



Yesteryears

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Old train depot a city landmark

By Lois Firestone

ALIVING MEMORY PASSED into history Thursday night when a runaway Conrail engine slammed into the century-old railroad depot in Salem. Only jagged chunks of stone were left of a magnificent building, once the pride of the Pennsylvania Railroad.

The Pennsylvania Station was one of those town landmarks taken for granted, mainly because the building had been sitting near the tracks on Depot Street for as long as most people could remember.

People spent hours watching the trains go by from their buggies, and later electric cars. When the circuses came to town on the rails during the summer months, the place was jammed with youngsters.

And others had their memories. Of visits to relatives seldom seen in the days before road travel was common, when owning an auto was almost unheard of. Of sightseeing adventures dreamed of for months, and made possible in hours. Of trips to the glamorous Cleveland department stores and restaurants.

The platform running along outside and the castiron stove and hard oak benches inside were the final images of their hometown for thousands of people for generations. It was the picture decades of servicemen and women carried with them when they left to fight a series of wars. World War I, World War II, the Korean War and the Vietnam War passed, and the station was still there, a symbol of homecoming for the veterans of the trenches and jungles, if they were the lucky ones to come home.

The original depot was a wood frame building attached to a brick addition, but the site isn't known. In 1867, the Fort Wayne Station was built along the tracks on Depot Street, and used until the stone building was erected in 1893. For years,

the railroad maintained a freight station in the center of town, along Main Street.

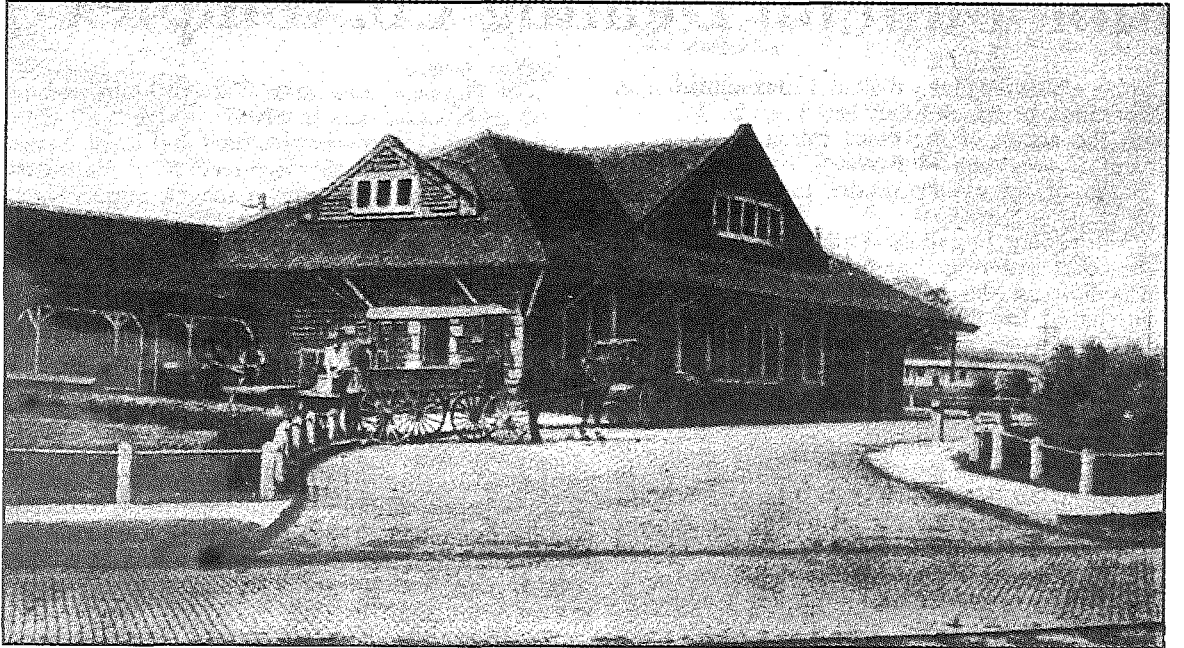
When the time came to find a location for the handsome new station proposed by J. Twing Brooks, the freight station was the first choice of many railroad officials who hated to give up any potential track space. Plant owners wanted the station built near the tracks. Finally, the site of the Fort Wayne Station was decided upon.

