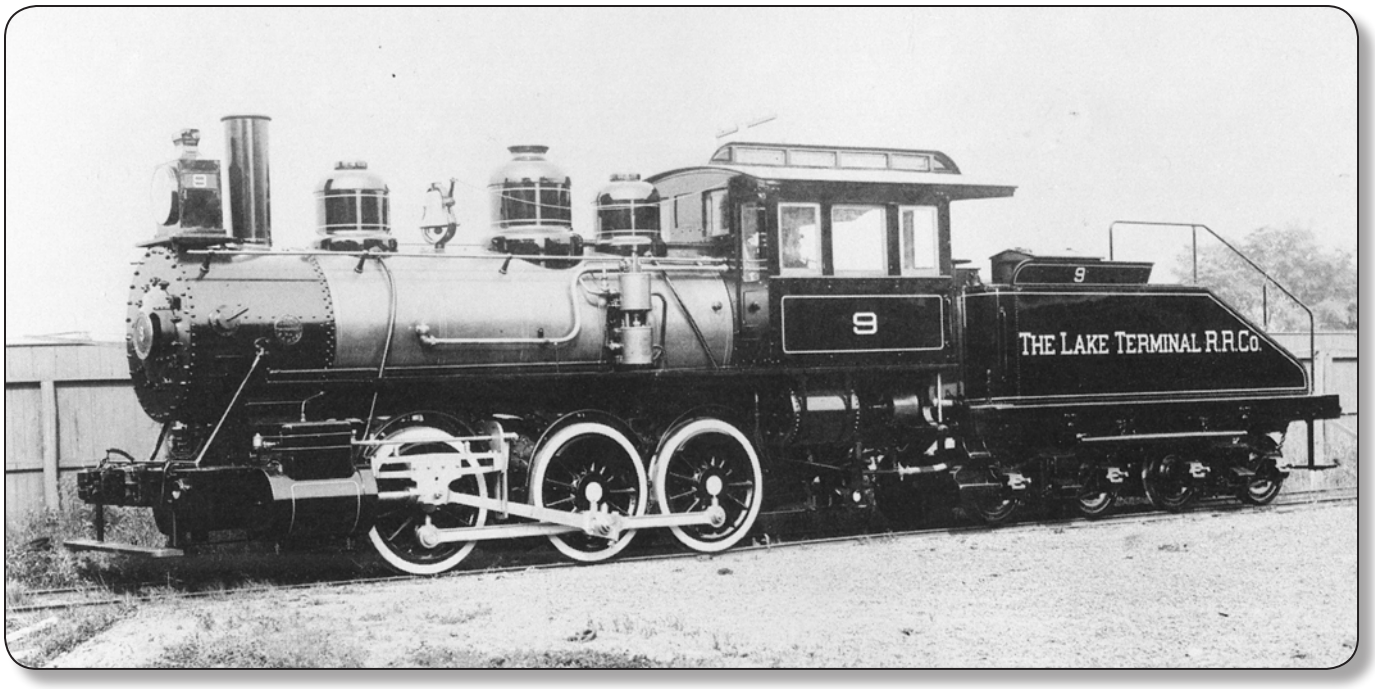
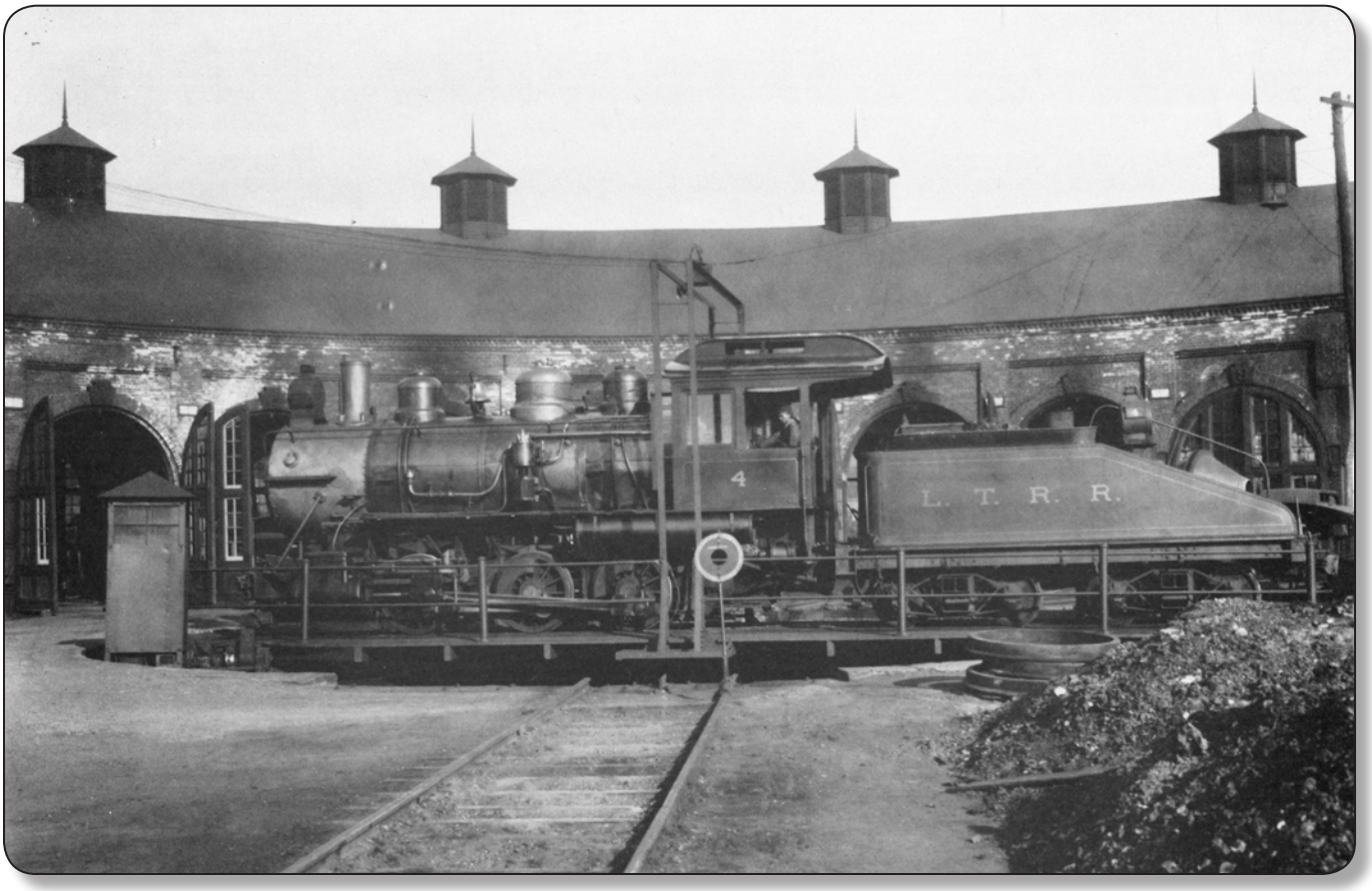


