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WESTMORELAND COUNTY, PENNSYLVANIA

An Inventory of Historic Engineering and Industrial Sites



America's Industrial Heritage Project

National Park Service





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WESTMORELAND COUNTY, PENNSYLVANIA
An Inventory of Historic Engineering and Industrial Sites

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Gray Fitzsimons, Kenneth D. Rose, Editors

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Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (1990).

The Company Towns of the Rockhill Iron and Coal Company: Robertsdale and Woodvale, Pennsylvania (1990).

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Brickyard Towns: A History of Refractories Industry Communities in South-Central Pennsylvania (1993).

Indiana County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (1993).

Somerset County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (1994).

THE HISTORIC AMERICAN ENGINEERING RECORD INVENTORY PROGRAM

The objectives of the Historic American Engineering Record (HAER) Inventory are threefold: (1) it is the initial step in the HAER documentation process; historic engineering and industrial sites in a given geographic area are located and identified; (2) it assists states in evaluating these historic resources for planning purposes and for potential nominations to the National Register; and (3) it establishes a context for evaluation by the National Park Service of the historic engineering and industrial sites nominated by the states to the National Register, or for determinations of eligibility to the National Register of Historic Places.

All of the HAER inventory material is deposited in the Prints and Photographs Division of the Library of Congress in Washington, D.C. This includes the many 35 mm black-and-white photographs taken in the field, along with copies of the inventory forms containing the brief histories and descriptions for each site.

HAER recognizes the importance of publishing the inventories; however, project sponsors are generally required to cover the costs of printing. The published inventory, available to the general public, is used in educational institutions, to study technological, industrial, and engineering history, historic preservation, the history of urban planning, and cultural geography. Published inventories are also distributed to state, county, and local planning offices, libraries, and preservation agencies. The HAER inventories thus expand the awareness of engineering and industrial history, demonstrate consistent methods of identification and evaluation, and stimulate public interest in a significant part of our American heritage.

AMERICA'S INDUSTRIAL HERITAGE PROJECT

Begun in 1987, America's Industrial Heritage Project (AIHP) is a National Park Service effort that involves a nine-county region in southwestern Pennsylvania -- Bedford, Blair, Cambria, Fayette, Fulton, Huntingdon, Indiana, Somerset, and Westmoreland counties -- the primary focus of which is to develop and enhance the interpretation of three of the region's major historic industries: iron and steelmaking, coal, and transportation. In conjunction with identifying the significant contribution this region made to these industries, AIHP is concentrating on how to preserve, manage, and interpret the various historic sites and resources. Through a public and private partnership effort, AIHP will use the region's many historic sites and preservation initiatives to help revitalize the area's economy, promoting regional and national tourism. A key component of AIHP, the establishment of the Southwestern Pennsylvania Heritage Preservation Commission to further the goals of the project, was achieved in November 1988 when President Reagan signed a bill (H.R. 3313) creating the commission. The commission actively works with AIHP which has its offices in Hollidaysburg, Pennsylvania.

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The HAER Inventory of Westmoreland County is part of a larger effort to identify the remains of historic industrial and engineering structures in a nine-county region of southwestern Pennsylvania. This area is administered by America's Industrial Heritage Project (AIHP), a National Park Service program that seeks to preserve and interpret the region's significant historic industrial resources. Randall Cooley is the Executive Director of AIHP and helped HAER establish some of the initial contacts for this study. The work in Westmoreland County was conducted by two principal investigators, Edward K. Muller and Ronald C. Carlisle, both of the University of Pittsburgh, under contract (PX-0001-8-1026) with HAER. Gray Fitzsimons, HAER Engineering Historian, served as program manager for this contract. Mr. Fitzsimons and HAER Historian Kenneth Rose served as editors for the completed manuscript. Robert J. Kapsch, Chief of the Historic American Buildings Survey/Historic American Engineering Record, provided some of the administrative support for this study.

A county-wide inventory that identifies a significantly large number of cultural resources requires the cooperation and interest of many people. This is certainly true of the America's Industrial Heritage Project in Westmoreland County, Pennsylvania. We cannot claim that the list below is by any means complete; however, we do want to express our appreciation to the following alphabetically listed individuals, corporations, and both local and state agencies for their interest, time, and the information they provided. If we have overlooked anyone, we sincerely apologize. Our thanks to:

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WESTMORELAND COUNTY PENNSYLVANIA



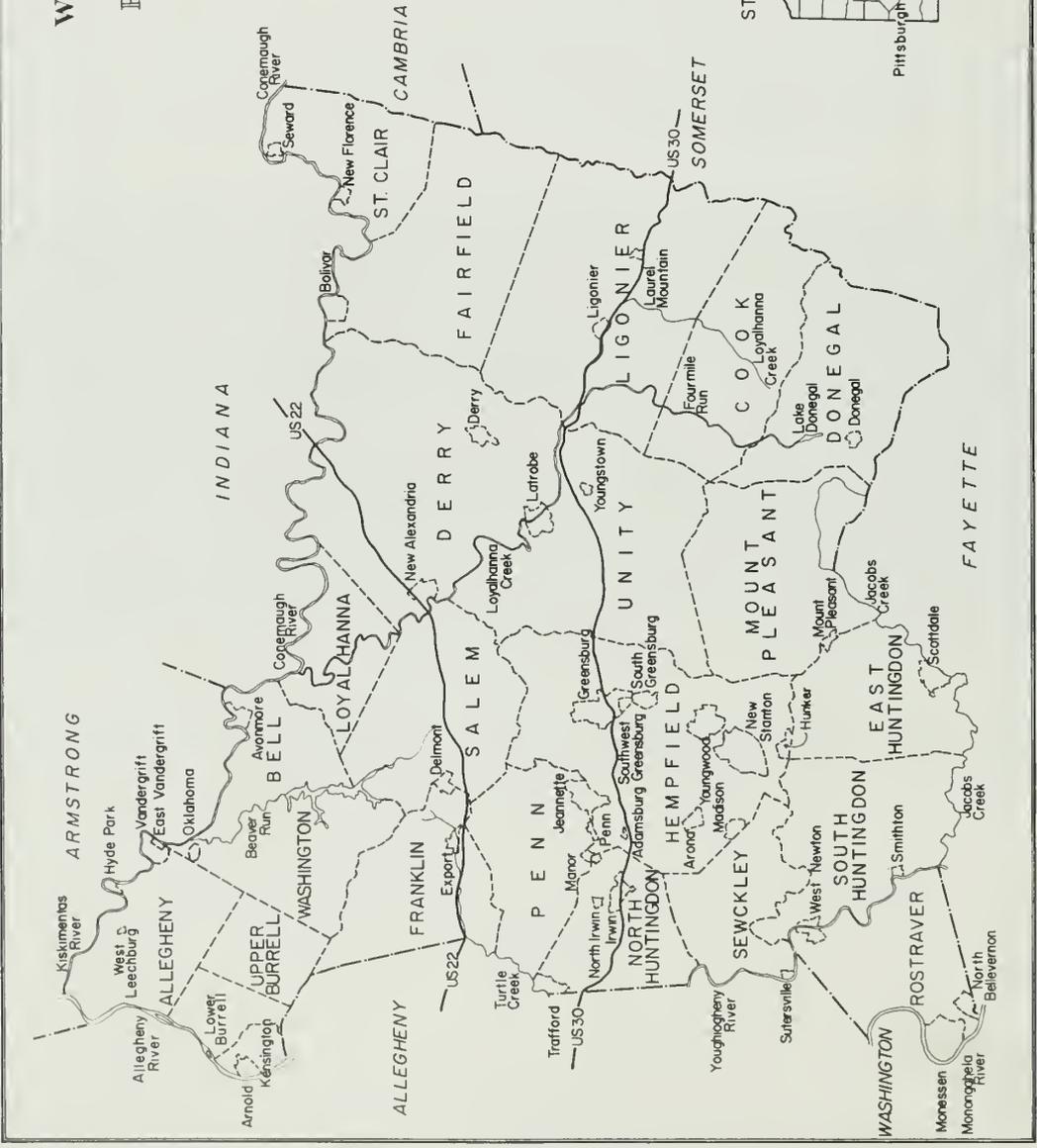
Legend

City or Borough... Jeannette
Township... UNITY

Scale



STATE OF PENNSYLVANIA

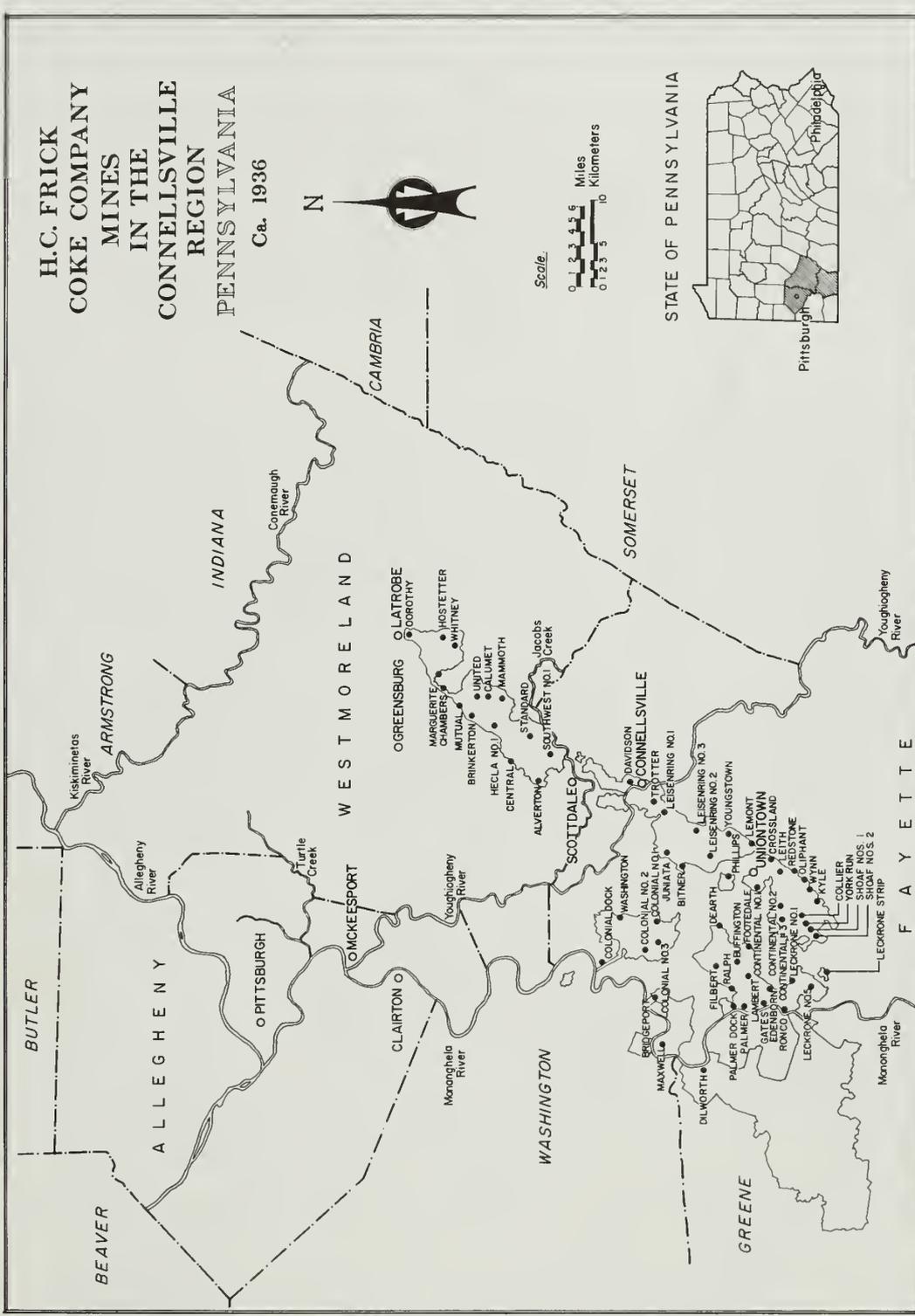


Map of Westmoreland County.

**H.C. FRICK
COKE COMPANY
MINES
IN THE
CONNELLSVILLE
REGION
PENNSYLVANIA
Ca. 1936**



STATE OF PENNSYLVANIA



H.C. Frick Coke Company Mines in the Conneltsville Region, Pennsylvania 1936.

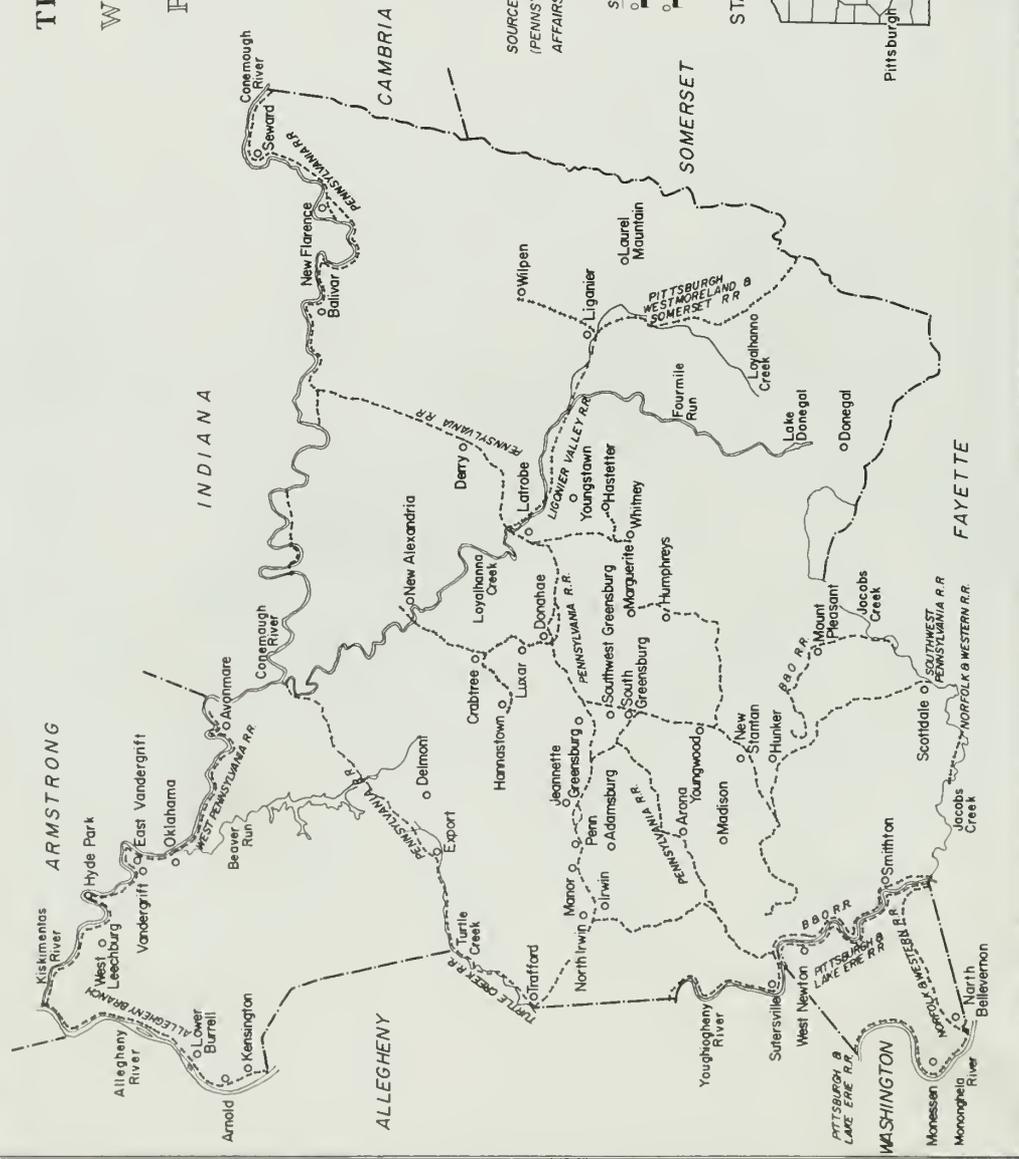
TRANSPORTATION IN WESTMORELAND COUNTY PENNSYLVANIA Ca. 1910



SOURCE: RAILROAD MAP OF PENNSYLVANIA
(PENNSYLVANIA DEPARTMENT OF INTERNAL
AFFAIRS, 1910).



STATE OF PENNSYLVANIA



Transportation in Westmoreland County, Pennsylvania ca. 1910.

WESTMORELAND COUNTY HISTORICAL OVERVIEW

The extant historical industrial sites of Westmoreland County reflect the county's rapid transformation from a rural agricultural economy in the first half of the nineteenth century to an integral part of the Pittsburgh industrial complex by the early twentieth century. Westmoreland County began as a region mainly devoted to agricultural processing and natural resource exploitation. Within a fifty-year time period capital-intensive industrialization had radically altered the character of the county, as small farming centers gave way to a rapidly growing patchwork of mining communities, industrial mill towns, and small cities heavily populated by immigrants from all over Europe. By the 1930s, however, long-term stagnation, decline, and even closure of many of the major industries had eviscerated Westmoreland County's industrial economy, leaving a deteriorating but remarkable array of industrial structures amid the county's growing metropolitan suburbs and recreational areas.

Antebellum Rural Economy

Throughout the first century of settlement, industry was primarily linked to Westmoreland County's agricultural economy, except where natural resources such as iron and timber could be exploited for outside markets. The French and Indian War, recurrent Indian hostilities, and the American Revolution slowed settlement of southwestern Pennsylvania between 1750 and 1780. Nevertheless, settlement did progress to the point that Westmoreland County was carved from Bedford County in 1773 to serve the needs of people living west of Laurel Mountain, far from the original county seat at the town of Bedford. Settlers poured into the region after 1780, and the resulting formation of Fayette (1781), Washington (1783), and Allegheny (1788) counties reduced Westmoreland to nearly its current size.¹

The elimination of Indian hostilities in the Ohio Valley in 1794 shifted the frontier west of Pennsylvania, and Westmoreland County soon entered a protracted period of slow population growth during which it developed a stable, prosperous agricultural economy. Between 1800 and 1870, the county never matched the rate of population growth of the rest of Pennsylvania. While its population increased by 36,000 during these seventy years, this was only an increment of 2.5 times its small 1800 population of 22,700 inhabitants.²

Agriculture dominated the county's economy in the antebellum period. Westmoreland County farmers grew a variety of grains, vegetables, and orchard crops, and they raised cattle, hogs, sheep, and chickens. In 1860 Westmoreland County ranked among Pennsylvania's leading commercial agricultural counties, most of which were clustered in its southeastern and southwestern corners. Slightly more than 80 percent of the county's land area was in farms, more than half was improved acreage, and the average farm size was 138 acres. However, Westmoreland County registered only modest production per acre of corn and wheat and had a relatively low average farm value. In short, farming in Westmoreland County at mid-century was widespread and commercially oriented, but it was not especially prosperous in comparison to Pennsylvania's older, pre-eminent southeastern agricultural counties.³

Antebellum transportation improvements allowed many Westmoreland County farmers to break out of the barter/subsistence economy of the eighteenth century and to market their products beyond the county.⁴ The construction of the State Road in the 1790s and its later improvement as a turnpike around 1817 connected many farmers with Pittsburgh's market. This road passed east to west through the center of the county, linking Harrisburg (and ultimately Philadelphia) with Pittsburgh. The Northern Turnpike (1818) and later the Pennsylvania Main Line Canal (which opened in western Pennsylvania in 1830) provided improved transportation for the county's northern townships, while other roads, notably the Glade Road from Somerset through Mt. Pleasant and West Newton, connected farmers in the southern townships to the Monongahela River and Pittsburgh.⁵ By far the most dramatic improvement in this pre-

railroad era came with the development of the Pennsylvania Main Line Canal system between Philadelphia and Pittsburgh. A cumbersome union of railroads and canals, this intrastate system covered 395 miles and opened for through-traffic in 1834. The Western Division between Pittsburgh and Johnstown, opened to traffic in 1830, ran along Westmoreland County's northern boundary through the Conemaugh and Kiskiminetas river valleys. Despite its many problems, the canal system moved a large volume of goods during its twenty-five years of operation, providing tremendous accessibility for areas near it.⁶ Traffic on the overland roads and the canal also supported the services of numerous blacksmiths, wheelwrights, wagonmakers, and innkeepers.

Few resources of this transportation era remain on the county's landscape. However, a marker for the Pittsburgh-Philadelphia Turnpike (HAER Inventory #065--site numbers are listed numerically in Priority Ranking Tables at end of publication) exists near Irwin on the property of the Fullerton Inn (which itself is on the National Register of Historic Places). There is a toll house (#074) near Export, which served the Northern Turnpike; and the Bells Mills covered bridge (#272), a Burr-arch truss bridge built in 1850 and restored in 1988, also recalls this pre-railroad era of overland movement. The canal left a more lasting imprint in the Kiskiminetas and Conemaugh river valleys on the county's northern boundary. The stone piers of the 412'-long Bow Ridge aqueduct still stand in the Conemaugh River, and the 817'-long connecting tunnel (#181) has been protected by the Army Corps of Engineers. Farther up the river are the remains of the canal prism and aqueduct piers as well as the archeological site of the lock houses, locks, and former village of Lockport (#238).⁷

In 1860 Westmoreland County had relatively little in the way of manufacturing; there were only 1,071 manufacturing workers, who made up a scant 2 percent of the county's total population. In general, Westmoreland County's manufacturing industries in this period were indistinguishable from those of most other Pennsylvania agricultural counties. Indeed, its manufacturing depended heavily on the agricultural economy. Agricultural processing, especially flour and grist milling and distilling, and traditional small artisan establishments employed 62 percent of the county's manufacturing work force and accounted for 72 percent of the total value of production. There were sixty-two flour and grist mills (ninety-one in 1850) scattered about the countryside, and nine distilleries (twelve in 1850) enumerated by the census. The numerous artisan shops swelled the county's number of establishments, but averaged only three workers per shop. They turned out leather boots and shoes, saddles, harnesses, woolen goods, furniture, wagons, and agricultural implements, among other things.⁸

The HAER inventory in Westmoreland County, Pennsylvania, identified several extant historical resources that are representative of this era. These include the post-and-beam frame building of the 1840 Lycippus Blacksmith Shop (#253), and the archeological site of the 1850 Brant Tannery and Mill (#161) in Rector. The Silvis Blacksmith Shop in Export (#270) was rebuilt in 1892 on the site of a much earlier shop where farm tools, hardware, and guns were made. A stone forge still stands, and the frame building of the early blacksmith shop is part of an intact nineteenth-century farmstead.

Reflecting both their importance in the antebellum agricultural economy and the persistence of some sites as important businesses into the twentieth century, several flour and grist mills and distilleries remain as historical resources. The operators frequently were involved in several ventures from milling and distilling to tanning, farming, land speculation, and, later, coal investments and coking. The best example of a site that included these multiple activities is the rural industrial complex at West Overton (#056), where Abraham Overholt operated a farm, large mill, large distillery, malt house, cooperage, weaving enterprise, and, in 1873, some coke ovens. Overholt also built some housing for his workers.⁹ Isaac Shupe built the first steam-powered grist mill in the county at Mt. Pleasant in 1845 (#023). It

became the county's second largest mill next to Overholt's, and there is record of an accompanying whiskey distillery. The mill was converted to the roller process later in the century. The extant machinery, mill building, and the owner's house make this an excellent resource. The St. Vincent's Monastery grist mill (#134) in Latrobe is still in use. Built in 1854 as a steam mill, it adjoins the former brewery and accompanying cooper shop and malt house. Early steam machinery still exists at the Gem Roller Mills (#265), established in 1856, as does the building of the 1853 Painter Grist Mill (#025) in New Stanton. The small, scattered mills of the county gradually disappeared, but area farms continued to supply the remaining large mills with grain into the twentieth century. Among these mills were two later mills, the Scottdale Flouring Mills (#115), which opened in 1880, and the Jersey Cereal Plant (#004), which opened in 1903.

