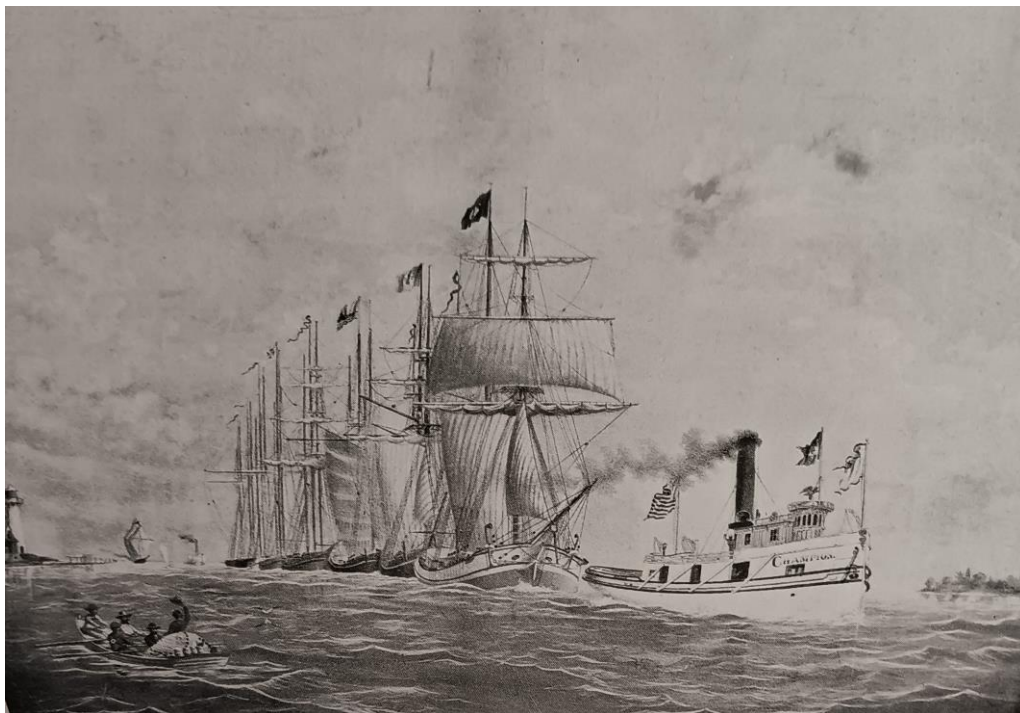


Ports and Port Holes



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*Showing how ore was transported in the 1860's through the rivers
by tugs towing schooners.*

People of the Ports

Herman and Betty Carnegie: The Two Port Twosome



Herman and Betty Carnegie stand in the gift shop of the Ashtabula Marine Museum in early March 2000. They were recruited as volunteers shortly after the Museum opened in 1984. Betty Carnegie served as museum director for more than ten years.

Betty and Herman Carnegie lived alongside and cruised the Lake Erie shores of both Conneaut and Ashtabula.

Growing up in Conneaut gave Betty Stearns Carnegie the foundation for her lifelong interest in maritime history. Although Betty's childhood memories included watching the Hulett's at work and the flow of freighter traffic in and out of Conneaut's harbor, her father worked as a conductor for the railroad and her mother was a teacher.

Betty dreamed of becoming a nurse and she followed her dream to St. John's Hospital in Cleveland where she graduated from the three-year program. She started her nursing career at Brown Memorial Hospital in Conneaut and continued it at Ashtabula General Hospital where she worked for 34 years.

Memorable events in Betty's nursing career included being part of the team of nurses caring for shipwreck survivor Dennis Hale when he came to Ashtabula General Hospital from a Michigan hospital. She also worked with the nurses and doctors who traveled in railroad cars to the scene of the 1953 Conneaut train wreck.

Betty's husband Herman Carnegie retired from Reliance Electric in 1980 and Betty Carnegie retired from Ashtabula General Hospital in 1982 after 34 years of continuous service as Director of Nursing. In addition to her long and dedicated work with the museum, Betty served in the Ashtabula Power Squadron Auxiliary as a Post Commodore and historian.

She and Herman owned a boat, and retirement gave them more time to devote to their craft and volunteer work with the Ashtabula Power Squadron, which later disbanded. Betty and Herman taught boating safety classes and Betty wrote the local

group's newsletters.

In an Ashtabula Star Beacon interview with writer Carl Feather, Betty revealed a passion for another river beside the Ashtabula River. Every spring and fall, the couple made a trip aboard the Delta Queen. "Twenty-one trips," she remembered "We practically went on every river that boat went on. I would love to go again. The Tennessee River was beautiful.

The third passion of their retirement also involved water, the Ashtabula Marine Museum. The North Kingsville residents became involved in the fledgling project. When the Ashtabula Maritime and Surface Transportation Museum's founders, Duff Brace, Paul Petros, and Clint Ekensten, recruited Betty and Herman Carnegie shortly after the Museum opened in 1984.

Herman Carnegie, Duff Brace, and Paul Petros were close friends, and museum founders Duff Brace and Paul Petros convinced him that he and Betty's involvement in the Museum was necessary. The next step was to find out what they were to do at the Museum. Herman found his calling in the Hulett Room, including a model that once stood on the A & B Dock below the Museum. Herman, who was legally blind, quickly learned to tell visitors the Hulett story from memory. He had learned the story from his mentors Duff Brace and Paul Petros and from listening to the experiences of the museum visitors who had worked on the docks with the Hulett.

Betty Carnegie gravitated toward the gift shop, and quickly became a retail prodigy. She stocked the gift shop with books, statues of lighthouses, toys, charts, mugs, T-shirts, and jewelry. She also worked with volunteers, encouraging, and training them to be comfortable, informative, and enthusiastic as they talked to groups and individuals about the museum exhibits. Her goal was to staff each room of the Museum with a volunteer who could answer questions, point out the exhibits, and interact with visitors.