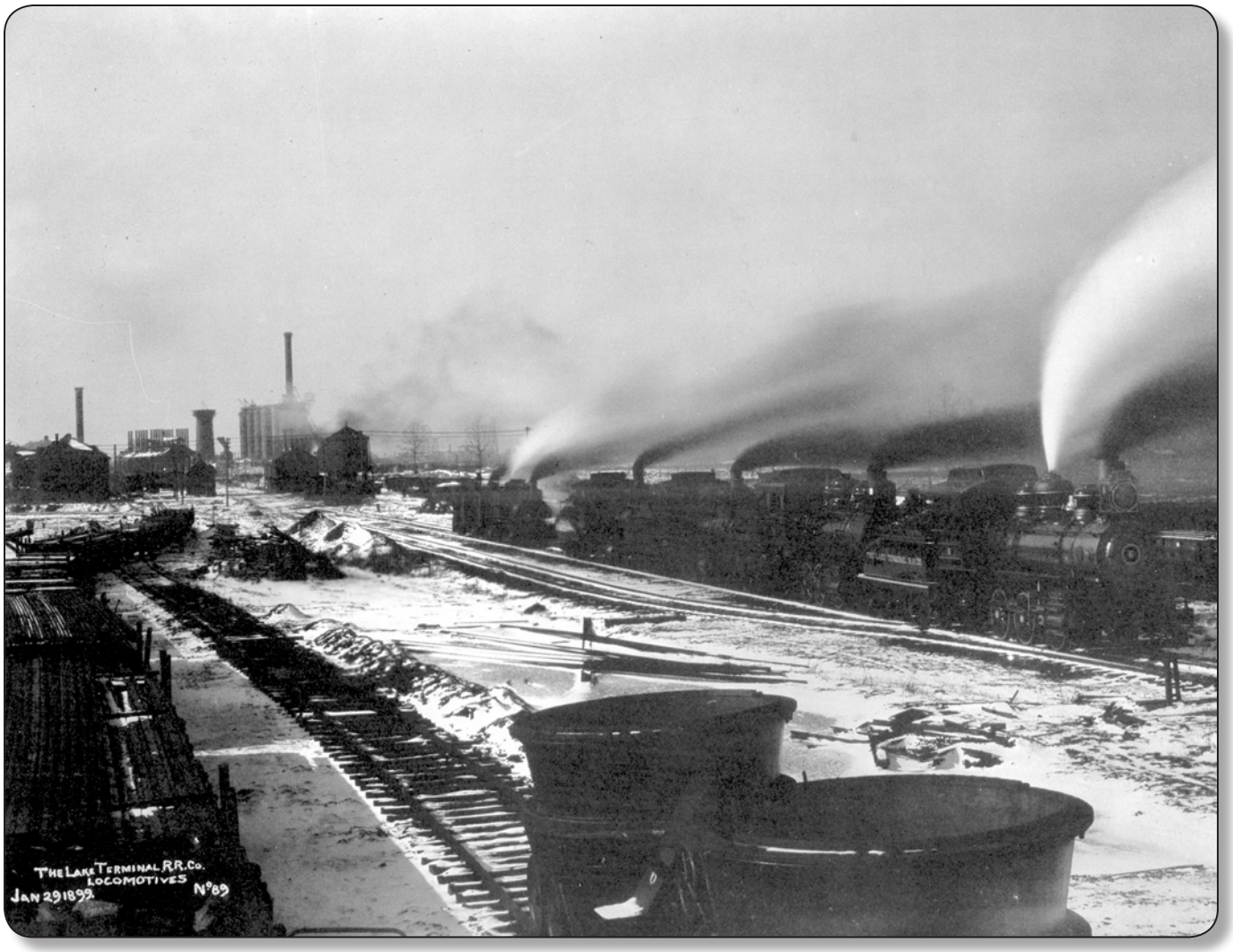
Lake Terminal Engine No. 9, built by Cooke in 1898; shown here being delivered (Lake Terminal Railroad).

Wreck of Lake Terminal Engine No. 9 and hopper car No. 402, June 14, 1899; engine jumped the track while backing across a switch (Lorain Historical Society).

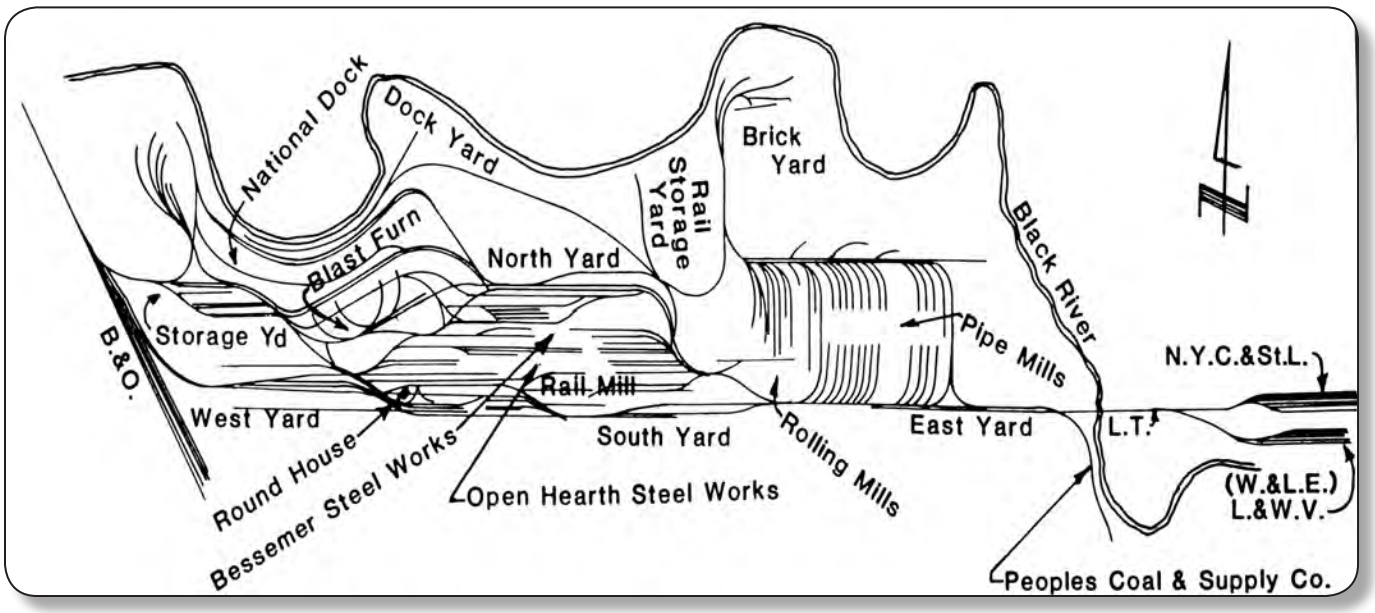
Lake Terminal's eight-stall roundhouse at the National Tube Company, 1911 (Lake Terminal Railroad).