Small, private-use stills were prevalent in Westmoreland County from the county's earliest settlement (see, for example, the archaeological site of the Byer Grist Mill and Distillery [#281]). Whiskey could be made and transported more easily than the grains themselves, and local grain crops, especially rye, were bulky and perishable in their unprocessed state. Whiskey was also used in barter and was one of the county's few tradable products in its early years. The importance of distilling to the local economy was reflected in the fact that a federal excise tax on it in 1791 resulted in an armed rebellion in southwestern Pennsylvania, commonly known as the Whiskey Rebellion.¹⁰ By the mid-nineteenth century, however, the county's census enumerators recorded only a dozen distilleries of rye and malt whiskeys, although their output was an important part of the county's manufacturing production. The number of distilleries dwindled by half from 1850 to 1880, when the number began to increase slowly again until prohibition. Although half of the thirteen distillers recorded in 1916 were quite small with six or fewer employees, a few had built substantial complexes and marketed their products quite widely. Whiskey made in Westmoreland County had several recognizable labels, but even with 163 employees in 1916 the industry formed only a small portion of the county's manufacturing sector.¹¹

The largest county distillery was the Gibson Distilling Company (#263) in Gibsonton near Monessen. Founded in 1857, the distillery eventually grew to include a complex of eight bonded warehouses, five miscellaneous warehouses, a malt house, mill, boiler house, two carpenter shops, ice house, cooper shop, drying kiln, and some company houses. Only eight duplex houses and the boiler house are extant. Dillinger & Sons (#036) opened its distillery at Ruffsdale in 1882 and built a sizable operation, of which several abandoned buildings still stand. Like their multi-faceted predecessors in milling and distilling, the Dillingers invested in local railroads and coal lands and operated two coke oven sites. The altered distillery, warehouse, and office of J. Mathias and Company (#066) remain at Manor; Overholt's distillery, part of the manufacturing complex at West Overton, is now a museum building; and single vacant buildings stand at the Kiskiminetas Distillery (#300) and the Old Fort Distillery (#080).

The advent of national prohibition in 1920 nearly put an end to this longstanding industry in Westmoreland County, and prohibition's repeal thirteen years later brought its own set of challenges. The large capital outlays needed to modernize and the requirement of aging the new product for at least five years inhibited the re-opening of all but the Dillinger and Mathias distilleries after the end of prohibition. Local distilling firms also faced increased competition in the industry and after World War II were confronted with the need for expensive national marketing.¹²

Unlike distilleries, breweries had only a small antebellum presence, and the growth of the brewing industry largely accompanied Westmoreland County's industrialization in the late nineteenth century. With the exception of the brewery at the St. Vincent Monastery (#134) founded in 1860, of which little remains, most breweries were opened after 1880 in or near the major urban industrial centers

of the county, where they had a local market for the newly popular lager product. However, new and costly technologies in refrigeration, bottling, and the malting process about the same time increased penetration into local markets by regional and even national brewers and encouraged consolidation in the industry. Westmoreland County's new brewers could not escape this trend. The region-wide consolidation of eighteen breweries into the Pittsburgh Brewing Company in 1899 included the Latrobe Brewery, the Mount Pleasant Brewery (#047), and the Scottsdale Brewing Company. A rival regional merger of fifteen breweries in 1905 by the Independent Brewing Company absorbed other operations at Latrobe, Monessen, and New Kensington.¹³

Even under the new corporate reorganization, Westmoreland breweries remained small and undercapitalized. While there were six local breweries in regional consolidations in 1916, there were seven other breweries at Greensburg, Jeannette, Irwin, Hyde Park near Vandergrift, Smithton, and Suterville in the Youghiogheny River valley. A brewing complex usually also included a warehouse, and some combination of ice house, boiler house, and cooperage. Although the two consolidated companies withheld employment information, an estimate based on the size of the independent breweries suggests a total employment in brewing of more than 500 workers or 2 percent of the county industrial labor force in 1916, three times the work force of distilling at the time.¹⁴

Prohibition in 1920 fundamentally altered the beer industry. The brewers either liquidated their property or manufactured other products such as ice or ice cream. Only the Eureka Brewery Company in Smithton (#166), the Victor Brewing Company of Jeannette (#250), and the Greensburg Brewing Company (#228) survived prohibition. Two new firms opened after 1933, a brewer near Tarr in East Huntingdon township and the Latrobe Brewing Company (#296), which opened a modern plant in 1933 and adopted mass-marketing techniques for the sale of its Rolling Rock Beer.¹⁵ The buildings associated with the breweries remain reasonably intact at Mount Pleasant, Jeannette, Greensburg, and Smithton. Only the Smithton and Latrobe plants continue to produce beer.

Other major groups of antebellum manufacturers directly exploited the county's natural resources. Most numerous were saw mill operators, but others extracted salt, produced coal-oil, baked clay into bricks, and made paper. Altogether, fifty-three establishments employed one-third of the manufacturing work force in 1860 and produced a quarter of the county's value of production.¹⁶ Few of these antebellum industries remain. The Kier Fire Brick Company of Salina (#123) was founded in 1845, but the rest of the remaining brick and ceramic sites opened decades later during the industrial era. Like brickmaking, saw milling, planing, and woodworking remained an active sector of Westmoreland manufacturing into the twentieth century, though relatively small in comparison to the county's industrial totals. In 1916, for example, there were fourteen saw and planing mills, each with an average of twenty-five employees. Other firms produced boxes, barrels, wagons, and caskets.¹⁷

Located among the saw mills in the valleys of the county's eastern mountainous townships were more than a dozen charcoal iron furnaces. Beginning in the 1790s with the Westmoreland Furnace (#154) near Rector, county furnaces produced pig iron sporadically, primarily for Pittsburgh's rolling mills.¹⁸ Iron furnaces consumed local ore, limestone, and timber, the latter being available in large quantities. The presence of a furnace often created a small industrial complex that could include such associated operations as ore mine, forge, saw mill, stables, and residences. These local furnaces survived in this early phase of the iron industry because the mountains constrained eastern Pennsylvania competition and because charcoal-produced pig iron was suitable for rolling into merchant's iron for frontier markets. The pig iron was wagoned, or later shipped by canal, to Pittsburgh mills, where there were no blast furnaces until the end of the 1850s.¹⁹ In a few instances at least, Pittsburgh iron masters developed or

owned Westmoreland's furnaces. A few furnaces were still in operation later in the century, but the railroad's facilitation of integrated iron- and steel-making at one place, the competition of Great Lakes iron ores, and the unsuitability of Westmoreland ores for the Bessemer steel process doomed these furnaces after 1860. The HAER inventory identified eleven furnace-related sites. Three stone furnaces--the Laurel Hill Furnace (#083), the Westmoreland Furnace (#159), and the Valley Furnace (#274)--are in relatively good condition, but most are archeological sites where only remnants of the furnaces, building foundations, and even an ore mine survive.

Industrialization of Westmoreland County

After 1850 railroads were providing access to Philadelphia and Pittsburgh markets, and with the expansion in demand for coal and coke after the Civil War (especially in Pittsburgh), coal mines, coke ovens, and new railroad lines spread rapidly throughout the county. The development of a coal industry constituted the initial phase of industrialization, and it was accompanied by a modest increase in manufacturing. Then, in the late 1880s, Pittsburgh manufacturing companies began to seek out industrial sites situated along the county's rivers and railroads, primarily in the western townships. Westmoreland County investors and entrepreneurs, in turn, saw opportunities to fill niches in Pittsburgh's expanding metropolitan industrial economy. This second phase of industrialization, which also entailed continued expansion of coal and coke activity, centered around iron, steel, and glass manufacturing, but also included the aluminum, refractory, mining, steel, and electrical equipment industries.

The industrialization of Westmoreland County sparked a dramatic growth in its population after 1870. Total population of the county increased more than four-fold between 1870 and 1920, from under 60,000 to about 275,000.²⁰ In each of these five decades the county's rate of growth substantially exceeded the state's growth rate, and the decennial increment got larger with each passing decade until 1910.

In the first two decades of this industrialization process, population increased primarily in scattered small settlements associated with coal mining and in the established larger urban centers that invested in or otherwise serviced the coal and railroad industries. Company "coal patches," after a few more decades of growth, eventually composed about one-third of the county's settlements.²¹ By 1890 the proportion of the county population living in towns rose to 23 percent, up from 10 percent in 1870. Toward the end of the century, however, the founding of industrial towns and the growth of manufacturing in the county's established urban centers spurred unprecedented urbanization. In the decade between 1890 and 1900 the proportion of the county's population living in its cities jumped to thirty-two percent. During the first three decades of the new century, cities and towns accounted for two-thirds of Westmoreland County's population growth, so that in 1930 nearly half, 47 percent, of the population were urban residents. New Kensington, Greensburg, and Monessen had become small cities of more than 20,000; three others--Jeannette, Vandergrift, and Latrobe--had populations of over 10,000. In 1870 only six county towns had more than 600 residents, and Greensburg was the largest with just 1,642 people. By 1930, in contrast, fourteen towns had populations larger than 2,500. Because of the growth of these vigorous urban centers and of the numerous mining patch communities, the settlement structure of Westmoreland County at the onset of the Great Depression bore little relationship to its agricultural character in 1870.

Railroads

Despite the improved accessibility provided by the opening of the Pennsylvania Main Line Canal and turnpikes in the first half of the century, Westmoreland County remained relatively isolated from industrial developments at Pittsburgh and its adjacent cities. To be sure, these early transportation improvements gave the county's agricultural processors, saw millers, and iron masters access to the Pittsburgh market and its collection of commission merchants, but until the arrival of the railroad in the 1850s the county experienced little heavy-industry development. During the course of the following seven decades the railroads transformed Westmoreland County by both promoting and facilitating the county's industrialization and concomitant urbanization.

Located immediately east of Pittsburgh and Allegheny County, Westmoreland County was in the path of the railroads trying to reach Pittsburgh from Philadelphia and Baltimore. For years the Baltimore and Ohio (B&O) Railroad had been frustrated by Pennsylvania businessmen and legislators, who wished to protect their investments in the Main Line Canal and in the Pennsylvania Railroad by keeping a rival out of the state. The Pittsburgh and Connellsville Railroad had been incorporated in 1837 and was finally under construction in 1847. This line provided the B&O with an opportunity to reach Pittsburgh by connecting with the B&O railroad in Cumberland, Maryland, and running northwest to Connellsville, Pennsylvania, then following the Youghiogheny River to McKeesport and finally travelling along the route of the Monongahela River. Realizing the threat, the Pennsylvania legislature withdrew authorization from the Pittsburgh and Connellsville Railroad until 1854, after the Pennsylvania Railroad already had begun operations.²²

Incorporated in 1846, the Pennsylvania Railroad began to lay tracks west from Harrisburg and east from Pittsburgh. The latter effort reached Greensburg in 1852 and later that year connected with the Portage Railroad near Johnstown, making an all-rail line between Pittsburgh and Philadelphia complete. During the 1850s, the Pennsylvania Railroad gained control over the railroad lines between the two cities and made connections in Pittsburgh westward to Chicago. The tracks through Westmoreland County entered in its northeastern corner, followed the Conemaugh River to Torrance, then headed south through Derry to Latrobe and turned westward through Greensburg and Irwin to Pittsburgh. After resuming construction in 1854, the Pittsburgh and Connellsville line entered West Newton in 1855 and proceeded northwestward down the Youghiogheny River valley, reaching Pittsburgh in 1861. In 1871, the Baltimore and Ohio formally took over this line. These two trunk lines of major eastern railroads provided the spines of Westmoreland County's railroad network.²³

The growth of the coal and coke markets in the 1860s led to the expansion of railroads in the county. A Pennsylvania Railroad subsidiary firm, the Western Pennsylvania Railroad Company, built a line westward along the Conemaugh and Kiskiminetas river valleys from Blairsville (near Torrance) to Freeport on the Allegheny River, and extended this line down the Allegheny River valley to Pittsburgh in 1864. The Pennsylvania also built its Southwest Pennsylvania Railway branch from Greensburg south to Youngwood, Scottdale, and Connellsville in 1873.²⁴ In addition to the major railroad components, local investors joined in this flurry of construction. The Ligonier Valley Railroad opened in 1871 under the ownership of Pittsburgh's Thomas Mellon. It ran from Latrobe through the Loyalhanna Valley to Ligonier. Later extensions ran north to Wilpen and Fort Palmer and south to a junction with the Pittsburgh and Somerset Railroad, which ran through Somerset County. The Ligonier Valley Railroad carried coal, coke, lumber, and stone out of the county's eastern townships. The Pennsylvania Railroad acquired several small independent railroads, though not the Ligonier Valley Railroad, and built half a dozen branches into the coal fields. The B&O built and purchased branch lines near Scottdale and Mt.

Pleasant. Andrew Carnegie's Pittsburgh and Lake Erie Railroad (P&LE) built a line in 1883 south from McKeesport up the Youghiogheny Valley through West Newton to Connellsville; in 1889 the P&LE built a branch line along the Monongahela River valley through Rostraver Township, connecting with what became Monessen. Thus, by 1890 railroads ran through each of the major river valleys on the county's northern and southern edges, while the Pennsylvania's main line ran through its center.²⁵

This network of railroad main lines and branch lines accelerated the development of the county's coal fields and also attracted large manufacturing plants. Indeed, the railroads themselves needed coal, as did county manufacturing concerns that made railroad cars, flares, electrical switches, and coil springs. The railroad also drew county farmers more closely into the Pittsburgh market where agricultural produce was in demand, and some county inhabitants became enmeshed more closely in the social and cultural life of the sprawling Pittsburgh metropolitan area. Railroads allowed daily roundtrips in and out of the city, while city residents could spend leisure time in Westmoreland County's countryside. Judge Thomas Mellon, for example, developed a camping and picnic grounds at Idlewild (#099) along his Ligonier Valley Railroad.²⁶

Railroad service declined rapidly after World War II in Westmoreland County, as it did elsewhere in the state and nation. Branch lines were abandoned as mines closed; declining passenger traffic led to the closing of stations and freight depots. During the course of the inventory, a few important bridges--such as the Pennsylvania Railroad Ardara Bridge (#244) and tunnels, including the Western Pennsylvania Railroad Bow Ridge Tunnel (#175) and the Pennsylvania Railroad Bow Ridge Tunnel (#176)--were identified, but extant stations, both re-used and abandoned, are the most common architectural survivors of this industry. Many of these were built in the early twentieth century at the peak of rail service, when the railroads upgraded their facilities to serve the county's rapidly growing industries and population. The Pennsylvania Railroad, for example, built impressive passenger stations at Latrobe (#208) in 1903 and Greensburg (#219) in 1911. The latter is listed on the National Register of Historic Places. Pennsylvania Railroad repair yards at Derry, New Kensington, Youngwood, Vandergrift, and Kiskiminetas Junction have not survived.

Coal and Coke

Eighteenth-century travelers remarked on the abundance of accessible coal in southwestern Pennsylvania.²⁷ When the demand for bituminous coal increased significantly after the Civil War, Westmoreland County became a leading producer in Pennsylvania. Extending throughout parts of the county, six coal seams of economic importance were exploited using drift, slope, and shaft mines. The most significant is the Pittsburgh seam that is found in three basins running northeast to southwest across the county. The veins of the Pittsburgh seam include the famous Connellsville District of coking coal which stretched southwest from Latrobe through Mt. Pleasant and Scottdale across Fayette County almost to West Virginia. Coal from this seam has a low content of sulphur and other impurities and a high percentage of carbon which makes superior coke for foundries and blast furnaces.²⁸

Prior to the mid-nineteenth century, Westmoreland County coal was used primarily for home heating, salt-making, and for fueling steam engines both locally and in Pittsburgh.²⁹ Production expanded slowly from an estimated 1,000 tons in 1815 to 23,000 tons in 1840.³⁰ The small mines of this early period were called coal pits or coal banks. Operated as family businesses, these mines employed no machinery, and few structures were erected. Men mined the coal in shallow drift mines, where the coal seam was nearly horizontal (or rising upward) and above water level. The pit openings were often 6' high and 8' wide. The miners used picks, shovels, sledge hammers, augers, and wedge pins to free the

coal and hauled it out in wooden carts pulled manually or with draft animals. When the coal was shipped on the Monongahela or Youghiogheny rivers to Pittsburgh, inclines and chutes were built down hillsides to the edge of the stream. The Pennsylvania Main Line Canal in the 1830s and navigation improvements on the Monongahela River in the 1840s facilitated the transportation of some coal from Westmoreland County.³¹ It is clear, however, that with only eleven mines and sixty miners recorded in the 1850 census, coal mining remained a small, labor-intensive affair in the county.³² No extant structures or objects from this early period of coal mining were inventoried.

The coming of the railroad in the early 1850s and the new market for coke in Pittsburgh at the end of this decade led to the rapid development of Westmoreland County's coal resources after the Civil War. In time, the railroads themselves would become substantial consumers of coal; however, one of their main contributions in these early years was opening up coal lands in the county. The Pennsylvania Railroad shipped its first cars of coal from Westmoreland County from the Oak Grove mine to the East in 1853. Philadelphia investors, including managers of the Pennsylvania Railroad, saw the opportunity to convert coal into gas for the gasworks of Philadelphia and other eastern cities. Gas coal mines were developed in the Irwin basin near Larimer, Paintertown, Irwin, and Penn Station. The Westmoreland Coal Company was formed in 1854 and the Penn Gas Coal Company in 1861. Over the next three decades these two companies acquired independent mines and opened new ones. They became very large operators and rivals, until the Westmoreland Coal Company bought Penn Gas Coal in 1917.³³ The HAER inventory identified two resources from this early period of gas coal development: Adams Mine No. 2 and the Biddle Mine. The Penn Gas Coal Company opened the Adams Mine No. 2 (#003) in 1872 after it completed a railroad from Irwin, south through Tinkers Run Valley. While no machinery remains, the extant complex consists of an office, foundry, engine house, boiler house, lamp house, and one other small brick building. A thirty-stall brick mule barn was destroyed in 1988. The Westmoreland Coal Company opened the Biddle Mine and built an accompanying company town in 1872 (#008). They were named after prominent Philadelphian E. C. Biddle, second president of the company from 1854 to 1884. The town preserves the company store and approximately fifteen company-built houses. The decennial census captured the modest beginnings of Westmoreland County's coal industry, recording fifteen mines and 702 miners in 1860 and nineteen mines and 1,553 miners in 1870.³⁴

In the mid-century years the demand for gas coal stimulated coal mining, and coal was mined on a large scale where rail transport was available, with the earliest large-scale mines developed near the PRR Main Line. Philadelphia firms invested in such early mining operations as the Penn Gas Coal Company, the Westmoreland Coal Company, and the Loyahanna Coal & Coke Company. It was the insatiable appetite of Pittsburgh's new, large iron blast furnaces, however, that had the most dramatic impact on coal production in the region. Coke's utility in iron-making had been known for decades, but it was not until the 1850s that market conditions and production methods began to encourage its substitution for charcoal-based smelting in southwestern Pennsylvania. In the early years, coke was produced by the controlled combustion of coal piled in heaps. Operators of two small beehive ovens near Connellsville in Fayette County introduced the new method to southwestern Pennsylvania in the early 1840s.³⁵ North of Westmoreland County the heavily capitalized and integrated Brady's Bend Iron Company in Armstrong County also made coke and used it to fuel its blast furnaces.³⁶ Others eventually built ovens and produced coke in Fayette County during this early period, but coke producers all found it difficult to secure an adequate market except from the local iron furnaces.³⁷ However, iron made in eastern Pennsylvania's anthracite-fueled furnaces reached Pittsburgh markets by railroad in 1852, and it sold at a lower price than western Pennsylvania's charcoal pig iron. Western iron masters had to lower costs to remain competitive, and with the newly burgeoning demand for iron rails, they had plenty of incentive to turn to Connellsville coke. In order to tap the rail market, Pittsburgh iron masters expanded

iron production and built their own captive blast furnaces to feed their rail mills. Coke became the preferred fuel and rapidly replaced charcoal. Consequently, the small stone-constructed charcoal blast furnaces in the county diminished in importance with the rise of the large iron-constructed blast furnaces. By 1872 coke was the fuel used for one-third of all pig iron produced in the United States.³⁸

Coke production in Westmoreland County and neighboring Fayette County picked up rapidly after 1870. Much of this coke was shipped to Pittsburgh. One of the region's early producers was Henry Clay Frick, the grandson and employee of Abraham Overholt of West Overton, who began purchasing coal lands and coke ovens in 1870 in a partnership with several relatives. With a loan from Judge Thomas Mellon in 1871, Frick and Company built fifty ovens in Broadford, Fayette County, and within a year an additional loan supported the construction of fifty more ovens. Frick aggressively acquired additional coal lands and ovens in the early years of the decade, and by the early 1880s established his company's offices in Scottdale. At the same time that Frick was commencing his coke business in Fayette County, a number of firms were expanding this industry in the southern part of Westmoreland County. Much of this activity was centered in the Mount Pleasant and Scottdale areas. There were an 300 ovens in operation in the Connellsville District by 1870. The flurry of coke oven construction that accompanied the expansion of Pittsburgh iron industry continued until the Depression of 1873 dashed the demand for coke.³⁹

Four resources were identified by the HAER inventory from this early phase of the county's coke industry. On the site of his old grist mill northeast of Scottdale, J. R. Stauffer opened a drift entry mine in the early 1870s and fired forty beehive ovens nearby. As with so many coke operations in this area, H. C. Frick later purchased the Stauffer mine and ovens. A number of mines and coke works were developed at this time, including those of the A.C. Cochran Coal & Coke Company (#073). Similarly, Southwest near Tarrs and Standard Slope Mine near Mt. Pleasant were opened in 1873 and 1878, respectively.⁴⁰

The region's coal and coke industry grew dramatically as the nation recovered from the economic depression of the mid-1870s. This rapid development followed the construction of railroads in the Connellsville and Ligonier districts. By the early 1880s the mines of Westmoreland County were producing between 3.3 and 3.5 million tons of coal each year. In 1890 production reached 8.3 million tons of coal, and by 1900 production doubled to 14.9 million tons that year. More than 18,000 miners were employed in over 100 mines that year. Production continued to expand during the next two decades. Although it may have peaked during World War I, in 1920 the Pennsylvania Department of Mines reported nearly 25,000 mine workers in the county and a production of 24.4 million tons of coal.⁴¹ During the same period coke production was increasing as dramatically as coal production. The greatest producer during this time was the Connellsville District, which had 4,200 coke ovens in 1879, and nearly 21,000 by 1900.⁴² Beginning in the early 1900s new mines and coke works were developed in the Ligonier District, the Klondike District (west of Connellsville), and in the northern reaches of the Greensburg Basin.⁴³

The opening of slope entry mines (so-called because of the sloping angle from the surface of the mine along the coal seam) and deep shaft mines required investment in steam engines and machinery. Stationary steam engines located at the pit mouth pulled loaded cars to the surface, while the compressed air locomotive (1882) replaced mules in some mines. Air-driven cutting machines, drills, and punchers improved mining efficiency in the 1880s, while electric tools, locomotives, loaders, and conveyors were introduced in the early twentieth century. Nevertheless, machinery was unevenly employed across the county. The three tons of coal on average that a miner produced in one day in 1890 grew by one third

in 1910, and nearly doubled to 5.5 tons in 1930.⁴⁴ A typical coal mine after 1910 had boilers, pumps, air compressors, an electric generator, loading machinery, locomotives (or stables), a tippie to sort and load coal into railroad cars or river barges, and/or a preparation plant with mechanical screens, picking tables, and loading brooms. The surface buildings of a large mine created a complex that could include a tippie, office, hoist house, engine or power house, lamp house, machine shop, motor or mule barn, ventilation-fan house, supply house, bathhouse, and storage bins.

