

The Penn-Ohio Transportation Corporation

The history of this corporation is interwoven with the history of the three states thru which it ran two founding railroads, two competing major railroads and a trucking company.

The eastern half was born under the administration of Pennsylvania governor Joseph Markle in 1846. Markle and his political cronies in Harrisburg had many financial interests in the expanding western portion of the state. The first to receive its charter in the western counties of the state was formed under the name of Pinch Creek, Falmouth and Western.

As with most railroads started around this time, its purpose was to make money for its founders. Pinch Creek was the site of the major discovery of large deposits of nitrates in western Pennsylvania. This product was and still is a large component of gunpowder. One can only guess at the number of avian that generates such deposits. Falmouth owes its existence to the best growing site in Western Pennsylvania for brewer's hops. In one fell swoop; the railroad would connect two critical ingredients for society and civilization. The power to kill and the drink that led men to kill. It couldn't help but make money.

Across the river that divides the two states, Ohio governor Mordecai Bartley had major holdings in the brewing industry. Ol' Mordecai's Ale was a popular beverage in that state. Mordecai's father Thomas who had been governor before Mordecai built the brewing giant. But the Ale was named for his paternal grandfather. Mordecai's erstwhile brother-in-law, Joshua Massi was in the arms business. No, not a body builder, fire arms! His great grandfather founded Massi Armaments in the town of Neuyark. The phonic spelling of the town comes from an Irish county clerk who misunderstood the rather inebriated town fathers who thought they were naming their fair village after Newark, New Jersey, the city of birth of the founding father, Guido Valeducci. Unfortunately, the clerk had already filed the name with the state capital in Columbus before Guido and the rest of those fondling fathers sobered up enough to realize the error, though it is doubtful that Guido could have spelled it right either.

Both Bartley and Massi realized their critical need for the products of the Pinch Creek, Falmouth and Western was built to carry. They both needed those products to increase their production and to expand their markets. But like most early railroads, the Pinch Creek, Falmouth &

Western (PC,F&W RR) was not only chartered to build to the state line but also under capitalized an soon found it self with only enough funds to build the first bridge over the Pinch Creek and about 1 mile of track before filing for bankruptcy. The court magistrate appointed Mordecai the trustee of the railroad to help lead it from bankruptcy and protect it from liquidation in late 1846. But it still faced a major challenge. Ohio had yet to grant the charter for a rail road from the river west to Neuyark! This was achieved with the backing of Governor Mordcai Bartley and a little axle grease from Joshua Massi. With the charter granted by the State of Ohio in the spring of 1847 was born the Eastern Ohio and Pacific Railroad (EO&P RR). Mordecai had pushed thru the legislation authorizing the charter and funding for the railroad in less than 30 days. Try that in today's political atmosphere!

Within 3 months of the creation of the EO&P, and thanks to the skillful talents of the Lloyd Brothers (Roscoe and Harold) construction company and the financial support of Joseph Markel and his cronies, the rails of the PC,F&W reached the full 23 miles from the banks of the Pinch Creek west to the state line at the Ohio River, the crossing bridge built and rails laid all the way to Neuyark! At this point it should be noted that the mighty Ohio River was barely more than a creek itself. Through some strange and mysterious circumstances, Lloyd Construction had also been selected to work on the building of the EO&P. One can only surmise the political and financial machinations of that era. The span built by the Lloyds only had to cross a stream 20 feet wide. For some unknown reason, the Lloyd brothers didn't stop when they completed the bridge. They forged on until the rails reached Neuyark about 10 miles on. But they didn't stop there. By the time the construction was halted, the rails reached the town of Sylvania some 50 miles further west. Maybe they really believed the "Pacific" in the railroad's name.

Or it may have been that neither of them could read the surveyors map. But at this point it was sort of irrelevant. Mordecai had always suspected that the Lloyds had both a poor sense of direction and poor reading skills. Be that as it may, the EO&P was now a functioning railroad and was linked forever to the PC,F&W. The hops from the farms surrounding Falmouth and the nitrates from the mines at Pinch Creek were flowing into the factory buildings at Neuyark. And the money they produced was flowing into the coffers of the Bartley and Massi families.

The hop fields of western Pennsylvania were all but destroyed by the Hops Bud Blight of 1856. And, the ever increasing demand for nitrates had lead to the discovery of vast islands of nitrates in the South Atlantic and Pacific oceans. This drove the price of nitrates so low that it was not profitable to mine the material east of the Pinch Creek any more. Fortunately, by the time that these two events had occurred, the railroad had attracted the attention of a growing railroad conglomerate

in Harrisburg, the Pennsylvania Railroad. The PRR saw the PC,F&W portion of the line for its potential as an alternate route across the northern tip of Western Virginia (slightly less than a quarter mile, Thank you Lloyd Brothers) and onward into the Ohio heartland and acquired it thru some rather questionable stock transactions and leasing agreements. The New York Central, Commodore Vanderbilt's oligarchy of the rails, not to be out done by its rival, leased the EO&P portion of the line for 999 years.

The rivalry drove the two railroads to add much in the way of new a construction and branch lines. This growth on both sides of the State Line would later bring forth the working arrangements that would eventually lead to the formation of the Penn-Ohio Central Railroad and which would grant both major parties joint operating rights over the line. The Civil War brought an increased need for nitrates, which lead, to the reopening of the mines in the Pinch Creek area and some additional trackage was laid to these new mines by the PRR. The war was also an important factor in the growth of Massi Armaments. About this time the Massi family added a second factory for gunpowder in the west. They located this plant on the banks of San Francisco Bay to take advantage of the cheap shipping of nitrates from the South Pacific. The demand for beverages, Ale and Lager mostly, brought increased demand for the Bartley Brewing Empire as well. Western Ohio, it seems, also had good soil and growing climates for hops and new fields of this important crop were soon blossoming. Yes, the 1860's were high times for these industries.

Bartley Brewing experimented with the use of ice for shipping their products to the battlefields of the war. Cool beer after a hot battle was an instant success. Their only major problem was "Where to get enough ice in the summer?" This issue was soon solved by the inventive mind of Hiram Mitchell. Hiram was in the meat business. Keeping meat sound for more than a few days required that it be either smoked or heavily salted. But transporting it long distances from his meat packing plant to the commissaries of the Union Army was not practical. Hiram therefor set his mind to the problem of keeping his meat cool, a similar problem that the Bartley's had. After a bit of experimentation, Hiram discovered that a mixture of certain gasses, compressed and then allowed to expand would draw heat from the surrounding air. It wasn't long before he had a small working refrigeration plant for his meat packing plant. If he could cool a large room enough, he could surely freeze water into ice. From Hiram's invention grew a great fleet of ice cooled cars for the transport of Mitchell's meats and Bartley's beers. Building refrigeration was not what Hiram wanted to do however. His business had been built on meat. And to dispose of this "secondary" venture, he sought a buyer for that business. This appeared in the form of a gentleman of some renown from Europe taking an interest and who

was well enough healed to afford the venture. Karrer Dennis, that bonvivant from the old sod was both financially well off and mechanically inclined and possessed a keen sense of what the future would need. Thus was born a new company, Dennis Chilled Ice. Today after a century of being a leader in the field, the company has changed its name to honor their founder though changing the spelling of his first name slightly. It is now Carrier Corporation.