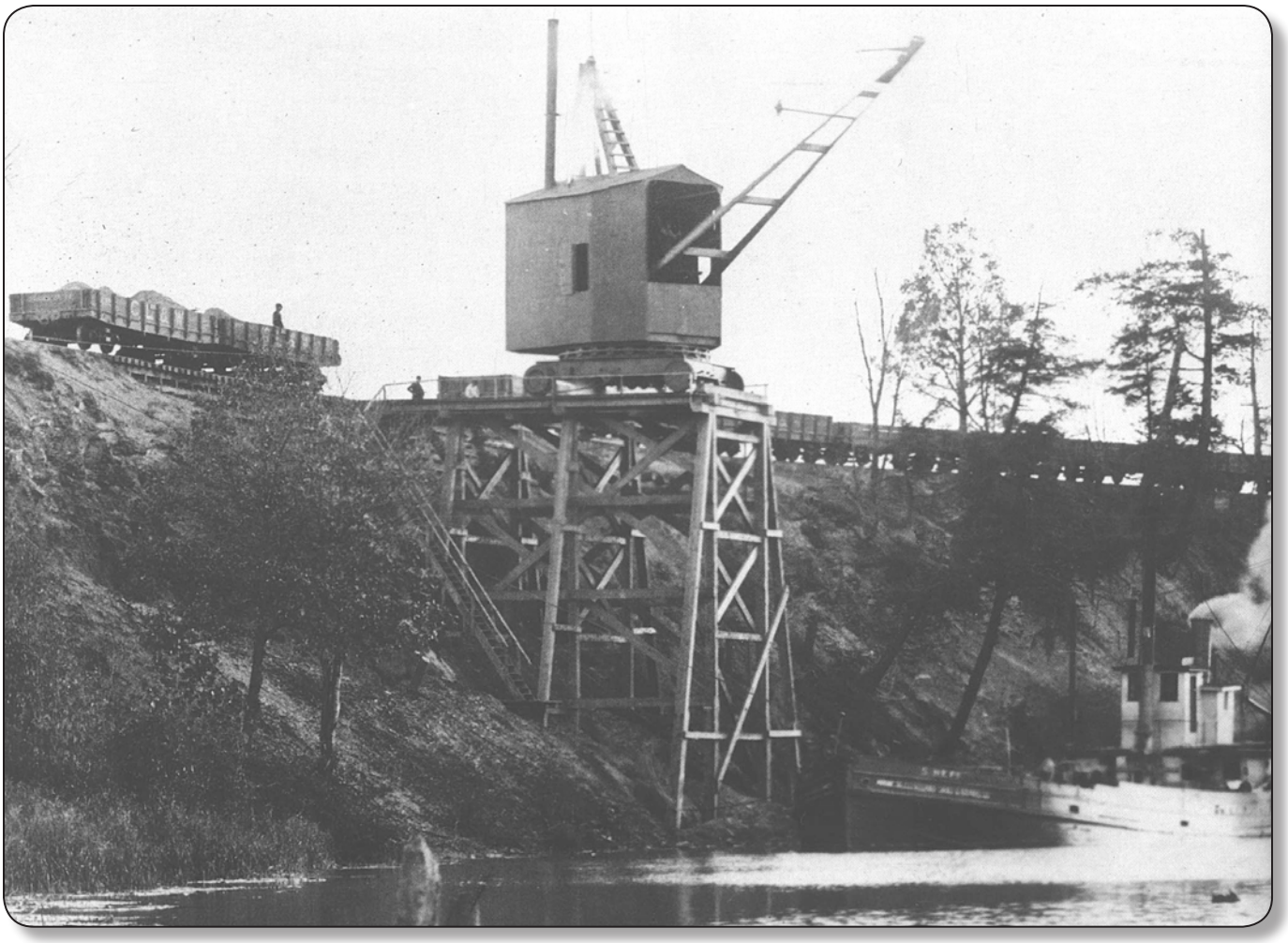
Lake Terminal Engine No. 4 being repositioned on the turntable at an eight-stall roundhouse, circa 1919 (Lake Terminal Railroad).



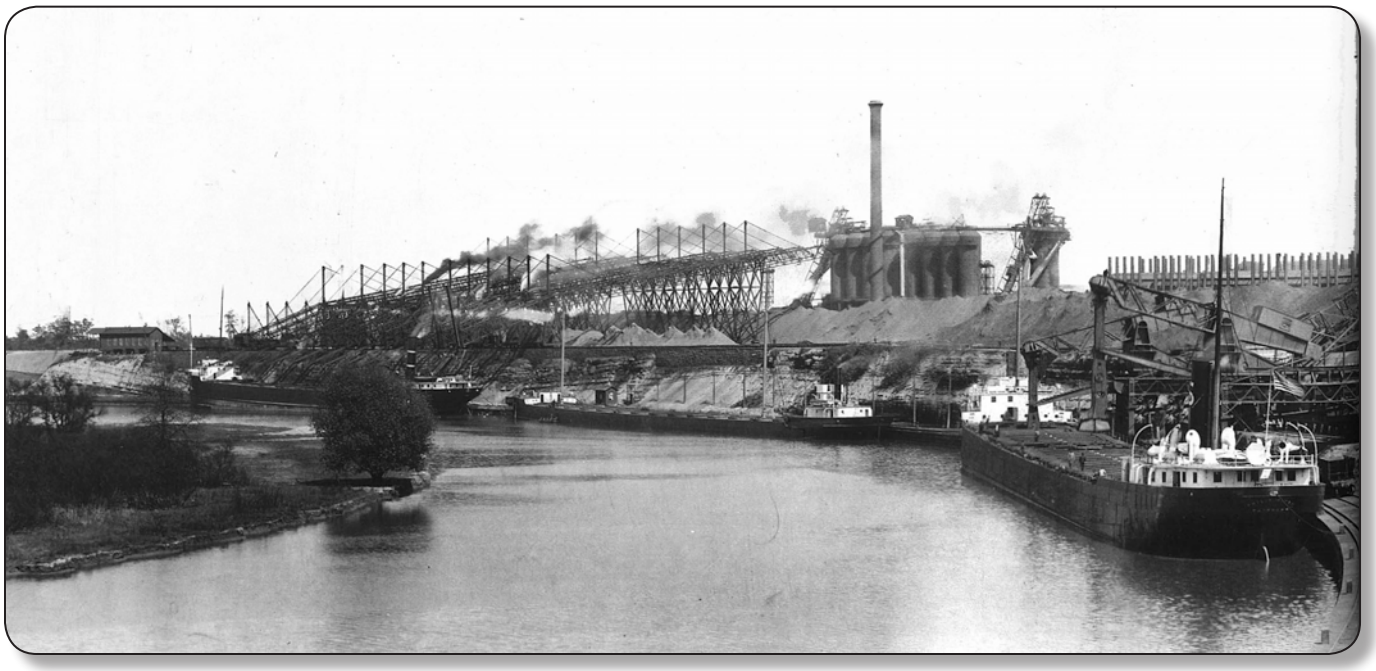
Lake Terminal Railroad steam locomotives operating at the Lorain Steel Company during the winter of 1899-1900; the Johnson Steel Company had sold the mill in 1898 and under new ownership the mill was expanding rapidly (Lorain Historical Society).