The HAER inventory identified seventy-six mines across Westmoreland County, many of which had related coke oven operations. These resources presumably provide a reasonable cross section of mining as practiced in the county, but they are biased towards newer and larger mines by virtue of their survival in the industrial landscape. Only nine extant resources were opened before 1880, nine in the 1880s, and two after 1920. The remaining sixty-two mines were opened between 1890 and 1920. As far as can be determined, capital for approximately one third of the mines came from investors within the county, mostly from Greensburg. Pittsburgh provided the ownership or backing of another third, while Philadelphians and investors from adjacent counties owned the remainder of the mines. Over the years, the consolidation of ownership, especially by the H.C. Frick Coke Company, placed more of the mines under Pittsburgh control.

Henry Clay Frick moved aggressively to purchase coal lands and coke ovens in the 1870s and 1880s. By 1882 he owned 3,000 acres of coal land and 1,022 ovens in Westmoreland and Fayette counties. That year he allowed the Carnegie Brothers to invest in his coke business, and with this new source of capital he continued his acquisitions of coal properties. The Carnegie association linked the Frick Company closely to Pittsburgh capital. At its peak in the early 1900s the H.C. Frick Coke Company owned nearly 40,000 acres of land, forty mines, fifty-three coke works, and more than 10,000 beehive ovens in the Connellsville District. It controlled over half of the nation's coke production in 1900, when Henry Clay Frick withdrew from the company.⁴⁵ The HAER inventory identified twenty-one Frick sites. These Westmoreland County mines, with over 5,000 ovens, employed approximately 6,000 workers in the early twentieth century.⁴⁶ Moreover, the first (1880) and second (1904) general office buildings of the H.C. Frick Coke Company (#118) still stand in Scottsdale, even though Frick himself moved his residence and office to Pittsburgh in the 1880s.

Four other large coal companies, operating largely outside or west of the Connellsville District, played significant roles during the period of consolidation that took place in early twentieth-century Westmoreland County. The HAER inventory identified seven resources of the Westmoreland Coal Company of Philadelphia, which began operations in the 1850s. The company operated eleven mines and employed 2,400 miners by the early twentieth century, but no coke ovens were associated with its seven mines. Beginning in the 1890s, the Pittsburgh Coal Company operated mines throughout southwestern Pennsylvania. The HAER inventory found six sites representing eleven mines that employed approximately 2,000 miners. In 1892 Robert Jamison with his sons and other investors established the Jamison Coal and Coke Company of Greensburg. The HAER inventory identified seven Jamison resources associated with 1,615 ovens and more than 2,800 employees. Finally, the merger of several smaller companies in 1902 formed the Keystone Coal and Coke Company of Greensburg. By 1906 Keystone operated fifteen mines with 2,900 miners at seven identified sites.

Coal tonnage, the number of miners (and operating mines), and beehive oven production all began a long decline in Westmoreland County after 1920. Coal tonnage decreased by nearly 50 percent to under 14 million tons during the 1920s and slipped to 8.8 million tons by 1940. Westmoreland County dropped from second to fifth place among Pennsylvania's bituminous coal-producing counties.⁴⁷ The

number of miners declined by almost two-thirds between the wars, and the production of coke from beehive ovens, as well as the number of ovens, fell below tonnage levels of 1880. Changing markets for coal, competing energy sources, continued mechanization of mining, exhaustion of the Pittsburgh coal seam, labor problems, and the by-product coke oven contributed to the decline of this Westmoreland County industry.⁴⁸ Of the known mine closing dates, 40 percent of the mine closures identified in the HAER inventory took place in the decade of the 1930s, with roughly 20 percent of the remaining closures taking place in each of the decades of the 1920s, 1940s, and 1950s.

Extant structures survive at forty-eight of the mine resources identified in the HAER inventory. Engine houses, mine offices, lamp houses, machine shops, and motor barns are the most frequently surviving structures. There were also a few fan, supply, and bathhouses. Mine tipples, the most visible feature of the mine complex, rarely remain. Many of the mining structures are abandoned or demolished, though some have been re-used.

The beehive oven wasted valuable chemicals that were released during the coking process, and the retort or by-product oven employed a new technology in the late nineteenth century for the recovery of these commercially viable chemicals.⁴⁹ The gas released from the coal was used to heat other ovens and was collected in a by-product house, where it was cleaned and products such as coal tar, light oil, ammonia, and coal gas were obtained. These products were basic materials for hundreds of compounds used in the manufacture of acids, explosives, fertilizers, dyes, drugs, and other products. The coke by-product process supported a chemical industry in the Pittsburgh region. The gases also could be used for fuel in iron and steel making, so the new by-product ovens were built close to the steel mills, not near the mines. In other words, the new by-product plants were market-oriented, not resource-oriented, in their location.

Despite the availability of the by-product technology in the 1890s, Frick and other Connellsville District operators, with one exception, stuck with their highly profitable but wasteful beehive plants. Most of the larger beehive coke makers simply had no economic incentive to make the large capital investment needed to build by-product plants. Instead, it was the large iron and steel makers such as U.S. Steel and Jones and Laughlin that constructed new by-product coke plants, placing them along the Monongahela and Ohio rivers beginning in the late 1910s. Moreover, the coal mined west of the traditional coke areas, which could not be used successfully in beehive ovens, was acceptable for by-product plants. By-product oven production had eclipsed beehive production by 1919. A few coke plants in Westmoreland County closed by 1900, and more than a dozen were shut down by the time of America's entry into World War I. Most of the beehive plants were closed in the 1920s and 1930s and, although the Second World War saw the reopening of a number of these plants, the industry was virtually defunct by the late 1950s. The beehive ovens are rapidly disappearing from Westmoreland County, completing a process of technological substitution begun early in the century.⁵⁰ The HAER inventory located extant ovens at twenty-eight sites, ranging from a few ovens each to banks of 100.

While mining structures have rapidly disappeared, the housing and communities built by the mining companies to accommodate their workers have often survived as prevalent features of Westmoreland County. The HAER inventory identified seventy-nine communities with coal company origins and extant company housing. Half a dozen of these "coal patch" towns trace their beginnings to the 1870s; most were erected after 1880. Mining companies built towns for a variety of reasons. At the most elementary level, they simply needed to house workers, for few housing alternatives existed in the isolated valleys where mines were opened. Moreover, the companies needed to provide goods and services for the same reason. By running the "patch" store and renting the housing, the companies also

could generate profits and exercise some control over their workers, who depended on the company store for credit and who could be evicted from their homes at the employer-landlord's discretion. Thus companies were able to assure themselves of a measure of stability in the work force by controlling both the allocation of housing and the management of the company store. A paternalism, with an eye toward enhanced productivity, often informed company decisions to build good worker housing.⁵¹ Slickville (#010), built by the Cambria Steel Company between 1916 and 1922, was one example in which the standard of housing was high in order to encourage productivity. Arranged around a curvilinear plan, houses were frame, three-bedroom doubles and singles with electricity, bathtubs, hot water, and sewage systems. The Cambria Steel Company also built churches, a school, and doctor's office.⁵²

Industrial paternalism, whatever the motivation, was not a new business innovation in nineteenth-century America. Similar to its existence elsewhere, notably in eastern Pennsylvania's anthracite coal fields, industrial paternalism in Westmoreland County could run counter to workers' interests and civil liberties when economic recessions or labor hostilities occurred. Thus, with an eye on profits, companies sometimes maintained rent levels while cutting wages or enacting work force reductions. The extension of credit during hard times left workers beholden to the company, while evictions from housing worked hardships on those who considered striking or were suspected of involvement in labor organizations. Depending on the perspective, life in a company town could be viewed either as happy and simple, or as repressive and isolating.⁵³

Company engineers often laid out the towns adjacent to, but removed from the mining complex. Houses were usually arrayed in parallel rows, often reflecting a few generations of additions to the original linear plan as the mine work force grew. A few Westmoreland "patches" had curvilinear and rectangular plans. Residential structures were set back from the road with large lots in which gardens were tended. More substantial housing for managers was often placed close to the mine complex. The towns generally included a company store and some combination of a church, fire hall, post office, boarding house for single workers, community center, and/or school. Streets were unpaved or covered with cinders or slag, and a large waste pile from the mine operation, known in western Pennsylvania as red-dog, loomed nearby. In the absence of sewers all residences had outhouses. Water was provided at dispersed pumps, but in the twentieth century electricity was often provided to individual homes from the mine's power house.⁵⁴ Between 1901 and 1914 a network of interurban trolleys connected many patch towns to Latrobe, Scottdale, Mt. Pleasant, and Greensburg, thereby breaking down the isolation of these towns in their remote valleys settings.⁵⁵ The mine and coke works shaped the character of these "patch" towns, including the gray pall that hung over the valleys when smoke from the banks of beehive ovens mixed with the heavy, damp air so common to this region adjacent to the Allegheny Mountains.⁵⁶

In Westmoreland County, as elsewhere in the coal fields, the rows of dwellings consisted of uniform wood-frame, double houses and some single-family houses, often clad with clapboard siding. Most were two stories, but some were one-, one-and-a-half, or two-and-a-half stories. They generally rested on rubble stone, ashlar, or tile foundations and featured brick chimneys. Inside, the houses usually had four rooms, two downstairs and two upstairs. They were uninsulated and were heated by coal stoves. The exteriors featured front porches and in back of the houses stood ash sheds for coal storage and wood-frame privies. Variations from row to row in a "patch" reflected either additional phases of company construction or the more substantial houses of managers. The latter homes, however, were still largely wood-frame construction but were distinguished by ell shapes and the presence of more rooms. Even the company stores were mostly wood-frame buildings of various sizes; only the schools were usually of brick construction. The uniformity of house appearance, of course, belied the cultural diversity of the southern and eastern European immigrants who inhabited these "patches," especially after 1880.⁵⁷

With the decline of mining, increased absentee corporate ownership, and greater union activism after 1920, companies demolished buildings or began to sell houses to workers and to divest themselves of their community responsibilities. Settlements near the early mine closings (pre-1920) were the ones most often demolished.⁵⁸ With new individual construction and local entrepreneurship, many towns grew more naturally around the original "patch" development. The HAER inventory found that most company stores, community centers, and even schools were being re-used for other purposes or were abandoned. The housing, in contrast, was inhabited, altered, and often well-maintained. The uniformity of the "patch" town, although still evident in the plan and general structure of the houses, had given way to the individuality of additions, enclosed porches, various kinds of sidings, new fenestration, and semi-detached duplexes turned into single family houses. Moreover, these former coal "patches" had become suburban-like residential communities, where the inhabitants merely live and travel to work elsewhere in the metropolitan area. While company towns have been intimately associated with the coal mining industry, the new steel and glass industries at Jeannette, Vandergrift, Hyde Park, and Trafford, among others, also built workers' housing. The Vandergrift town plan, designed by Olmsted, Olmsted and Eliot in the 1890s, and Aluminum City Terrace (#170), designed by Bauhaus leaders Walter Gropius and Marcel Breuer during World War II under the sponsorship of the U. S. Public Building Administration, represent the most notable and elaborate efforts in this direction.

Manufacturing

Even though the coal and coke industry expanded as a railroad network was established, manufacturing in Westmoreland County languished between 1860 and 1880. The number of manufacturing employees little more than doubled to only 2,300; if coke workers are removed from this census total, the increase was only 300 workers for the two decades. However, there were shifts in the composition of manufacturing that did indicate that dramatic changes would soon occur. The proportions of both the value of production and employment deriving from artisan services, agricultural processing, and traditional resources (lumber, salt, and iron furnaces) declined sharply, while the proportions of coke, iron and steel, brick works (for coke ovens), and papermaking rose. With the exception of coke, these newer industries still employed only a few hundred workers in 1880, but they were large enough (though still averaging fewer than fifty employees) to triple the county's average number of workers per establishment (from three to ten) and to quadruple the average value of production per establishment (\$4,300 to \$20,300).⁵⁹

In the twenty years from 1880 to 1900, Pittsburgh manufacturers reached into Westmoreland County for production sites where there were convenient natural gas and coal energy sources, excellent railroad transportation, comparatively inexpensive land, and in some cases isolation from perceived negative social influences of the city's union elements. The founding of the industrial towns of Jeannette, New Kensington, Vandergrift, Monessen, and, shortly after the new century began, Trafford, led the metropolitan industrial expansion into Westmoreland County. Local manufacturers in Greensburg, Scottdale, and Irwin among other places saw opportunities as well. By 1900, manufacturing employment multiplied seven-fold with nearly 14,000 more workers than in 1880. The average-sized firm more than doubled in both number of employees (twenty-six) and value of production (\$60,000). Manufacturing workers made up 10 percent of the county population, a tripling since 1880. This industrial expansion continued unabated into the 1920s. By 1920, there were 31,066 manufacturing workers, an increase of another 15,000 since 1900. The average plant again doubled its workforce to sixty-one workers, and the average value of production increased seven times to \$422,000. While the number of establishments and industrial workers dipped with the Depression of the 1930s, the concentration of capital in large plants continued. By 1940, the average county manufacturer employed 109 workers.⁶⁰

In concert with the overall character of the Pittsburgh region, steel mills, foundries, and forges led the industrialization of Westmoreland County (along with coal and coke, of course). The Pennsylvania Industrial Directory of 1916 reported more than 9,000 workers in the iron and steel industry, making up one third of the county manufacturing work force; this total grew to almost 20,000 in 1941, or 50 percent of the industrial work force. Aluminum and glass manufacturing also expanded rapidly, and together with iron and steel employed 60 percent of the work force in 1916 and 80 percent in 1941.⁶¹ Other important new industries were established in electrical machinery, porcelain products, railroad repair, beverages (before 1919), and refractory products.

Iron and Steel

Westmoreland County participated in all phases of southwestern Pennsylvania's iron and steel industry, but the industrial expansion that took place between 1890 and 1930 had the most dramatic impact on the county. In the antebellum era of the industry, smelting iron into pig iron, usually with charcoal for fuel, was done at rural blast furnaces that were located some distance from the puddling and rolling mills that turned the pig iron into wrought iron and iron products. As noted earlier, charcoal iron furnaces were scattered about Westmoreland County's eastern townships (with some casting done at the sites), but these furnaces were far from the main market for pig iron, the rolling mills of Pittsburgh.

The construction of the railroad in southwestern Pennsylvania in the 1850s prompted changes in the region's iron and steel industry. By the 1880s new technologies, large plants, and the integration of production facilities had transformed the industry. As railroad construction west of the Appalachian Mountains increased in the quarter of a century after the Civil War, the demand for rails became the most important segment of the iron market. Simultaneously, the expanding rail network was itself increasing the iron producers' accessibility both to distant raw materials and to consumers. Western iron producers at Mt. Savage (Maryland), Brady's Bend, Cambria, and eventually Pittsburgh scrambled to compete in the rail business in the 1850s and 1860s. Unlike smaller, more traditional rolling mills, the large rail mills required the output of several blast furnaces. This led some producers to integrate coke-fueled blast furnaces with their mill sites to ensure a steady supply of pig iron. The construction of Bessemer-process steel mills in the 1870s to produce steel rails spurred this integration process (and the use of coke) because Bessemer converters consumed ten times the iron of traditional mills. By 1880, the capitalization, output, and work force of the average blast furnace, iron mill, and steel works had doubled, and this trend would intensify during the next ten years.⁶²

The integration of blast furnaces with iron and steel works ended the competitiveness of Westmoreland County's charcoal iron furnaces but stimulated a new coal and coke industry. A few Westmoreland iron manufacturers found it possible to operate in this changing environment. The 1880 census reported eight machine shops, iron works, and foundries. The Mount Pleasant Tool Works turned out agricultural implements, while the Lauffer and Hurst foundry (#005) in Irwin produced stoves and grates in the 1870s.⁶³ Lauffer and Hurst also made wheels, axles, and frogs for mining cars. Indeed, mining equipment became an important market for Westmoreland foundries. Hockensmith Wheel and Mine Car Company (#248) of Penn Borough opened in 1878 and the Scottdale Foundry (#113) began operations in 1880. Both mills cast mining equipment. Three other surveyed resources that made mine products opened in the 1890s, and another opened in 1921. These firms were located close to the early coal mines in the Irwin-Greensburg area as well as to Scottdale and Monessen in the southern part of the county.

Two other companies that opened in the 1880s indicated the emergence of another product niche for Westmoreland County. Located next to the Charlotte iron furnace and rolling mill in Scottdale, the National Foundry and Pipe Works (Duraloy, #112) began production of cast-iron pipe for water and gas in 1885. Two years later a New Jersey firm, the Kelly and Jones Company (Walworth, #221) transferred its factory to Greensburg, where it made valves and steam fittings. During the next fifteen years at least four more companies began making pipe (American Foundry and Pipe Company in Penn Borough, #249), tubing (the Seamless Tubing Company, Monessen), plumbing supplies (Crescent Manufacturing, Scottdale, #117), and boilers (U.S. Radiator Company, West Newton, #077). Like the mining equipment firms, most of these foundries were located near the main lines of the railroads in the early Westmoreland industrial areas of Greensburg to Irwin and Scottdale to West Newton. The exception, the Seamless Tubing Company, which opened at the turn of the century and enjoyed a brief five-year company life before being purchased by outside capital, reflected a growing trend in corporate capitalism. Indeed, outside capital eventually bought three of these previously named firms and merged them into larger corporations.

In the 1880s, rising demand, fierce competition nationally among iron and steel companies, and the tremendous pressures for profitability through large-scale production led both to rapid expansion of steel-making facilities and to the vertical integration of different phases in the production process from raw materials to finishing and distribution of the final product. At the same time efforts to raise capital for new or modernized production facilities and to forestall price (i.e. profit) instability from competition and/or overcapacity resulted in pooled interests, horizontal integration among competitive firms, and, after 1895, corporate consolidations that created national corporations. Moreover, new demands for structural steel for buildings, bridges and ships; rod, especially for wire, fencing, and wire nails; and rolled sheets replaced rails as the major steel products in the 1890s. These products stimulated construction of open-hearth furnaces, which supplanted the Bessemer converters through their relatively low capital costs and high quality of steel.⁶⁴

The addition of open-hearth plants for new steel products and the emergence of large corporate consolidations spilled over into Westmoreland County in the 1890s. The impetus for corporate mergers that consumed several extant county firms came from several capital centers outside western Pennsylvania, but the expansion of new plants into the county came largely from Pittsburgh companies. In this period between 1890 and 1910, the county's greatest number of iron and steel works and the largest plants were established primarily in new industrial satellite towns of the western townships closest to Pittsburgh. The first such expansion in metals manufacturing, however, may have been in the production of aluminum rather than steel. In 1891 the Pittsburgh Reduction Company moved its infant operation from Pittsburgh up the Allegheny River to the boomtown of New Kensington that was being promoted by the Pittsburgh-based Burrell Improvement Company. Eventually organized as the Aluminum Company of America (ALCOA), the operations in New Kensington soon became one of the largest industries in the county with 2,300 employees in 1916 and 7,400 by 1941.⁶⁵ Although most of the manufacturing structures are now vacant or adaptively used (Alcoa's New Kensington Works, #293), Alcoa built other important resources in the 1929 Research Center (#292) designed by the regionally important architect, Henry Hornbostel; an architecturally significant World War II defense housing project, Aluminum City Terrace (#170), designed by Walter Gropius in 1941; and the 1919 Aluminum Club (#055) that provided temporary housing for company personnel.

After the aluminum company's move, Pittsburgh investors built a crucible steel works for specialty alloy tool steel in nearby Lower Burrell in the mid-1890s. With forges, rolling mills, and electric furnaces, the Braeburn Steel plant employed nearly 300 in 1919. Ownership had passed to a

Connecticut firm by then, but it returned to Westmoreland interests in 1922. New Kensington (including Arnold and Parnassus) became the home of other industries, including the Pennsylvania Tin Plate plant.

Northeast of New Kensington on the Kiskiminetas River, the Apollo Iron and Steel Company of Pittsburgh bought a farm in 1892 and built a new steel works and town at Vandergrift between 1895 and 1897. The extensive works produced open-hearth ingots, sheet, bars, and black and galvanized sheets, and employed 3,400 workers by 1912. The company joined the American Sheet Steel trust in 1899, which had county plants at New Kensington, Scottdale, and Monessen, and which in turn became part of the United States Steel Corporation created in 1901. The Apollo Iron and Steel Company hired the prestigious firm established by Frederick Law Olmsted--Olmsted, Olmsted, and Eliot--to plan the town of Vandergrift. Although compromising alterations by the steel company led the Olmsted firm to be disappointed in the final plan, Vandergrift received acclaim as an example of responsible industrial planning for workers. Much of the town's building fabric remains intact, as it does for the adjacent speculative residential communities of East Vandergrift and Vandergrift Heights, in which company managers were principal investors.⁶⁶

At the same time that New Kensington and Vandergrift were being developed as industrial sites and cities, another group of Pittsburgh capitalists purchased 211 acres of level floodplain at Monessen, situated on the east side of the Monongahela River in Rostraver Township. Located 30 miles from Pittsburgh, near coal, coke, and gas resources and served by river and rail transportation, this site had potential for industrial development that the investors correctly recognized in 1884. They sold land to William Donner of Indiana, who began producing tin plate in 1898. By 1903 it was the largest tin plate works in the nation, and like Apollo Iron and Steel Company it became part of the American Sheet and Tin Plate Company. Two other companies, Monessen Foundry and Machine Company and the Steel Hoop Company also constructed plants at the end of the century. Steel Hoop produced spring steel and hoops. Carnegie Steel purchased the company in 1900, and it became part of U. S. Steel a year later. The plant closed in the 1920s when the prohibition on alcoholic beverages diminished the demand for barrels.⁶⁷

In 1900 Page Steel and Wire Company (#203) opened a rod and wire works with open-hearth furnaces. Page Steel produced wire of various kinds as well as fencing. It employed 650 workers in 1916. The American Chain Company purchased Page Steel in 1920. Finally, in 1902 the Pittsburgh Steel Company commenced production of a new rod and wire works. In the ensuing years, it built blast furnaces, open hearths, and blooming and billet mills. The enormous 160-acre works produced annealed and galvanized wire, barbed wire, wire fence, and wire nails. The plant employed over 3,000 workers in 1916. In 1929, Pittsburgh Steel purchased the successor company of the Seamless Tubing Company, Pittsburgh Steel Products, which had opened in Monessen in 1904.⁶⁸

While New Kensington, Vandergrift, and Monessen were the largest industrial satellite towns of Pittsburgh in Westmoreland County, two others were also developed in this era of metropolitan expansion. Jeannette was devoted to glass manufacturing and will be discussed later. The Westinghouse Electric and Manufacturing Company, which had works at East Pittsburgh in the Turtle Creek Valley (Allegheny County), purchased land for a foundry farther up the valley along the Pennsylvania Railroad. Westinghouse constructed its Trafford foundry in 1903 to make castings for its turbines, but the foundry also turned out castings such as automobile engine blocks for other companies. The foundry typically employed around 500 workers. Westinghouse also built housing in the new borough of Trafford, a town created within a year of the foundry's opening. While the foundry was razed in 1962, the Westinghouse

Electric Company's Micarta plant (see #256) was built next to it in 1929 for the production of innovative formica materials. Though vacant, it still stands today.