Success and fortune were their reward and both families grew rich and powerful in Neuyark for the next five decades. It also lead to a major increase of farms dedicated to the raising of pigs to supply Mitchell's meat packing plant with its expanding salt pork business. Some say that Mitchell was also the individual who conceived of the term Pork Barrel Politics.

During those interlude decades of prosperity many returning veterans of the great conflict made Neuyark their home. One such veteran was Jeddyda Littlefield. Jed had been a Major General in the Union Army but fame on the battlefield escaped him. He had served in the army since the 1840's and had slowly and painfully risen thru the ranks in the commissary corps. Those forty years serving his country had well suited him in his chosen post war career. His first non-military enterprise was the mercantile business. His many years of dealing unscrupulous wholesalers served him well. He had prided himself on being an honest man and he carried this same trait over to his business life. In the years following his retirement from the military, he grew his business from a small one-room store into a great emporium. He also found time to marry one of the daughters of Hiram Mitchell and start his own dynasty. Before his 60th birthday, ol' Jed had himself 5 sons, 4 daughters and a very tired wife.

Another veteran who chose Neuyark for his home and fortune was the famous Confederate Calvary General, Seamus O'Connery. Seamus had migrated from his native Ireland as a lad of 10 in the 1840's. Life was hard on a young lad, alone in a strange new land. Charleston was a growing city in the 1850's. He found employment where he could and worked at any and every job he could land. At 16, he joined the state militia. His leadership abilities soon brought him to the attention of the officers of the militia and thru their assurances and assistance, young Seamus was sent to the state military academy to learn the trade. His 6 years at the academy taught him much and developed his talents for leading others. Upon completion of his studies, Seamus received a commission as Lieutenant in the state militia and was posted to their cavalry detachment. Here he perfected the horsemanship that would bring him to the forefront of the Confederate Cavalry in the Civil War. Seamus enjoyed the life of a cavalry officer and prospered. Soon, he had risen to the rank of coronal in the regiment. The war and the induction

of his regiment into the Confederate Army brought him further good fortune. His posting with General Belvedere Beauregard, of the Louisiana Beauregard's, was a stroke of great fortune for young Seamus. He excelled in his actions and was always in the forefront of the cavalry charges. His regiment won fame as the most daring and successful unit in their corps. These successes soon brought the promotion of Seamus first to the rank of Colonel and finally, in the closing days of the conflict the rank of Lieutenant General. Pardoned and released from duty, Seamus drifted from the south to the more prosperous north. He saw in New York the opportunity to start a new life and at the age of 33 he took a position as assistant manager of a hotel in New York. Within 3 years, his innovative ideas had brought great success and growth to the business. Business travelers passing through the area made it a point to spend at least one night in the hotel. The crowing glory of the hotel was the fabulous restaurant that Seamus inspired. Its Cuisine brought travelers from far and wide. The sixth year of his employment brought an unusual turn of events. The proprietor of the hotel, now in his late 80's and without heir, passed away and left the business to Seamus. This sudden prosperity did not go to Seamus' head. He continued to work diligently at the business and it grew even more. Within 2 years additions had more than tripled the size of the original hotel. These included a lavish dining room, a tap room and a grand ball room which was made available for special occasions and events.

Yes, success was indeed his but he was lonely. At this point in his life, he felt the need for family. And, unknown to him, Hiram Mitchell's youngest daughter had sharpened her eye on Seamus. So at 39, Seamus and Claudia Mitchell were married. The happiness that this union brought to Seamus was evident in the continued growth of both his business and his family. Within ten years, Connery House had been converted into a multi story brick and granite establishment and his 6 children, a delight to their parents and grandparents alike. Before his eyes, Connery's had grown into a block long, six story hotel. In the following decades, Seamus and Claudia's four sons joined the family business and learned the trade. By the turn of the century, the oldest two, Jason and Leland had gone off to start their own fortunes in the west. Jason settled in a small town in Nevada named Reno. Before long, his hotel and its restaurant and bar were the most famous in the territory. Passengers on the long rail trip west often took pause in their travels to spend a few days in the comfort of Jason's hostelry, The Desert Sands. Leland pressed on and found his niche in a small town in southern California, the city of angels, Los Angeles. Here he built a small hotel on Wiltshire Street on the edge of town. Soon his trade had grown so much that he had to expand into a building a full city block long just as his father's was. But the story of these two young empire builders are separate tales.

Returning to the story of our railroad, both the New York Central and the PRR soon realized that they were cutting each others throats in their race to develop duplicate trackage. Yes, industry had continued to grow and prosper in Neuyark and the flow of raw materials and products grew with it. But, there was not enough business to support both rail lines. Over a few stiff ones in the bar of Connery's one night in the 1880's the division superintendents of these two giants realized this great truth. Since both served as alternate routings for their respective roads main line business, neither was funded enough to successfully beat the other out of all the business. The only answer was to join forces and establish a balance that would allow both of them to prosper within the limited bounds of the area. From this realization was born the concept of shared trackage rights. Both would share the tracks and both would serve the industries and passengers of the towns and cities along their routes. Neuyark was the division point for both railroads and some simple changes in the trackage allowed this marriage of necessity to come to pass. Before long, both rail systems were doing even more trade than before. Shippers could move their products to more market places cost effectively and passengers could travel to more points of the compass than when each operated independently. These were indeed happy times for all concerned. Their final agreement was to culminate in the creation of the Penn-Ohio Central Railroad.

The later portion of the nineteenth century was one of deepening interest in our patriotic heritage. Villages, towns and cities across the nation took time out to honor the many that had served their country during its formative years. About this same time, two of the ladies organizations, both a powerful voice in civic affairs in their own right, joined forces to put forward the establishment of a memorial park. Yes, the DAR and the DUA (Daughters of the Revolution and Daughters of the Union Army) agreed that the town of Neuyark needed a memorial park. For three bitter years, these darling daughters solicited funds, not that way, for their common goal. Finally they were affluent enough to convince the property owners of a block of land next to the railroad depot to sell their vacant lot for this worthy cause. Leading the fight was the head of the DAU chapter, Constance Slocum, daughter of the town's first full-fledged mayor. Constance had served at the tender age of 27 as a nurse in the latter years of the war. It had often been said that she did everything in her power to improve the health and moral of our boys in blue, and, some say, the boys in gray too. Though not the daughter of a Union officer or enlisted man, her position as "one who had served in the cause" guaranteed her position in the chapter.

With funds in their coffers and the deed to the land in their hand, the ladies began planning their park. Selecting the plantings, laying out the walkways and planning the playground areas were simple. The real challenge came as the committee tried to decide just which famous town

son would be honored upon the monument to be set near the park's entrance. The ladies decided to establish a joint committee to decide this important issue. Before long, the ladies of the committee came to a joint resolution. The statue would be representative of all the brave boys and the park would be called simply "Memorial Park". And thus, this chapter came to a happy conclusion, though many said that the statue looked a little too much like the lady chairman's maternal grandfather, Jeddyda Littlefield.