Her favorite aspects of the job were giving tours to visitors and students. Betty said she enjoyed meeting the visitors who followed their interest in Great Lakes history to Walnut Boulevard. After working at the museum for nearly 25 years, Betty found it amazing there are still Ashtabula County residents who have never stepped inside the building.

"I wish that the schools would come in and see the history we have down there," Betty says. "There are so many things down there, I wish we could get our local people to come in. We have visitors from all over the world. It is just a small corner down there, but there is an awful lot in it."

Marine Museum life trustee Paul Petros said of Betty, "She does a beautiful job for us. She is very loyal, is always looking for new items, is constantly trying to improve the displays and makes many great suggestions that have contributed in a big way to how the museum is perceived by the public." And then he added, "I can't give her enough

credit.”

After Herman’s death in August 2000, Betty Carnegie returned to the museum as a volunteer. In 2001, she was re-elected as director, occupying that position until 2007, when she decided to turn over the museum leadership to someone else.

Betty enjoyed her retirement until she passed away on December 23, 2012. Both she and Herman are buried in Greenlawn Memorial Gardens in North Kingsville

James Hill, Paul Petros, and Duff Brace Grow a Grass Roots Beginning

In 1982, the U.S. Government Service Administration (GSA) awarded the Ashtabula Jaycees and the Ashtabula Marine Museum Committee the former lightkeepers’ residence on Walnut Boulevard. The building was christened The Great Lakes Marine and Coast Guard Memorial Museum. A few years later, Museum officials expanded its title to include surface transportation like railroads, automobiles, and motorcycles with the new name of The Ashtabula Maritime and Surface

Transportation Museum.



Josephine and Paul Petros

Ashtabula Marine Museum Committee co-chairmen James Hill, Paul Petros, and Duff Brace were determined to preserve the heritage of Ashtabula Harbor, a dream that began in the 1940s. Both Paul Petros and Duff Brace developed a love for things maritime in their youth and both served on ships when they got older. They nurtured their dream after they married and had families of their own.

For years, Paul Petros had been collecting and storing in his own house anything of historic marine value that he felt could be saved from the scrap yard. Paul Petros began speaking of his dream of a marine museum in Ashtabula, Ohio. He felt that a marine museum would preserve a valuable part of Ashtabula’s history for future generations.

Josephine Petros died in 1985 and Paul Petros died in 1996.

James Hill, a lifelong Ashtabula resident, graduated from Ashtabula High School and earned a bachelor's degree in business administration from Ohio Wesleyan University 1944. After serving in the Glider Infantry in World War II, he returned to Ashtabula and the next fifty years working for Carlisle Allen Company retiring as Director of Operations.

Jim was deeply involved in Ashtabula maritime activities. One of the first members of the Redbrook Boat Club, he sailed his boat the Pinafore and was Past Commodore of the Ashtabula Yacht Club. Along with Father Bernard Vacca, he was founder and 20-year co-chair of the Blessing of the Fleet in Ashtabula Harbor. Jim died on January 21, 2004, and he is buried in Chestnut Grove Cemetery.

Jim Hill contributed many hours of care, concern, and labor to help create the Ashtabula Marine Museum. Always available to serve and help with projects, he drew on his knowledge and love of Ashtabula history to add to the founding foundations of the museum. When he died, his bequest to the Museum helped it to survive and prosper.

Duff and Jane Brace



Long-time friends and neighbors of Duff Brace including Museum Director of Volunteers Kaye Lind, recall Duff's maritime room where he kept his growing collection of artifacts over the years. Duff compiled, typed, and corrected and corrected again ship names, statistics, histories, and other facts he found interesting in notebooks. Soon he had rows and rows of what his family thought of as his little room off the kitchen. He talked enthusiastically to people about his ships, and facts, and soon Duff and his friend Paul Petros created a "slideshow circuit" to share their maritime knowledge.

Duff Brace died in 1995, and his wife, Jane died in 2010. They are buried in Glenwood Cemetery in Conneaut.



Duff Brace accumulated a Library of Congress style collection of "Boat Notebooks," which can be found in the Research Library on the second floor of the Museum. He corresponded with lovers of Great Lakes History all over the country and local scuba divers hung out in his "Boat Room" so often that his wife Jane routinely invited them to dinner. Duff's children

recall that their yearly family vacation destination was the Welland Canal.

Along the way, the Detroit Marine Historical Society appointed Duff Brace historian of the year and he became a well-known maritime historian with firsthand experience and knowledge of his craft.

Over the years, Paul Petros and his good friend Duff Brace slowly collected artifacts and worked very hard to raise money for their project. They presented their own slide shows covering information about Paul's specialties, the docks and the town and Duff's specialties, the lakes, and the steamship companies.

The "Paul and Duff Show" drew big crowds and local and regional fame. The local Ashtabula Yacht Club and the Topky Library in Ashtabula Harbor often sponsored the shows. Duff thought people, especially youngsters, would want to know about some of Ashtabula's interesting history. One of his favorite facts he enjoyed telling them about was that between the years 1900-1906, the Port of Ashtabula broke the world record for unloading iron ore three out of six years.

Paul and Duff's hard work made their dream come true. Donations accumulated and they were soon taking steps to locate their museum in the old U.S. Coast Guard Station Lightkeeper's home at 1071 Walnut Boulevard. Since they needed money to complete work on the interior of the building, they decided to offer yearly memberships to the Ashtabula Marine Museum. They charged the modest sum of \$7.50 for a family and \$5.00 for a single person. They also started a lifetime membership plan. An area bank, Bank One, was a great help to the Ashtabula Marine Museum at the time. Both men also emphatically told everyone they talked to that they would welcome artifacts that were pertinent to the area and the history of the harbor as well as donations of money.