Just as the mining industry provided opportunities for Westmoreland foundries to produce mining parts and equipment, the steel industry created markets for local founders. The HAER inventory identified six companies that produced equipment used in steel making. The oldest in the HAER inventory was the Avonmore Foundry and Machine Company, opened in 1891 and later called the National Roll and Foundry Company (#295). It acquired an adjacent foundry about 1915 that also had begun operations in the 1890s. National Roll and Foundry made cast steel rolls and sleeves. Down the river valley from Avonmore at Vandergrift, another foundry opened in 1901 as a subsidiary of the Apollo Iron and Steel Company. Like its parent company, it had functioned for years across the river in Armstrong County before moving to Vandergrift. It was purchased by United Engineering and Foundry Company (#079) in 1902. It made steel rolls, forging presses and hammers, and other mill equipment. During the 1890s, a third foundry began the production of brass and iron castings for rolling mills. Opening late in 1898, the Monessen Foundry and Machine Company also made valves and by-product coke oven equipment.⁶⁹

While these foundries emerged with the expansion of the primary steel industry throughout the Pittsburgh industrial district between the 1880s and the 1910s, three other foundries began between 1918 and 1932 in Latrobe with apparent connections to the specialty alloy steel plants that commenced there before World War I. The alloy steel industry came to Latrobe in 1910 when the McKenna brothers of Pittsburgh, who were brass manufacturers, established the Vanadium-Alloy Steel Company (#087). By 1919, 184 workers at the plant produced high-alloy steel. The Latrobe Electric Steel Company (#186) was organized in 1913 and used electric furnaces to produce tool steel. Latrobe investors were part of a group that purchased Braeburn Steel Company in Lower Burrell in 1922 and renamed it Braeburn Alloy Steel Corporation. Clearly, Latrobe had become a center of alloy steel production in the region.

In 1918, the Latrobe Die Casting Company (#140) began to produce alloy dies at a small foundry. Five years later Vulcan Mould and Iron Company (#137) was established opposite Latrobe Electric Steel to make ingot molds for the tool steel industry. The business just recently closed, but at the time of the HAER inventory three original buildings and some early machinery were extant. In the early 1930s, Latrobe Foundry Machine and Supply (#187) began to make custom castings. Philip McKenna left Vanadium-Alloy Steel in 1938 to form Kennametal Company (#141), which produced tungsten carbide cutting tools and rolls for the steel industry.

Several other metal manufacturers established plants in Westmoreland County whose products supported the region's electrical equipment and railroad industries. The American Conduit Manufacturing Company opened a plant for enameled conduits in New Kensington. It eventually became part of General Electric Company. Five years later in 1903, the Union Spring and Manufacturing Company (#173) began production of coiled springs for railroads in New Kensington. During the same year, Westinghouse built its transformer foundry in Trafford. In 1914, William S. Elliot moved his plant from East Pittsburgh to Jeannette. The Elliot Company (#215) had a foundry, machine shop, pattern shop, and office building, where it made condensers, turbines, generators and, eventually, motors. In the same year, the Railway and Industrial Engineering Company (#220) moved from Wilkinsburg (adjacent to Pittsburgh's East End) to South Greensburg, where it produced electrical switching equipment, especially for public utilities. Twenty-five years later, R. E. Uptegraff relocated his transformer company (#111) from Pittsburgh to the site of the former American Sheet and Tin Plate Company in Scottdale. Although not directly associated with the electrical industry, Robertshaw Thermostat Company (#280), founded by

Pittsburgher F. W. Robertshaw, built a large plant in Youngwood in 1914 south of Greensburg and operated a foundry and assembly plant (#116) in Scottdale after 1942.

The many metals manufacturing companies in Westmoreland County reflected the larger developments of the Pittsburgh industrial region, of which it became an integral part. The investment of Pittsburgh capital in new industrial sites or in the relocation of Pittsburgh plants to Westmoreland County locations is evidence of this integration. The largest plants were the primary aluminum and iron and steel works in the new industrial satellite towns, which produced rod, wire, sheet, and tubing. Latrobe companies established a position in specialty steel production, while other Westmoreland manufacturers made pipe, fittings, valves, and boilers for the hardware and plumbing supply industries. Finally, Westmoreland foundries found market niches in the production of mining, steel making, and electrical equipment.

Refractories and Ceramics

Westmoreland County contains deposits of clay, stone, and sand, found primarily in its northern townships, that once supported a variety of quarrying and processing industries. Most of these enterprises were linked by market and/or capital to construction needs and to the primary coke, glass, and iron and steel industries of Pittsburgh and the surrounding industrial region. Sand for glass-making was dug at Derry (Derry Glass Sand Company, #090, Millwood Glass Sand Company, #091) and near Latrobe, while gravel and crushed stone were produced at several sites. The prominent Booth and Flinn Company of Pittsburgh operated stone quarries at Torrance, Bolivar, and the Loyalhanna Gorge near Ligonier (#089). In addition to crushed stone, Booth and Flinn also supplied limestone "Belgian" block for street paving in Pittsburgh. The Loyalhanna quarry, which had opened in 1874, had been purchased by Booth and Flinn in 1888 to supply materials for its operations in Pittsburgh, where Flinn was a major city street contractor. There are a few archeological remnants from this once-large quarry.

Brickworks also made clay bricks for construction purposes. Federal censuses recorded a few brickworks and small numbers of employees beginning with the Sixth Census of 1840. The HAER inventory identified only Keystone Clay Products of Greensburg (#286), which was established in 1906. A concrete ramp and platform are now all that remain of this complex, which once included kilns and buildings.

The most important branches of these industries in Westmoreland County were the refractories that made fire bricks and tiles for beehive ovens, glass furnaces, blast furnaces, open-hearth furnaces, ladles, hot stoves, railroad steam engines, and other crucibles. Accordingly, the record of refractories in the county follows closely the fortunes of the coke, glass, and iron and steel industries in the region. Among the earliest refractory operators in the county was James Glover, who began shipping fire brick by boat to Pittsburgh from his new plant at Bolivar in the early 1840s. In 1845, Samuel Kier, a Pittsburgh merchant and canal shipper, built at Salina a works for making fire brick (#123) and shipped his products via the Pennsylvania Main Line Canal to Pittsburgh, where there were growing numbers of iron rolling mills. Another former Pittsburgher, Isaac Reese, constructed the Apollo Fire Brick Works in 1866. With other partners, Reese purchased another works at Bolivar the same year. This was identified in the HAER inventory as the Reese, Hammond Fire Brick Company (#184). By 1880, seventeen brickworks in the county employed 338 workers.⁷⁰

The shift from the manufacture of iron to steel in the Pittsburgh region after 1880 markedly enhanced the demand for fire brick, as the Bessemer converter and open-hearth furnace used large

quantities of refractory brick. The McFeely Brick Company (incorporated in New Jersey) opened a works near Latrobe (#092) and a second plant at Bolivar a few years later. In 1919 these two plants employed 205 workers and made fire bricks for the steel, copper, and glass industries. At Gratztown, the Yough Clay Manufacturing Company (#015) made fire bricks for coke ovens. These identified resources and several other brickworks in the county employed 721 workers in 1919.⁷¹ Brickmaking was labor-intensive before 1910. The fire clay was often found under coal veins and was mined with picks, hand drills, dynamite, wagons, and mules. The grinding, molding, drying, pressing, and firing of clay in kilns were performed with little in the way of mechanization. Like the county's coal operators, the refractory companies used men and boys and built company towns for the work force (McFeely Brick Company, #093, Kier Fire Brick Company, #124). A few of these brick companies, such as McFeely and Kier, ran their own coal mines in order to supply their brickworks with fuel.⁷²

After 1900, new products, the necessity for research and development, new production technologies (after 1910), and the desire to meet the enormous demands of the new integrated steel corporations resulted in corporate consolidations throughout the refractory industry. One of the surviving corporate giants, Harbison-Walker Refractories Company of Pittsburgh, bought out Isaac Reese's plants in 1902. In 1928, Kier Fire Brick Company modernized its Salina plant by installing two tunnel kilns and by electrifying most processes. General Refractories of Philadelphia purchased Kier in the 1930s.⁷³ Because the Great Depression hit the coke and steel industries very hard, the refractories also suffered, and in 1941 only four refractory companies still operated in Westmoreland County.⁷⁴

Local clay deposits also supported a small porcelain industry. The Derry China Company (#198) opened in 1902 at Derry, Pennsylvania, and made porcelain dishware. In 1908, the Pittsburgh High Voltage and Insulator Company, maker of electrical insulators, purchased Derry China and the adjacent Derry Brick Company (#199). Westinghouse Electric Company of East Pittsburgh took over Pittsburgh Insulator in 1914 and expanded the manufacturing operation (#196) in the late 1920s. The Greensburg site of another china works was purchased in 1930 by the Porcelier Manufacturing Company (#223), where it made ceramic bowls, fixtures, and other products for national retail chains. Pittsburgh Plate Glass bought the plant in 1954. Finally, in 1940 the Stupakoff Ceramic and Manufacturing Company (#188) moved from Pittsburgh to the site of a defunct Westmoreland County foundry and manufactured ceramic electrical parts and circuits. These three ceramic manufacturers employed over 800 workers in 1941.⁷⁵

Glass

Westmoreland County glass firms have played a significant role in the American glass industry since the late nineteenth century. Glass making in the county took place in three of the industry's four branches: window (or sheet) glass, tableware, and bottles (containers). Plate glass was not represented. Within these three branches, Westmoreland County manufacturers excelled at window and tableware production, and they made significant contributions to the national industry with their products, factories, and processes. Although there was some glass making in Greensburg in the 1870s, the industry's true beginnings can be traced to Jeannette during the late 1880s, which became the center of county glass making.

Pittsburgh had been the center of glass making in southwestern Pennsylvania since the late eighteenth century, but changes in transportation, fuel resources, capital investment, and the city's manufacturing environment encouraged industrialists to move their operations to adjacent, largely rural areas such as Westmoreland County. Land in Pittsburgh was both expensive and in short supply;

sufficient railroad sidings were scarce; ash disposal increasingly posed problems as lands adjacent to the river filled up; and the natural gas supply to the city's Southside, where most of the glass houses were located, was both unsteady and costly. The county's rich natural gas deposits, proximity to the Pennsylvania Railroad's main line, and abundant (and cheaper) open space attracted glass manufacturers who had been cramped into aging Pittsburgh neighborhoods. Jeannette's founders, H. Sellers McKee and James Chambers, were scions of old glass-manufacturing families who came to Westmoreland County to escape Pittsburgh's problems. McKee's family owned one of Pittsburgh's oldest and best known tableware factories, and Chambers had succeeded to his father's window glass business. To expand their operations, they secured the backing of Philadelphia financiers and in 1888 purchased several large farms near the small Westmoreland County town of Grapeville, just east of Pittsburgh, where they subsequently developed the town of Jeannette. Jeannette was named after McKee's wife and was the first of the county's new manufacturing cities.⁷⁶

In layout and size, the new factories at Jeannette bore little resemblance to traditional nineteenth-century glass-manufacturing facilities. Unlike the plants they abandoned in Pittsburgh, McKee and Chambers conceived and constructed fully integrated factories at Jeannette. Expansion in Pittsburgh had been piecemeal and often had resulted in geographically separated and redundant operations. At Jeannette, all functions flowed continuously from melting the batch to shipping the finished materials. The new plants were also substantially larger. Chambers' old Pittsburgh plant consisted of seven buildings on several acres, but the Jeannette factory of Chambers-McKee (American Window Glass, #149) filled seventeen buildings sprawled over thirty-five acres of land. Similarly, McKee's tableware factory at Jeannette (#147) was initially 50 percent larger than his Pittsburgh facility. Within five years, however, he expanded the plant over several additional acres, added at least one building measuring 300' x 150', and more than doubled the factory's capacity. Chambers also had expanded, but after a financial falling-out with McKee in 1891, he built a new factory at Arnold that strongly resembled the Jeannette operation of Chambers-McKee.⁷⁷

Technological innovations also distinguished the new Jeannette glass factories from both their immediate predecessors and their contemporaries. Most striking was the window-glass house. Until 1889, American manufacturers made window glass in the traditional fashion known as the furnace and pot system. In this process, a blended batch of silica, lime, soda or potash, and broken glass (or cullet) along with traces of arsenic, manganese or cobalt was placed in pots and melted in large furnaces containing eight to fifteen pots. A team of gatherers and blowers, known as a shop, spent a full day working out the contents of an individual pot, after which it was refilled and then melted over a twelve- to fourteen-hour period for working the next day. Pot size determined the length of the workday, while the rhythms of filling and melting dictated when work began and when it stopped. The continuous tank installed by Chambers and McKee, the first in America, transformed everything about the batch melting process and reshaped the workday of gatherers and blowers. The tank changed batch melting from a discrete to a continuous process. Continuously loaded into the hottest end of the tank, the batch mix melted and flowed through successively cooler chambers until it reached the other end, where it had cooled to precisely the correct temperature for working by the blower and gatherer. The continuously ready "metal," as the melted batch was called, facilitated twenty-four-hour production and a rationalized workday. Instead of the stepped shifts of pot and furnace production, the Chambers and McKee Company ran three consecutive shifts of eight hours each. The new technology resulted in glass of improved quality as well. Using gas both to fire the tank and to flatten the glass, Chambers and McKee's glass lacked the sulphur residue commonly present on glass melted in the traditional coal-fired process.⁷⁸

The McKee Glass Company also took advantage of the latest technology, employing the continuous melting process in the tableware factory. The tank measured approximately 12' x 7', with a depth of 20" and held nearly 10 tons of "metal." In addition to the technological and process-related reasons for doing so, however, the tableware manufacturer also realized substantial cost savings by substituting tanks for pots. The tank encouraged and facilitated the installation of machine technology developed independently by Michael Owens in the 1890s and leased by McKee. The Owens semi-automatic bottlemaking machine "revolutionized the pressed and blown glass section of the industry" by replacing the off-hand process, in which blowers turned out individual pieces using blowpipes and side-lever presses. The machine increased production 50 to 100 percent, while "direct labor costs were reduced from forty to forty-six percent."⁷⁹ Other innovations emerged from within the company. Henry A. Ruhe, who was in charge of the engraving department, developed and patented engraving machines for turning out a special line of ware, to which McKee purchased the exclusive rights.⁸⁰

Between 1890 and 1910, other changes in corporate organization and technology further transformed glass production at the McKee Glass Company. McKee sold the company to the National Glass Company tableware trust in 1899. "Greatly overcapitalized and expensively run," the National Glass Company in 1904 "ceased to be an operating company and became a holding company." Andrew J. Smith, its former manager, leased the Jeannette works, renamed it the McKee-Jeannette Company, and refocused its product line from chimneys, tumblers and jars, to a concentration on a higher grade of glassware and tableware. It was subsequently described as "the largest flint glass factory in America." A series of patent violations between 1907 and the 1920s cost the company dearly, both monetarily and competitively. On the other hand, McKee Glass benefitted from its association with the Corning Glass Company, under whose authority it began producing heat-resistant "Pyrex" cookware. It continued with its own brand once patents had expired.⁸¹

The Jeannette Glass Company (#146) also operated in this town during the same period. Between its founding (in 1898) and 1917, the company turned out a line of bottles and glass containers using semi-automatic O'Neil bottle blowing machines, which were variations on the Owens machines that were leased to other companies. In 1920, after it was acquired by Chicago capital, the firm shifted production to pressed ware. The company entered a long period of decline between the Great Depression and the late 1950s before it was purchased by Cleveland industrialist Maurice Stonehill, who also purchased the neighboring McKee Glass Company.⁸²

Changes in window-glass technology were occurring at the same time with the financial backing of James Chambers. In 1899 Chambers assembled considerable Pittsburgh capital to organize the American Window Glass Company (AWGC), formed from the amalgamation of forty-one window glass factories, including Chambers-McKee in Jeannette and Chambers' own factory in Arnold. Under the AWGC, both of these factories prospered as the trust closed plants that were marginally productive. Equipped with the ability to finance research and development, the company supported John Lubbers, a long-time Chambers flattener, in his development of the cylinder blowing machine in 1903. By 1905, the company had closed all but six of its factories and had converted the remaining plants to machine production. The cylinder machine transformed window glass production by eliminating blowers and gatherers from the production process. Jeannette and Arnold remained the company's two flagship factories.⁸³

Two decades later, the company updated its technologies in both plants by replacing the Lubbers cylinder machines with Fourcault process sheet drawing equipment, but it thereafter failed to keep current with technological developments. Although it did install several other sheet processes over time, the

AWGC continued to rely on its Fourcault machines, even as the rest of the industry changed over to far more efficient processes. Moreover, during World War I, glass giants Pittsburgh Plate Glass and Libbey-Owens entered the window-glass field. By building large modern plants and keeping up with new technologies, they soon relegated the AWGC to secondary status in the industry.⁸⁴

In nearby Grapeville, Pennsylvania, the Westmoreland Glass Company (#148) operated one of the area's longest running and best-known glass factories. In 1890 an electric light bulb manufacturer, Specialty Glass Company of East Liverpool, Ohio, built a sixteen-pot furnace on thirteen acres in Grapeville. The firm changed its name to Westmoreland Specialty Company and began to make condiment jars and other specialty glass items. It soon doubled its capacity and within a few years employed 300 to 400 people. Although the firm never adopted innovative technologies, it became widely known for its distinctive products, particularly its lines of "depression glass" and "milk glass," both of which are highly valued collector's items today.

The Empire Glass Company in Jeannette began to make molds for glass bowls at the turn of the century. A group of workers acquired and renamed the firm Jeannette Shade and Novelty Company (#171) in 1910. It manufactured glass ware for national retail chains, advertising glass for stores, and gasoline pump globes. Other small glass firms settled in Jeannette over the years, and the six to eight firms that made up the complex of Jeannette glass manufacturers employed approximately 2,500 workers before World War I.⁸⁵

In addition to the American Window Glass Company's other plant at Arnold and its glass sand quarry at Derry (#090), the Westmoreland County glass industry was also represented at Greensburg and Mount Pleasant. Greensburg Glass Company (#225), with roots in the 1870s, produced bottles into the 1920s, at a time when it added tableware to its line of products. In the 1930s a businessman from the state of Indiana opened a branch of his Overmyer Mould Company in Greensburg to make glass molds. Like Chambers and McKee, prominent Pittsburgh glass manufacturer James Bryce decided to open a new glass factory outside the city in 1889. Selecting Mount Pleasant, Bryce and his sons made lead crystal glassware. Bryce Brothers (#041) employed over 500 workers before World War I. In 1907, businessmen from Jeannette and Greensburg began the L. E. Smith Glass Company (#046) and made small jars and dinnerware. The company also made automobile lenses for the Ford Motor Company before World War II.

Clearly, Westmoreland County's glass manufacturers occupied a prominent place in the history of American glass making. In window glass, the product may have been less than spectacular, but the technology utilized by the entrepreneurs and their factories led the industry for nearly forty years. On the other hand, glass makers such as McKee Glass, Jeannette Glass, Westmoreland Glass, and the Bryce Brothers became known primarily for their wide variety of tableware and specialty products. It is significant that, as a whole, Westmoreland County glass makers enjoyed great longevity in an industry where few companies survived beyond their first few years. Altogether, the twelve or so glass manufacturers in the county employed over 4,000 workers in the early twentieth century, and made glass the third largest county industry (behind coal and coke, and iron and steel) in the first three decades of the twentieth century.

Notes: Overview

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15. Greater Centennial Corporation, One Hundred Years of Latrobe, Pa. (Latrobe, PA: n.p., 1954), 125; and John J. Wilson, History of Sewickley Township and Suterville (Herminie, PA: 1962), 7 and 155.
16. U. S. Census, Manufactures, 1860, 533-534. The U. S. Census reported seventy-five saw mills in 1850. U.S. Census, Manuscript Schedules, 1850.
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Atlantic Crushed Coal & Coke Company: Snydertown (Company Houses)

I.D. No.: 192

Center Rd. off SR 1020, E of its juncture with Rte. 982
E of Latrobe Borough, Derry Twp.

Construction Date: ca. 1890

DESCRIPTION: There are several extant company-built houses at Snydertown, south of Saxman Run, near the intersection of the Latrobe-Derry Road and State Route 982. Also, a number of company-built houses stand near St. Mary's Byzantine Catholic Church. (Note: Snydertown in Derry Township should not be confused with an area called Snydertown, south of the patch town of Central, in East Huntingdon Township. This latter Snydertown contains only five small cottages. See entry of H. C. Frick Coke Company: Central Mine, Coke Works, and Town.) The company-built houses in Snydertown are typical of those found in western Pennsylvania's coal towns: each is a two-story, wood-frame double house with a gable roof, double-hung sash windows, brick chimneys, and a rubble stone foundation. Nothing remains of Atlantic mines Nos. 1 and 2; and the coke works at No. 2 has been demolished. Along Saxman Run, east of the intersection of the Latrobe-Derry Road and Route 982, was the location of the Bessemer Coke Company's Duquesne mine and coke works. Developed about 1900, the mine had a slope entry and the coke works contained about 250 beehive coke ovens. This property was reclaimed many years ago and no structures survive from the mine or coke works.

HISTORY: Residents of Snydertown worked at the Atlantic No. 1 or No. 2 mines. The Gem Coal & Coke Company opened Atlantic No. 1 about 1890 and the Atlantic Crushed Coke Company purchased this operation in 1894. Atlantic Crushed Coke operated nearly eighty beehive coke ovens in conjunction with the No. 1 mine. The company's No. 2 mine, a shaft that reached a depth of 160', opened about 1899, when the No. 1 mine was nearly worked out. (The No. 1 mine was abandoned by 1902; that year the shaft-entry No. 3 mine was opened.) A coke works at the No. 2 mine was built about 1917. In the early 1900s the No. 2 was the smallest producing mine of the company's Atlantic mines. However, by 1918 it produced nearly 63,000 tons of coal, about 4,000 tons more than No. 3. The No. 2 mine at Snydertown remained in operation longer than the No. 3 mine. It finally closed in the late 1940s. (Also, see entry below.)

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**Atlantic Crushed Coal & Coke Company:
Atlantic Mines, Coke Works, and Town**

I.D. No.: 097

N and W of 1st Street
Atlantic, Derry Twp.

Construction Date: ca. 1903

DESCRIPTION: Located along Union Run, just north of the patch town of Atlantic, the remains of the company's mine No. 3 and coke works at Atlantic include two batteries of beehive coke ovens, a tipple, and the ruins of several mine buildings. The coke works retains approximately 100 coke ovens, including beehive bank ovens, as well as beehive block and rectangular ovens. The ovens are constructed with brick and stone fronts and stone retaining walls. The reservoir that impounded water from Union Run for the coke works remains, though it is filled with silt and overgrown with vegetation. The tipple is a heavy timber structure in fair condition. Only one mine building stands, a one-story wood-frame structure with board-and-batten siding. This building is partially demolished. The foundations of other buildings are found along Union Run west of the coke ovens.

The town of Atlantic retains about twenty company-built houses situated in two rows on a hillside above the mining complex. A frame building that may have served as a school is located west of the patch. The residences are typical of coal company-built houses found in western Pennsylvania: each is a two-story, wood-frame double house with clapboard siding, a gable roof, one-over-one-light double-hung sash windows, two brick chimneys, and a clay-tile foundation. Modifications include the application of new siding over the original wood siding, enclosed porches, room additions, altered windows, and the conversion of double houses to single-family houses. The wood-frame building that may have served as the school has one-and-a-half stories, wood siding painted white, a gable roof covered with slate, and a rubble stone foundation. This building is now used as a garage. The company store in Atlantic has been demolished.