The brownstone started arriving in September of 1891. But some stone froze and cracked during the winter because much of it had been quarried too late in the season and was green and unseasoned. The stone came from the same Pennsylvania quarry that supplied the stone for the Episcopal Church and for J. Brooks' Andalusia House on Highland Avenue. In later years, it was known as the Emeny family mansion and was torn down in the late 1960s.

By November of 1892, the building was finished and the move from the old Fort Wayne Station to the new Pennsylvania depot was accomplished on the morning of Feb. 16, 1893. By afternoon the station was open for business.

The first passenger train's arrival in Salem on Nov. 27, 1851 was much heralded, and even the name of the locomotive, The Beaver, was a conversation topic. Chickens, cows and horses were terrified from the noisy "iron horse," according to town folklore. In any case, men, women and children were dressed in their finery for the trip to Alliance where they had supper at the town hall there. Afterward they heard speeches by railroad officials. One was a prominent attorney in Salem, Joseph J. Brooks, one of three men instrumental in bringing the railroad to Salem.

Joseph J. Brooks was the attorney for the Ohio & Pennsylvania Railroad Co. when it was chartered in 1848, and



Luggage was transported by horse-drawn wagon in the late 1890s when this photo of Salem's Pennsylvania station was taken.

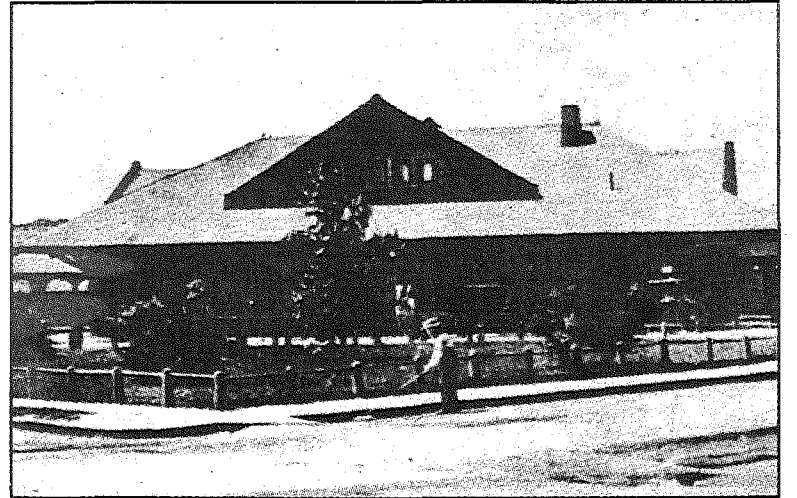
after his death in 1862, his son, Joshua Twing Brooks took over those duties. Zadok Street was a director and Samuel Chessman handled the money — \$90,000 worth of stock was sold to subscribers in Columbiana and Mahoning counties.

Joseph J. migrated to Salem from Vermont in 1832. After teaching one term in the town school, he returned to Vermont where he commissioned a wagon to carry his bride and household goods. He was the first lawyer to practice permanently in Salem.