On June 2, 1984, a ribbon cutting ceremony took place on the steps of Ashtabula's newest Museum. The co-curators who cut the ribbon were Paul Petros, Duff Brace, and Clint Ekensten. Clint Ekensten died in 1990 and he is buried in Edgewood Cemetery

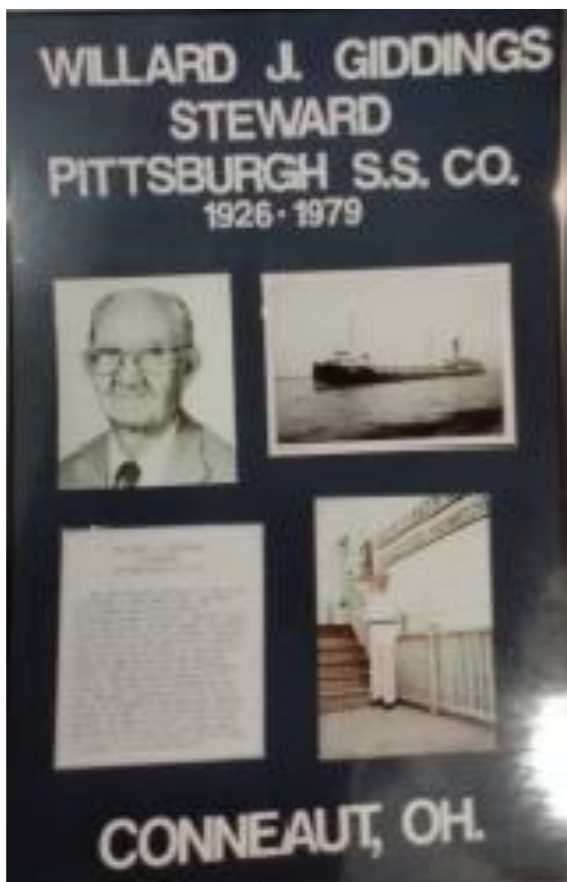
"While the ongoing maintenance is an endless task, the original conversion from an aging wooden building darn near beyond repair into a beautiful museum took many hours of painstaking labor from civic minded volunteers,"

Paul Petros said. "It is a dream come true and well worth it. It is beautiful and anyone

can verify that,” he added.

Four months later on October 25, 1984, a formal Saturday opening gala was held for donors and members. On Sunday, October 26, 1984, the Great Lakes Marine and Coast Guard Memorial Museum in Ashtabula, Ohio, officially opened its doors to the public.

Venerable Volunteer Willard J. Giddings



Willard Giddings was one of the oldest and most loved Museum volunteers. He gave tours at the museum up until his death at the age of ninety-two. Willard was a steward on Pittsburgh Steamship vessels from 1926 until his retirement in 1979. He also worked for the Ashland Oil Company and Wilson Marine and after he retired, he became a self-employed contractor.

In 2001, Willard and his father Jay Palmer Giddings were both inducted into the Great Lakes Lore Maritime Museum in Rogers City, Michigan with the combined times of one hundred years service on the Great Lakes. Willard's wife Caroline Giddings accompanied him as second cook on his voyages for five years.

Willard also served his community. For almost thirty-five years, he volunteered at the Conneaut Human Resources Center, helping distribute food and toys to needy Conneaut families at Christmas. His fellow citizens chose 90-year-old Willard to be the 2003 Conneaut Citizen of the Year for his community service. He frequently purchased and transported toys out of his own pocket. Willard Giddings died in November 4, 2006, and he is buried in East Conneaut Cemetery.

Captain John Paul Perkins, Floating Forest Ranger

Captain John Paul Perkins donated his time to the Ashtabula Marine and Surface Transportation Museum including assisting with the installation of the Pilot House, and he also contributed artifacts to the Museum library collection.

Perks Floating Forests



By the time the Pittsburgh Steamship Company assigned Second Mate John Paul Perkins, to the J.P. Morgan Jr. in 1949 he was already a seasoned sailor, a confirmed bird watcher, and an inventive creator of his Floating National Forests which he established on every ship he sailed, including the J.P. Morgan Jr.

The maritime and ornithological connections of

Second mate Perk were forged in steel, made from the iron ore that the ships of his Pittsburgh Steamship Company, later to become part of the U.S. Steel fleet, transported from Lake Superior ports to Lake Erie ports.

The water route of the ships, both up and down bound, took them west to east across Lake Superior, through the Locks at Soo Ste. Marie. The next leg of the journey traversed the length of Lake Huron, through the St. Clair River, and Lake St. Clair. The final leg of the journey took the ships down the Detroit River, across Lake Erie for approximately eighty miles and to the ports of northeastern Ohio, including Ashtabula and Conneaut where Perk lived.

Perk created his personal scientific methods of on deck birdwatching. He purchased balled trees and other habitat equipment like branches and perches from friends in various ports along Lakes Superior, Michigan, Huron, and Erie. He set them up on deck along with bird seed and water stations and then placed a park bench in a strategic yet non-threatening location to sit on while he birdwatched, photographed them, and took movies of them. He created a film called "Birds Ahoy!" that he used in his speaking programs about birds and that garnered respect in the scientific world as well.



Besides for his personal enjoyment, Perk observed birds for their own sake – their plumage, their habits, their personalities, their grace, their freedom of movement, and yes, their predatory skills, especially those of gulls and hawks, revealing the cruel side of nature.

Perk spent years taking meticulous, detailed notes of bird life and behavior. His notes and the articles he wrote, including one published.

in Audubon Magazine, changed traditional ideas about migratory patterns of birds, including those over the St. Clair River and the Great Lakes.

Perk explained his methods in one of his articles: “Over several years I have kept detailed notes on the migration waves and single birds sighted during the sailing season. Each year a little more data is added until at present the notes include observations, location of ship, weather at ship’s position, barometric and temperature graphs plus the weather synopsis of the location of atmospheric pressures each day for the Great Lakes region.”