HISTORY: By the mid 1890s, the Atlantic Crushed Coke Company of Greensburg operated two mines, No. 1 and No. 2 at Snyderstown near Latrobe. The company's mine No. 1, southeast of Snyderstown, was opened about 1890 by the Gem Coal & Coke Company. Purchased by Atlantic Crushed Coke in 1895, this slope-entry mine closed by 1901. The shaft-entry Atlantic mine No. 2 opened as the No. 1 mine was being worked out. By 1903 the Atlantic Crushed Coke Company had completed its No. 3 mine and coke works and had constructed a company town. Called Atlantic, this town was located about 3 miles northeast of Snyderstown. The Atlantic mines and coke works were served by the Pennsylvania Railroad. By 1906 mines Nos. 2 and 3 produced about 137,000 tons of coal, and the beehive coke works produced nearly 31,000 tons of coke. A fourth mine, Atlantic No. 4, was constructed north of Latrobe in 1907. Adjacent to this shaft opening was a coke works containing eighty-six Belgian-type ovens. By 1914 Atlantic Nos. 2 and 3 employed 225 miners and were producing 293,000 tons of coal. These two mines used four electric locomotives to move coal to the surface. There were 120 beehive ovens and sixty rectangular ovens at these mines in 1914. Atlantic No. 3 was closed by the 1930s. The No. 2 mine at Snyderstown had eighty beehive coke ovens and produced 600 tons of coal daily employing seventy miners in 1935. That year the preparation equipment used at Atlantic No. 2 included mechanical screens, picking tables, and loading booms. This mine closed after the Second World War.

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Bessemer Coke Company: Humphries Mine, Coke Works, and Town

I.D. No.: 127

1st, 2nd and 3rd Sts. W of Rte. 130
Humphries, Unity Twp.

Construction Date: ca. 1897

DESCRIPTION: The town of Humphries, located on a branch of Sewickley Creek, retains about twenty-five company-built houses. These residences line three streets and are typical of coal company houses found in southwestern Pennsylvania: they are two-story, wood-frame double houses with clapboard siding, a gable roof, double-hung sash windows, single brick chimneys, and a clay tile foundation. All of the houses have been modified with the addition of asphaltic or aluminum siding over the original wood siding, the enclosure of porches, and the installation of new windows. The company store has been demolished. The coke works is largely demolished with only two beehive coke ovens standing. They are located along a curve in the road (Route 130). The remains of the tippel and other mining buildings are situated immediately south of the patch on Route 130.

HISTORY: About 1897 the Bessemer Coke Company of Pittsburgh, J. H. Hillman, president, and R. L. Martin, general manager, opened the Humphries mine and coke works in Unity Township. Served by the Southwest Branch of the Pennsylvania Railroad, the Humphries mine had a slope entry and exploited the 90"-thick Pittsburgh seam. Between sixty and seventy miners were employed at the mine during its early years of operation. In 1897 the mine produced nearly 75,000 tons of coal and the coke works, containing 100 beehive ovens, produced over 50,000 tons of coke. By 1900 the Bessemer Coke Company operated three mines and coke works in Westmoreland County--Humphries, Saint Clair, and Empire--and ranked ninth in coal production in the Pennsylvania's Second Bituminous District. In addition to its mines and coke works in Westmoreland County, Bessemer Coke operated Griffin Nos. 1 and 2 near Masontown in Fayette County. (The Griffin No. 2 coke works contained a battery of rectangular coke ovens, one of the earliest of this type in the region.)

The Bessemer Coke Company, with offices in Pittsburgh's Oliver Building (corporate offices for a number of large coal concerns in western Pennsylvania), expanded in the early 1900s. The company added another mine and coke works to its Westmoreland County operations which it called Duquesne. This property was located south of Bradenville near Latrobe and the coke works established here was about twice the size of the Humphries coke works; however, the Duquesne and Humphries mines, both

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with slope entries, were comparable in size. In 1900 the Humphries mine and coke works employed 150 men and boys, the company's second-largest operation in Westmoreland County. (With 235 employees the Bessemer Coke Company's Saint Clair mine was larger.) The Humphries mine produced about 108,000 tons of coal in 1906 with a work force of 111 persons.

In the early 1900s the company added about fifty rectangular ovens at the Humphries coke works, which at this time was producing between 50,000 and 60,000 tons of coke each year. (The Bessemer Coke Company was one of the earliest coke-making concerns in the region to construct rectangular ovens.) By 1915 the Humphries mine and coke works was included within Pennsylvania's Eleventh Bituminous District. That year the Bessemer Coke Company, led by general manager W. L. Affelder, ranked seventh in coal produced in this district. The mine was fully electrified and A. B. Kelly of Greensburg served as mine superintendent. The coke works contained 145 rectangular and beehive coke ovens and produced nearly 97,000 tons of coke. The mine employed forty-eight miners and the coke works employed sixty-seven persons.

After the First World War the Hillman interests reorganized the Bessemer Coal & Coke Company, renaming it the Hecla Coal & Coke Company. W. L. Affelder who was general manager of Bessemer Coal & Coke remained in this position with Hecla Coal & Coke. (This latter company is sometimes confused with the Hecla Coke Company which founded the Hecla mines and coke works in Mount Pleasant Township in the late nineteenth century, and was owned by the Thaw estate of Pittsburgh. Based in the town of Mount Pleasant, the Hecla Coke Company sold these properties to the H. C. Frick Coke Company in 1906.) In addition to Hecla Coal & Coke, Hillman controlled the Thompson-Connellsville Coke Company, the Orient Coal & Coke Company, the Tower Hill-Connellsville Coke Company, the Emerald Coal Company, and the Moffitt-Sterling Gas Coal Company. In all, Hillman owned eighteen mines, fifteen of which were in the Pittsburgh, Connellsville, Monongahela River, Youghiogheny River, and Irwin Districts, two of which were in the Quemahoning District of Somerset County, Pennsylvania, and one of which was in northern West Virginia. The Hillman interests operated eight coke works which had an annual capacity of 2 million tons, produced in 1,848 beehive ovens and 662 rectangular ovens.

As part of the reorganization of Bessemer Coal & Coke, the new Hecla Coal & Coke Company operated several mines and coke works in Fayette County including Griffin Nos. 1, 2, and 3, Isabella Nos. 1 and 2, and the Crystal mine and coke works. By 1929 the mine had changed hands again. Its new owner, the Humphreys Coal and Coke Company of Greensburg, was led by A. B. Kelly, a long-time superintendent at Humphries. In 1929 the company employed 281 persons, produced over 89,000 tons of coal, about 57,000 tons of coke, and operated 145 beehive coke ovens. During the Second World War the company ran three shifts in the mine, employing 300 miners. The Humphries mine produced about 1,300 tons of coal daily. The mine and coke works closed in 1946.

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**Bradenville Coal & Coke Company:
Bradenville Mine, Company Houses, and Store**

I.D. No.: 193

Rte. 982 .2 miles N. of juncture with SR 1020
Bradenville, Derry Twp.

Construction Date: ca. 1914

DESCRIPTION: The residential area and store built by the Bradenville Coal & Coke Company at Bradenville are located along two parallel streets. About forty company-built houses survive. These include both single-family houses and double houses. The double houses are typical of those found in the region's mining towns: they are two-story wood-frame buildings with gable roofs, two brick chimneys, and stone foundations. The single-family dwellings also contain two stories, are of wood-frame construction with gable roofs and stone foundations. The front entrances to these residences are at the gable ends and each house contains a single brick chimney. A number of Bradenville's company-built houses retain their original clapboard siding, but most have been altered with asphaltic or metal siding.

The company store is a two-and-a-half-story building; its clapboard exterior is covered with aluminum siding. Resting on a stone foundation, the building is L-shaped, measures approximately 120' x 44', and has an intersecting gable roof and a tall brick chimney. Its main facade retains two of its original storefront windows. One section of the interior retains its original paneling with egg and dart motif but the remainder of the building has been remodeled into apartments. Part of the store is operated as a small neighborhood grocery by Joe Cignetto.

No mine structures remain from either of the Bradenville mines, although local informants believe a battery of beehive coke ovens exists in greatly deteriorated condition.

HISTORY: The Bradenville Coal & Coke Company was established about 1914 by Mathias W. Saxman, a prominent Latrobe businessman with interests in several other coal and coke companies in Westmoreland County. The Bradenville mine had a slope entry and its coke works contained 194 beehive ovens. This coal and coke property was served by Pennsylvania Railroad's Pittsburgh Division. By 1915 Bradenville Coal & Coke employed 195 persons and had J. F. Chow serving as superintendent of its works. Of the top thirty producers in Pennsylvania's Second Bituminous District of 1915, Bradenville Coal & Coke ranked seventeenth. That year the mine produced over 110,000 tons of coal; however, the

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coke works produced only about 2,000 tons of coke. The company improved its coal operation in 1910, opening a second entrance, a shaft, and constructing a headframe above the shaft. In addition, Bradenville Coal & Coke built a new carpenter and blacksmith shop, and completed work on a powerhouse. The company's mine was then electrified.

During the First World War, Saxman shed his interests in the Bradenville Coal & Coke Company. By 1918 the company was controlled by the Graff family of Blairsville in Indiana County. The Graffs maintained interests in a number of coal concerns including the Graff Mining Company and the Roaring Run Mining Company, both of which had coal properties in Westmoreland County. F.M. Graff was the general superintendent of these companies and Ernest Fletcher of Saltsburg served as the mine superintendent for the Bradenville, Graff, and Roaring Run mines. In 1918 Bradenville Coal & Coke employed 186 persons at its Bradenville mine and coke works. The miners produced nearly 191,000 tons of coal, over half of which was shipped to market. About 83,000 tons of coal mined at Bradenville were used in the company's coke works, which produced nearly 60,000 tons of coke. This production level was never again reached.

By 1918 the mine had slope, drift, and shaft entries, with coal mined from the 72" to 108"-thick Pittsburgh seam. Throughout the 1910s and 1920s the mine employed no more than about 140 miners and the coke works had about forty-five employees. By 1928 the coke works contained 244 beehive ovens, but produced only 350 tons of coke. A year later the mine and coke works were idle; however, the Bradenville mine was reopened by the 1940s. It finally ceased operations on November 7, 1951.

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Cambria Steel Company: Slickville Mines and Town

I.D. No.: 010

on both sides of Rte. 819

Construction Date: 1916-22

Slickville, Loyalhanna and Salem Twps.

DESCRIPTION: The existing mine buildings at Slickville stand near the juncture of Route 819 and Depot Street, and have been incorporated into the village as residences and storage structures. One characteristic of the mine buildings is the use of common-bond brick with rows of dark red brick headers. The extant mine buildings include the Powerhouse, the Motor Barn, a small Repair Shop, the Shower House, the Mine Office, and the Jail. The Powerhouse is located near the sealed entrance to the No. 2 mine. It is a tall one-story building measuring 89' x 33'. Now used for storage, the building contains common-bond red-brick walls with brick pilasters, an interior steel frame, riveted steel Fink roof trusses supporting a gable roof, and a stone foundation. The windows have been infilled with brick. Located next to the Powerhouse is the Motor Barn. Also used for storage, it is a one-story building, measuring 38' x 34', and contains common-bond red-brick walls. Its main facade features a stepped gable roof with the date "1918" displayed in brick. The building also has a brick chimney, large multi-light windows, a

central double wooden door, and a stone foundation. The Shower House is adjacent to the Motor Barn. A one-story building, it measures 48' x 12' and contains stretcher-bond red-brick walls, a gable roof, and a rubble stone foundation. The building has been converted into a residence. The Repair Shop is located in front of the company store and is a small one-story building with common-bond red-brick walls, and a shed roof with a metal derrick on top. It rests on a rubble stone foundation. The Mine Office and Jail is a two-story building with common-bond red-brick walls, a gable roof, a stepped parapet wall, and a stone foundation. It has also been remodeled and serves as a residence. The original front porch, featuring a pedimented gable roof and columns, was removed.

The mine buildings are located within the town of Slickville which includes the company store, a church, a school, a doctor's office, a row of twenty company-built houses on either side of Route 819, two curving roads west off Route 819 that are lined with approximately forty houses on First and Second avenues, one row of six houses on County Road, and one row of ten houses on Cottage Road. Built in 1919 and operated by the Miners' Supply Company, the Company Store is a one-story building with a full basement and contains a post office. It is located on First Avenue and measures 84' x 42'. The building retains a number of its original elements including common-bond red-brick walls, a stepped gable on the main and rear facades, a gable roof, a corbelled brick cornice with brackets on the main facade, and rectangular windows with concrete sills. It rests on a stone foundation.

A number of houses stand along Route 819 and First and Second avenues. These include single-family houses and double houses. The first constructed were along the First Avenue crescent. Completed in 1917 they are double houses, each a two-story wood-frame building with a hipped roof, clapboard siding (many now covered with asphaltic and aluminum siding), and central chimneys of brick. Each double house measures 40' x 24'. Originally they had outhouses with concrete vaults. Most of the single-family miners' dwellings are on Second Avenue. Constructed in 1918, each has two stories, measures 22' x 22', and was originally built with three bedrooms and a bathroom on the second floor, and kitchen and living room on the first floor. They also contained a full-length front porch. Of wood-frame construction, resting on stone foundations, most of these houses have been modified with metal siding and rebuilt porches. The houses on County Road were built in 1922. These are single-family wood-frame dwellings containing one story, clapboard siding, a gable roof, a central brick chimney, and a rubble stone foundation. The houses on Cottage Street were also built in 1922 and are single-family frame dwellings each with one story, five rooms, clapboard siding, a gable roof, a central brick chimney, and post foundations. Originally they had no indoor plumbing or water. Many of the front porches have been enclosed.

The Doctor's Office is a one-story building, measuring 25' x 15'. It contains stretcher-bond red-brick walls, a corbelled brick cornice, a gable roof, and a rubble stone foundation. The houses once occupied by company officials are wood-frame single-family dwellings containing one-and-a-half stories, a gable roof with dormers, and a narrow second-floor porch over the front porch. The exteriors have clapboard siding and the buildings rest on rubble stone foundations. Each house was built with seven rooms and bath and each has a frame garage. The foremen's houses are located along Route 819, north of the town center; these include double houses and single-family houses. The single-family houses measure 24' x 22' and contain two stories, three bedrooms and bathroom, a living room, and a kitchen; the doubles are virtually identical to the houses on First Avenue. The town retains a Presbyterian Church, located on Route 819, north of the town center. It is a frame building with clapboard siding painted white. The one-story structure has a gable roof with central bell tower. The town's Catholic Church, built in 1920 and



Photo 1. Slickville, double houses. Photo by Jet Lowe.

located in the town center on Route 819, was demolished in favor of a new building. The school was completed in 1922. It is a two-story red-brick building situated in the town center. The school was built with eight rooms and has a flat roof with a brick parapet wall. It has been vacant for many years and is for sale.

HISTORY: Named for Edwin E. Slick, vice president of the Midvale Steel Company, a Philadelphia-based concern that owned the Cambria Steel Company, the town of Slickville is situated about fifteen miles north of Greensburg and was laid out in 1916. That year the Cambria Steel Company opened the first of its five Slickville mines, served by the Pennsylvania Railroad's Turtle Creek Branch. The Pennsylvania Railroad hauled coal from Slickville to Cambria Steel's mills in Johnstown. Initially miners at Slickville lived in temporary houses; however, by 1917 Cambria Steel completed the first of the town's residences. Instead of employing the standard grid plan, the company designed a town center with two curved roads, which extended west of Route 819. Ten double houses, one-half of which rented for \$7.50 per month, were built along First Avenue. The following year the company built twenty-one two-story single-family houses. Located on Second Avenue, each of these houses rented for \$9.00 per month. This was followed in 1919 with the construction of the Superintendent's house (rent \$25 per month) and mine managers' houses (each \$15 per month). By 1922 most of the town's residences, the company store, the school, and a Roman Catholic Church were completed.

By 1923 the Cambria Steel Company operated three drift mines at Slickville. About 500 miners were employed in the mines and the population of Slickville numbered over 1,200 persons. That year the Bethlehem Steel Company acquired Cambria Steel and subsequently reorganized the Slickville mines,

renaming them the No. 91 mine. No. 91 was one of fifteen mines operated by Bethlehem Steel in the 1920s in western Pennsylvania. In 1930, the first year of the Great Depression, mine No. 91 produced 545,151 tons of coal while employing 286 miners, with coal being mined from the 84"-thick Pittsburgh seam. A preparation plant to wash coal prior to shipment was erected in the 1930s, but by 1940 production had dropped to 136,683 tons of coal. Coke was never produced at Slickville; Bethlehem shipped slack coal from No. 91 to Johnstown where it was coked in the company's by-product coke ovens. Mine No. 91 remained a captive operation until it was closed in 1943. As with many other coal towns in the region, the houses at Slickville have been purchased by individuals.

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Carnegie Coal Company: Larimer Coke Works

I.D. No.: 104

W. of SR 993 and N.E. of Penn Central Railroad
Ardara, North Huntingdon Twp.

Construction Date: 1871

DESCRIPTION: The Carnegie Coal Company's Larimer coke works south of Ardara is located on the north bank of Brush Creek, below Coke Hill Road. Approximately seventy-five beehive coke ovens, two batteries of block ovens and one battery of bank ovens are present. The bank ovens have been covered with silt, a result of seasonal flooding. Only the tops of these ovens are visible. Although they are deteriorated, the block ovens are among the better preserved of their type in Westmoreland County.

On Nehry Road in the town of Ardara there is a row of six residential structures that were built in the late-nineteenth century, either by the Carnegie Coal Company or the Westmoreland Coal Company. (The latter concern operated the Larimer mines.) These wood-frame buildings have been greatly altered.

HISTORY: In 1871 Andrew Carnegie's iron and steel company erected a bank of coke ovens at a point midway between Larimer Station and Ardara, situated about two miles from Irwin. Carnegie's company was experimenting with the production of coke from fine coal called slack purchased from gas coal mines. Using four Hartz jig-type washers, the company processed 400 tons of slack coal in each jig box per nine hours. One engineer calculated the costs of this operation of one-half cent per bushel of coal prepared for coking. Carnegie & Company ran 122 beehive coke ovens in conjunction with this jig-washing process. By 1886, the Larimer coke works contained 300 beehive ovens and employed 112 persons, fifty-seven of whom worked in the coke yard. That year the coke workers produced nearly 89,000 tons of coke. Production of coke at the Larimer works continued until 1900 when operations ceased. The increasing demand for slack coal in the steam market made it less attractive for use in making coke.

Sources:

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Coal and Coke

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- Pennsylvania Department of Internal Affairs. Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania—Part II: Industrial Statistics, 1886. Harrisburg: E. K. Meyers, State Printer, 1887.
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Claridge Gas Coal Company: Claridge Mine and Town

I.D. No.: 212

both sides of SR 4022

Claridge, Penn Twp.

Construction Date: 1891

DESCRIPTION: The unincorporated town of Claridge consists of three residential areas and a small commercial district, all of which are located along Bushy Run. The section farthest east is known as Kewtown, and features the Kew House, a large two-story residence overlooking a number of coal company-built double houses. These double houses, about one dozen, extend in one row on the north side of Bushy Run. They are the standard two-story wood-frame buildings with gable roofs and main facades parallel to the gable ridge (which also parallels the street). Also, north of Constitution Street in Kewtown are a few double houses scattered among single-family houses that date from the 1920s through the 1960s. Kewtown is divided from Denmark, the second section of Claridge, by Dutch Hollow. Denmark was developed prior to Kewtown but retains only three ca. 1910 double houses, all of which have been greatly altered into single-family houses. The grade school in Denmark has been torn down. The third section of Claridge, containing the downtown, has a few 1910s-1920s commercial buildings. At one time, Claridge, Denmark, and Kewtown had about eighty to 100 double houses and a company store. Very few survive and the company store has been demolished. With the exception of a large mine dump on the north side of Bushy Run, nothing survives from the mine.

HISTORY: The site of a number of coal mines, the town of Claridge was named by Robert Pitcairn, president of the Pennsylvania Railroad, after his ancestral village in Scotland. Soon after the Pennsylvania Railroad established service to Claridge in the 1880s the Manor Gas Coal Company, led by local capitalists Amos B. Kline and George Huff, opened the town's first mine which the company called the Denmark mine. In 1891 another mining concern, the Claridge Gas Coal Company, headed by J. Howard Patton of Greensburg, opened a second mine in Claridge, south of the Denmark mine. The latter mine had a drift entry and was the larger producer of the two. Throughout the early 1900s between 120,000 and 230,000 tons of coal were extracted each year from the Denmark mine. Production at the Claridge mine ranged from about 8,000 tons in 1891 to nearly 153,000 tons in 1897.

In 1902 the Keystone Coal & Coke Company of Greensburg was formed with the merger of several coal concerns including the Claridge Gas Coal Company. The Manor Gas Coal Company met a similar fate about 1918 when it was absorbed by the large Westmoreland Coal Company. As late as 1930 the Denmark mine was producing annually over 135,000 tons of coal, employing 139 miners and colliery workers. However, the Denmark mine did not survive the depression years, closing in 1932.

One of Claridge's other producers, the small, independent Claridge Coal Company, was established about 1920 and operated the Kew mine. This modest venture employed as many as seventy persons in the early 1920s. The most coal this mine produced was in 1924, when over 68,000 tons were extracted. Miners

at the Kew mine extracted coal by pick and shovel. In 1925, its last year of operation, the Kew mine produced about 13,000 tons of coal, employing just twenty men.

After the Claridge mine was acquired by the Keystone Coal & Coke Company in 1902 it was operated for many years. By 1906 Keystone Coal & Coke controlled fifteen mines in Westmoreland County. The mines of this company produced 2.5 million tons of coal, shipping most of it to market. (The company produced only about 52,000 tons of coke in 1906.) With nearly 3,000 employees in the early 1900s, Keystone Coal & Coke was one of the largest coal operators in western Pennsylvania. The Claridge mine remained a steady producer for Keystone Coal & Coke. In 1906 the mine produced nearly 300,000 tons of coal and employed 334 persons. In 1914 mining equipment included six boilers totalling 750 horsepower and eight pumps, with the mine producing nearly 237,000 tons of coal and employing 221 miners. The 1910s saw the population of the town of Claridge reach its peak at about 2,500 persons.

The coal market slumped dramatically in the early 1920s, and as a result coal operators lowered wages. In the wake of these conditions a giant strike in the bituminous fields erupted in 1922, leading to the abandonment of numerous mine properties. The Keystone Coal & Coke Company closed several of its mines and reduced operations at a number of others. The Claridge mine was one of the properties that Keystone Coal and Coke decided to abandon. The company ceased operations there in 1923 and workers at the Claridge mine were forced to look elsewhere for employment.

Sources:

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(A. C.) Cochran Coal & Coke Company: Buckeye Mine and Coke Works

I.D. No. 073

W. of Shupe Run and N. of Rte. 2001 at Buckeye
Mt. Pleasant Twp.

Construction Date: 1872

DESCRIPTION: The site includes a partial battery of beehive bank coke ovens standing along Shupe Run and an old railroad right-of-way. Of brick construction with stone retaining walls, these coke ovens are in moderately to severely deteriorated condition.

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To the west, in the town of Buckeye (an unincorporated town west of Bridgeport), one company-built house stands in a section once called Blue Row. (Only a handful of company-built houses were erected in Buckeye.) This building is a two-story wood-frame double-house with a gable roof. It was probably built in the 1880s by A. C. Cochran Coal & Coke Company.

HISTORY: Among the earliest exploited coal lands in the northern half of the Connellsville Coke Region were those around Mount Pleasant. Development began in 1870-72, following the completion of the Mount Pleasant Branch of the Pittsburgh and Connellsville Railroad. Construction included mines and coke works along Jacobs Creek and Shupe Run in the vicinity of Bridgeport Station. By 1876 the Bridgeport Station served the Buckeye mine and the works of A. C. Cochran and Ewing, as well as the mines and coke works of the J. T. Stauffer & Company, William D. Mullin, and Messrs. Boyle and Hazlett. Each of these concerns exploited the Pittsburgh coal seam which averaged 9' in thickness in the area. The works of Boyle and Hazlett was the largest of the group. It contained 171 beehive bank ovens, employing 125 men and boys. The Boyle and Hazlett coke works produced 12,500 bushels of coke each day -- enough to fill twenty rail cars of the Pittsburgh and Connellsville Railroad -- and 75,000 bushels of coke each week.

