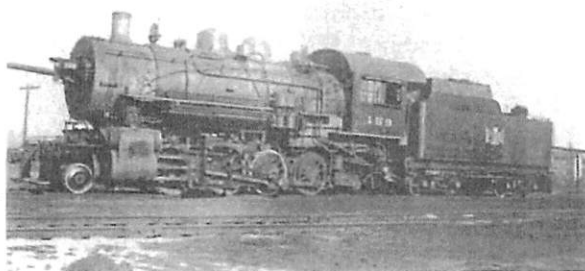
Administrative headquarters for the Bessemer are located in Pittsburgh, while the departmental headquarters are at Greenville. These include the Transportation, Maintenance of Equipment, Maintenance of Way, Stores, and Industrial Engineering Departments.

Operation of signals and switches on 135 miles of the Bessemer Main Line is controlled from Greenville through a Centralized Traffic Control system, in operation since 1956. This system has permitted the removal of approximately 78 miles of second track.

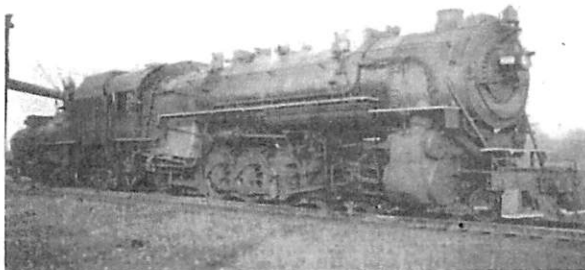
The largest and most important terminal installation on the Bessemer is the harbor on Lake Erie at Conneaut, Ohio, at the north end of the railroad. It is an enlargement and improvement of the mouth of Conneaut Creek located about two miles west of the point where the Ohio-Pennsylvania state line reaches the shore of the lake. This harbor had been used in a small way by fishing craft and other small vessels since the early 1800's. There was then a short wooden wharf, a few small buildings, and some poling for vessels to tie up to along the west side of the creek, and the entrance



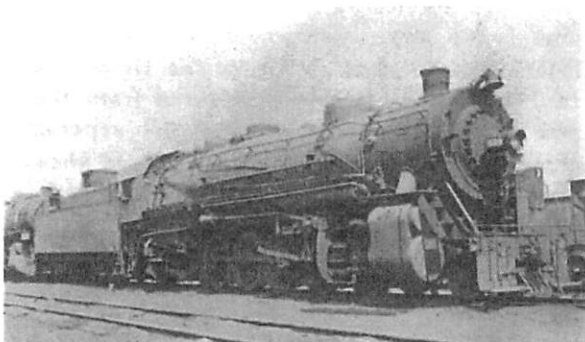
#255 CLASS S-4-b CONNEAUT, OHIO MAY 30, 1947



#159 CLASS C-4-a ALBION, PA. FEB. 8, 1938



#508 CLASS D-1-a CONNEAUT, OHIO NOV. 10, 1938



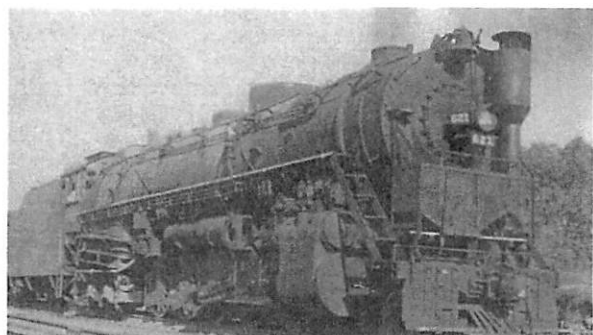
#523 CLASS D-2-a ALBION, PA. JUNE 27, 1947

was partly protected by piling. The first development of Conneaut Creek as a harbor began with the improvement of the entrance by the government under the Rivers and Harbors Act of March 2, 1829, which provided for an outlet for Conneaut Creek 100 feet wide, protected by breakwaters and a lighthouse. The record of Conneaut Harbor has been one of continuous development and improvement, which has made it one of the most important and efficient harbors on the Great Lakes.