The fervor of the Spanish-American war was over before it had much impact on the community of Neuyark. But, events taking place in New Jersey would have major impact on one of the towns served by this railroad. Thomas A. Edison brought the world the magnificence of electric light. Thanks to the miscalculations or perhaps insight of the Lloyd brothers, the rails were already laid to the soon to prosperous village of Sylvania. For here it seems, there in the neighborhood of this backwoods Ohio town was found a grade of silica of the highest purity. This silica was perfect for the manufacture of the glass bulbs so necessary to the manufacture of Edison's incandescent lamps. Curiously enough, one other element that was of prime importance to this infant industry was also to be found along the tracks of the POC. After the conclusion of the Civil War, the nitrate mines played out. At the base of the mines was discovered another element that was to play a major part in the growth of the railroad. Wolfumite was what this element was called by the German and Welch miners who had long labored in the pits. This ore was extremely heavy and difficult to mine. Thanks to Mr. Edison, there was an immediate use for this rare metal. From this ore was made the Tungsten wire that provided the filaments for the new light bulbs. By the late 1890' all the original mines were reopened and new ones started in the hunt for the elusive metal. Before long, smelters sprung up along the line to process the ore and Edison built a large factory in Sylvania for processing the glass into tubes and the manufacture of the lamp bulbs themselves.

The rapid growth of the applications for the light bulb and other Electro-mechanical devices brought Mr. George Westinghouse to the area. His company built the Portage County Electric Generating Company to the banks of a near by tributary. Power to process the ore and glass and all of the manufacturing plants caused almost continuous expansion of the facility thru the late 1800's and into the early 1900's. Along with Wolfumite, the industrious miners discovered great deposits of hard coal in the region. And thus was born another on line industry. Coal from the Pinch Creek region fed the boilers and power plants of the industries along the line and the great generating plant of the Portage County Electric Company.

The first decade of the 20th century brought more prosperity to the city. And along with it came a few of the less seemly elements. In 1897, a new theater opened on Main Street. The theater was the Gayety and it offered a new form of entertainment to the gentlemen of the town. Yes, the Gayety was a Vaudeville and Burlesque theater. And for the next half century, the Gayety was renowned for the number of big name stars who pranced across its stage in varying stages of undress. Yes, Gypsy Rose Lee, Lola 'Boom-Boom' Montez and Maxine 'Big-uns' Malone all played the Gayety in its heyday. Along with the dancing girls came the comics, Bob Hope, Abbot and Costello and many more toured thru Neuyark on their way to stardom.

Fears of a European war brought more industry to the area. The Massi family again expanded munitions facilities. The Mitchell family expanded their business in the tinned meats field. More and more people moved to Neuyark and the other towns along the line. The grandsons of the Lloyd brothers had joined together and started a small printing company in the late 1870's. Apparently somewhere along the line, they had learned to read and surprisingly enough took an interest in geography. By the turn of the century, they too had a thriving business printing Railroad Timetables and forms, maps and brochures for the parent railroads of the POC. By the First World War, the Lloyd family was a major supplier of printed forms and maps to the Federal Government. In addition, they also printed the Neuyark Times, one of Hearst's smaller ventures and the weekly papers for Pinch Creek, Falmouth and Sylvania too. Over a three hundred men worked over the presses in the Lloyd building.

The take over of the railroads by the USRA had a sever impact on the respective parent railroads that served our towns but in the end, it brought little change to the day to day operations of the P&O. From its founding until the final return of control to the owning railroads in the mid 1920's, representatives of the USRA only visited Neuyark once and if it had not been for the reputation of Connery' hotel and restaurant, they would probably not have stayed the night. As it was, young Michael O'Connery had to put up with accepting a government voucher for their lodgings and meals.

America's entry into the conflict took many of the sons from our fair towns and more than a few did not return at its conclusion. In memory of those that fell in far away fields, Neuyark erected a monument to them in the Town Park. While other parts of the country experienced the ups and downs of the roaring 20's and results of the crash of '29 and ensuing Great Depression, the P&O territory remained somewhat isolated from the events of the day. Yes, the Bartley family felt the impact of prohibition but found ready solace in the burgeoning soft drink industry. Indeed, they were one of the first to sign a contract with Moxie to

produce and bottle that fine product. Before long, their brewery was converted to the manufacture of this soda pop and truckloads of it were leaving the plant daily. The Gayety too felt the impact. With Jobs becoming scarce and payrolls at near an all time low the old owner of the theater, Baxter O'bear was forced to sell out. One of his regular star attractions however had grown to love the town of Neuyark and having been frugal with her earnings was able to purchase the building. Yes Maxine Malone was now a business owner. Prohibition was the key that would found her empire. Yes lack of booze would open her doors so to speak. And it wasn't long before the basement of that old theater was cleaned out of all its props and costumes and the 40 foot long mahogany bar installed.

The impacts of the major events of those early decades of the 20th Century were blunted along the tracks of the P&O. The railroad continued its struggle to exist and found a niche not as the initiator of freight but as the link in the vast ribbon of rail that moved freight across the country. The 30' brought a mild upswing in industry and manufacturing. The auto plants in Detroit were again building cars and trucks and, though there were not as many as six years before, they still needed parts and a way to get their product to customers. The Massi clan found a new use for its foundry as well. Soon castings for heavy trucks and buses were being shipped from its doors. The tight budgets of the day also brought prosperity to the Mitchell family as well. Who would have thought that putting a ham in a can would become so popular? Yes the 30's were a lean period in the history of Neuyark and the other towns along the POC but they were years of learning as well. They brought back the entrepreneurial spirit to the area.

This too would be soon changed. For in the early afternoon of a quiet Sunday in December, 1941, the P&O and the towns it visited were once again part of a world war. And once again, many patriotic sons, and this time daughters too, rushed off to enlist in the service of their country. The products produced along the right of way were essential to the prosecution of the war. And once again, the residents of Neuyark and Sylvania, Pinch Creek and Falmouth put fourth a maximum effort in behalf of their country. The farms of the neighboring counties were pressed into growing more to support the canned food industry. This, by the way, had become the primary business of the Mitchell family. Special prepackaged meals for the troops were developed in the kitchens of Mitchell Canned Meats. Meats that would be up to the long distances it needed to be transported to the battle fronts. Meats that could be served cold if combat situations would not permit its reheating.

Massi Munitions expanded once again. They added to their product line by producing special incendiary shells for machine guns and cannon and contracted with the Swedish firm of Balfores to produce under license

the 20 and 40 mm cannon used by the military for anti-aircraft defenses. Though their nitrate sources in the Pinch Creek area were long gone, their early investment in the ships and facilities on the west coast would guarantee a constant flow of this product from their Island mining operations. Lloyd brothers printed maps under contract to the National Geographic Society and their presses ran night and day printing the multitudinous forms required by the bureaucrats in Washington and for the armed services.

Once again the ladies of the DAR and the DUA saw an opportunity to be of community service. The ladies again banded together to provide aid and comfort to the trainloads of young service men headed off to the front. They formed a USO chapter. Again, these stalwart ladies began soliciting funds. Their goal this time was the purchase of a facility in which to host these young Valliant's. Joining the fray, and seeing a chance to do some personal good, the now established Maxine 'Big-uns' Malone stepped forward to offer the Gayety Theater building for the purposes. Maxine had retired from the stage at the ripe old age of 26 but she was in no way retired. It was often said that the frugal Ms. Malone still had the first nickel she ever earned in her career. She took on the management of the Gayety just after the "crash" in 1929 and did a stellar job keeping the theater going until "Talkies" came to town. The trade fell off then and the movies became the current wave of entertainment. The Gayety had finally closed in 1939, leaving Maxine the manager and owner of an empty building. Of course Maxine Malone would not be frozen out of the action. She graciously offered her building for this patriotic purpose. But, with a couple of caveats.