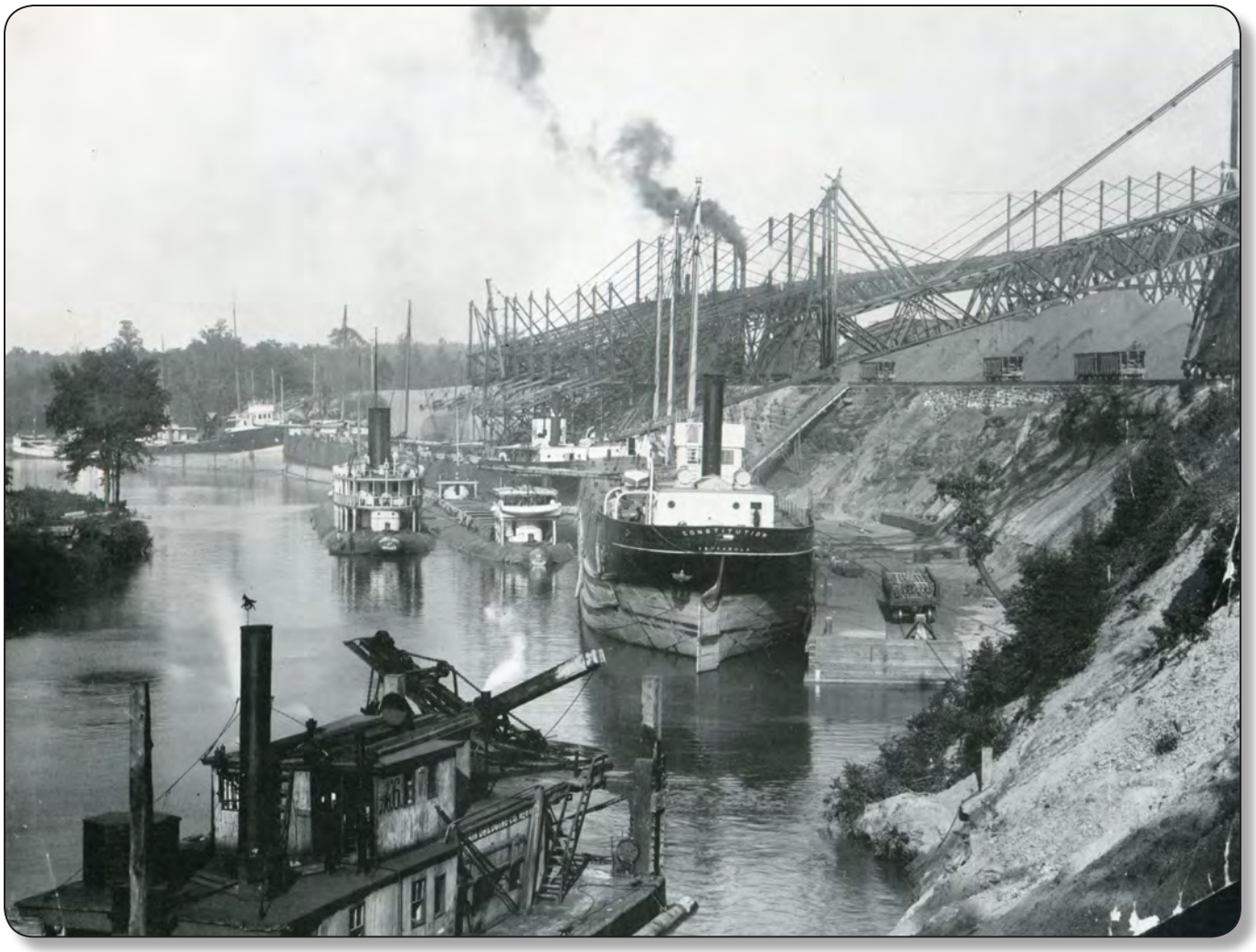
Map of U.S. Steel's National Tube Company plant in Lorain, Ohio, showing track plan for Lake Terminal Railroad, 1911 (Interstate Commerce Commission).



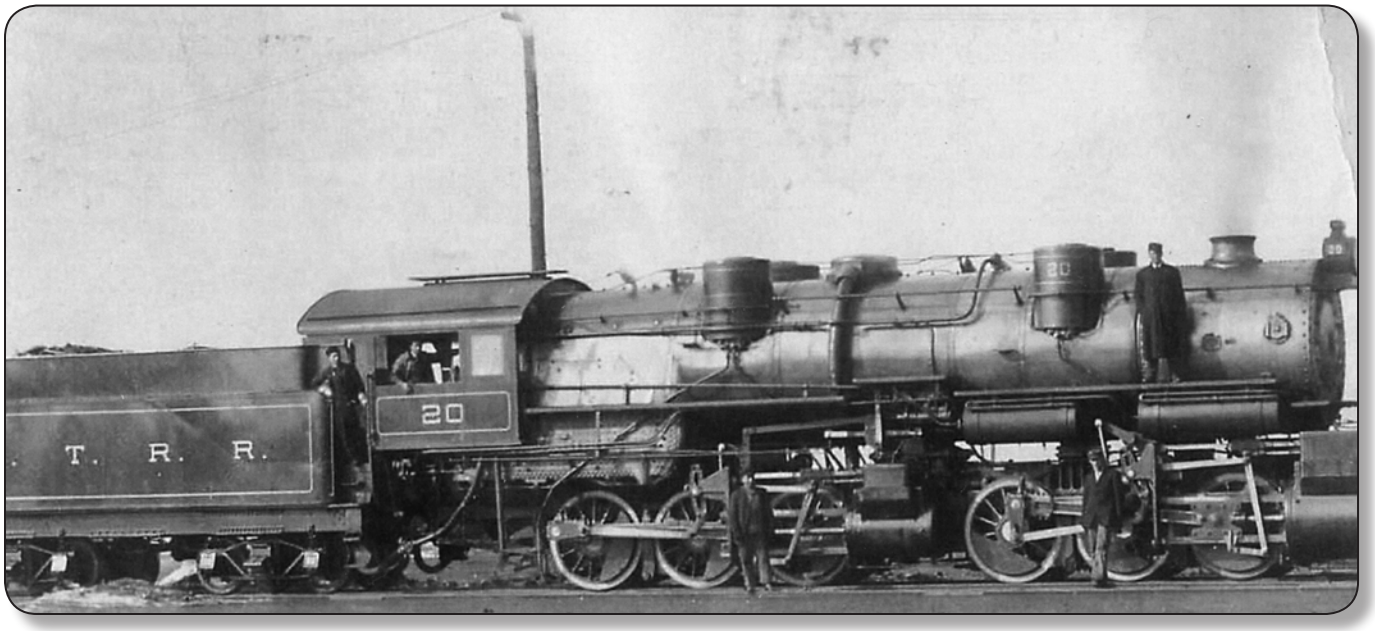
Crane-type ore unloader at the Johnson Steel Company's Black River dock; iron ore is being unloaded from a lake steam barge and loaded into Lake Terminal Railroad gondola cars, circa 1895 (Lorain Historical Society).



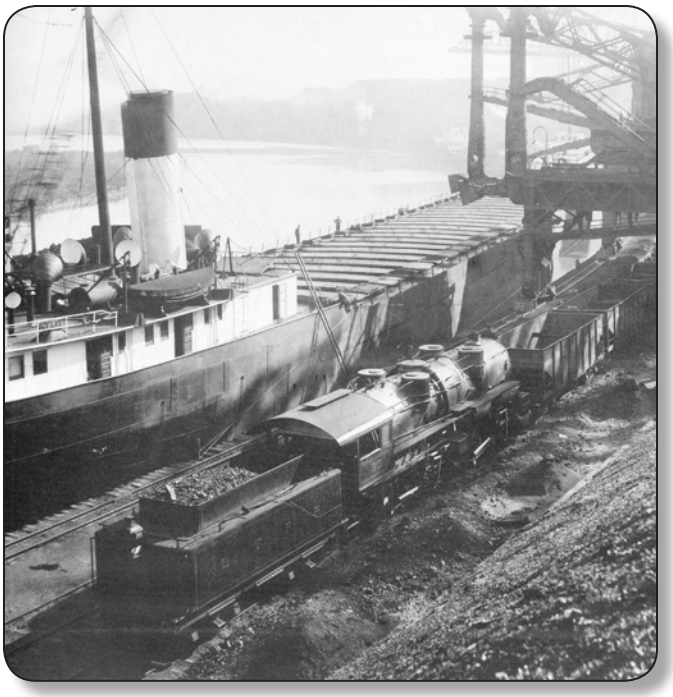
National Tube Company's 2,490-foot long dock on the Black River; rail-mounted McMyler hoists are transferring ore from lake freighters to a storage yard at the mill, circa 1899 (Lorain Historical Society).