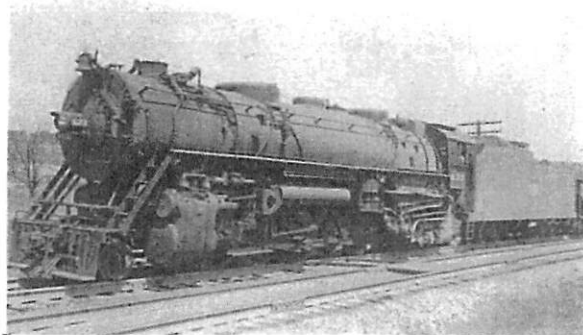
Coal cannot be hauled by vessels over the lakes during freezing weather, and in the past this limited the number of months in which coal mines could work. Then, too, during the shipping season the rail movements of mined coal had to be coordinated with the arrival and departure of the ships. In June 1965 the Bessemer dedicated a new coal storage and handling facility at Conneaut, which has stabilized the coal producers' operations and employment by providing year-round ground storage for their shipments. The ships cannot haul coal during the winter, but the new port has space to store two million tons of coal; thereby giving the coal mines and the railroad a 12-month operation. The entire new facility is constructed to be of model efficiency. From its remote-controlled locomotive and push-button-operated conveyor belts to the 70-foot-high stacker and eight-bucket reclaim wheel, every detail was planned for maximum utilization.



#605 CLASS H-1-b ALBION, PA JUNE 27, 1947



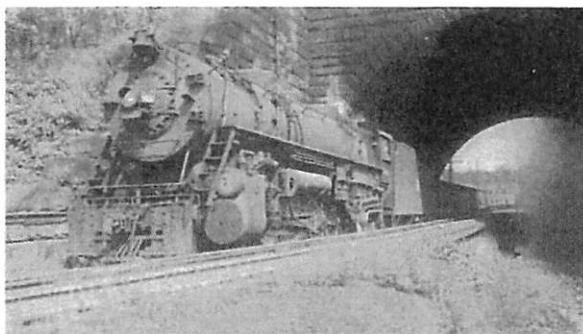
#621 CLASS H-1-d CONNEAUT, OHIO SEPT. 25, 1949
THE ONLY STEAM ENGINE EQUIPPED WITH CINDER COLLECTOR



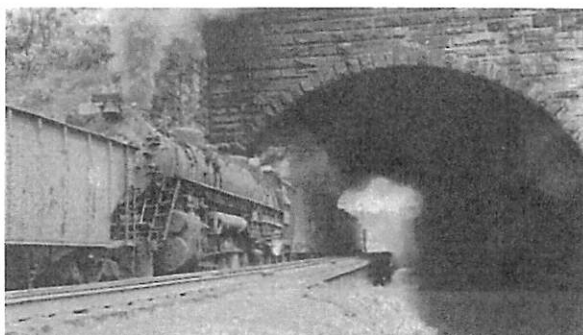
#633 CLASS H-1-e CONNEAUT, OHIO MAY 10, 1947



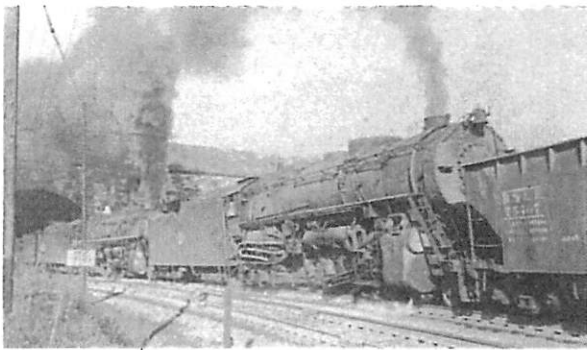
#643 CLASS H-1-g GREENVILLE, PA. OCT. 12, 1958
LAST OF THE 2-10-4's; HELD FOR HISTORICAL PURPOSES



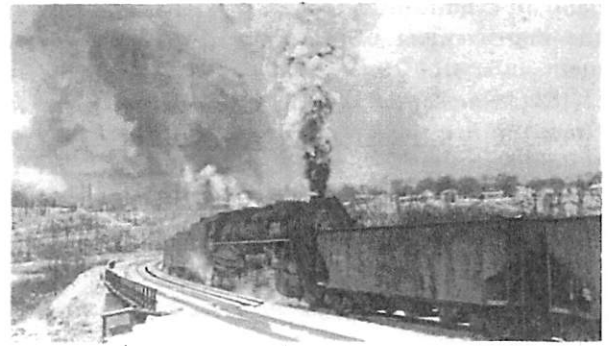
#645 CLASS 2-10-4 EMERGING FROM THE B&LE-NYC
ARCHES WITH AN ALBION BOUND ORE TRAIN,
CONNEAUT, OHIO JULY 14, 1947