Every trip he took up and down the St. Clair River and the rest of the route, Perk observed birds and took notes about their behavior. He described how flocks of birds would rest aboard ship in his National Forests and in suitable places all over the ship. He described their flight patterns and their habits. He elaborated: “The trees were arranged daily according to the position of the sun and a chair or park bench was placed the correct distance away for the focus wanted. With a bottle of coffee and a few doughnuts handy on the hatch, I was ready.”

His bird watching did not escape the notice of his shipmates. They christened his tree arrangements “Perk’s National Forest,” and they gave him nicknames like “Ranger” and “Nature Boy.” Some enterprising sailors placed an artificial nest complete with four plump grapes in one of his trees and at Christmas, ornaments appeared hanging from the branches. The teasing was good natured, and Perk described encountering shipmates searching his bird books to identify their ship’s passengers. He also recalled a captain or two calling from the pilothouse that his trees were full of birds.

His ornithological or bird loving connection, existed from his boyhood when Perk roamed the hills of Belmont County, Ohio, seeking, finding, and photographing interesting birds. During his teen and adult years living in Conneaut, Ohio, he examined and explored the local bird populations, discovering that birds had much the same free spirits and migratory lives as sailors. And from the 1930s to the early 1970s when he combined his maritime livelihood with his birding passion, he made significant scientific contributions to the ornithological world from his shipboard perches.

By the time he became first mate on the J.P. Morgan Jr., with several berths in between, Perk could describe the times, places, and participants of flocks of birds traveling over the Great Lakes and their connecting rivers.

His observations included eagles and their nests in the lower St Mary's River, large heron rookery on Stony Island and Grosse Isle in the lower Detroit River. Thousands of gulls and terns on the stone dike below Bois Blanc Island in the lower Detroit River. Flights of black crowned night herons around the western Lake Erie islands. Large flocks of ducks at St. Clair Flats and at Bar Point in the St. Clair and Detroit River.

By the 1960s-1970s last stages of his career, Perk had earned the position of captain on several Pittsburgh Fleet ships, including the Thomas F. Cole, Richard V. Lindabury, and John W. Gates. As his maritime career advanced, so did his Floating Forests and bird watching and recording skill and contributions to ornithological knowledge.

After 31 years of impeccable note taking, photos, and films, his contributions to ornithological knowledge were impressive. He identified and named seven migration corridors over Lake Superior and many more over Lakes Michigan, Erie, and Huron and revealed how the Mississippi and Atlantic Flyways overlap with the Great Lakes Flyways. He described previously unidentified flight patterns, flocks of different bird species migrating together, and sighted rare birds where they were not supposed to be sighted. He described birds at play.

Perk summed up his maritime ornithological philosophy: "A complete check list of birds seen on and from the ship (just one ship, the Benjamin Fairless) totals 190 species...not much compared to lists compiled ashore, but each year we add a few more species to the total. It is the constant expectation of seeing something more that makes bird watching so fascinating."

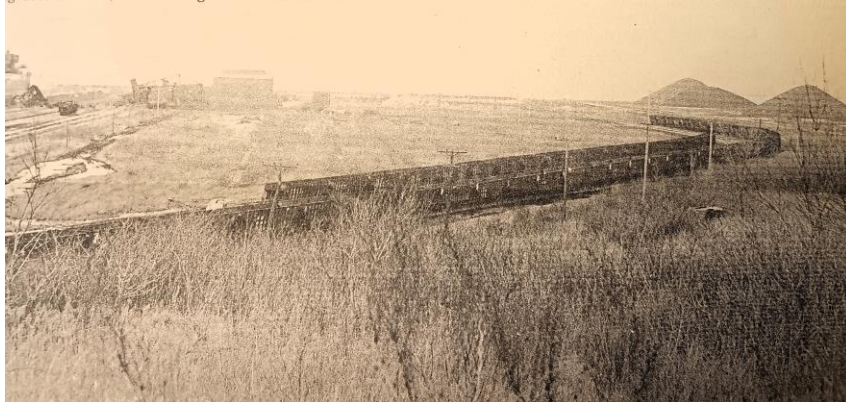
Ports of the Ports

Union Dock Becomes Pinney Dock



FORMER Union Dock in Ashtabula harbor has enjoyed better days as can be seen in file photo at top. The other picture shows how it now looks, with the Hulettts removed and some of the remaining debris left near a freighter docked here for the

winter. The only landmark remaining is the building near the center of both pictures. The 69-year-old dock has been dismantled so it can handle the modern 1,000-foot ore carriers.



The former Union Dock in Ashtabula Harbor has enjoyed better days as can be seen in the photo on top. The other picture shows how it now looks with the Hulettts removed and some of the remaining debris left near a freighter docked here for the winter. The only landmark remaining is the building near the center of both pictures. The 69-year-old dock has been dismantled so it can handle the modern 1,000-foot ore carries.

Story by Joe Kovach

Ashtabula Star Beacon

February 22, 1981

The Union Dock is being dismantled so it will fit into another era. Now owned by Pinney Dock, it has been leveled to make way for the newer 1,000-foot ore carriers rather than the old bulkhead freighters. The main difference is that the four Hulettts, giant steam roller- like machines, have been torn down. They were once used to unload ships. The new ore carriers are self-unloading, using conveyor systems.

Joseph Del Priore, vice president of Pinney Dock, said he hopes the dock can begin business with the 1,000 footers when the shipping season starts this spring. But much depends on the steel industry, which was down in 1980, he said.

He did not know if there would be more jobs available with the new operation.

Union Dock had seen better operating days. Duff Brae who used to work on the docks, said the Cleveland based Pollock Becker Company built the dock around 1912, two years after the A &B Dock came into existence. The Jones and Laughlin Company later operated the docks for the New York Central Railroad. J & L terminated the contract in 1978. The railroad turned the dock over to Pinney Dock last year.

According to Pinney Vice-President Priore, the main reason for the dock's demise was the breaking of two of the four Hulettts, one in 1972 and the other in 1978. Eighty men were laid off shortly after the second Hulett broke. It was decided that repairs were too expensive.