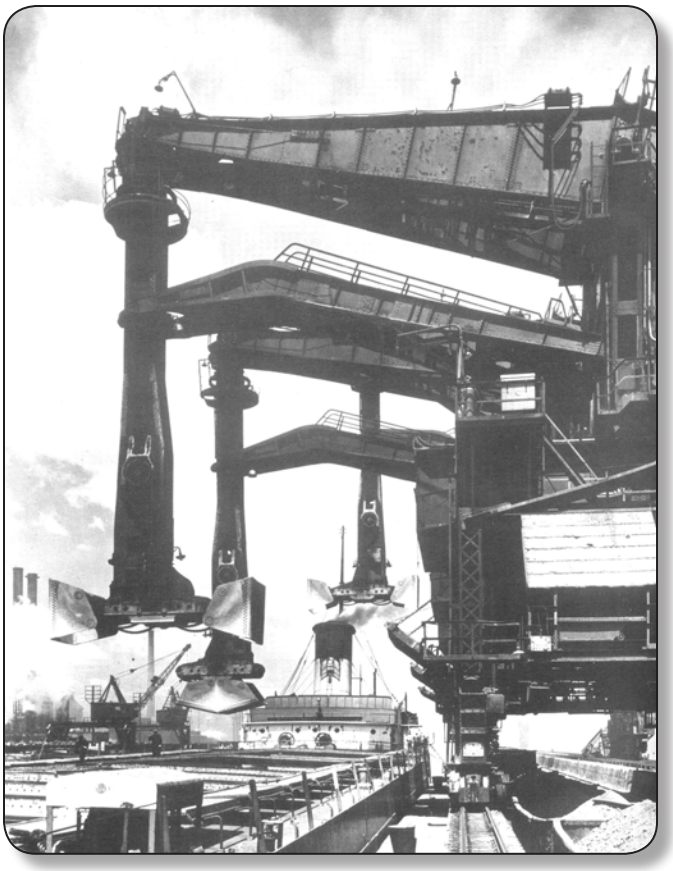
National Tube Company's dock on the Black River; rail-mounted McMyler hoists are transferring ore from freighters to a storage yard at the mill, circa 1899; vessels include the steam barge Constitution (large vessel ahead of dredge) and two whaleback boats (Lorain Historical Society).



Lake Terminal Railroad's Mallet locomotive No. 20 was used to pull ore cars up the steep slope from the docks to the yard once Hulett unloaders replaced McMyler hoists in the early 1900s (Albert C. Doane).

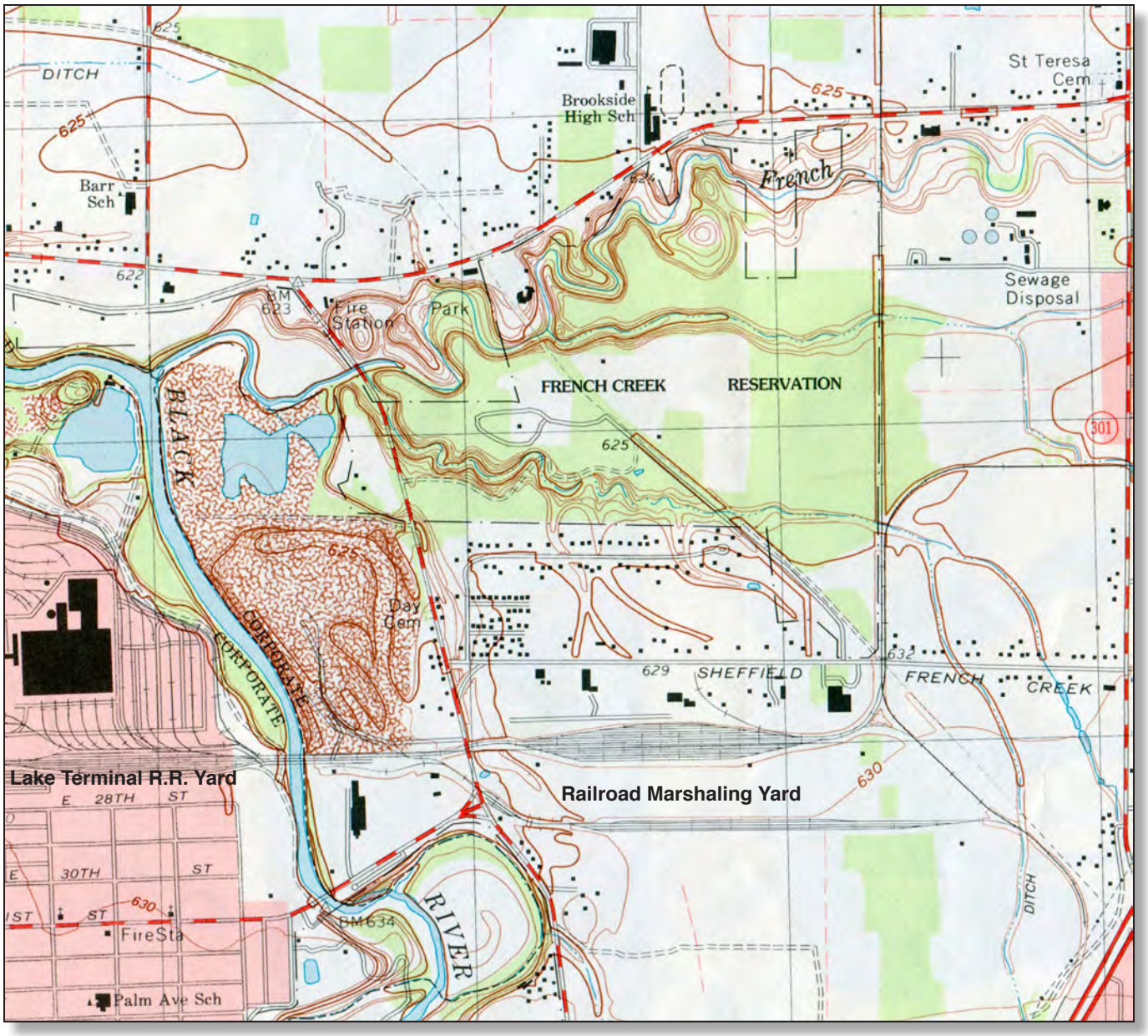


Lake Terminal Railroad locomotive No. 20 moves gondola cars into position as Hulett unloaders take iron ore from the lake steamer Isaac L. Ellwood, circa 1910. This vessel was one of the first 500-foot ore carriers. Built in 1900 by American Building Company, she served in U.S. Steel's Pittsburgh Steamship Company fleet for 60 years before being scrapped in 1961. The Isaac L. Ellwood was named for the inventor of barber wire and a principal of the American Steel and Wire Company (Lorain Historical Society).



Rail-mounted Huletts unloading iron ore from a lake freighter at U.S. Steel's Black River dock, circa 1920 (Lorain Historical Society).

Aerial view of U.S. Steel's National Tube Company on the Black River in Lorain, Ohio, circa 1950; bottom to top, Hulett unloaders, ore bridges/ stock yard, blast furnaces, mills, and Lake Terminal roundhouse (Great Lakes Historical Society).



U.S. Geological Survey topographic map (Avon Quadrangle, 1994) showing location of the Sheffield marshaling yard.

Lake Terminal R.R. diesel locomotive at Sheffield marshaling yard, east of Black River bridge (February 2011).