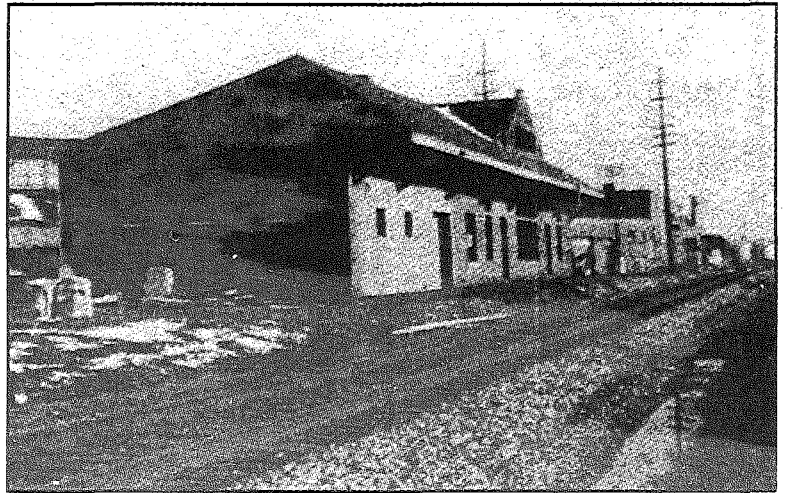
His first office was a one-story, one-room house on the north side of Main Street between Broadway and Lundy. He built a home at the corner of Green and Lundy where the Presbyterian Church later bought property. The old desk he used in his law practice was handed down and used by his great grandson, George H. Bowman Jr. in his Salem law office.

J.J.'s son, Joshua Twing, inherited his father's interest in developing Salem and promoting the city's growth. He opened his law office in 1865, the year he married a Quaker girl, Annie Miller, and he never left Salem. Three years earlier, when the Farmers National Bank was organized, he was

See Railroad, page 4



The Pennsylvania depot as it looked in 1893 when it was newly built (above). In the photo below, taken in 1993, a century after it was built, the depot was being used as a work station for the railroad company.



Railroad
Continued from page 1

named president, an office he held until his death in 1901.

Active in the Republican party, he was a personal friend of Mark Hanna and William B. McKinley and was active in McKinley's presidential campaign in 1900.

In 1875 he was appointed general counsel for the Pennsylvania Railroad — by then the company had absorbed the Ohio & Pennsylvania Railroad Co. — and he was eventually appointed vice president of the Pennsylvania lines west of Pittsburgh.

The men laying out the Ohio & Pennsylvania route had to be careful to avoid the village of Lisbon because of the state law which prevented the railroad from going within ten miles of any county seat served by a canal. Construction started in 1848, moving east from Alliance and west from Pittsburgh. In July 1849, Salem officials, along with the governors of Ohio and Pennsylvania, attended the ground breaking for the great western railroad at the Pennsylvania state line.

The first construction work in the area started in June 1850 when workers started grading at John Straughan's farm. By November 1851, the construction locomotive was inside the city. The connection between Salem and Pittsburgh was completed in January 1852. The first freight from Pittsburgh arrived a few weeks later.

By the spring of 1852, 70 passengers a day were booking a seat. When the Ohio State Fair was held in Cleveland in September, a special excursion was scheduled for people to enjoy the fair and return the same day.

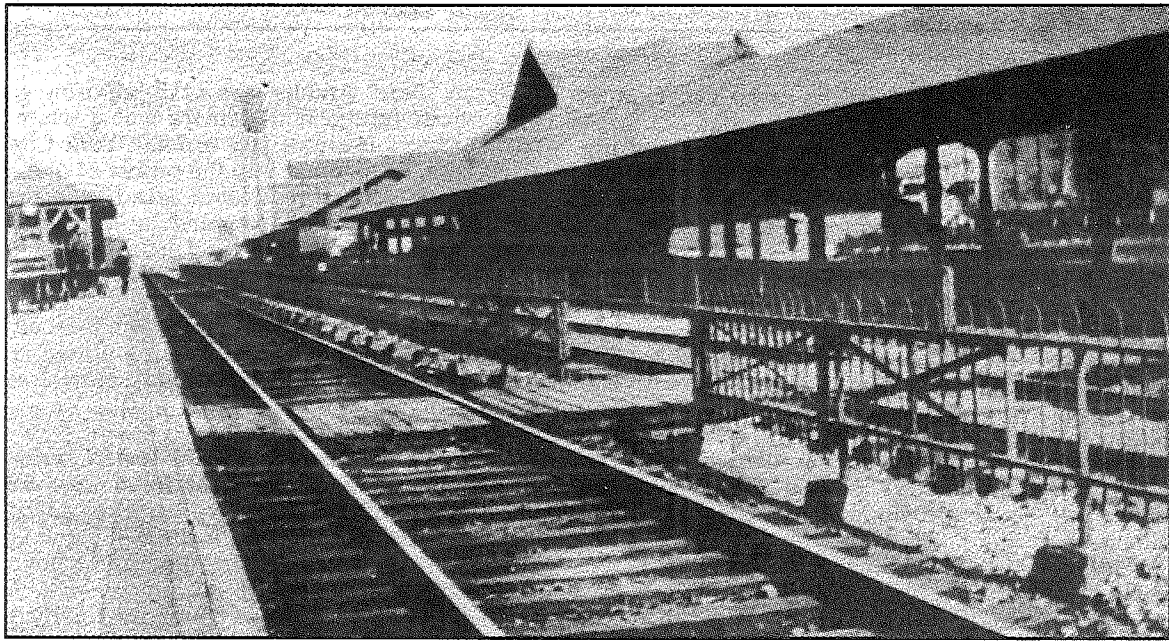
Daniel Howell Hise described one of the trips he and his wife, Margaret, took