To protect her interests, she would be the manager of the facility. The 3rd and 4th floor {where her boudoir was} was to be off limits. The young ladies could of course use the rooms on the second floor as change rooms and as a place to rest and relax after working a shift passing out donuts and coffee to the boys in Olive Drab, Blue and Brown. And of course there would be no rent charged for this noble undertaking. She even offered to cover the cost of electricity and gas to keep the lights on and building comfortable on those nasty winter nights. Without any hesitation and with a gross helping of naiveté, the ladies of the DAR and DUA quickly agreed to those terms. They were all quite surprised at the generous terms offered and flattered when Maxine even offered to set up a non-profit corporation for the USO club. None of the DAR or DUA matrons were familiar with such a thing but they all agreed that it would be a wonderful idea.

Though the movies had done its best to shut Maxine's business down, little did most of the town folk, at least the ladies and a few of the ministers that is, know that the theater was just a side line business for

Maxine. The theater, burlesque included, may be an old an honorable business, but Maxine's real business had often been referred to as the Oldest Profession. The town anti-crime league of 1936-7 was a real blessing to Maxine. All but one of its members was a regular patron of her shadow establishment. They all knew about the basement entrance from the barbershop next door, the speakeasy in her basement and the elevator that only went from the basement to the 3rd floor. Yes Maxine could count on them to shut down any of her competition. And now its chairman was mayor of the town. Yes, good old Snidley Littlefield was finally mayor and also a silent partner in Maxine's various business enterprises. After the theater shut down, Maxine let most of her girls wander off. Some married and some went to other houses in Cleveland or Pittsburgh. But she did retain a few for her more particular and established patrons. Their activities were confined to the early evening hours and to the third floor. Each of them had a day job somewhere in town as well. Thus did most of the town meetings begin shortly after 8PM and the town fathers always found reason to dine in town those evenings.

Maxine used her free time. So to speak. To learn a thing or two about business. She made investments wisely and was successful in most ventures. Littlefield was a sound council as well. Her knowledge of the law was also bolstered by her other distinguished patron, Judge Maximilian Mitchell. Little did the matrons of the DAR and DUA realize, but good old Maxine was one shroud little lady and really rich lady. She had made it a point to learn what advantages there were to being a non-profit enterprise for some one who knew the ins and outs of the law. And now this covey of old buzzards had dropped the golden apple right into her lap. All those brave young men, so far away from home and so hungry for a good donut and a cup of coffee or soda, and all of them with money in their pockets and lonesome too. Yes, this was going to be Maxine's retirement fund.

Others too saw their possibilities in this time of national emergency. The Massi family interests were to play a dominant role in the development of new and higher power explosive charges used in artillery shells and depth charges. Through their family connections and patents, they were able to win numerous contracts from the major explosive manufacturers. Rail cars from Dupont and Hercules Power Company were frequently seen at their loading docks. Their foundry too won numerous contracts for heavy cast armor tank bodies and turrets. Yes business was booming and they were right there at the head of the pack. The old buggy whip and horse collar plant buildings soon became their machine shop and assembly plant and the modern weapons of war started rolling off their shop floors.

Judge Mitchell's family interests didn't suffer either. Their processed meats were to become a staple of the military diet. Instead of just being a secondary processor of pre-cut meats, they opened live stock processing plants in the late 30's right in the cattle ranchers' back yard and shipped whole train loads of processed sides to their plant in town for conversion into canned product to fill those military contracts. Next came the can manufacturing plants located outside of town. Then the refrigerator cars from Swift, HiGrade, Wilson's and other meat companies started rolling in with their loads of product to add to the expanding list of quality canned meat products produced by the Mitchell family. Of course, old Judge Mitchell, one never to be left out, saw the growth of his family empire as an opportunity to let the younger generation run the show while he would advance his political career. First it was the State Senate and then on to the US Senate. Both easy wins for a man who knew the political game as well as he did.

The by-products of the Mitchell slaughter houses also found their way back down the line to Neuyark as well. So hides were soon moving to the processing plant of the Dennis family where they would be converted into the leather used in army boots. Barnaby Dennis, a cousin of Karrer Dennis had been brought to Neuyark in the late 1870's emigrating from the English Midlands by way of Baltimore. Barnaby quickly realized the need for good foot wear and built upon that and built a sizable family as well. Barnaby had learned the cobbler's trade as an apprentice and his skill with the hammer and needle brought him prosperity. His arrival in Neuyark brought European styles and great success to his business. Before long, he had a thriving trade in both men's shoes and the fashionable foot wear for milady as well. By the late 1880's, the Dennis family, now encompassing 10 sons and 7 daughters, had a factory for the manufacture of shoes for all ages and all budgets. Their shoes were often the first that rural farmer's children wore, OK some rural farmers too. Their boot line was particularly popular with the working classes. They were economically priced and wore like iron. Of course, as with the family of any of the successful in Neuyark, the children of Barnaby and Melisa Dennis found mates in the families of the Massi's, Mitchell's, O'Connery's, Lloyds and Littlefield's thus cementing the alliances of these first class families of the area. By 1940, the Dennis Shoe & Boot Company was a prime contractor to the growing US Military. The Conscription Act, known as "the Draft" was a boon to business. FDR's decision to assist the British Empire in its struggle against the German Agitator didn't hurt either. Before long box car loads of those now famous Dennis 'Digger' boots were rolling east to the ports for shipment to England.

Another by-product of the Mitchell Meats Trade that was finding its way to Neuyark was the urea from the slaughtered animals. Tank car loads of it were now arriving at the Massi processing plant just west of town.

Fortunately the prevailing winds were east to west. This by-product was found to be a very high source of nitrates. The refining of urea into its constituent chemicals was a relatively simple one but it needed the skillful hand of an engineer to oversee the construction and operations of the plant. A young and very talented individual was found to see to this plants design and erection. Having graduated Suma cum Laud from Penn State in 1936, Horiss T. Smith was just the man for the job. Michael Dennis, Vice-President of Massi Munitions was quick to recognize the talents of young Smith and after the construction of the processing plant was completed saw to his appointment as Plant Manager. Horiss, soft spoken and often too quire for his own good, was a man from a long line of Smiths & Smiths' that had come to the area in the early 1830's. By the Civil War era, the clan owned 5 of the largest farms in the area and was the largest breeder of hogs in the state. By Horiss day, the family fortunes had insured that there would be no barefoot Smith farm boys or girl around. Horiss and his 3 sisters, 2 brothers and 37 assorted cousins were all college graduates and the family had its fingers in more business and industry than you could wave a pork rind at. Horiss as oldest of the clan had been awarded over 40 thousand shares of Penn Ohio Central stock and numerous bonds when he graduated Penn State. These insured his position on the Board of Directors of said railroad. Horiss enjoyed his work at Massi Munitions though. But he also had duties and responsibilities relating to the railroad. In 1938, he recognized a growing trend. This was the use of motor trucks in industry. As Horiss saw it, there were two ways this could go. Trucks would replace the railroads, not a good thing for someone owning as much of one as Horiss or railroads could own trucking businesses and make a potential competitor into a business partner. The latter made much more sense. And so, he saw fit to mention it at the next board meeting. September 1938 saw the railroad purchase 30 new REO tractor trucks and 45 new Wabash 28 foot trailers and build a large freight depot next to and adjoining the POC freight building in Neuyark. Trained drivers were quickly put to work delivering the inbound freight from the POC and picking up loads to go out on POC freight trains as LCL. Brought in to manage the operation was Douglas O'Connery who had been a room mate of Horiss at Penn State.