In contrast to the Boyle and Hazlett works, William Mullin's coke works contained only sixty beehive bank ovens, employed thirty-five men, and produced 22,500 bushels of coke each week. The smallest of the Bridgeport Station's operations in the mid 1870s, however, was the J. F. Stauffer & Company's coke works which contained twenty beehive bank ovens, employed twelve men, and produced weekly 8,125 bushels of coke. By 1895 the H. C. Frick Coke Company acquired these properties, operating them through the 1910s or 1920s. Unfortunately, little remains of these coke works; only through an archeological study could additional field information be uncovered.

The one coke works in the Bridgeport area that has survived in part is that of the A. C. Cochran and Ewing interests. By 1886, this partnership had been reorganized as the A. C. Cochran Coal & Coke Company and was led by A. C. Cochran. That year the company employed 122 men and boys, and produced over 62,000 tons of coke. The coke works contained 160 ovens. Coal for these ovens came from the company's nearby Buckeye mine, which produced nearly 69,000 tons of coal. The company employed forty-eight miners and fifty-four coke workers. (Other jobs included the mine boss, blacksmith, carpenter, doorboy, driver, bookkeeper, and clerk.) In 1890, Cochran sold the property to the McClure Coke Company, one of the region's largest coke-producing concerns in the early 1890s. This concern, led by John P. Brennen of Scottdale, had also purchased the Hazlett, Mullin, and Stauffer properties. By 1895, the expanding H. C. Frick Coke Company acquired all of the McClure Coke Company's mines and coke works.

By 1900 the H. C. Frick Coke Company reached a new high in production levels at its Buckeye mine and coke works. The slope entry mine produced 217,000 tons of coal that year, and the coke works, still containing 160 beehive ovens, produced 141,000 tons of coke. The Buckeye mine and coke works employed 248 men and boys, most of whom lived in Buckeye, Bridgeport, or Mount Pleasant. By 1915, Frick Coke Company employed only 124 persons at the Buckeye mine and coke works which produced about 104,000 tons of coal using pick and shovel extraction, and nearly 67,000 tons of coke. Two years later the H. C. Frick Coke Company ceased operations at Buckeye.

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- Weinman, Annabell. Owner of site and lifetime resident of Blue Row.

Cochran Coal Company: Mine No. 1

I.D. No.: 122

Railroad Street on bluff above Kiskiminetas River
near Salina, Bell Twp.

Construction Date: 1905

DESCRIPTION: The Cochran Mine No. 1 is located on a high bluff overlooking the Kiskiminetas River near Salina. Surviving structures include the Machine Shop and the Fan House. The Machine Shop is a tall one-story building. It measures 94' x 50' and contains common-bond red-brick walls, a gable roof supported by riveted steel Fink trusses, a corbelled brick cornice, arched windows spanned by double brick voussiors, multi-light windows with wood sills, and an ashlar stone foundation. Alterations include the installation of garage doors and the removal of some of the original windows. The roof is partially damaged. Adjacent to the Machine Shop, the Fan House is a small one-story concrete building; the mine ventilation fan is probably intact. The front part of the Machine Shop has been converted into a residence, while the rear section is abandoned.

HISTORY: The Cochran Coal Company of Williamsport, Pennsylvania, owned and operated this drift-entry mine, and built the company town of Tinsmill. The town's company store was operated by the Bitumen Supply Company. Coal was mined from the 52"-thick Upper Freeport coal seam, with electric haulage bringing coal to the pit mouth. Although Cochran Coal was never one of the county's largest coal producers, its mine remained in operation (with only periodic closings) over fifty years. Among its most productive years were the early 1910s. The mine produced 137,000 tons of coal and employed 263 miners in 1912. There were four electric locomotives, eleven electric machines, two Erie City return tubular boilers and four pumps at the mine in 1914. By 1930 the company employed 160 miners. Its mine had a daily capacity of 1,100 tons of coal. In the 1930s the company had offices in nearby Salina and was directed by Harry From. A decade later the mine employed 160 miners using one electric battery locomotive and eight trolley locomotives to produce about 84,000 tons of coal. By the late 1940s Cochran Coal was led by G. Erle Blair of Williamsport and the company's No. 1 mine employed about 100

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persons. In 1948, using five mining machines and five electric locomotives for hauling coal from the mine, No. 1 produced about 140,000 tons of coal. Cochran operated the mine through the 1950s before abandoning it in 1960.

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Cochran Coal Company: Tinsmill

I.D. No.: 121

1st, 2nd, and 3rd Streets
south of Salina, Bell Twp.

Construction Date: ca. 1905-10

DESCRIPTION: The town of Tinsmill is located south of the town of Salina and contains three principal streets lined with company-built houses. Dating from the early 1910s, the residences are both double houses and single-family houses. The double houses are two-story wood-frame buildings with gable roofs and single brick chimneys. The front entrances are at the gable ends. These double houses rest on stone foundations and originally were clad with clapboard siding. Many have been altered with asphaltic siding. The single-family houses are constructed similarly: two stories with a gable roof and brick chimney. The main entrance of each single-family house is also at the gable end. Many of the porches of both types of houses have been enclosed and most of the double houses have been converted into single-family dwellings. Located at the corner of Third and Bell streets is the school and community center, a one-story wood-frame building containing clapboard siding painted white, a gable roof, a brick chimney, and a clay-tile foundation. The building measures 28' x 18'. Many of the windows have been paneled over.

HISTORY: The Cochran Coal Company established the town of Tinsmill south of Salina in 1905. That year Tinsmill contained twenty-five houses, each with five rooms, and a company store. Residents of the community worked in the nearby Cochran No. 1 mine. This mine operated until about 1960. (For further information refer to the entry above.)

Sources:

- Keystone Consolidated Publishing Company. The Coal Catalog, Including Directory of Mines. Pittsburgh: Keystone Consolidated Company, 1914, 1935, 1938, and 1940 editions.
- Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II -- Bituminous, 1905. Harrisburg: Harrisburg Publishing Company, State Printer, 1906.

**Delmont Gas Coal Company:
Trees Mills Mine and Town**

I.D. No.: 271

.4 miles S. of juncture of SR 1034 and 1061
Trees Mills, Salem Twp.

Construction Date: ca. 1915

DESCRIPTION: The town of Trees Mills consists of a single road with company-built single-family houses on either side. About twenty of these houses remain. In addition, the town retains its company-built community center. The houses are one- and two-story wood-frame buildings with clapboard siding, a gable roof with a central brick chimney, and coursed rubble stone foundations. The main entrances to each of the houses are at the gable ends; most of the dwellings have been altered with metal siding and enclosed porches. Many of the houses do not retain their original windows. The community center is a one-story building with full basement, clapboard siding, a gable roof, and a front porch featuring a pedimented gable roof. The building rests on a coursed rubble stone foundation. It continues to function as a community center.

HISTORY: The northern reaches of the Greensburg coal field were not greatly developed until the mid 1910s. One of the companies operating in this area was the Delmont Gas Coal Company of Greensburg. In 1915 this concern opened its first mine, Delmont Gas No. 1, which exploited the Pittsburgh seam, and built the houses and a company store at Trees Mills. By the mid 1920s Delmont Gas was no longer operating its No. 1 mine; its two mines were Nos. 2 and 4 which, as was the No. 1 mine, were located near Delmont and Trees Mills. The Pennsylvania Railroad served both these mines. No. 2 and No. 4 produced about 71,000 and 65,000 tons of coal respectively in 1925. The following year production at each mine was nearly half this amount and by 1928 the mines were idle. Delmont Gas No. 2 and No. 4 were probably abandoned in the early 1930s. In more recent years the area east of Trees Mills has been strip-mined.

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**Donohoe Coal & Coke Company:
Donohoe Mine and Greenwald**

I.D. No.: 032

.5 miles east of US Rte. 119 through Crabtree
Greenwald, Salem Twp.

Construction Date: 1890

DESCRIPTION: Only nineteen of the original company houses, the school and reservoir remain at Greenwald. The store, post office, railroad station, and a number of other company buildings have been demolished in part due to recent strip-mining along Crabtree Creek. The houses date from ca. 1900 through the 1910s and form a single row along one street and in two rows along a parallel street. These dwellings are single-family houses and double houses. The double houses are patterned after the standard miners' dwelling found in western Pennsylvania: two-story wood-frame buildings with the main entrances parallel to the gable ridge. They have gable roofs, two brick chimneys, and rubble stone foundations. The

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single-family houses are also two-story wood-frame buildings each with a gable roof, a single brick chimney, and a stone foundation. Most of the residences have been altered with asphaltic or metal siding over the original clapboard siding. In addition, a number of houses have altered the original windows and porches.

The school is a one-and-a-half story wood-frame building with a gable roof and a coursed rubble foundation. It is abandoned and in disrepair. The reservoir was formed by constructing a small dam across Crabtree Creek. Water impounded in the reservoir was used in the nearby coke works, as well as in the towns of Greenwald and Crabtree.

HISTORY: In 1890 the Alexandria Coal Company, led by Thomas J. Donohoe of Greensburg, built houses, a mine, and coke works at Goff, a small rural community near the confluence of Crabtree Creek and Little Crabtree Creek in Salem Township. The Alexandria Coal Company's property was served by the Pennsylvania Railroad. About 1898 Donohoe and his son-in-law Arnott Wilson formed the Donohoe Coal & Coke Company. Donohoe apparently had divested himself from the Alexandria Coal Company, which sold its mine properties at Goff to the Jamison Coal & Coke Company. (See entry below of the Jamison Coal & Coke Company: Crabtree Mines, Coke Works, and Town.) The company then opened a coke works and drift mine, called the Donohoe mine, along Crabtree Creek, and erected the company town of Greenwald, formerly called Deweytown, just east of Goff.

By 1900 Donohoe Coal & Coke was ranked twenty-eighth among the county's coal producers in the Second Bituminous District. John P. Donohoe served as the general superintendent and site superintendent for the company. The Donohoe mine employed 140 miners and the coke works employed seventy-four persons. The miners produced over 100,000 tons of coal in 1900 and the coke workers produced slightly more than 14,000 tons of coke. Equipment at the mine included three electric locomotives to haul coal, but the mining of the coal was done by hand. There were four boilers at the mine in 1914, with 193 coke ovens in operation and 400 workers employed. The Donohoe mine closed in September 1923 after striking miners sealed the mine's entrance. The company never reopened the mine.

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Export Coal Company: Star Mine

I.D. No.: 159

along tributary to Turtle Creek

.25 miles N of US Rte. 22 (Old William Penn Highway)

Construction Date: 1910

Export

DESCRIPTION: The Star Mine is typical of the region's small mining operations of the late nineteenth and early twentieth centuries. And, as with virtually all such operations of this period in Westmoreland County, no mining structures survive. The Star Mine was located along a tributary to Turtle Creek and was the only slope mine in the area. A number of coal company-built houses still stand in Export; however, these were associated with the Westmoreland Coal Company (see these entries below).

HISTORY: Located north of the old William Penn Highway, the Star mine was opened by the Export Coal Company in 1910, at the beginning of a coal strike in the Irwin gas coal basin. The company directors were J. F. Hepler of Pittsburgh, James S. Pates of Monongahela City, and Fred W. Scott, of Duquesne. The mine was nicknamed the "Peanut" mine due to its small size, and was the only slope-entry mine in Export (the other mines had drift entries.) Because of the strike, only 449 tons of coal was extracted at the Star mine in 1910. That year the mine employed just eleven men. The Star mine was located south of the railroad tracks in a swampy area that made the mine an undesirable place to work. A Pittsburgh bank acquired the Export company in 1912. The small mine ceased operation by 1914.

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Fort Palmer Coal & Coke Company:

I.D. No.: 016

Fort Palmer Mine and Coke Works

On Hannas Run

Construction Date: 1907

1 mile NE of Wilpen, Ligonier Twp.

DESCRIPTION: Although only building foundations survive from the Fort Palmer mine, the nearby coke works contain about 150 rectangular ovens; the condition of these ovens ranges from moderate to severely deteriorated. In addition, the foundations of buildings from the company town may be seen. This includes the company store, community building, houses and other structures. A recent strip-mining operation resulted in the demolition of many of these early 1900s buildings.

HISTORY: The drift-entry Fort Palmer mine was developed by the Fort Palmer Coal & Coke Company in 1907. However, by 1915 it was owned and operated by the Westmoreland-Connellsville Coal Company of Ligonier. The Ligonier Valley Railroad served the Fort Palmer mine and coke works along with several other operations in Ligonier and Fairfield townships. Coal at the Fort Palmer mine was extracted

Coal and Coke

here from the 84"-thick Pittsburgh seam. The mine produced about 150,000 tons of coal employing 125 miners in 1910, and utilized a powerhouse that provided electricity for the mine. Under the ownership of Fort Palmer Coal & Coke the mine had eighty rectangular coke ovens. By 1915, under the control of the Westmoreland-Connellsville Coal & Coke, the number of rectangular ovens rose to 160. A little less than 160,000 tons of coal was produced in the mine that year, and the coke works made over 90,000 tons of coke. (In 1915, the mine employed fifty-three miners and the coke works employed twenty-two workers.) O. G. Leichter of Ligonier served as superintendent of the mine and coke works.

The company was the fifteenth largest coal producer in Pennsylvania's Second Bituminous District in 1915. Leichter moved the company's office to Pittsburgh in the 1920s and its Fort Palmer mine continued to be its sole producer of coal and coke. In 1930 the mine produced about 147,000 tons of coal and the coke works produced nearly 102,000 tons of coke, using 142 rectangular coke ovens. That depression year the mine and coke works operated 258 days and employed 146 workers. The Fort Palmer mine probably closed in the 1930s, with coal for the coke works subsequently obtained by strip mining.

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H. C. Frick Coke Company: Alverton Mine, Coke Works, and Town

I.D. No.: 037

Alverton, East Huntingdon Twp.

Construction Date: ca. 1880

DESCRIPTION: The village of Alverton straddles Route 981 and the extant coke ovens are located along the former Pennsylvania Railroad line, in the extreme southeast section of the town. The coke works includes a few of the early beehive bank coke ovens, and eight single by-pass beehive ovens constructed in 1977. The coke works also contains a tipple, conveyor, and a coal screening plant, dating from as early as the 1940s. Some of coal used at this coke works was obtained from a strip mine to the north and east of the coke ovens. The three extant bank beehive ovens are severely deteriorated and have brick fronts and stone retaining walls. The beehive ovens built in 1977 are of concrete-block, steel-frame, and yellow refractory-brick construction. A pair of ovens shares one yellow-brick chimney stack. Each oven is 9' wide and 15' long. These ovens were charged from the top and unloaded through the fronts. The steel-frame screening plant and tipple probably date from the 1940s.

In addition to the coke ovens, tipple, and conveyors the site includes a building once used as an office. This one-and-one-half-story building contains common-bond red-brick walls, a gable roof, a small gable



Photo 2. Alverton, early beehive bank coke ovens (right) and by-pass coke ovens (left). Photo by Jet Lowe.

roof dormer, and two front doors (one of which is covered over); the former office has been remodeled for residential use.

The village of Alverton retains seven company-built houses. The company store and other houses either burned or were demolished. The surviving company-built houses are situated along a curving road on the north side of Route 981. These residences are two-story wood-frame buildings that may date from the 1880s. Each is a double house with a gable roof and central brick chimney, and rests on a rubble stone foundation. These houses are considerably narrower than other double houses in the region's coal patch towns. Each measures about 20' x 12'. These houses have been altered with asphaltic or metal siding replacing the original clapboard siding, and many of the original two-over-two-light double-hung sash windows have been replaced.

The most architecturally impressive building in Alverton is the hotel. Located on Route 981, it is one of the few buildings of its kind found in the region's numerous small coal towns. The two-story building measures 58' x 24' and was built about 1900. It has common-bond red-brick walls, a hipped roof covered with asphalt, a brick chimney, and a stone foundation. The building appears to have had two bays added to the north of the original five bays. A number of changes have been made to the building since it was converted to an apartment in the 1930s. The bar from the first floor was removed and the front porch was taken off; however, it retains its arched windows with double brick voussiors and stone sills; new windows have also been installed.



Photo 3. Alverton, larry car. Photo by Jet Lowe.

HISTORY: The village of Alverton, about 2 miles west of Mount Pleasant, witnessed the opening of two mines and coke works in 1878. One of these operations, called Donnelly, was established on the southeast side of town. The firm of Donnelly and Dillinger probably began this operation; however, it was soon acquired by the McClure Coke Company, which owned the second of Alverton's mines and coke works, called Mayfield, located west of town. The McClure Coke Company, led by J. P Brennan, opened a second Donnelly mine by the early 1880s. By the late 1880s the two Donnellys were annually producing over 112,000 tons of coal and 75,000 tons of coke, with 200 beehive coke ovens in operation. About 160 men and boys were employed at the Donnellys. At the same time the Mayfield mine was producing about 35,000 tons of coal, while its coke works, containing fifty-five beehive ovens, was producing over 20,000 tons of coke. About forty persons were employed at the Mayfield mine and coke works.

All of these properties were acquired by the H. C. Frick Coke Company in 1895. Frick renamed the Donnelly operation Alverton No. 1 and Mayfield was called Alverton No. 2. Frick's Alverton No. 1 continued as the larger of the two mines and coke works: its production figures in 1900 amounted to more than 100,000 tons of coal extracted, and 72,000 tons of coke produced from 252 beehive ovens. Frick employed 224 persons at Alverton No. 1. Its counterpart, Alverton No. 2, produced only 35,000 tons of coal and 23,000 tons of coke, from 104 coke ovens, in 1900. This mine and coke works employed 100 men and boys. About a decade later Frick closed Alverton No. 2. At this time there were about 400 people living in the company-owned houses at Alverton.

By 1915 Alverton No. 1 was also idle. However, following the reopening of No. 1 the following year, the H. C. Frick Coke Company reorganized a number its mines in East Huntingdon Township. The

company appointed H. G. Brown as general superintendent of Alverton. (Brown also superintended the nearby Central mine and coke works and Southwest No. 3 near Tarrs.) By the end of the First World War Alverton was annually producing only modest amounts of coal (about 80,000 tons in 1918, compared to many of the other Frick operations in the region that regularly produced 150,000 to 300,000 tons of coal each year). By 1923 Alverton No. 1 produced less than 60,000 tons of coal; the coke works was abandoned. The following year Frick ceased mining at Alverton.

About 1950, Oliver K. Painter of Mount Pleasant leased the abandoned coke works at Alverton from the Frick Coke Company. Painter subsequently formed the Alverton Coke Company and purchased the Alverton property, as well as the abandoned coke works at Donnelly. The Alverton Coke Company operated about seventy beehive coke ovens at the two sites, employing fifteen workers. The two small coke works produced between 1,500 and 2,000 tons of coke each month. (Coke sold for \$60 a ton during this decade.)

Painter's coke ovens at Alverton and Donnelly were the last active beehive ovens in Pennsylvania in the 1970s. Having been built about sixty years earlier, these ovens were in need of constant repair. Painter hired inventor James E. MacDonald of Latrobe to design a more efficient coke oven that would replace the pollution-producing beehive ovens. The result was the MacDonald Smokeless Sole-Heated Non-Recovery Coke Oven, a design with two coking chambers each 9' wide and 15' long. A prototype oven, costing \$60,000, was completed at Alverton in October 1974. The other seven ovens were completed by 1977. (Painter abandoned operations at Donnelly and its old beehive coke ovens were demolished.) The Alverton Coke Company continued operating the eight newly built ovens at Alverton until 1983, when the Pennsylvania Department of Environmental Resources concluded that the ovens were unable to meet clean air standards. They have been abandoned since 1983.

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**H. C. Frick Coke Company:
Calumet**

I.D. No.: 252

Poplar, Nick and Pine Streets off Rte. 981
Calumet, Mt. Pleasant Twp.

Construction Date: 1888

DESCRIPTION: The town of Calumet straddles Sewickley Creek, on the east side of Route 981. On the north side of the creek there is an L-shaped single road lined with about twenty coal company-built houses. These are standard double houses found in western Pennsylvania's coal towns. Each is a two-story wood-frame building with a gable roof, brick chimneys (some have a single chimney, others have two chimneys), and stone foundations. Many of these houses have been extensively remodeled and are now single-family residences. The original clapboard siding has been replaced with metal or asphaltic siding, and the original front porches have either been enclosed or substantially rebuilt.

At the foot of the L-shaped street is the former company store. It is a one-story wood-frame building, measures 60' x 60', and has clapboard siding and a flat roof with stepped gable on its main (north) facade; the storefront contains multi-light windows behind large storefront windows. A recently installed porch with a metal roof extends across much of the main facade. The interior of the building features a pressed-tin ceiling; the building rests on a stone and concrete foundation. The former company store now operates as the H & R Tool and Die Company and is in good condition.

On the south side of Sewickley Creek two roads run parallel to Route 981 and three roads are perpendicular to Route 981. Twelve houses in this section of Calumet were originally built as single-family dwellings. These are one-story wood-frame buildings with gable roofs and single brick chimneys located just off the gable ridge. The gable ridges are parallel to the main facades. Many of these small miners' cottages have been altered with rear additions and porch enclosures. They rest on stone foundations. Twelve other company-built dwellings in this south section of Calumet are double houses identical to those described above.

Nothing remains of the mine or coke works at Calumet. These were located along Sewickley Creek, south of the abandoned railroad spur, on the northern outskirts of the town. Tailings from the mine and ash from the coke works extend along the south side of Sewickley Creek.

HISTORY: In 1888, the Calumet Coke Company established the Calumet mine and coke works along Sewickley Creek in Mount Pleasant Township. The company built twenty-three houses in 1888 and the coke works contained 105 beehive coke ovens. This operation was served by the Southwest Branch of the Pennsylvania Railroad. About 100 miners were employed in the mine (a shaft operation) that exploited Calumet's 80"-thick Pittsburgh seam, and seventy-five workers were employed in the coke works.

By the early 1890s the coke works contained 225 beehive coke ovens. Typical annual production at the mine in the 1890s was about 100,000 tons of coal; the coke works produced about 60,000 tons of coke each year. In 1889, after just one year of operation of the Calumet Coke Company, the H. C. Frick Coke Company acquired a one-half interest in Calumet Coke; by 1899 Frick acquired the entire company. Under the auspices of Frick production at Calumet rose through the early 1900s, despite the fact that the company continued to mine the coal by hand.

By 1910 over 900 persons were living in the company town of Calumet, the mine was annually producing over 200,000 tons of coal, and the coke works was shipping between 125,000 and 150,000 tons of coke each year. Robert Ramsey, a long-time Frick employee, served as superintendent of the Calumet operations. From the 1910s through the early 1920s the Calumet mine was consistently one of the Frick Company's better producers. By 1914 the company employed 260 persons who produced over 225,000 tons of coal and 150,000 tons of coke.

Production at the mine decreased after the First World War; as with many other Frick mines the company did not mechanize or fully electrify its operations. As late as 1930 the company used eleven mules or horses for hauling coal, in addition to a single steam locomotive, and two locomotives operated by compressed air. Production in 1930 amounted to a mere 9,000 tons of coal. The coke works had been abandoned by this time. By 1932 Frick Coke closed the Calumet mine and sent a number of its miners to the Standard Shaft mine near Mount Pleasant.

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**H. C. Frick Coke Company:
Central and United Mine No. 2 and Coke Works**

I.D. No.: 048

Off Central Road, .4 miles N. of Rte. 31
Tarrs vicinity, East Huntingdon Twp.

Construction Date: 1886

DESCRIPTION: Although no structures remain from the Central mine, two partial batteries of beehive coke ovens survive. One battery is composed of beehive block ovens; however these are greatly deteriorated and only a few ovens remain. A battery of beehive bank ovens stand just south of the block



Photo 4. John S. Melago, dinky locomotive engineer for Bortz Coal Co., and granddaughter Theresa Dzambo, 1939. This locomotive hauled Larry cars to coke ovens. Photo courtesy of John E. Melago.

ovens. About forty of these bank ovens survive, with some in deteriorated but fair condition. The coke ovens are of red-brick construction with coursed rubble stone retaining walls. A nearby mine reclamation project is threatening what remains of this coke works.