"They really were magnificent machines," Duff Brace said of Hulettts. "Right to this day its hard to beat them."

Hulettts were invented by George Hulett of Conneaut. The first one was built in 1899. A number are still operating on the Great Lakes, including the four at the A &B dock in Ashtabula and some in Conneaut.

The arm of the Hulett drops down into the bow or hold of the ship, scoops up the iron ore, then swings out and around, ready to dump the cargo into a waiting railroad car. The Hulett operator who sits inside the arm, could be in and out of the ship in a minute if he is good," according to Duff Brace. "But they have even more modern methods now. Everything succumbs to progress," he said.

Conrail officials said in 1978 it would not be feasible to repair the Hulettts because they are gradually becoming obsolete.

Nick Paulchel, former dock and vessel foreman of Union Dock, and now Ashtabula Harbor Master, said, "I was there since 1923. I watched it being built, and I watched it being destroyed. I worked there for 50 years. It used to be busy when I first started working there. We would have 440 to 450 boats in one season, but those were small boats. A few years ago, they would get 150 boats in a season and get the same tonnage. I think they really started going down during the Depression.

In 1930, it started up again and then it went pretty good up until now.

The Hulettts are too expensive to maintain and operate and the trend is now toward the self-unloaders,” Nick Paulchel said.

There were 110 men working on the Union Dock in 1923. When I left there were only fifty-six doing the same work and getting just as much iron ore.”

Three fourths of the iron ore was put on railroad cars and sent to steel mills. The remaining quarters were stock piled,” he said.

Nick’s brother Cosmos Paulchel worked at the Union Dock for 36 years. He remembered the 1972 accident which knocked one Hulett out of commission.

“The tug men were moving the George Seedhouse out and as they were making the turn to go out, the boat hit the Number Four machine Hulett. It fell on some railroad cars and mashed them up,” he said.

“There was nobody on ir because it was quitting time. We had just unloaded the boat, and everybody was leaving. We were lucky.”

Damage to the 95-ton Hulett was estimated at one million dollars.

The second Hulett broke when the arm that enters and unloads the boat missed the hull opening on the way out. It was as though it tried to lift the boat out of the water, witnesses said. The arm broke off and landed inside the boat. With two of the four Hulettts out of service, the eighty men were laid off and the dock was closed.

“It would not pay to run just two machines. It would take too long,” Cosmos explained.

Much of the iron ore business was taken over by A&B Dock which is across the slip.

The Union Dock had two twelve-hour shifts, night, and day. A 12-hour day was a workday in those days,” Duff Brace recalled.

“The workers back then had their lunch and beer brought to them. They would have a boy fill up their lunch buckets with beer. Then they would quaff it during lunch. They were smart. They put butter on their lunch buckets to keep the beer from foaming by flattening it. Then they would get a full bucket of beer instead of just beer and foam,” Duff continued.

“It was no trouble. They had sweat it off. It was like drinking water and it gave them energy.”

Duff Brace worked at A &B Dock which had one shift. “I worked a week once and never took my shoes off. You would sleep between boats,” he said.

Gordon Harps who started with Union Dock in 1928 and retired in 1970, remembered cold winter work. “They had electricians and mechanics and a machine shop for repairing all the Hulettts. Whatever was needed. During the winter most of it was

outside work and the only protection you would get out there was the windbreakers they sometimes built around the places. Or you could build a fire in an oil drum. It was cold work,” Harps said.

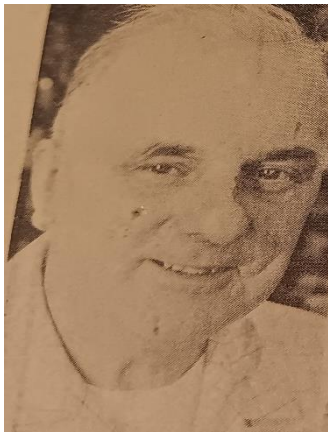
“It was a lot of shovel work, and it was hard work. When the bulldozer came long it made a big difference in unloading the docks. Less hard labor.”

The shipping of iron ore was aided in the 1950s when taconite pellets were developed. The pellets, which look like iron marbles, were easier to handle and did not freeze like plain soft iron ore.

“You could extend the shipping season longer because it would not freeze. That was the idea,” said Cosmos Pauchel.

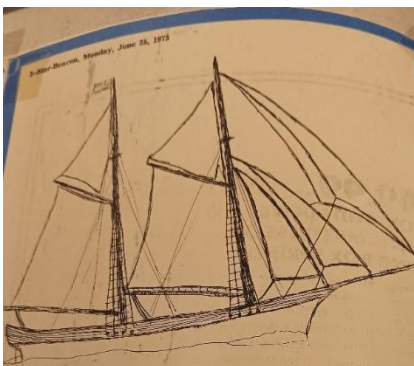
His brother Nick remembered the soft iron ore before the pellets were developed. “Soft ore was lumpy. It would freeze and it was hard unloading in winter. We used to heat the hoppers with steam pipes, and we had different devices to break it up. But even the pellets though easier than soft ore could cause problems,” Cosmos Pauchel said.

Coal Comes of Age



Duff Brace, lake boat authority, shared some information about the coal business on the Ashtabula docks in a June 1973 interview in the Ashtabula Star Beacon on the century anniversary of coal shipping in Ashtabula. He said that the first cargo of coal to be shipped from Ashtabula Harbor rode in the hold of the schooner C.H. Walker. The schooner may have looked like the two masted schooner in the drawing by Star Beacon staffer James Guillpore from contemporary ship drawings. No photos or drawings of the Walker schooner could be located.