In 1939, Horiss decided that it was time for him to settle down. And, to help him in this venture or adventure as some would call it, he had a fancy for Bridget O'Connery, the 22 year old daughter of the hotel clan. This was a union that would bring forth a growing family of stout young men and beautiful young women. The war years, of course were a time of great prosperity for anyone involved in the munitions trade and Horiss Smith was no exception. By wars end Horiss would rise to the position of Chief Operating Officer of the Massi organization.

The war years were also a time of great sorrow for many of the families of our fair communities. Almost every window in town had at least one blue star pasted to a front window. Some had as many as four or five of them often a gold star supplanting the previous blue to indicate a son lost to the conflict. Sons and daughters of the leading families were not exempt from the conflict either and many were never to return home again having fallen on foreign soil.

Some returned with wounds and battle scars both physical and mental. Each and every one was greeted graciously by the matrons of the DAR and DUA. Not to be out done in the way of graciousness, the town USO also arranged to put on almost daily special events for the soldiers and sailors passing thru town or arriving home from overseas. Yes Maxine knew how to be a hostess and because of her generous endowments, was often referred to as the "hostess with the mostess". As a result, the USO club was thriving and so was her little sideline business.

These were also boom years for the POC as well. Freight movements were at all time highs and passenger traffic was triple its all time highs of the 1920's. And for the first time, freight traffic generated on line was almost the equal of that being rolled through from its parent roads. The combined on line and bridge traffic put a great strain on the infrastructure of the POC. The track gangs were out daily and the bridges and buildings crews were everywhere on the plant. Much of the track work had suffered during World War 1 and had not been upgraded over the decades following. Now new 145# rail was being laid over much of the route to carry the load. Even the industrial sidings at Massi Munitions, Mitchell Meats and Lloyd brothers were being replaced with 136# rail. The advent of the diesel also offered some opportunities for the POC. Now a locomotive could be stationed at Neuyark for switching the industries there. As a result the B&B Department contracted for the construction of a two stall engine house for its new beast of burden. The fortunate winner of the contract was Smith Construction. Horiss Smith, realizing that his future didn't lay only in the manufacture of things that went bang, had branched out.

The war years were also a boon to the trucking division of POC. Because the trucks were often called upon to load out and carry critical war materials from Massi Munitions or Mitchell's Meats, the War Board saw to it that the company had no shortage of tires, gasoline or new vehicles. POC Trucking received 40 new Mack diesel tractors in 1942 along with 50 new 38' Wayne trailers. The only shortage seemed to be drivers. Douglas O'Connery had taken to heart all those things he had learned at Penn State. Girls could be soft and cuddly but they were good for lots of other things as well. Thus began, a company sponsored Women Driver Training Program. This program was a doubly successful venture for the company. Not only were the ladies more work contentious, they were more careful and respectful with the equipment and in almost every

instance able to get the dock workers at the plants they picked up to load out or unload the cargo in the trailer. This bonus cut down insurance costs tremendously. No more strained backs or hernia's to pay out for.

In 1941 Horiss, always looking for a new challenge, had formed Smith Construction and hired as his crew foreman one of the grandsons of Judge Mitchell, Deryk Lloyd. Deryk was the son of Mildred Mitchell and Burtram (Buck) Lloyd. Deryk, it was discovered early on, did not have printers ink for blood. Instead, his talents leaned heavily toward those of his great-great grandfather, Harold and building things. At the tender age of 16, he had been apprenticed to the Valeducci family who had made their fortune in the construction trades. By 1941 Deryk was skilled in masonry, carpentry and general contracting and proved to be an excellent choice for Horiss and his new venture. Of course Horiss didn't give up his day job just because the construction industry seemed to be doing well. I mean how can you count on those government building contracts to make a living after all. The war had to end some day and with it would end the free spending for construction at the military bases in the surrounding area. I mean they only need so many barrack buildings right? Well, any way the construction of the engine house was a nice diversion for his crews. It gave his brick masons work and kept them on their toes.

With the engine house well along the path to completion, the B&B Department turned its attentions toward the upgrading of bridges along the line. Several trestles along the route were replaced with new steel girder bridges and the dip to and from the bridge over the Mighty Ohio with its associated 3 percent grades on each bank was replaced with a 500 foot span ballasted deck girder bridge replacing the old PRR truss bridge. The new bridge rested on 6 sturdy stone piers and carried additional trackage as well. Here again, Smith's crews were called to action. Their masonry skills were put to task building the piers and foundations for this massive structure. Deryk's close association with the Valeducci family and Horiss' relations with the military came into play here as well. The Valeducci's had an eye for spotting a good mason and most of the best stone cutters were Italian after all. Horiss knew that many of the prisoners of war being held at camp outside of town were of Italian origin. Enlisting the aid of the senior Valeducci, Horiss and Deryk visited the camp and struck a deal with the camp commander. They would pay \$6 an hour for any prisoner who proved to be a good mason or construction worker of which \$4 would go to the worker (held in escrow for the end of the war) and \$2 to the camp commander to be used as he saw fit. The deal once agreed upon, the camp commander, Colonel Regis deBliek, put the question to the internees. "Did any of them have experience in masonry work or the construction trades in their native land?" Out of over 200 prisoners, 85 had been brick or

stone masons. On top of that, they were overjoyed to learn that they would be earning \$4 US an hour. That was over 6 times what the best of them had been paid in their native Italy under Mussolini! And, it was way better than the \$.50 per hour that they had earned from local farmers for picking cabbages and onions.

Thus, the POC got its bridges built and along with it some of the finest examples of the stone masonry trade to be found in the US. Before the war ended, all bridges, track work and structures on the railroad were in first class condition and equal to anything to be found on their parent roads. This would see them well through out the coming decade. The ensuing 4 years would prove exhausting for the POC staff, its infrastructure and equipment. The 8 hour rule was often overlooked when war materials had to be at port side. As the tide of battle changed the flow of war materials altered too. Through out 1942 and 1943 the bulk of the traffic, save for the coal and wolfram, would be headed east to New York, Boston or Baltimore. The stream reversed itself in late 1943 as the Pacific Theater as it was now being called began to take precedence. Now everything was to be seen flowing to the west. Troop trains from the Midwest training stations were replaced by troop trains from the East Coast and Southern training camps. Aircraft parts, heavy trucks and tanks now moved west instead of east. The only changes felt by the on line industries was the destination port name on the government bills of lading. The machine of war was growing and the Arsenal of Democracy was filling needs all over the world. Those same four years also saw a major change in the labor forces manning the plants of Neuyark's industrial heart. Women joined the labor force in ever increasing numbers to replace the men sent to fight the war. The population of Neuyark and Falmouth and Sylvania swelled with the dependants of the military housed at the surrounding military bases. As men transitioned out of the camps and headed off to war, their families moved into rooming houses and apartments in the cities to make room at the strained camps for the new families coming in. And through it all, the leading families of Neuyark rode the crest of this boon to business.