Railroads in 1896

The 1896 *Atlas of Lorain County, Ohio* shows that there were three steam railroads operating in the original Sheffield Township: (1) Cleveland, Lorain & Wheeling Railroad—along a route in the southwestern position of the township, (2) New York, Chicago & St. Louis Railroad (NYC&StL)—Nickel Plate Road heading northeast from Lorain to Root Road at about 0.4 of a mile south of Lake Erie, then due east to Avon Township at about 1.6 miles south of the lake, and (3) Lake Terminal Railroad—operating on the property of the Johnson Steel Company.

In addition, the East Lorain Street Railway operated electric trolley streetcars from downtown Lorain east along the lakeshore to Root Road. A streetcar barn and power station were located on the southeast corner of Lake Road and Root Road. A second streetcar line, the Lorain & Elyria Electric Railway, is shown along the south side of the steel plant, then heading south along the east side of Oakwood Park.

1907—Lorain & West Virginia Railway

This rail line was built by the Wheeling & Lake Erie Railway (W&LE) to connect its mainline tracks in Wellington to the steel mills in Lorain, Ohio. The 25-mile-long line was completed in 1907 and operated as a separate company. This line remains the only Ohio railroad entirely within one county.

Just north of Garfield Bridge (SR 254), the Lorain & West Virginia Railway (L&WV) constructed an impressive, high-level trestle over the Black River in 1906 to service the burgeoning steel mills in Lorain with coal from the Ohio valley.

Wheeling & Lake Erie Railway's subsidiary, Lorain & West Virginia Railway, operated Mallet-type locomotives (2-6-6-2) on the 25-mile long industrial spur from Wellington to U.S. Steel's National Tube Company plant in South Lorain. The Mallet 8009 is shown here crossing the Black River trestle in Sheffield Village on April 11, 1948 (Richard Cook). This line proved to be very profitable for the parent company.

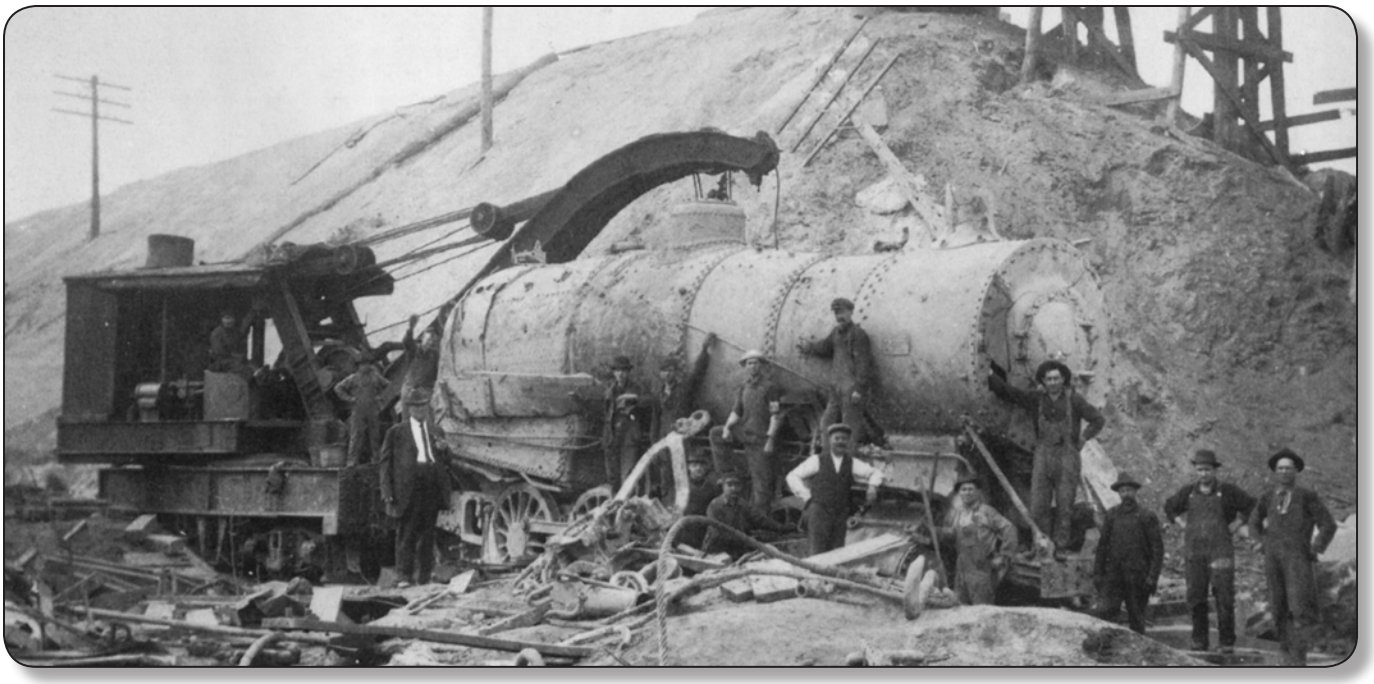
At the same time, the railroad purchased land between East River Road and Abbe Road for the location of the tracks, a small yard of multiple tracks, and a roundhouse. The roundhouse appears to have had several bays [stalls] with individual tracks leading to them. The roundhouse was positioned in the center of a wye—a triangular or "Y" shaped track arrangement used to reverse the direction of the engine. After crossing the Black River and passing by the wye, the tracks turned northeast for 1.5 miles, then west into the marshaling yard south of French Creek Road. The roundhouse and switching yard were abandoned in the 1930s and the trestle and mainline tracks were taken out of service in the 1960s. Remnants of the roundhouse and water tower foundations are still visible along the abandoned trackbed north of Detroit Road in Sheffield Village.

Some service began in 1906 and consisted primarily of coal shipments to the communities of Amherst, Oberlin, and Lorain. In 1907 service was completed to the steel mills of the National Tube Company on the Black River, the line's prime customer. The Wheeling & Lake Erie Railway (W&LE) was acquired by the New York, Chicago and St. Louis Railroad [Nickel Plate Road) in 1948, resulting in a decline in traffic on the Lorain & West Virginia Railway. Service was further cut back in 1963 when the line was acquired by the Norfolk & Western Railroad (N&W). A flood that washed out a bridge near Wellington in 1969 was the final blow—the Nickel Plate Road decided the line was not profitable enough to rebuild the bridge and the track was abandoned. A portion of the line is currently owned by the Lake Shore Railway Association. This organization has hopes of rebuilding the line for passenger excursions.

Cover of 1897 Wheeling & Lake Erie Railway Time Table.

Wheeling & Lake Erie coal train in Lorain County, 222 miles west of Buffalo; Berkshire-type locomotive (2-8-4 wheels), 1955 (J.W. Vigrass).

Wheeling & Lake Erie yard at Martins Ferry; gondolas loaded with coal for transport to plants in northern Ohio, circa 1930 (Ralph Delap).



Wheeling & Lake Erie Railway locomotive recovered from the Black River after crashing through a flood-weakened bridge three miles west of Wellington. On March 25, 1913 the locomotive, tender, and six freight cars fell 48 feet into the raging water, killing all three crewmen in the Consolidation (2-8-0) engine. A U.S. Navy hard-hat diver recovered the bodies from the submerged cab (Lorain County Historical Society).