The town of Central contains two paved roads, First Street and Second Street, that run north-south, and three roads on the north side of town that run east-west. First and Second streets feature about fifteen two-story red-brick houses. These residential buildings are among the region's few brick houses constructed by a coal company and occupied by managers, miners, and coke workers. The brick houses were probably built in the mid 1880s by Maurice Painter's Painter Coal Company which founded the mine and coke works at Central. The brick houses are two-story buildings with gable roofs, common-bond red-brick walls, wood floors and rafters, and stone foundations. The eight brick houses on First Street were occupied by managers of the mine and coke works. The six brick houses on Second Street were occupied by miners and coke workers. Most of the brick houses have been modified by porch additions and enclosures, window alterations, and changes in the roofing material.

Second Street also contains three wood-frame single-family dwellings. These are two-story buildings with gable roofs, brick chimneys, and rubble stone foundations. Three streets to the north that run perpendicular to First and Second streets have single rows of two-story wood-frame double houses. These are typical of the double houses found in western Pennsylvania's numerous coal towns.

Five other houses built by H. C. Frick in the early 1920s are located on Central Road south of Central near Route 31. These five cottages are in a single row and are one-story wood-frame single-family residences with clapboard siding, gable roofs, brick chimneys, and stone foundations. The company store located on First Street in Central burned nearly twenty years ago.

In an area known as Rocktown, along the North Branch of Buffalo Run, west of Central, there was another small battery of beehive coke ovens called the Meyer coke works. Operated by the Brownfield-Connellsville Coke Company, the Meyer coke works contained only thirty-two ovens. It operated in the 1920s and perhaps through the early 1930s. Nothing remains of this facility.

The former Crescent Brewery stands in a small community called Snyderstown, located between Rocktown and Tarrs. This brewery began in the late nineteenth century, shut down during prohibition, and reopened briefly before closing its doors in the early 1930s. The brewery constructed about a half dozen houses for its employees. These one-story wood-frame single-family houses are extant and are located next to a lumber company that acquired the brewery property.

HISTORY: Located along the North Branch of Buffalo Run the mine at Central, called the United Mine No. 2, was a slope-entry mine originally developed in 1886 by the Central Connellsville Coke Company. Maurice L. Painter was superintendent and one of the owners of this concern. Between 1890 and 1893 the property had three different owners. This included the McClure Coke Company (of which Henry Clay Frick had a controlling interest), the Connellsville Coke Company (which owned the property from 1891-1893), and the United Coal & Coke Company, which purchased the site in March 1893. By 1896 the H. C. Frick Coke Company acquired the property. Served by the Pennsylvania Railroad, the colliery included the United mine and a coke works, containing over 300 beehive coke ovens. By 1906 United Mine No. 2 was producing about 230,000 tons of coal with 292 miners. That year the coke works produced over 148,000 tons of coke. The Pennsylvania Railroad served the mine and coke works. The Frick Coke Company ceased operations at Central in 1925.

In 1932 the Bortz Coal Company of Uniontown, Pennsylvania, acquired the property and, after installing new trackage to United Mine No. 2 and the coke works, recommenced operations at Central. (Frick Coke Company sold the houses at Central in the late 1920s; Bortz Coal merely operated the mine and coke works.) Bortz Coal produced coal at the United Mine No. 2 until 1949, when No. 2 was permanently closed. Using coal brought in by truck, the Bortz company continued operating about seventy beehive coke ovens until 1953 when these too were abandoned.

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H. C. Frick Coke Company: Dorothy Mine and Town / Monastery Mine

I.D. No.: 129

on W side of Rte. 981, .25 miles S of Latrobe
Dorothy, Unity Twp.

Construction Date: ca. 1880

DESCRIPTION: Nothing survives of the Dorothy mine and coke works. These were located on the east side of Route 981. The beehive coke ovens stood close to the road and the mine was about 300' to the east. Not far from the Dorothy colliery and coke works was the Monastery Mine and associated coke ovens. Nothing survives of this operation.

The town of Dorothy contains about twenty-five company-built houses erected between 1899 and 1910. These dwellings are two-story wood-frame double houses with salt-box roofs, brick chimneys, and rubble stone foundations. The main entrances run parallel to the gable ridge. As with many of the miners' houses in the region, those in Dorothy were purchased from the company in the 1930s and many were converted into single-family residences. Most have been altered with porch enclosures and new siding applied over the original wood siding. Several houses, however, retain their late-nineteenth century appearance.

Another group of approximately twenty-five single-family and double houses is located in south Latrobe, west of Loyalhanna Creek. These houses may have been built by the Edgar Thomson Steel Company to house its employees who worked at the nearby Monastery mine. They date from the late nineteenth century and are two-story wood-frame buildings with gable roofs and rubble stone foundations. Again, most of these residences have been altered with porch enclosures and metal siding placed over the original wood siding.

Although the coke works at the Monastery mine has been obliterated, two sites in Latrobe contain remnants of beehive ovens. One of these old coke works is on the property of the Pearce Woolen Mill. Another bank of beehive ovens stands near the plant of the former American Cyanamid Company.

HISTORY: Carnegie & Company of Pittsburgh, having established the Edgar Thomson Steel Works at Braddock Heights in 1874, opened the Monastery Mine near Latrobe in the late 1870s. When Carnegie and the H. C. Frick Coke Company joined interests in the 1880s, the Monastery Mine passed into the hands of the Frick coke concern. By 1890 Frick operated 208 beehive coke ovens at the site. The mine and coke works were served by the Pittsburgh Division of the Pennsylvania Railroad. Throughout the late-nineteenth century the Monastery Mine typically produced about 140,000 to 160,00 tons of coal and

50,000 to 110,000 tons of coke per year. The mine employed about 100 miners and the coke works had about eighty employees.

The Monastery Mine and coke works remained one of the smallest H. C. Frick operations through the early 1900s. And by the mid 1910s, when many of the other Frick properties were reaching their highest production levels, the Monastery Mine and coke works were idle. Its last year of operation was 1913, in which the mine produced a mere 14,000 tons of coal, and the mine and coke works employed 102 persons. After it closed the H. C. Frick Coke Company workers who resided in south Latrobe had to find employment in the nearby Dorothy or Baggaley mines and coke works.

The Shoenberger Steel Company of Pittsburgh opened the Dorothy colliery in 1899. Located south of Latrobe and served by the Pennsylvania Railroad, this colliery contained a shaft mine that extracted coal from the 84"- to 90"-thick Pittsburgh coal seam. Coal from the mine was coked at the adjacent beehive coke ovens. About one year after operations began, the American Coke Company acquired the property. The H. C. Frick Coke Company in turn purchased the site in April 1903, and Frick probably constructed the houses at Dorothy. By 1906 the mine produced over 147,000 tons of coal and the coke works produced 91,500 tons of coke. That year the colliery and coke works had 281 employees. By 1914 one steam locomotive, eight compressed air locomotives, six return tubular boilers and two pumps were being used at the Dorothy mine, and a work force of 220 produced nearly 185,000 tons of coal. The H. C. Frick Coke Company closed the mine and coke works in 1926. The headframe remained standing through the early 1930s; however, the mine structures and coke works were subsequently demolished. The residence of Charles McKenna Lynch (Charles Lynch was an executive of the Frick Coke Company and his brother, Clay Lynch, was president of the company) stands near the site of the Dorothy mine and coke works.

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**H. C. Frick Coke Company:
Mammoth Mine, Coke Works and Town**

Poker Road and Rte. 982
Mammoth, Mt. Pleasant Twp.

I.D. No.: 027

Construction Date: 1885



Photo 5. Mammoth, double company houses. Photo by Jet Lowe.

DESCRIPTION: The Mammoth mines included Mammoth No. 2, a slope-entry mine, located near the town, and Mammoth No. 1, a shaft-entry mine, located to the west, along a tributary to Sewickley Creek. Each of these mines contained a coke works. Only a few remnants of this once-large mining and coking operation stands. The only extant mine structure is the former boiler house and lamp house building. Built in the 1890s, this one-story brick structure is L-shaped and contains a riveted steel roof truss, common-bond red-brick walls, a gable roof, and a stone foundation. It serves as the Mount Pleasant Township office. Until 1993, a large part of Mammoth No. 1 coke works survived; however, this land was recently reclaimed and all of the ovens were demolished. Nothing survives from the Mammoth No. 2 coke works.

North of Mammoth, in a county park, six beehive coke ovens have been rebuilt near the site of the Magee Coke Works. An interpretive area, completed by the Westmoreland County Parks system, now surrounds the restored coke ovens. Some company-built houses once stood near here in an unincorporated town known by local residents as Peanut.

The town of Mammoth straddles Route 982, east of the slope and shaft mines. A few post-1940s houses are located along Route 982 to the north. To the south on this route stand about twenty-five coal company-built residences. These were originally double houses but most have been converted into single-



Photo 6. Mammoth, boiler house and lamp house building. Photo by Ken Rose.

family houses. They are two-story buildings with saltbox roofs and stone foundations. Originally they had a single brick chimney located in the middle of the building, and clapboard siding. Most of the chimneys have been removed and the siding on virtually all of the buildings has been replaced with aluminum or asphalt. The main facades are parallel to the ridge of the roof and the fronts of the houses are extremely close to the road, a result of the widening of Route 982.

The company-built houses on Poker Road, the westernmost street in Mammoth, are the most intact within the town. A single row of ten double houses stands alongside the road as it rises to the south. These two-story buildings are of the standard double-house construction: wood frame, clapboard siding (though most of the original siding has been replaced with asphaltic or aluminum siding), gable roofs, main entrances parallel to the gable ridge, two brick chimneys, stone foundations, and full-length front porches (though many of these have been altered). Boss's Row, on the northern half of Poker Road, contains six large single-family houses. These two-and-a-half-story wood-frame buildings are T-shaped with intersecting gable roofs. Each has two brick chimneys, full-length front porches with decorative brackets, and rubble stone foundations. The siding was originally clapboard; however, a number of houses now have asphaltic siding.

The town's former grade school is a one-story building with stretcher-bond yellow-brick walls and a hipped roof. It no longer serves as a school and has been remodeled for commercial use. A Protestant church on Poker Road stands between the workers' houses and manager's row. It is a small wood-frame building with clapboard siding, a gable roof, and a modest bell tower. The company store stood along Route 982 and burned a number of years ago.



Photo 7. Mammoth, Boss's Row. Photo by Jet Lowe.

HISTORY: In 1879 Colonel J. W. Moore of Greensburg purchased 2,000 acres of coal property in northern Mount Pleasant Township, and in 1885 his company opened the slope-entry Mammoth mine, exploiting the 84"- to 90"-thick Pittsburgh coal seam. The following year a second mine, containing a shaft entry, was sunk west of the slope mine. A coke works was built at each of the mines. By 1886 Moore's Mammoth mines employed 176 men and boys, and both coke works employed 110 men and boys. The two coke works had 377 beehive coke ovens and produced over 95,000 tons of coke. The Mammoth mines produced over 154,000 tons of coal most of which was used in the Moore's Mammoth coke works. Both the mines and coke works were served by the Sewickley Branch of the Pennsylvania Railroad which ran from Youngwood east to Mammoth.

In August 1889, the H. C. Frick Coke Company purchased the Mammoth property from Moore. Frick operated the mines for a little over a year before a horrific explosion caused by the igniting of fire-damp killed 116 miners. State mining inspectors declared that the Frick Coke Company was not at fault in the disaster, claiming that the mine had been adequately ventilated, but that a sudden concentration of gas in one part of the slope mine sparked the explosion. One inspector testified that while a number of miners appeared to have been killed by the force the explosion, "a great majority of the bodies showed clearly that they died from the effects of after-damp."

In the wake of the county's worst mining disaster, the Frick Coke Company, led by General Manager Thomas Lynch, urged its miners to exercise greater vigilance in the detection of methane gas. (The HAER Inventory team has not had time to research the miners' response to the Mammoth mine explosion. An examination of the testimony of miners who survived the disaster at Mammoth would

undoubtedly reveal a response different to that of the company concerning attitudes about safety at the Mammoth mine.) Despite the explosion, however, the company repaired part of the underground works and reopened the slope mine about one year later.

The coke works at the shaft mine (called Mammoth No. 1) was the larger of the two coking operations; by the 1910s it had 311 beehive ovens. The coke works associated with the slope mine (called Mammoth No. 2) had 199 ovens. Just as the coal and coke operation was expanding so was the town of Mammoth. By 1910 over 1,000 persons lived in Mammoth. The H. C. Frick Coke Company operated the Mammoth mine and coke works through the 1920s. By 1926 the company operated 174 coke ovens at Mammoth, producing about 107,000 tons of coke. The Mammoth mine produced over 181,000 tons of coal, and both the mine and coke works employed 350 men and boys. Frick closed the Mammoth mine and coke works in 1927 and soon after sold the company-owned houses. Frick leased the coke ovens in the 1930s to John Dent and Gus Kelly of Greensburg. The ovens near the former shaft mine were operated until about 1946. M & A Suggerman subsequently took over the coal property and in recent years some coal has been reclaimed from the honey pile near the site of the shaft mine.

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H. C. Frick Coke Company: Marguerite Mine, Coke Works, and Town

I.D. No.: 128

.4 miles E. of SR 2017 at Marguerite Reservoir
Marguerite, Unity Twp.

Construction Date: 1897

DESCRIPTION: The surviving structures from the Marguerite mine and coke works include two batteries of beehive coke ovens and a number of concrete-block buildings. The coke ovens are south of the town, along a small tributary of Sewickley Creek; this includes one battery of beehive block ovens and one battery of beehive bank ovens. These coke ovens number about forty and they are in severely

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deteriorated condition, some with their fronts missing. The surviving mine buildings are post-1940s structures. (None of the original H. C. Frick Coke Company's mine buildings are extant.) The surviving buildings are constructed of concrete-block, contain one story, and have gable roofs. Also surviving and associated with the coke works and town is the Marguerite Reservoir, located west of the town.



Photo 8. Marguerite, ca. 1912. Photo collection of USX Resource Management Division, Uniontown.

The town of Marguerite is composed of the company store and three rows of approximately forty houses. Now owned by a trucking concern, the former company store is a one-story wood-frame building with a lightly ornamented wood parapet wall extending across the front, horizontal wood siding, and a rubble stone foundation. The storefront has been greatly altered with the installation of two sliding wood doors and the interior has been rearranged to serve as a garage. The houses are primarily of two types: the first type is the standard two-story wood-frame double house with a gable roof, two brick chimneys, a full-length front porch, a stone foundation, and the main entrances located parallel with the gable ridge. The second type is virtually identical with the exception of salt-box roofs. Modifications to the houses include the application of new siding materials over original clapboard siding, the enclosure of porches, the alteration of windows and doors, and the conversion of double houses into single-family houses.

HISTORY: The Standard Connellsville Coke Company developed a drift mine and the village of Marguerite in 1897. That year the Connellsville-based company constructed thirty-three houses, each with four rooms. In addition, Standard Connellsville built a coke works containing some 200 beehive coke ovens. With the tops of the ovens at the same level as the drift opening, a tippie was not needed. Coal was transported by mine car to the oven tops and deposited into the beehive ovens. Managed by superintendent and mine foreman Robert Gordon of Greensburg, the coke works and mine were served



Photo 9. Marguerite, playground, 1912. Photo collection of USX Management Division, Uniontown.

by the Sewickley Branch of the Southwest Pennsylvania Railroad. During its first year of operation the miners extracted 250 tons of coal each day, all of which was used in the coke ovens.

In 1900 the Standard Connellsville Coke Company established a second mine and coke works at Marguerite. The company operated a total of 400 beehive coke ovens at the two mines. Marguerite No. 2, a slope mine, and No. 1, a drift mine, produced over 240,000 tons of coal in 1900. The coke works produced 175,000 tons of coke. The company employed about 490 workers at its Marguerite operations, and was led in 1900 by Jared M. B. Reis of Uniontown. The following year, however, the Standard Connellsville Coke Company was reorganized as the Continental Coke Company. The H. C. Frick Coke Company took over the Marguerite operation in 1903 and acquired Continental Coke outright in 1904.

By 1906 the mine was producing about 225,000 tons of coal, 31,000 tons of coke, and employing 388 miners. Nearly 1,000 persons lived in Marguerite. In 1910 the Frick Coke Company added two twelve-room double houses, containing indoor plumbing and steam heat, for the company officials employed at Marguerite. Throughout the 1910s production remained fairly stable and a single steam locomotive was used to haul coal to the surface. Other equipment used at Marguerite in 1914 included eight return tubular boilers, three compressors, and three pumps. In 1929, the mine's last year of operation under Frick, over 98,000 tons of coal were produced, with a work force of 283 miners working only 126 days. Under the ownership of the King Brothers Coal & Coke Company, the Marguerite mine and coke works was reopened and operated through the mid 1940s.

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Photo 10. Marguerite today, double company houses. Photo by Christine Davis/Carmen DiCiccio.

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**H. C. Frick Coke Company:
Mutual Mine, Coke Works, and Town**

Mutual Road
Unity Twp.

I.D. No.: 251

Construction Date: ca. 1880



Photo 11. Mutual, coke ovens. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: The town of Mutual is composed of the former company store and approximately twenty-five company-built houses. The houses are in two groups; one group is located along Brinker Run, the other is along Mutual Road, a narrow lane rising to the west above the stream. The former Union Supply company store is a two-story wood-frame building on Mutual Road. Resting on a concrete-block foundation (not its original foundation) the building is T-shaped with the front section and its main entrance parallel to the gable ridge. The rear section also has a gable roof that intersects with the gable roof of the front section. The building measures approximately 64' x 36'. Its exterior has been covered with metal siding. A karate school now occupies this much-altered building. The residences at Mutual are the standard two-story wood-frame double houses found throughout the region's coal towns. Most have been converted into single-family houses and have been altered with various types of siding and the addition of rooms and enclosure of porches.

With the exception of eight beehive coke ovens, which once formed part of a battery of block ovens, the coke works and mining complex at Mutual has been demolished. These few remaining coke ovens are along Brinker Run and are in greatly deteriorated condition; the fronts of the ovens are missing. A small reservoir along Brinker Run is visible and may have served the coke works which, by the 1910s,

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contained nearly 200 beehive ovens. (The Mutual coke works was a relatively small operation compared to a number of other H. C. Frick Coke Company works in the vicinity of Mutual.)



Photo 12. Prize winning garden at Mutual, 1912. Note coke ovens to rear. Photo collection of USX Resource Management Division, Uniontown.

HISTORY: The Mutual Mining & Manufacturing Company, led by Robert S. Jamison of Greensburg, opened the drift-entry Mutual mine around 1881. (Robert Jamison subsequently helped found the Jamison Coal & Coke Company--see entry of Jamison Coal & Coke Company: Crabtree Mine.) The Mutual mine was served by the Sewickley Branch of the Southwest Pennsylvania Railroad. Five years later Mutual Mining & Manufacturing opened a second drift-entry mine and constructed a new tipple. By 1886 the company employed 160 persons, 117 of whom were miners. The Mutual mine included a coke works consisting of eighty-two beehive ovens. The miners produced nearly 143,000 tons of coal and the coke workers produced about 42,000 tons of coke in 1886.

By 1889 the H. C. Frick Coke Company had acquired a two-thirds interest in Jamison's Mutual mine and coke works. In 1890, soon after Frick's involvement with Mutual, a third drift entry, called the No. 3 mine, was opened as the No. 1 mine was being worked out. The newly expanded coke works had 154 beehive ovens producing 65,000 tons of coke. By 1890 the Mutual Mining & Manufacturing Company was reorganized with Thomas S. Jamison serving as head of the Mutual Coke Company. Frick retained a controlling interest in this concern as well as the United Coke Company which owned the Mutual property from about 1891 through 1895, when it was purchased outright by the H. C. Frick Coke Company.

Throughout the late 1890s production figures at Mutual varied: in 1897 the mine operated just sixty-nine days and produced only 12,000 tons of coal. That year the coke works produced only about 9,000 tons of coke. By 1900, however, Mutual mine No. 2, its entry reopened as a slope, was operated for 258 days and produced 132,000 tons of coal. (Mutual No. 3 was closed by 1900.) The coke works had 197 beehive ovens and produced 55,000 tons of coke. Frick employed 103 men and boys inside the mine and fifty-six persons in the coke works. R. E. Laughrey, who resided in nearby United, was the superintendent of the Mutual and United mines and coke works.

During the 1910s annual production at the Mutual mine varied from a high in 1918 of over 135,000 tons to a low in 1915 of only 1,800 tons. The town of Mutual had a population of nearly 500 persons during this time. As with other Frick properties, production dropped during the widespread strike in 1922 when most of the miners at Mutual refused to work. About 73,000 tons of coal was extracted from the No. 2 mine that year. As a result of the strike and the slump in the demand for coal Frick began shutting down a number of its properties. The Mutual mine, never one of the company's larger producers, was closed in 1923. Its last year saw the production of 81,000 tons of coal and about 50,000 tons of coke, both operations employing 191 workers. Residents of Mutual had to find employment in the nearby United or Calumet mines and coke works.

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**H. C. Frick Coke Company:
Puritan Mine and Baggaley**

Rte. 982, .2 miles N. of SR 2023
Baggaley, Unity Twp.

I.D. No.: 130

Construction Date: 1897

DESCRIPTION: The town of Baggaley retains the former company store, located at the entrance to the town, and about sixty-two company-built houses. The houses are situated in linear rows along three parallel streets. The mine and coke works were located on the north side of Baggaley; however, no structures survive from these operations. The beehive coke ovens were recently removed as part of a reclamation project. The former company store is a two-and-one-half-story wood-frame building covered with aluminum siding and insulbrick. It measures 71' x 43' and contains a gable roof, a paneled storefront, an exterior brick chimney and a rubble stone foundation. The main entrance is at the gable end and although part of the original storefront is intact, a number of the second-floor windows have been boarded up. The building is presently occupied by Andrew's Market.



Photo 13. Baggaley, company store. Photo by Ken Rose.

The company-built residences at Baggaley are typical double houses found in coal towns throughout western Pennsylvania. Each is a two-story wood-frame structure with a gable roof, a central brick chimney, and a rubble stone foundation. Behind a number of houses stand the original outhouses, each with four privies. Most of the houses have been altered with new siding and roofing material. Virtually all of the residences at Baggaley have been converted into single-family dwellings.

HISTORY: In 1897 the Puritan Coke Company of Latrobe established the Puritan mine and coke works at Baggaley, Unity Township, along the Unity Branch of the Pennsylvania Railroad. From September 1897, when it opened, to the end of the year the Puritan mine, a slope entry, produced about 72,000 tons of coal and its coke works, containing 276 beehive ovens, produced 46,500 tons of coke. Owen Murphy of Mount Pleasant constructed the original 276 coke ovens and was adding another 124 beehive block ovens to be opened in January 1898. The coke ovens were charged by a 10-ton H. K. Porter steam locomotive and the Puritan Coke Company constructed a reservoir with a 12 million gallon capacity for the coke works. In addition, the company established the town of Baggaley and constructed 150 houses. Each house had five rooms and a cellar, and the town had a hydrant at every second block. As was typical of late-nineteenth century coal towns, Baggaley's houses had no indoor plumbing. The state mine inspector observed that Baggaley provided "better conveniences and water facilities than the average of similar towns." The mine and coke works employed 186 persons, many of whom lived in the company-built houses in Baggaley.

The Puritan Coke Company owned the mine and town for less than two years before it was reorganized as the American Coke Company. John McFayden, who served as general superintendent of Puritan Coke, continued in this position with American Coke. In 1899 the American Coke Company opened the nearby Dorothy shaft mine and coke plant. That year production rose at the Baggaley coke works to over 160,000 tons of coke. The company subsequently moved its offices from Latrobe to Scottsdale where, in late 1903, American Coke was acquired by the H. C. Frick Coke Company. The U.S. Steel subsidiary, the H. C. Frick Coke Company, made a number of improvements to its coke works at Baggaley, including the introduction in 1907 of two electrically powered Covington coke drawing machines.