Then, almost as suddenly as it began, it was over. VJ Day brought tears of joy to all of the women in Neuyark and the surrounding towns and villages and military camps as well. Their men, sons, brothers and fathers would soon be returning home victorious. For the industrial leaders and town fathers however, the tears were not those of joy. Expansion during the war had created some massive debts for the leaders of industry. Massive amounts of capital had been put into equipment and buildings that now were threatened with idleness. Hundreds, no thousands of working men and women were faced with the possibility of unemployment. The potential for collapse and bankruptcy was there indeed. Within weeks the government contracts were starting to be terminated. Hundreds of contracts needed to be resolved with the

War Materials Board. Would they be able to recover their expenses or would they be foreclosed on by their lenders? But industry has its ways of rebounding. Slowly the orders for commercial goods began trickling in. First it was for compressor castings at Massi Foundry then it was for canned hams for the growing chains of grocery stores, Kroger's leading the pack. Each company began its conversion to peace time production again. Within 6 months, most of the government contracts had been replaced by ones from the auto industry as it rushed to fill the pent up demand for new cars to replace those worn beyond use during the war years. New bus companies were begun driving the demand for heavy engines and parts. The diesel engine too was transitioning from the military field into commercial transportation. Trucks and buses were early converts to this new form of motive power. The fears of September 1945 were soon vanquished by the orders rolling in from appliance manufacturers, auto plants, grocery wholesalers and publishers. Neuyark was off to a fresh beginning.

The POC however was not a beneficiary of this post war boom period. The troop trains diminished as the boys came marching home and the freight business that had carried to road thru the early 40's evaporated. Business that had been their bread and butter, now moved by trucks. The auto parts to factories in Cleveland and Detroit could get there quicker by truck than by rail. One freight line to contact not 4 railroads to route a car through. Appliance parts going to Indiana and Wisconsin could be mixed with farm machinery parts and hauled by one company all the way to their destination in one fourth the time it would take a full box car load to get there. Only those commodities that were the poorest paying and worst to haul now moved by rail. While the leaders of industry and commerce became richer with the post war boom, the POC saw its lowest earnings since 1920. Passenger travel over the line reached a point where not even an accommodation car was required on the daily mail train. Repeated requests to the Federal Railway Administration to abandon the passenger service all together fell on deaf ears. "You want the mail contracts, then you better run the passenger service as well." were all they got in reply.

And so, as a result, both parent companies were forced to continue operating one passenger train each way every day but Sunday. The service was not first class, far from it. Many of the coaches used should have been retired before World War 2, having served since the early transition to steel bodied cars.

Slowly too, the military establishments in the area closed. The training camps were the first to shut down, their barracks and parade grounds slowly falling into disrepair and overgrowth. Many of the families housed on base had come to enjoy the mild winters that the area offered and so the populations of Neuyark, Falmouth and Sylvania continued to grow. New housing developments began to spring up and leading the

housing construction boom was Horiss Smith Construction. Horiss had used his money wisely and had purchased large plots in the areas surrounding all three towns. His construction crews, with Deryk Dennis now V-P of Construction, were busy at four or five sites 6 days a week. And there was no lack of buyers for these new homes either. Those Army and Navy families were the first to grab up many of them. When the POW camp began its close down and repatriation program, many of the Italian prisoners chose to stay in the United States. Some had family in the US. Some did elect to return to their native land. Most saw the opportunities offered and feared returning to a brutalized and bombed out Italy. They had seen the newsreel films of Anzio, Naples and the Italian campaign at the base weekly movie night. Those that chose to stay soon found lodgings in the towns surrounding the camp and employment with Smith Construction. Soon they too were purchasing the houses being built (many had earned enough during their interment to buy the houses immediately after being released). And, before long new families were arriving from the continent as these hard working men brought their families, and extended families over from Italy.

As the 1940's slowly rolled into the 1950's, business on the POC and its trucking arm began to increase. As industry moved from the major metropolitan areas of the east and northeast to the central Atlantic states, traffic on the POC reflected this transition. Soon box car loads of appliances were transiting its rails. Automobiles and auto parts shipments increased as well. Shipments of lumber and other building products for the construction boom also increased. This brought many changes to the POC, the greatest being the steady stream of shiny new diesel locomotives replacing the war weary steam engines of the previous decade. Occasionally too a new and brightly colored passenger streamliner could be found on the rails of the Penn-Ohio Central as its parent companies often found it necessary to route their name trains over its rails while maintenance was conducted on the main lines. It was no match for the war years but at least wheels were turning, rates were better and car loadings were up. The trucking business too saw rapid growth. Where previously, their trucks had never ventured more than 50 miles from home, they now reaches much of the mid west and eastern seaboard states. Runs to Chicago, Milwaukee, Detroit, Philadelphia and Newark were every day occurrences. New Mack diesel tractors arrived to have the company logo painted on the doors almost daily. New van trailers, tank trailers and auto carriers were added to the fleet and business demanded more.

Massi Munitions successfully won a contract to rehabilitate war weary tanks and military vehicles as the cash strapped military found it necessary to conserve their financial resources. Flat cars of damages military gear were becoming an every day sight and reconstructed

vehicles, in bright olive green were soon rolling out of the plant. Old Judge Mitchell, now a senior Senator in Washington saw to it that his home town was recipient of much of the largess of ever increasing government spending (Pork Barrel). He saw to it that the old Navy auxiliary air strip up on Shoewalter Heights was soon christened Portage County Municipal Airport. Of course the airport would need a terminal building and new hangers and service facilities. And right there at the forefront of the construction bidders was Smith Construction. After all it had the best brick and stone masons in the tri-state area and its crews were noted for high quality construction. He was instrumental in convincing the U.S. Navy to station a Naval Air National Guard squadron at the airport as well.

Mitchell Quality Meats, its contracts for tinned meats rapidly ending found new product lines to venture into. Some of the Italian expatriates, who had settled in the area, had experience in the meat industry of their native land. Soon Mitchell Meats had a product line of the tastiest sausage and lunch meats you could imagine. Its Salami was soon the talk of the state and its Baloney was the lunch favorite of school children nation wide. Barkley's brewery, having enlarged their plant following the end of prohibition to permit the manufacture of both its soft drink lines and the beers and ales it had been famous for now expanded again. The distillation of Whiskeys, Bourbons and Blended beverages brought in a steady increase of business. Here too their new found Italian employees were of great importance. Their native experience lead the way in the development of a line of fine liquors. The Lloyd family renewed its contracts with the federal government and soon found itself on the verge of full capacity just printing forms for the U.S. Post Office, the Treasury Department and the Federal Aviation Administration. Expansion was the order of the day and 1950 saw a new building added to the Lloyd complex. This building would house the new 6 color presses necessary to print the growing number of maps under contract from National Geographic, Rand McNalley and other publishing houses. All of this growth brought new business to POC as well. The new mechanical refrigerator cars soon replaced the old ice reefers at the Mitchell docks, Barkley's now had sufficient demand from the East coast and Midwest to permit shipments of their beers and spirits in full rail car quantities and car loads of paper stocks increased at the Lloyd docks.