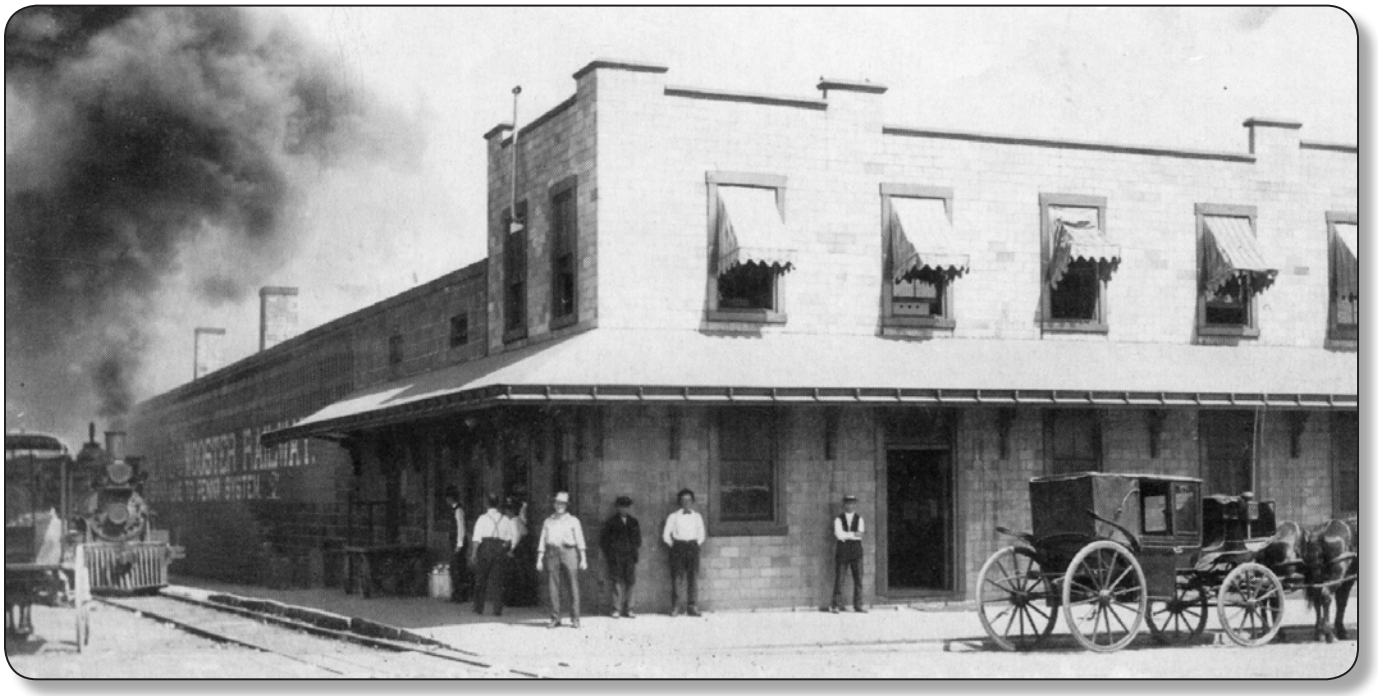
Wheeling & Lake Erie Railway's steel caboose constructed in 1949. Cabooses were manned rail vehicles coupled at the end of a freight train. They provided shelter for crew, who were required for switching and keeping a lookout for load shifting, any damages, or overheating of axle bearings [a situation called hot boxes]. Cabooses were used on every freight train until the 1980s, when safety laws requiring cabooses and full crews were relaxed (John Corns).

Lorain & West Virginia Railway trestle over the Black River in Sheffield; railroad traffic over the trestle was abandoned in late 1960s. View of the trestle over from Lorain County Metro Parks' Bridgeway Trail, Sheffield.

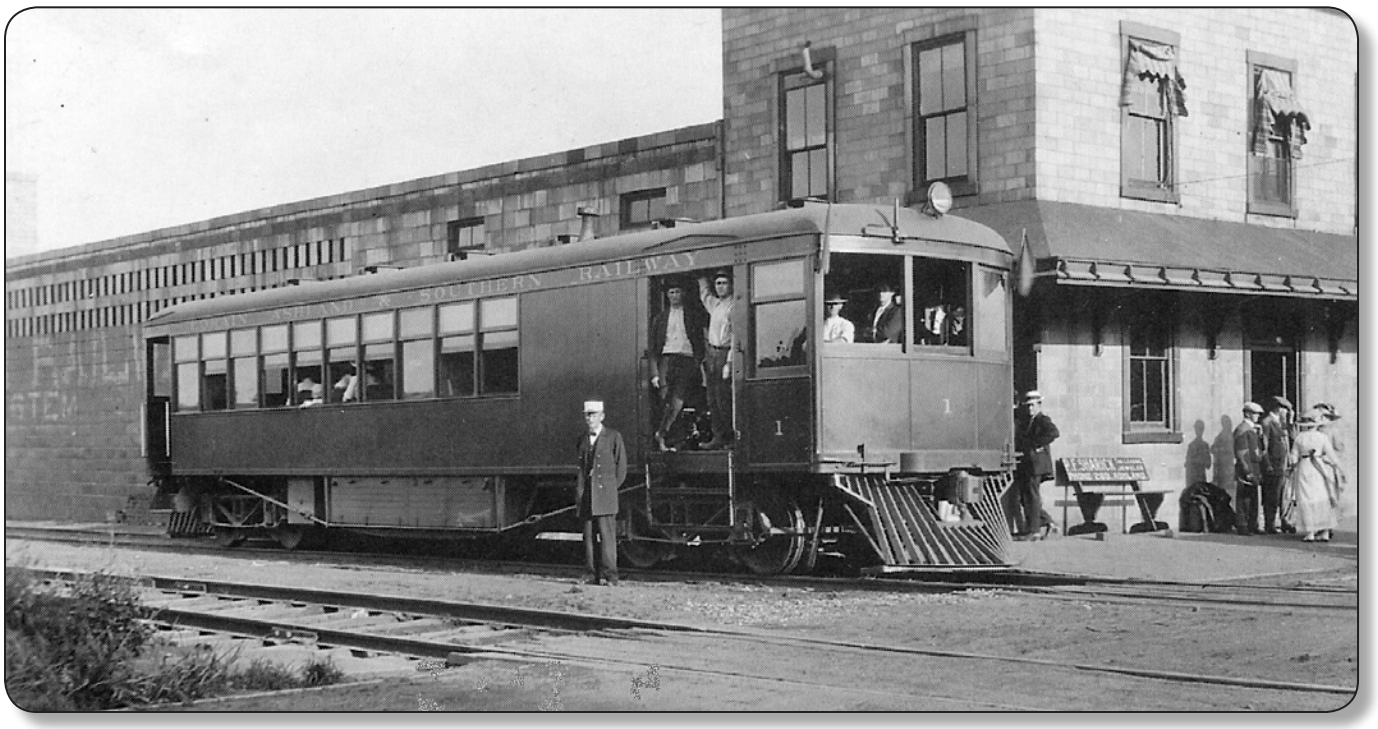
Abandoned Lorain & West Virginia Railway tracks in Sheffield Village, Ohio; note water tower foundation stones in right view.

1914—Lorain, Ashland & Southern Railroad (LA&S)

This line operated from 1914-1925 between Lorain, Ohio and south central Ohio via Ashland. It was a consolidation of the Ashland & Western Railway and the Lorain & Ashland Railroad. The line was purchased in 1916 by the Pennsylvania Railroad (PRR) and operated as a means to access the National Tube Company steel mill in South Lorain. The line passed through Wellington and Oberlin en route to Lorain where it crossed Broadway near West 36th Street before reaching the National Tube Company's western railroad yard. Owing to the poor condition of the rail line and competition from the Lorain & West Virginia Railroad (L&WV), the Lorain, Ashland & Southern Railroad was abandoned in August 1925. The rails have long since been removed, but the old railroad grade is still discernible in Lorain's Elmwood Cemetery and in Amherst Township at Middle Ridge Road.