Duff Brace explained that coal in the Port of Ashtabula had shipped out with little fanfare. According to the Vicks Standard Directory & Reference Book of Ashtabula and other sources, the first coal cargo was shipping out of Ashtabula on June 25,



1873. The coal cargo left in the C.H. Walker, a grand breed of ship called schooner, powered by sails alone.

Not much is known of the Walker. It is known that she was loaded with coal near the present site of the 5th Street lift bridge, and that the task was accomplished by men using wheelbarrows, Duff said. He went on to say that the site of the historical event was the Pittsburgh, Youghyevy and Ashtabula Dock No. 1. He stated that the dock was

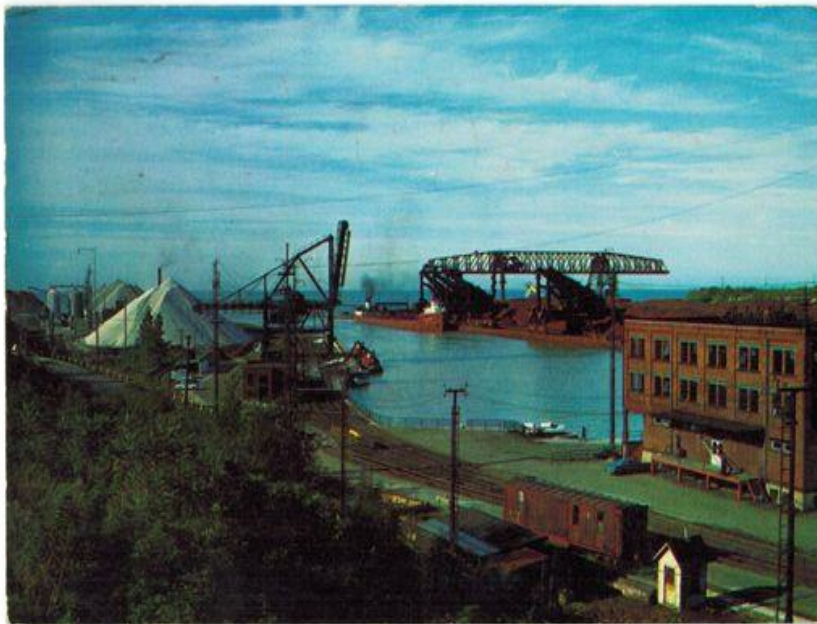
located three hundred feet south of the pontoon bridge on Fifth Street on the western bank of the Ashtabula River.

The C.H. Walker proudly sailed the Great Lakes until 1876 when she foundered and was lost.

And Iron Ore Quickly Follows

According to Duff Brace, another Centennial for the Ashtabula shipping industry happened on July 11, 1873. On that date, said Duff Brace, the first iron ore cargo was unloaded in Ashtabula when the schooner Emma Maize, a three-mastered sailing ship, delivered a 730-ton load of iron ore. He added that Irish shovelers from Erie, Pennsylvania were brought in to train locals in how to unload the hold of a schooner. The men used shovels and wheelbarrows. By way of comparison, a modern Hulett unloader can unload six hundred tons of ore in one hour. An average Great Lakes ore boat carries around 16,000 tons of ore, a Union Dock spokesman said.

Pittsburgh and Conneaut Dock's Firsts and Forecasts



The expansion of the Bessemer & Lake Erie Railroad's coal transfer and storage facility at Conneaut, which has been under construction since late 1978, was completed this spring, and in mid-May officially went online. The facility is operated by the Railroad under contract by The Pittsburgh & Conneaut Dock

Company.

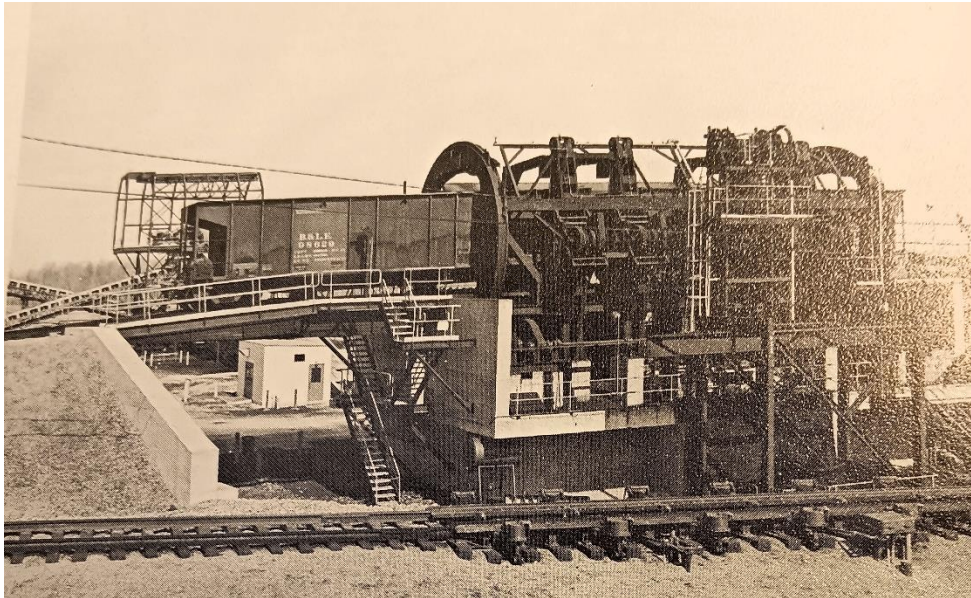
This expansion of the coal handling system which began operations in 1965, was undertaken when it became apparent that additional capacity would be required based on traffic projections for lake vessel coal movements. Since no further land was available at dock-level, it was necessary to locate the new storage area on a bluff to

the east of the original coal facility. The area is served by the relocated Conneaut Spur, which crosses Conneaut Creek via a new bridge.

Modern facilities have been provided for dumping, including a thaw shed, a high-capacity rotary dumper, track scale, extensive railroad yards, and a personnel building. A second bridge has been constructed across Conneaut Creek to permit the movement of coal handling and maintenance equipment, such as bulldozers, cranes, and trucks between the dock-level storage area and the new bluff storage area.