In town, many of the stores, vacant at the end of the depression, had reopened in the late 30's, some even prospering during the war. The post war era brought them all back to life. New auto dealerships opened, the farm equipment business expanded and new merchants filled the buildings down town. Littlefield's Department store took on some new lines of fine ladies cloths and expanded their appliance and home wares departments and continued to grow. There was even talk about opening

another store at what was called a 'Shopping Mall' being built on the outskirts of town. Connery House, feeling the need for an overhaul, closed for 6 months while a complete renovation of the old hotel was undertaken under the watchful eye of Seamus O'Connery III, great grandson of the founder. No detail was too small to escape his keen eye. When it reopened in August 1950, it was magnificent. The richness of the woods used in its lobby, restaurant and lounge were the finest and most exquisitely finished that could be obtained. The detail and finish was superb as well. The craftsman of Smith Construction, all of Italian lineage, did their utmost to make it their best work ever. In every detail, Connery's was the match of the 5 star hotels of Europe. Fine art and draperies were imported from France and Italy, exquisite furniture from Germany and England, linens from Ireland and carpets from the Middle East all made up the sumptuous furnishings of the new Connery House. Even a French trained Hungarian Chef was brought in to give the cuisine of the restaurant that continental taste. No expense was spared to make the hotel 'The Place to Visit and Stay'.

The sudden arrival of the Korean War on the national front was another shock that would make itself felt in the area. Many of those proud young men who came marching home in 1946 had been transferred to the Army Reserves, attending weekly meetings and going off to camp for retraining two weeks each year now found themselves being called up in yet another national emergency. Men from the production lines at Lloyds, Mitchell's and Massi Munitions found themselves once again putting on their uniforms, packing bags and saying farewell to loved ones. The troop trains of yesteryear did not return however, instead additional cars were shunted into the now reopened training camp and the called up reserves were boarded there, their cars to be added to the next through train to Cleveland and on to the West Coast for additional training and embarkation. Men of the Navy and Army Air Corps, now known as the Air Force, were more fortunate. They were permitted the luxury of travel by air. The Navy ANG squadron flew off to San Diego to join the carrier they had been assigned to and the Military Air Transport Service planes put in regular appearances at the Portage County Municipal Airport.

The Army and Marine Corps, both in dire need of armored equipment turned to Massi Industries for their rebuilt and new fighting vehicles and the number of flat cars leaving their docks increased one more time. Mitchell Quality Meats found itself in the embarrassing position of having to reinvent their process for tinned meat products. Canning lines were taken out of storage and dusted off, cookers unused since 1945 were cleaned and checked out and the old recipe books dug out of the company archives. Added to the tinned products required by the military were the new products. Production of Salami, which could be kept for months without refrigeration, tripled almost over night. Even

their famous Baloney went off to war side by side with bricks of processed cooked ham and 5 pound blocks of processed cheese. The cheese line was new, added in 1948 when a partnership with Borden Milk was signed. The products of the new plant north of town arrived at the main plant for packaging and shipment in refrigerated trucks daily. A new war meant new maps were needed. Most people had no idea where Korea even was and our military needed detailed maps to plan the salvation of this Asian nation. In addition maps were also needed of the adjoining country, China, an ally during WW2, now considered a potential enemy as part of the communist block of countries. The new 6 color presses stopped only to add ink and change print master patterns. Paper now arrived in rolls along with rolls of thin plastic film for laminating the military maps. The pace of life sped up once again for those living and working in Neuyark, Falmouth and Sylvania. New electronic devices for the military required ever increasing volumes of vacuum tubes. More and more hopper cars of silica from the mines around Sylvania rolled into the electronic tube plants of Phillips and Emerson at Sylvania. Car loads of Wulfenite ore again left the Pinch Creek valley, its extraction aided by the 'open pit' mining process becoming so popular in the coal industry. Coal too saw a rapid growth in car loadings. Coal, both for power generation and metallurgical grade for steel making was urgently needed nation wide. Once again, the POC was seeing the tide of their finances swelling anew. The upgrades made in the late 30's had seen them well through the early war years but as the years drug on even the best steel wears out. Miles of rail, having taken the pounding of the mighty steam engines was badly worn and needed to be replaced. Would their parent companies help share the load? They too were feeling the effects of 5 years of war movements. Would they be up to the coming years? Fortunately funds were found for rail replacement. High quality 152 pound rail from sections of the Pennsylvania that was being single tracked were incorporated into the POC program. The New York Central, learned that it still had in allotted stocks an excess of the precious 152 pound rail as well and this was made available to the POC at a reasonable price as well. Before long the track gangs had replaced all of the ailing sections with new or reclaimed rail and the physical plant was renewed again.

And what of Maxine? The USO operations slowed considerably in 1947 but the donations from the matrons of the DAR & DUA continued to pay the bills. There were still some military facilities in the area and service men to be serviced so Maxine and the ladies of the USO continued to pass out donuts and coffee and turn a trick now and then. By the spring of 1950, Maxine did something she had never done before. She fell deeply in love. Yes for the first time in her life, at the age of 37, Maxine Big-uns Malone was in love. The man of her dreams had finally appeared one afternoon at the USO. A naval commander in his full dress blues, Big Jake Biondi cut a hansom figure indeed. At 6 foot 3 and 180 pounds, he

was the recruiting poster image of the U.S. Navy. And Maxine fell hard. Within 3 month the romance had blossomed and Jake and Maxine were alter bound. 3 weeks before the wedding Maxine knew she had to give up her business interests. Roxanne 'Roxie' Crawford, one of her most popular 'dates' expressed an interest in buying Maxine out. It seems that Roxie not only had a talent for turning a good trick but also had a talent for managing her finances. Well, that took care of the USO operations and the 3rd floor action, now all she had to do was convince her other financial partners to buy her out. She knew that as Mrs. Jake Biondi, she would be moving away. She wanted to make this a clean break. First she talked with dear old Snidley Littlefield, now approaching his 95th year. Snidley always a sharp business man realized quickly that he was dealing with a woman in love and his heart, and some would think his mind as well, was softened by the glint in her smiling eyes. The smile was real for the first time he realized and offered Maxine a tidy profit on her 15% holdings in Littlefield's Emporium. So from Snidley's door to the top floor offices of the Chief Financial Officer of Mitchell Quality Meats, our Maxine made her way. There, meeting with Brandis Mitchell, son of Senator Mitchell and in charge of the Mitchell family holdings, she outlined her desire to divest her holdings in the company. Brandis, though a shroud business man, had an eye for the ladies, and in particular for that part of their anatomy that Maxine was well endowed with. Aware of this personal chink in the armor so to speak, Maxine was sure to wear her most plunging, uplifting and revealing of garments to the meeting. Before long Brandis had practically offered to give her his share of the business for a bit more of a glimpse. A little slap and tickle and the deal was finalized. Yes, Maxine was riding high. Her investments were paying off and she and Jake would be comfortable for life. Left only were the Lloyd and Massi family patriarchs to deal with. Reginald Lloyd was on a business trip and would return on Friday. That gave her 3 days to plan her strategy. Broderick Littlefield, now the head of Massi Industries and Chairman of the Board would be her next visit. Knowing that Mrs. B. Littlefield, the previously Miss Sandra Massi, had her spies deeply planted within the secretarial pool at the company. Discretely Maxine called Broderick's private phone number. On the third ring, Broderick answered in his enticing baritone. Maxine, in her sweetest voice responded with a "And I miss you too sweet Poo Bear." Broderick almost dropped the phone. It had been years since he had been called a Poo Bear and he knew immediately that it was Maxine on the line. Not waiting for his response, Maxine launched herself into the reason for the call. The loans she had made to Massi Munitions back at the start of the war were coming due. She wanted to cash out and would like to meet Broderick for a late lunch at Connery House to discuss the issue. He would know which room and promptly rang off. As Broderick hung up the phone, he realized that his palms were sweating and beads of sweat were forming on his brow. How long had it been since his affair with Maxine had

ended? It seemed like ages ago, a sweet and cherished memory of youth. Yes he remembered room 219 all too well. He also knew that he would ride that elevator to the second floor of Connery House again today at 3 without fail.