Lorain, Ashland & Southern Railroad station at Ashland, Ohio, circa 1914 (Robert Chilcote).



"Woebegone" an internal combustion carrier of the Lorain, Ashland & Southern Railroad that linked Lorain with Custaloga, Ohio via Ashland, a distance of 67 miles, circa 1920 (Robert Chilcote).

Railroads in 1915

The 1915 *Atlas of Lorain County, Ohio* shows five steam railroads operating in the original Sheffield Township: (1) New York, Chicago & St. Louis Railroad—[Nickel Plate Road] east–west line at northern portion of the township, (2) Cleveland, Lorain & Wheeling Railroad—north–south line at southwestern corner of the township, (3) Lake Terminal Railroad—operating on the property of the National Tube Company, (4) Lorain & West Virginia Railroad—north–south line at eastern side of the township, and (5) Lake Shore & Michigan Southern Railway—north–south line at eastern edge of the township.

1917—Lake Erie & Pittsburgh Railroad and the Cromwell Steel Company

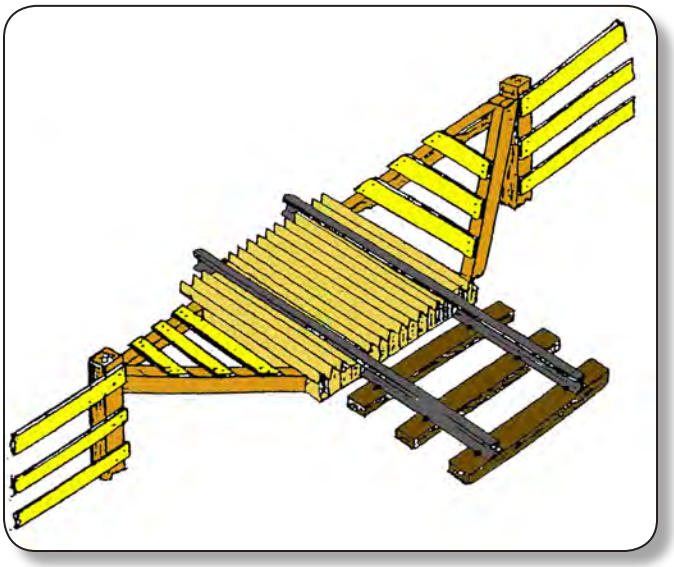
The United States Steel Company's National Tube Company is not the only steel mill that was operating along the Black River in the early 1900s. The demand for more iron and steel during World War I was the impetus for another mill—this one situated farther downstream on the east side of the river, near the Lorain-Sheffield border. Located on a tract of land at the foot of Euclid Avenue, it was known as the Cromwell Steel Company. To service the mill, the Lake Erie & Pittsburgh Railroad constructed a grade and partial tracks northward across Sheffield—crossing Detroit Road just east of the Avon-Sheffield line, then Abbe Road, French Creek, Colorado Avenue, Lake Breeze Road and finally Colorado Avenue again as it connected with a spur from the Cromwell steel plant. Remnants of the old rail line can still be seen in the bridge abutments at the French Creek crossing near the Lorain Metro Parks' French Creek Nature Center and the cinder ballast leading away from the crossing.

Lake Erie & Pittsburgh Railroad (LE&P). This railroad company was formed in July 1903 to build a line from Lorain to Youngstown and eventually on to Pittsburgh. The 105-mile projected route ran in a direct line between Lorain and Youngstown, passing through Berea and Ravenna. It was not intended as a passenger route, its clear purpose was to form a direct link between the Lake Erie industries and coal reserves of the Mahoning and Ohio valleys. The section between Berea and Ravenna appears to have been completed in the first decade of the 20th century, but the portion in Lorain County was not completed until 1917, in conjunction with the new steel mill.

After passing over French Creek and Colorado Avenue in a northwesterly direction, the tracks arced to the west, crossing Lake Breeze Road about 0.4 mile north of the Colorado Avenue intersection. Continuing westward for another 0.7 mile, the LE&P connected with a north-south spur owned by the Cromwell Steel Company that ran about a mile into the plant. The Cromwell spur also extended another 0.7 mile to the north of the LE&P intersection where another connection was made with the Nickel Plate Road (NKP). To the southeast of the French Creek crossing, the LE&P made connection with the marshaling yard of NKP, located just south of French Creek Road in Sheffield. This portion of the LE&P line, from the Cromwell Steel Company to the NKP connections, is recorded as being active during the period 1917 to 1928.

Marian Quinn's 1996 book, *Harvest of Memories: Andrew and Emma Conrad*, presents an interesting personal perspective of the building of the Lake Erie & Pittsburgh Railroad across the French Creek valley. When the LE&P trestle and track was built in 1916, it cut across the northeast corner of the James Day farm—then managed by Andrew and Emma Conrad. In 1904 the heirs of James Day sold seven acres of land to the LE&P for $6,500 and 12 years later the Conrads were obliged to accommodate the rail line. The Conrad family had been operating the farm for the Day family for 15 years when the railroad was actually constructed. Andrew learned that the primary purpose for the rail line was to carry coal to the Cromwell plant. An old barn was in the right-of-way, thus a new one had to be built. Emma worried that the disturbance would stop her hens from laying eggs. The Day family had a new kitchen wing built on the house to make Emma's life easier. Even the outhouse had to be moved.

Lake Erie & Pittsburgh Railroad wooden box, stamped Standard Railroad Container. This 30-inch long container was given to the Conrad family when the railroad was constructed through their farm in 1917 (Marian Quinn).



Type of cattle guard installed by the Lake Erie & Pittsburgh Railroad to prevent livestock from straying onto the tracks (modified from a drawing by Gerald Shumaker).

The trestle over French Creek was constructed of wood beams delivered to the edge of the valley by rail car. The trestle was completed in April 1917 and was still standing in the 1930s. The workers had their living quarters in a boxcar that moved along as the track was completed. A 100-foot-wide swath of trees was cut along the right-of-way. Hand labor was used to mound the roadbed that would carry the rails. When the tracks crossed Colorado Avenue [then known as Conrad Road], wooden cattle gratings were installed to keep animals from straying onto the rtracks. Because of their cleft hooves, cows and sheep could not walk on the slanted boards of the grating.

With the nation at war, steel rails were in short supply, thus once the spur was completed from the NKP yard to the Cromwell plant, there was a halt in the railroad's further progress to the southeast. Newspaper articles at the time reported plans to continue the railroad's construction to Berea. Grade work was completed in southeastern Sheffield and southwestern Avon, but the rails were never laid. Eventually the right-of-way southeast of Sheffield was sold to the Ohio Edison Company to carry electric transmission lines.

Cromwell Steel Company. John C. Cromwell built his $5 million steel mill in 1917 to produce steel for the war effort, soon after the Armistice [November 1918] the plant was shut down. It was reopened for several years in the 1920s only to fail entirely. During World War I the mill flourished, but by 1932 the *Lorain Times-Herald* wrote, "Crumbling walls of Cromwell Plant stand like ruins of fallen empire."

John Cromwell's name was already well known in the steel industry. As a principal in the firm of Garrett & Cromwell he had built half a dozen plants in Pittsburgh, Buffalo, Illinois, and Ohio. In 1916 Cromwell and his associates purchased 233 acres

Lake Erie and Pittsburgh Railroad trestle over French Creek in Sheffield, built in 1917 (Lorain County Metro Parks).

Lake Erie and Pittsburgh Railroad trestle over Mill Creek, Cuyahoga Heights; utilized by New York Central in 1948 (Albert C. Doane).