Coal is unloaded and conveyed to the new storage area at up to 6,000 tons per hour. Major features of the system are an automatic sampler, a stacking machine capable of stockpiling on both sides of the storage area, a 3,600-foot stacking/reclaiming conveyor system, a bucket with heel reclaimer, and two reclaim pits. Coal reclaimed from storage is moved by conveyor to two existing ship loaders at dock level for loading into lake vessels.

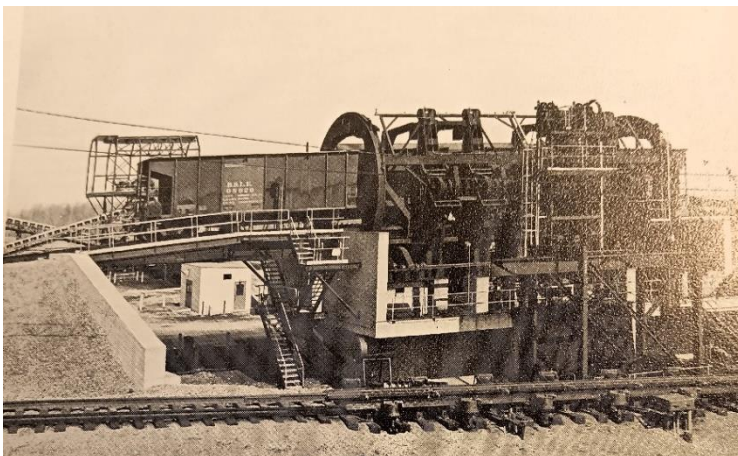
With the completion of this expansion of the coal handling system, the throughput



coal transferring capacity has been increased from nine million tons per year to approximately 13.5 million tons per year. One of the reasons for this increase is the above pictured rotary dumper.

It is one of the fastest and most up to date in operation today.

Car doors are never opened at this car dumper, The entire car is rotated upside down and the coal spills into an unloading pit, Special clamps prevent any car movement



while the dumping is in progress, At full capacity, a car a minute can be dumped, In the next picture the car that has just been emptied is moving by gravity to the empty car area, Another car is already in the dumper and is being rotated for unloading.

The new facility is expected to perpetuate Conneaut's reputation as the most modern bulk materials handling port on the Great Lakes and will place the Dock Company and the Bessemer Railroad in an excellent position to handle the expected increase in lake coal tonnage in the years ahead,

(Dock Talk July 1979)

Export Coal Passes Through Conneaut



The M/V Peter, an ocean vessel of Finnish registry, is shown as it tied up at The Pittsburgh & Conneaut Dock Company's Dock No. 3 on April 22, 1981. Smaller than most other "salties", the Peter was able to pass through the lock system along the St. Lawrence Seaway and the Welland Canal and therefore, was selected by the

Primary Coal, Inc., the exporters, to be the very first ocean vessel to take a load of steam coal from the Port of Conneaut for direct shipment overseas.

The vessel arrived on Wednesday and late that night began to take its load, completing it by early the next afternoon. With 20,390 net tons it moved out of the Great Lakes and toward its destination in Belgium. It accomplished its mission – an "end run" around the East Coast ports bottleneck, where the larger vessels are forced to wait many days, or even weeks, for a place at the loading dock. Perhaps the Peter's loading here is the first step toward proving that the Great Lakes ports are indeed the nation's Fourth Seacoast. (Dock Talk, Pittsburgh & Conneaut Dock Company, May 1981).

Bessemer & Lake Erie Report

Pittsburgh, Pa. With numerous studies indicating that there will be a dramatic increase in the export of U.S. steam coal to world markets, and with extreme vessel delays being experienced at East Coast coal piers, the Bessemer & Lake Erie Railroad last year initiated studies concerning the possibility of moving export coal through the Port of Conneaut, Ohio, and the St. Lawrence Seaway.

Test shipments aggregating approximately 130,000 tons, were made through the Bessemer's Conneaut coal facility, operated by The Pittsburgh & Conneaut Dock

Company, late in the 1980 shipping season. These initial shipments were loaded into lake boats at Conneaut, moved through the Seaway to Quebec City, Quebec, Canada, and subsequently loaded into ocean vessels for movement to Europe.

With the 1980 tests confirming the economic viability of the Conneaut-Seaway concept, the Bessemer and Lake Erie is currently estimating that approximately 1.5 million tons of coal for European consumption will be shipped through the Conneaut coal facility during the 1981 shipping season. This coal will move from Conneaut in lake vessels capable of carrying approximately 28,000 tons and will then be stored on the ground at Quebec City until a full ocean-going vessel load of approximately 100,000 tons is gathered. The Quebec City facility has a ground storage capacity of one million tons with an annual throughput capacity on the order of four million tons. The facility is operated by the St. Lawrence Stevedoring Company, Ltd., a wholly-Owned subsidiary of the Cast Group of Montreal and Fribourg, Switzerland.

Although all current shipments are being made through Quebec City, the Conneaut-Seaway concept would also have application for the transfer of coal to ocean vessels at port facilities in Montreal and Contrecoeur, which are also located east of the St. Lawrence Seaway lock system.