from Cleveland to Salem that year in his journal, "Pap's Diary": "After breakfast we repaired to the depot; the cars were to leave at nine o'clock; we took our station among the crowd; after waiting until two o'clock the long-looked-for cars arrived. I threw Margaret in the moment they arrived and hustled in myself as soon as possible, but too late to obtain a seat; the crowd rushed in at the windows and filled the car to overflowing in less than one minute. We got started at three o'clock, and after tugging with two engines, we arrived at alliance about 8 or 9 o'clock, and after a detention of several hours we finally got started and arrived at Salem about midnight."

The Ohio & Pennsylvania line went west to Crestline where it connected with the Ohio & Indiana Railroad extending to Fort Wayne. There it joined the Fort Wayne & Chicago Railway Co., later changed to the Pennsylvania Railroad.

The comparatively short-lived Salem Railroad went into operation in 1892, initiated by Salem industrialists who believed they were paying too-high freight costs and wanted more competitive rates. The state legislature had only recently passed a law making it legal for a city to bond itself as long as there weren't two competing lines serving a town.

Seven miles of track were laid between Salem and



Passengers and a uniformed station employee can be seen in the distance waiting for a train in this photo of the Pennsylvania Railroad depot taken in the 1930s.

Washingtonville, making a connection with the Erie Railroad. Plant owners were now in a position to bargain with the Pennsylvania for better rates.

Picnic excursions to Rock Springs at New Castle, Exhibition Park at Conneaut Lake or other picnic grounds in the area were popular. To reach Conneaut, the picnickers left the depot at 7 a.m., the cars crammed with parasols, picnic baskets and youngsters, changing cars at Washingtonville, and twice more before reaching their destination. Twenty hours later, the weary passengers reached Salem.

The depot for the Salem Railroad was built on land leased from the Deming Co. and built directly across from the Pennsylvania station. The front section was a passenger waiting room, adjoined by a combined ticket and general freight office. At the rear was the freight warehouse. The depot was torn down in 1904 and photos of the building are rare.

The Salem Railroad went into receivership and was sold to the Youngstown & Southern

Railroad Co. in 1902. The end came after the city tried to tax the Pennsylvania to pay its bonded debt. The Pennsylvania went to court, saying that Salem had had no right to build the road. The special piece of legislation permitting the railroad was declared unconstitutional.

The Youngstown & Southern electrified the train and laid tracks from South Ellsworth via Franklin to Broadway and Second Street and around the corner to a bus terminal on South Ellsworth. Service ended in the 1930s.

Early in World War II, British cryptanalysts broke Germany's top-secret security weapon — the Enigma Machine — in an intelligence coup that helped speed the Allied victory.

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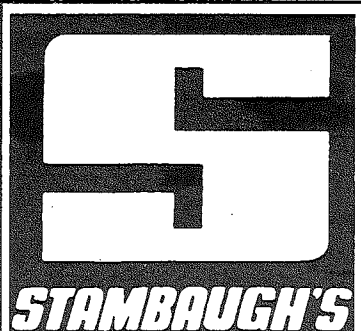
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