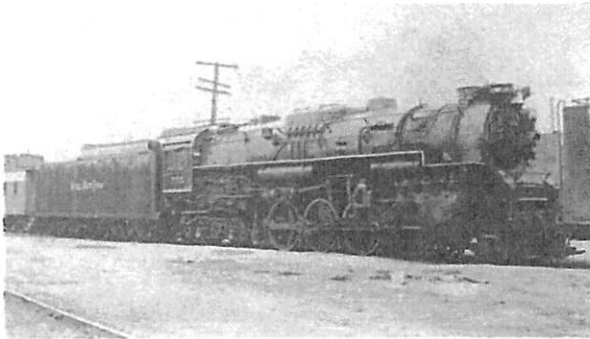
#613 AND #630 CLASS 2-10-4's BOOSTING AN ORE
DRAG THROUGH THE B&LE-NYC ARCHES No. 645
WAS ON THE HEAD-END CONNEAUT, OHIO JULY 14,
1947



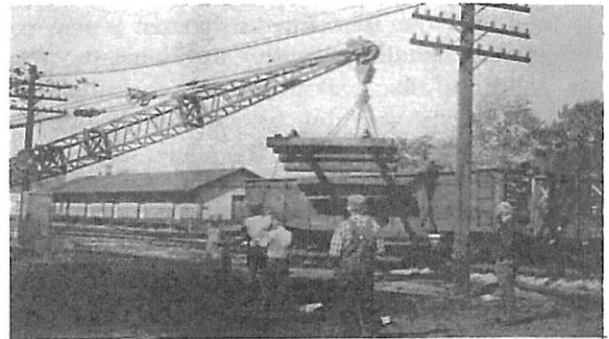
#645 AND #616, CLASS 2-10-4's, BOOSTING AN ORE DRAG AT THE B&LE-NYC ARCHES No. 621 WAS ON THE HEAD-END. CONNEAUT, OHIO SEPT. 25, 1949



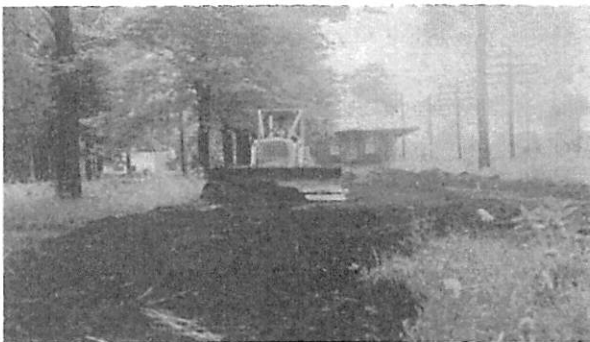
#612 CLASS 2-10-4, BOOSTING AN ORE DRAG. #636 IS ON THE HEAD-END. CONNEAUT, OHIO DEC. 3, 1949



AUG. 15, 1964 #755 BEFORE BEING SENT WEST FOR REFURBISHING



OCT. 14, 1964 REMOVING PANEL TRACT FROM THE GONDOLA CAR



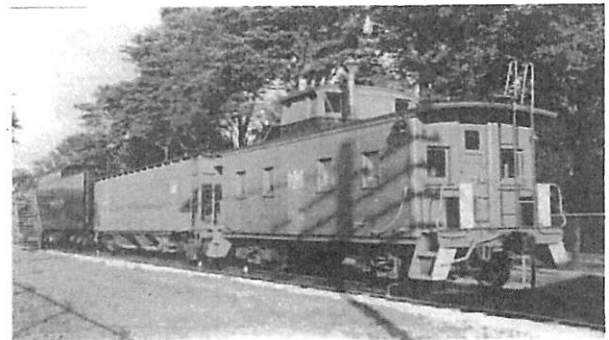
AUG. 22, 1964 LOOKING WEST FROM STREET, SHOWING GRADER NEAR SPUR SECTION



FRONT VIEW OF #755



SEPT. 26, 1964 LOOKING EAST, BALLAST AND RAILS BEING PUT INTO POSITION



REAR VIEW OF TRAIN, NORTH SIDE

CONNEAUT CHAPTER



CONNEAUT, OHIO