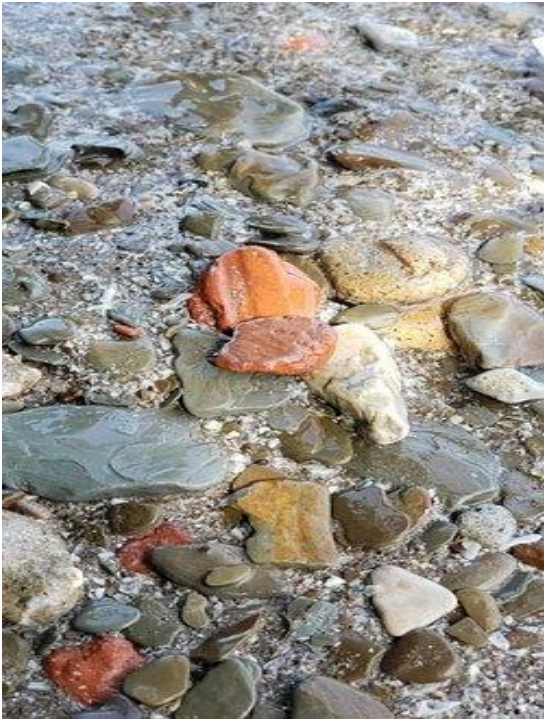
While some of the coal that will be handled through the Conneaut originates on the Bessemer and Lake Erie, which is a north-south railroad extending from the Pittsburgh area to Conneaut, Ohio on Lake Erie, it is anticipated that coal originating on other railroads will also find its way into this market. Coal shippers located on Baltimore & Ohio, Norfolk & Western, and Pittsburgh & Shawmut, as well as potentially Conrail and Pittsburgh & Lake Erie Railroad, are expected to play a major role in the success of this movement through Conneaut. Eight customers are now shipping such export coal to Conneaut and, although final destinations are not known in all instances, three of the countries involved are France, Denmark, and the Netherlands.

U.S. coal exports are primarily metallurgical grade at present, although most of the future growth is expected to be in the steam coal sector.

While the problems currently being experienced at the congested East Coast coal piers have provided the immediate impetus for this new movement, the Bessemer and Lake Erie is optimistic as to the on-going viability of the Bessemer-Conneaut-Seaway route. It anticipates that even after the announced East Coast improvements are completed, several years down the road, there will still be substantial tonnages of steam coal from the Northern Appalachian fields that can and will continue to move through Conneaut and the Seaway to European markets.

(Public Affairs, Bessemer and Lake Erie Railroad. Dock Talk, May 1981)

The Ashtabula and Conneaut Stone Age



The popularity of some of the public swimming beaches along Lake Erie is hampered by the presence of many stones, while at others, not a stone is to be found. Perhaps one of Ashtabula's earliest industries may be thanked for the latter conditions.

Lake cobblestone was in great demand in the early days for paving and building and Ashtabula was one of the big sources of supply. The stones were to be found in large quantity on the lake bottom along the shore and a half dozen or more boats sailed out of here daily to gather them.

The stone boats were scows with flat bottoms to enable them to be run into shallow water near the beach. They were of special design with decks of heavy timber and rails but a few inches high.

The stones were piled on the deck and the crafts were of a size to carry from five to ten tons. Four or five men constituted the crew. They usually started out at dawn and be gone until dark unless they found good pickings that gave them a load earlier. These men would spend the entire day in the water gathering stone from the lake bottom.

The self-appointed "commodore" and the boss of the fleet of stone boats in later years was Andrew Ellis. He was a giant in stature. He was known as "Big Andy" and things generally went as he directed. He was a square dealer and attended to the business of most of the stone gatherers.

This business started many years back in the last century, as record is found that several thousand tons of stone was sold from this port in 1887 at \$15 a ton. With the development of stone quarries in this county and other localities, the cobblestone industry waned, and finally the business became no longer profitable for the small boats in the late 1870s. The stone boats also operated in Conneaut and other Lake Erie harbors as well. Ashtabula Sentinel

Pinney Dock 2023

Specifications: 310 acres located on Lake Erie Storage Capacity: 200 acres of open storage (seven million tons) 400,000 sq. ft. of warehouse space 7,500 NT of bulk cargo silo storage

Commodities Handled: Iron Ore, Limestone, Salt, Fertilizer, Pig Iron, Steel, various Bulk Commodities and General Cargoes Access: Marine service via three fully dredged slips and six docks totaling 15,000 linear feet of vessel berth space (28' draft)

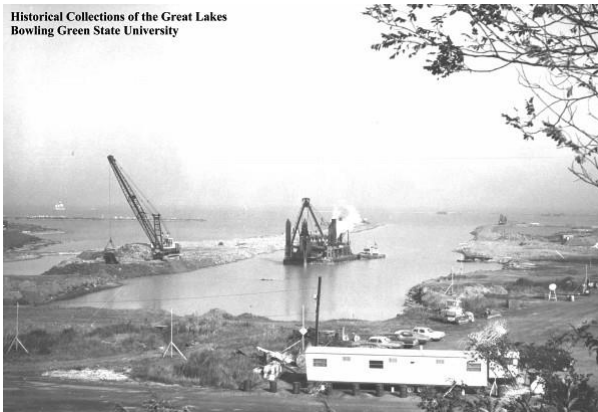
Accessible by Lake Erie; Highway access from Ohio SR11, Interstate 90 and Ohio Turnpike; Rail access from Norfolk Southern and CSX Terminal Services: Loading and Unloading Services by Vessel, Tank Truck and Tank Car Approximately 49,000 Linear Feet of Rail Trackage Available Unit Train Capabilities

Terminal Address 1149 East Fifth Street Ashtabula, OH 44005-0041 440-964-7186
Business Address One Terminal Road Carteret, NJ 07008 732-541-5161.

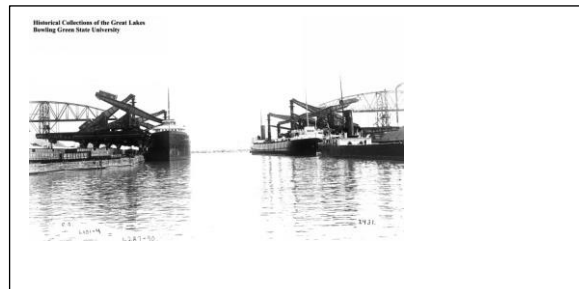
Kinder Morgan provides energy, transportation, and storage services in a safe, efficient, and environmentally responsible manner for the benefit of people, communities, and businesses. Delivering Energy to Improve Lives and Create a better world.

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Historical Collections of the Great Lakes
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