Maxine chose her softest silk dress for her meeting with Broderick. Their affair back in those early war years had been hot and heavy. Their lei azans frequent but all too brief as Broderick traveled a great deal on business then. All good things must end and as such the affair ended too but not before he had convinced her to invest 25 thousand dollars in the business. Broderick strapped with running the day operations of a premier manufacturing company and Maxine running her USO club and side line business. Then suddenly his impending marriage to Sandra was announced and his promotion to President of Massi Munitions as the senior Massi chose the date of his youngest daughters wedding to announce both his retirement and Broderick's advancement to President. Maxine knew the romance was over but she never forgot the money. And today the note was coming due. She still had all those little love notes that Poo Bear had written to her and a few embarrassing photos as well. Maybe the contractor hadn't found the hidden movie camera in the base of the chandelier in room 219 when they did the remodeling. If it was still there, maybe she could let Roxie in on the secret, for a price of course. A quick phone call to Rodney at the front desk of Connery House and room 219 was ready and waiting for her. At 2:45 she arrived at the side entrance to the hotel, entered and walked to the elevator and when the doors opened, stepped in only to find Sandra Littlefield in the car. Sandra brushed by her and quickly headed for the side door that Maxine had just entered through. "Wonder what she was doing here?" thought Maxine as the elevator rose to the second floor. She exited the car and turned toward room 219 but was surprised to see the door ajar. Rodney wouldn't have told the maid to leave the door open. There on the floor, his shirt a bloody mess laid Broderick. She was sure that he was dead. She stood beside him and bent down and just then he moaned. Quickly she turned to the phone on the end table and called the front desk. "Get a doctor up to 219 quick and call an ambulance!" she said and hung up. She left the room just as she found it and headed for the stairs. "Well I guess I can kiss that twenty-five grand good by" she thought as she hurried down the stairs. Rodney was the only one who knew she had requested that room or so she thought. It had to have been Sandra who tried to ice Broderick. She must have one of her spies listening in to his private line. Well, Rodney could be paid to forget. It would cost but it had to be done. The only other person who would know she was there was Sandra and she wouldn't be talking. That would raise questions about why she was there just about the time her husband was shot. Well, she needed to have legal council fast no matter what. "Time to call the judge I think" thought Maxine as she exited the rear door of Connery House. Rodney on the front desk had

been quick at understanding Maxine's message. Doc. Bradley was quaffing his usual 2 Martini lunch in the lounge and Rodney quickly apprised him of the situation. "Get that ambulance on the way, NOW!" Doc. Bradley said as he rushed off, bag in hand. "And call the cops too while you're at it!" he said over his shoulder. "Yeah but I am going to forget who called and reserved that room before I call them." thought Rodney.

The morning papers headline was a hoot. "Local Businessman Shot" "Police hold wife as prime suspect". "Well, I'll be damned, I guess somebody else saw Sandra at Connery's yesterday too." "Well, only one more day until Reggie gets back and maybe I can wrap up this whole deal then."

Needless to say, Massi Industries was a bee hive of rumors and gossip. Sandra's cohorts knew that she knew about the possible lei azan with the mystery woman that they had overheard on Mr. Littlefield's line. Would she talk? Would she implicate them? What was going to happen if they sent her up the river? At least Mr. Littlefield had survived. According to the papers, he was recovering at Barkley Memorial Hospital and doing well. Well, they would just have to wait and see what the outcome would be.

Maxine's call to Judge Mitchell was fortuitous. His advice was sound as always. Rodney was to get a \$5000 bonus in his pay envelope on Friday and Maxine was to keep quiet about the whole affair. He would take care of talking with Broderick Littlefield and see that her investment in Massi was repaid with interest, and his legal fees, well consider that his wedding present to Maxine and Jake. Reginald Lloyd returned a day early and Maxine was able to meet with him late in the afternoon. Reggie was more than glad to see that Maxine's loan was paid back. Her \$25K had bought Lloyd brothers the two big 6 color presses when money was tight and because of them, Lloyd's was running them 24 hours a day 6 days a week. They couldn't be making more money if they were printing it themselves!

On October 12th, with Roxie as maid of honor, Maxine and Jake were wed in the Unitarian Church on 5th street and left for their honeymoon the next day. They were bound for San Francisco where Jake was to report for duty in 30 days. His ship was being refitted at the Hunters Point Naval Repair Depot. They boarded the Pullman of the morning PRR train at the POC depot and were off to Chicago and the West Coast. In Maxine's purse was a draft drawn on the Connery National Bank of Neuyark for \$250,000 signed by the President of the bank himself. "San Francisco here we come!" thought Maxine as she settled into their compartment.

Broderick Littlefield survived his experience and after a long and heartfelt talk with Sandra dropped the charges against her. It was a miss understanding and in a jealous fit she had acted irrationally. It was only because she loved his so much. He understood and his feelings for her were the same. "A bump in life's highway" was how he would later describe it. Of course Sandra must never find out about that \$50,000 check he slipped Judge Mitchell, and all those busybodies at the plant had to go too. Well, he'd have to do a little house cleaning when he got back to work. Until then George Dennis, his assistant could begin checking out who the snitches were and take care of running the show.

The POC did its part during what came to be called 'the Korean Police Action'. It hauled millions of tons of coal and hundreds of carloads of Wulfenite to the industries of America. The flow of new automobiles and appliances, the parts to make them and the lumber and construction materials to build with and that new product that seemed to be gaining prominence, plastic. The area had always supported a high number of iron and steel foundries. As plastics began to grow in importance as a material to use, many of the pattern makers and tool makers found new and better paying jobs in the plastic molding businesses springing up around the area. By the end of the Korean Conflict, Neuyark boasted of 5 companies involved in producing plastic products for their customers. Even Massi Industries had set up a plastics division and Mitchell Quality Products had built a plant to manufacture the plastic film used in wrapping and sealing its line of luncheon meats. In 1955, car loadings passing through the POC had reached 95,000. On line car loadings topped out at 11,500 and deliveries to local industries were up as well at 14,200. The POC had indeed become a profitable investment for its two parents. The sleek diesels of the passenger Name Trains might not roll through Neuyark any more but the money was made by freight anyway. The Cornerstone families of the area were still on top of the heap and business was good. What more could you ask for. In 1953, the Penn-Ohio Central, in keeping with the business trends of the day, formally and legally changed its corporate name to Penn-Ohio Transportation Corporation thus reflecting both its rail and trucking business.