By 1910 the Puritan mine and coke works was reaching its peak in coal and coke production. The mine produced over 400,000 tons of coal that year and more than 250,000 tons of coke. These production levels continued until 1918 when they began to decline. The population of the town of Baggaley was also at its largest in the 1910s with nearly 900 persons residing in the Frick-owned houses. In December 1922, partly in response to the widespread strike in the bituminous coal fields, Frick Coke closed the Baggaley mine and coke works. Residents of Baggaley had to find employment at other Frick operations (some miners may have found work at the Dorothy mine which reopened after the strike). Others were forced to move elsewhere. By the late 1920s the H. C. Frick Coke Company began selling its houses to company employees or anyone interested in acquiring a company-built dwelling. Today most of the residents of Baggaley own their houses and the population remains around 800 persons.

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H. C. Frick Coke Company: Scottdale Offices

I.D. No.: 118

S. Broadway Avenue at Walnut
Scottdale

Construction Date: 1880

DESCRIPTION: This two-and-a-half-story building contains stretcher-bond red-brick walls, a hipped roof covered with slate and dormers covered with wood shingles, a brick chimney with corbelled brickwork, an ashlar stone foundation, and a main pedimented entrance with wood paneled double doors and transom. The building measures 73' x 52'. Inscribed in stone along the main facade is "H C Frick Coke Co." A number of original one-over-one-light double-hung sash windows with stone lintels and sills remain in place. This Queen Anne-style building functioned as the original H. C. Frick Coke Company office building. The American Casket Company now rents part of the building for warehouse space while the remainder of the structure is vacant. Adjacent to this original office is a second Frick office building constructed in 1904.

The second Frick office building in Scottdale was constructed in 1904. Designed in the Georgian Revival style, the building contains three stories, measures 75' x 55', and has stretcher-bond red-brick walls, and a flat roof encircled by a brick parapet wall. The building features an ashlar stone foundation, and paired one-over-one-light double-hung sash windows, spanned by brick arches with stone keystones and sills. The third floor has arched windows with triple brick voussiors. Other decorative details include stone belt courses. A central entrance contains paneled double doors with a fanlight. Triple brick voussiors with a keystone span this entrance. The building is presently vacant.

HISTORY: Henry Clay Frick was born in West Overton on December 19, 1849, the second child of Elizabeth Overholt Frick and John W. Frick. As a young boy Frick attended school at West Overton, Alverton, and Mount Pleasant and, after completing his education, he worked briefly as a clerk in the Pittsburgh department store of Macrum and Carlisle. He contracted typhoid fever in Pittsburgh and returned home to West Overton. After his recovery, Frick became chief bookkeeper for his grandfather's firm, A. Overholt & Company at Broadford, Fayette County, from 1869 to 1871.

Frick entered the coke business in 1871 when he organized the firm of Overholt, Frick and Company, composed of himself, Joseph Rist, J. S. R. Overholt, and A. O. Tinstman. The first purchase by this partnership was 300 acres of coal lands at Broadford for \$52,995. The H. C. Frick Coke Company was formed in 1882 with Frick, Andrew and Thomas Carnegie and Henry Phipps. The firm possessed



Photo 14. H.C. Frick Scottdale office building. Photo by Christine Davis/Carmen DiCiccio.

outstanding capital stock of 2 million dollars and owned 3,000 acres of coal land, along with 1,022 beehive coke ovens. Frick's coking operation was centered in the Connellsville coke region, a strip of land about 40 miles long and 3 miles wide extending northeast and southwest across Westmoreland and part of Fayette counties. Much of the coal in the Connellsville region was extracted from the Pittsburgh seam and featured a high carbon and low sulphur content, and was relatively free of other impurities.

During the last two decades of the nineteenth century the H. C. Frick Coke Company continued to grow, acquiring forty mines, 40,000 acres of coal land, and 11,000 beehive coke ovens. These ovens had an annual capacity of 7 million tons of coke. Mines owned by the Frick Coke Company in Westmoreland County included: Mammoth mine with 500 coke ovens bought from W. J. Moore of Greensburg; United and Central mines, purchased from the United Coal & Coke Company each with about 300 beehive coke ovens, Standard mine from A. A. Hutchinson of Pittsburgh with 1,000 beehive coke ovens, and the three Hecla mines from the Thaws of Pittsburgh which had about 1,000 beehive coke ovens. The first general office of the Frick Coke Company in Westmoreland County was at Scottdale. A second corporate office building was constructed in 1904 next door to the original corporate office. The company remained here until the early 1940s when it moved its offices to Uniontown and vacated the Scottdale buildings. A number of businesses have occupied the Frick Coke Company's offices in Scottdale since the 1940s.

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H. C. Frick Coke Company: Standard Shaft (Town) and Standard Shaft No. 2

I.D. No.: 021

.5 miles N. of Rte. 819 on State Street
Standard Shaft, Mt. Pleasant Twp.

Construction Date: 1878, 1883

DESCRIPTION: The town of Standard Shaft retains about forty company-built houses. The dwellings are two-story wood-frame double houses similar to those in found in the region's coal towns. Some retain their original clapboard siding. Each has a gable roof with brick chimneys. The buildings rest on rubble stone foundations. A number of houses retain their original double outhouses in the back yards. Most of the double houses have been converted into single-family houses and most have had metal or asphaltic siding applied over the original clapboard siding. Other modifications include the enclosure of porches, the addition of rooms, and the installation of new windows. There was no company store at Standard Shaft. Workers living here used the Union Supply company store at Standard (see entry below).

Of the several mine buildings, and the headframe and tippel at Standard Shaft, only the Machine Shop and Generator/Lamp House survive. Built ca. 1886, the Machine Shop is a one-story common-bond red-brick building and measures approximately 30' x 12'. It has a gable roof covered with asphalt and is supported by riveted steel roof trusses. The building features arched window openings with brick keystones; the windows have been infilled with brick. It also has a large sliding metal door (not contemporary with the building's use as a lamp house) at its gable end, and two brick chimneys. The building rests on a stone foundation. The Generator/Lamp House is a one-story common-bond red-brick building with a hipped roof. It measures approximately 45' x 15'. The building was probably built about 1910. A number of alterations have been made including the infilling of the windows with brick and the installation of sliding and overhead garage doors. The building rests on a stone foundation. Both buildings are currently used for storage, and none of the original machinery is extant.

HISTORY: When the H. C. Frick Coke Company completed construction of its Standard Shaft No. 2 mine in 1886 it was one of the largest mine and coke works in United States. The company initially sunk the shaft to a depth of 306' and had two cageways, one for raising and lowering men and machines into the mine, and the other for hoisting coal from the underground workings. The Vulcan Iron Works of Wilkes Barre, Pennsylvania, manufacturers of engines used at many late-nineteenth century collieries throughout western Pennsylvania, built the winding engines for the Standard No. 2 mine. The headframe was of steel construction, 69' in height from the stone foundation to the center of the sheaves, 30' wide at the base, and 16' wide at the top. The engine house, boiler house, and machine and blacksmith shops were constructed with brick. All of the buildings and mine structures were designed and built under the supervision of Robert Ramsay, superintendent and engineer of the H. C. Frick Coke Company.

By 1888 the miners at the No. 2 mine were extracting between 52,000 and 56,000 tons of coal each month. Adjacent to the mine was a coke works containing 905 beehive coke ovens. There were 406 men working in the mine and 325 persons working in the coke yard. Overall, the Standard mine and coke

works employed 936 men and boys. Both the Baltimore and Ohio and the Southwest Pennsylvania Railroad served Standard Shaft No. 2. Typical annual production from the late 1880s to 1900 was between 400,000 and 550,000 tons of coal, and the large coke works produced from 300,000 to 400,000 tons of coke. No other single Frick mine and coke works surpassed these production figures. The Frick Company widely publicized its Standard Shaft No. 2 and built a huge model of this operation which was exhibited at Chicago's Columbian Exposition in 1893.

By 1900 the H. C. Frick Coke Company had reassigned a number of its managers to new positions. O. W. Kennedy was appointed general superintendent in place of Thomas Lynch who remained the company's president. And James S. Mack of Mount Pleasant replaced Robert Ramsay as superintendent of the Standard Shaft and Slope mines. (Robert Ramsay later assumed the position of superintendent of the Frick Coke Company's United and Calumet mines.) Standard Shaft No. 2 and its coke works continued to employ about 900 men and boys and remained the company's largest single producer of coal and coke. In 1901 the H. C. Frick Coke Company was again reorganized following its acquisition by the newly formed United States Steel Corporation. James Mack remained as superintendent of the Standard works and oversaw the sinking of a third shaft north of Standard Shaft. Called Standard Shaft No. 3, this entry contained a head frame and windings but was used primarily to remove slate and other refuse from the underground workings.

During the 1910s Standard Shaft No. 2 produced its largest amounts of coal. Its greatest year, 1918, saw nearly 790,000 tons of coal removed from the mine. Five steam locomotives on the surface and a few dozen mules underground were used in hauling coal. Standard Shaft had seventeen boilers, totaling 2,915 horsepower, three air compressors, and ten pumps. Among the mine's features was an underground mule stable illuminated with electric lights.

As with the other Frick mines and coke works, production slumped during the brief depression of 1920-21 and as a result of the bituminous coal strike in 1922. However, by the mid 1920s the mine was again producing large amounts of coal. In 1925 Standard Shaft produced nearly 630,000 tons of coal and the coke works, with 799 beehive ovens in operation, produced over 253,000 tons of coke. The mine and coke works employed 558 persons. Standard Shaft produced more than 500,000 tons of coal in 1930, but the following year the H. C. Frick Coke Company permanently closed the mine and coke works. In recent years a reclamation project has recovered coal from the boney pile near the site of Standard Shaft No. 2. Only one building, the former Machine Shop, dates from the original opening of what was once among the largest mine and coke works in the United States.

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Photo 15. Standard, looking toward coking operations, 1912. Photo collection of USX Resource Management Division, Uniontown.

H. C. Frick Coke Company: Standard and Standard Slope Mine

High Street and Rte. 819
Standard, Mt. Pleasant Twp.

Construction Date: 1878, 1900

DESCRIPTION: The town of Standard is composed of the company store and approximately 100 company-built houses, most of which are located along Route 819 and High Street. The company-built residences are primarily of two types: one is the standard two-story wood-frame double house with a gable roof; and the second type comprises a two-story wood-frame double house with a saltbox roof. Located on the corner of Diamond and High streets is the former Union Supply company store, now used by an automobile-parts retailer. It is one of the best preserved Union Supply stores in the region. Built about 1900, this two-story building has common-bond red-brick walls (the main facade faces west and is painted white) with a three-story brick elevator shaft on the north wall. The building measures 109' x 52' and features a gable roof covered with slate, a pedimented gable across half of the main (west) facade, and large one-over-one-light double-hung sash windows with wooden lintels. The interior contains a vaulted ceiling with decorative plaster work. The building rests on a stone foundation. No structures remain from the slope mine which was located east of Shupe Run.



Photo 16. Standard Mine, interior, ca. 1914. Photo collection of USX Resource Management Division, Uniontown.

HISTORY: In 1878, A. A. Hutchinson & Brothers of Pittsburgh opened Standard No. 1 mine on the northern outskirts of Mount Pleasant. This mine consisted of a shaft and a slope opening, and a large beehive coke works containing over 500 ovens. Hutchinson & Brothers also constructed 150 houses just west of the Standard mine No. 1 and named the community Standard. The Mount Pleasant Branch of the



Photo 17. Standard, company store, 1914. Photo collection of USX Resource Management Division, Uniontown.

Southwest Pennsylvania Railroad served the mine and community. In December 1883 the H. C. Frick Coke Company acquired the Standard property from A. A. Hutchinson & Brothers and soon after developed this works and the nearby Standard Shaft No. 2 (see entry above) into the largest coal and coke operation in the region. Frick appointed Robert Ramsay as superintendent of the Standard operations.

A fire in October 1886 destroyed most of the surface structures at Standard No. 1. No fatalities resulted from the blaze that originated underground, and after the fire was extinguished the mine was drained and reopened. However, coal was removed exclusively from the nearby slope entry rather than the shaft. Another fire occurred in 1889 at the slope mine, destroying all of the buildings, including the boiler and engine house. These structures were rebuilt with brick and iron. By 1890 the Frick Coke Company was extracting over 51,000 tons of coal from the slope entry. Much of this coal was delivered to the nearby coke works operated in conjunction with Standard Shaft No. 2.

By 1900 the Baltimore and Ohio Railroad also served the Standard mines. James S. Mack of Mount Pleasant was the superintendent of both the slope and shaft mines. In 1900, the slope mine employed 116 men and boys, who produced 72,000 tons of coal. By 1906 production at the slope mine grew to more than 121,000 tons of coal. However, soon after 1906 the company decreased the amount of coal it removed from the slope mine. In addition Frick constructed a No. 3 shaft north of the No. 2 shaft, and much of the coal from the Standard mines was removed through the No. 2 shaft. Through much of the 1910s production at the slope mine was extremely modest, averaging 1,000 or less tons each year. This arrangement apparently changed in the 1920s when large amounts of coal were removed from both the slope and shaft mines. (For several years in the 1920s production levels recorded for the shaft and slope

mines were combined.) By 1928 the slope mine was producing about 105,000 tons of coal and employing 123 persons. H. C. Frick closed the Standard slope and shaft mines in 1931.



Photo 18. Standard today, row of double houses. Photo by Jet Lowe.

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H. C. Frick Coke Company: United Mine, Coke Works, and Town

I.D. No.: 062

500' E. of Sewickley Creek and N. of United Rd.
United, Mt. Pleasant Twp.

Construction Date: 1880

DESCRIPTION: Although no mine structures remain at United, part of the coke works survives along Sewickley Creek, adjacent to an old railroad grade of the Southwest Pennsylvania Railroad. About twenty beehive coke ovens, of brick construction with stone fronts and metal doors, survive along with associated archeological features. Archeological resources include a large stone foundation wall and several concrete foundations north of the coke ovens.

The town at United contains the former company store, one single row of twelve company-built houses on United Avenue west of Sewickley Creek, and another residential section, east of Sewickley Creek, containing three double rows and one single row of approximately thirty-five houses. The town's school was demolished. The former company store is a two-story wood-frame building measuring 76' x 43'. It has been greatly altered from its original appearance: vinyl and asphaltic siding have replaced the original clapboard siding, the main facade has been reconstructed and its west facade has been rebuilt with a full-length two-story porch addition. The building now houses the Post Avenue Pizza Parlor and three apartments.

The company-built residences on United Avenue are two-story wood-frame double houses with side-gabled roofs, two brick chimneys, and stone foundations. The residences east of Sewickley Creek, off Hillcrest Road, are similar to those on United Avenue: two-story wood-frame buildings with side-gabled roofs, two brick chimneys, and stone foundations. Most of the houses have been extensively altered with asphaltic or aluminum siding, enclosed porches, and rear additions. Many of the old double houses are now single-family dwellings.

HISTORY: In 1881, the United Coal & Coke Company, organized by a group of Greensburg businessmen, opened the United Mine and coke works in Mount Pleasant. Served by the Sewickley Branch of the Southwest Pennsylvania Railroad, United Mine had a shaft entry and employed nearly 200 persons. The company constructed houses for its workers and operated a store. By 1886 United contained 300 beehive coke ovens. That year miners at United produced over 177,000 tons of coal and its coke workers produced nearly 134,000 tons of coke. F. M. Reynolds, who served as the initial head of United Coal & Coke, was succeeded by William C. Reynolds.

By the end of the 1880s the H. C. Frick Coke Company had acquired a two-thirds interest in United Coal & Coke. Frick assumed complete control of the United property in 1895. Five years later the Frick Coke Company produced 298,000 tons of coal and 194,000 tons of coke at United. Frick had expanded the coke works to 350 coke ovens, employing 341 persons in the mine and coke yard. The company appointed R. E. Laughrey as superintendent at United. By 1910, however, H. C. Frick was operating United in conjunction with the nearby Calumet mine and coke works. Robert Ramsay, a long-time superintendent and engineer at Frick's renowned Standard mines in Mount Pleasant, was brought in to manage United and Calumet. By this time the population of United had grown to 840 persons.

Through the 1910s United produced annually as much as 300,000 tons of coal and 197,000 tons of coke. Production diminished in the early 1920s, dropping to less than 30,000 tons a year; by 1926, however, the United mine was reaching its greatest output, producing over 400,000 tons of coal, most of which was being shipped to other coking plants. As with most of the Frick mines, coal at United was still extracted largely by hand. The H. C. Frick Company closed the United mine and coke works in 1930 and the mine's tippie was dismantled in 1931. United produced only about 36,000 tons of coal and employed 108 miners in its last year of operation. There were 350 beehive ovens still standing when the mine closed.

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**Hecla Coke Company:
Hecla Mine, Coke Works, and Town**

I.D. No.: 044

SR 2007 and 2010, 3 miles N of Mount Pleasant
Hecla, Mt. Pleasant Twp.

Construction Date: 1882, 1907

DESCRIPTION: The unincorporated town of Hecla (also known as Southwest) is centered on a hillside above and west of Boyer Run. Another section of Hecla is north of the town's center, east of Boyer Run, near Hurst Run. This northern section contains both double houses and single-family houses, about twenty-two in all. The single-family houses are two-story wood-frame buildings with entrances at the gable end. They have single brick chimneys at the gable ridges and rest on rubble stone foundations. The

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double houses are also two-story wood-frame buildings with two brick chimneys, gable roofs, and rubble stone foundations. The residential area nearer the town's center includes a section known as Managers' Row. This features three L-shaped single-family houses, each with two-and-a-half stories, a gable roof, a brick chimney, and a coursed rubble stone foundation. These dwellings have been altered with porch enclosures, and metal or asphaltic siding over the original clapboard siding. Many of the houses in the town of Hecla retain outhouses and other out buildings.

The town's center also contains a school, a church, and an old post office. The school was built about 1910 and is a three-story building, measuring 87' x 74'. It has common-bond red-brick walls and a flat roof. The main (east) facade contains a bay at each end with ornate brickwork and tall arched windows circumscribed by terra-cotta trim and topped by decorative urns. (The tall windows at each end of the building provide natural light to the stairways that extend to the third floor.) The ground-floor entrances at each end are also circumscribed by terra cotta trim and feature multi-light transoms with an arching terra-cotta surround. An inscribed panel at the front of the building reads "Hecla School, Mt. Pleasant Township" and is bracketed by rosettes topped by a cartouche. The building has not been used as a school for many years. More recently it has served as a church. South of the school building is the Community Church of Hecla. It is a tall one-story wood-frame building with clapboard siding, a gable roof, and a coursed rubble foundation. A bell tower extending from the gable ridge near the front of the building has a pyramidal roof; the building continues to serve as a church. The old post office is a small one-story wood-frame building; it has been abandoned. The two-story wood-frame company store was destroyed by a fire in 1989.

Located northwest of the town's center on the road to Armbrust is another group of company-built houses, probably constructed by the Mount Pleasant Coke Company. These houses are in a single row and are virtually identical to the single-family dwellings in the residential area to the northeast of the town center (as described above). In the early 1900s Mount Pleasant Coke operated two coke works along Boyer Run, near these houses. The Veteran Works with eighty beehive coke ovens was nearest to Hecla. The Boyer Works with 120 beehive coke ovens was located to the north. Nothing survives of these two coke works. (See also entry of Mount Pleasant Coke Company: Carpentertown.) Another large group of houses once stood east of Hecla, in a coal patch called Goat Hill. Built by the Hecla Coke Company in 1903, these houses were removed by 1934.

No mine buildings survive in the Hecla area. (There were two mines, Hecla No. 1 and No. 3, which were both closed by 1929.) Part of the beehive coke works survives at Hecla No. 3. This includes a battery of beehive bank ovens and a battery of beehive block ovens. About 200 ovens remain, though they are in moderately to severely deteriorated condition.

HISTORY: Located at the southern junction of the West Penn Branch of the Pennsylvania Railroad, the Hecla Coke Company, controlled by the Thaw interests of Pittsburgh, established the town of Hecla, and the Hecla mine No. 1 and coke works in 1882. Seven years later the Hecla Coke Company built a second town which it named Trauger, along with Hecla No. 2 mine and coke works. (Trauger subsequently became the larger of the two operations; see entry below.) In 1902 Hecla Coke developed a third mine and coke works, south of Hecla No. 1. Hecla No. 3, a shaft-entry mine, contained a steel head frame, 92' high, a brick boiler house and hoisting engine, a blacksmith and repair shop, a fan house which contained a 15' diameter Capell fan, and a lamp house and oil house each of brick construction.

The H. C. Frick Coke Company acquired the properties of the Hecla Coke Company in 1906. This included the two towns, Hecla and Trauger, and the Nos. 1, 2, and 3 mines and coke works. Hecla No. 1 had 272 coke ovens, and Nos. 2 and 3 each had 300 coke ovens. In 1906 the three coke works produced over 401,000 tons of coke, and the three mines employed 814 miners. In the 1910s the population of Hecla numbered about 1,000 persons. By 1918 Hecla Nos. 1 and 3 were superintended by A. H. Pollins with No. 3 leading slightly in the production of coal. That year No. 3 produced over 285,000 tons of coal, compared to the nearly 270,000 tons produced at No. 1. Except for the years 1921-22, from the late 1910s through the mid 1920s production of coal at No. 1 and No. 3 remained about the same as that produced in 1918. During this period coke production generally remained above 150,000 tons per year at each of the coke works.

In 1926 the company reduced its operations at Hecla No. 1. Only eleven coke ovens were used at No. 1 and the mine produced less than 30,000 tons of coal. Production at Hecla No. 3 diminished the following year and Frick closed the mine and coke works in 1928. One year later the company abandoned Hecla No. 1. Soon after Hecla No. 3 was closed Frick removed the company-built houses on Goat Hill which were located near the No. 3 works.

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Hecla Coke Company:
Trauger and Hecla No. 2 Mine and Coke Works

I.D. No.: 153

Between T 571 and Rte. 981, .3 miles W. of Trauger
 Trauger, Mt. Pleasant Twp.

Construction Date: 1889

DESCRIPTION: One row of bank ovens and two rows of beehive block ovens extend along the north side of Sewickley Creek. A total of nearly 150 ovens of brick construction and nearly fifty with concrete-block fronts constitute this battery of coke ovens. They are among the best-preserved coke ovens in Westmoreland County. A reservoir, just east of the ovens, is now used as a fishing pond. It was originally built to impound water used for quenching coke produced at Hecla No. 2.



Photo 19. Trauger, coke ovens. Photo by Jet Lowe.

The town of Trauger once included four rows of company-built houses situated above the coke works along Sewickley Creek. The majority of these houses and the company store have been burned or demolished. Only about five company-built houses survive: three are on Second Street, one is on Apple Street, and the fifth is on an unnamed street to the east. Though somewhat altered in appearance the five surviving houses are in good condition. They are identical in construction and are T-shaped two-story wood-frame buildings with gable roofs, two brick chimneys, and a rubble stone foundation. Originally these were double houses; however, they have been converted into single-family houses. Trauger features one other architecturally impressive historic building, the St. Mary's Byzantine Catholic Church. Standing on the south side of Route 981, this large brick building was built in 1914 in the Spanish Renaissance style. It is in excellent condition.

HISTORY: In 1889 the Hecla Coke Company, led by Thomas Laird, developed its No. 2 mine and coke works. W. G. Wilkins, a Pittsburgh mining engineer, was retained by the company to design and lay out the colliery and mine. The company sank a shaft about 223' deep and lined it with large oak timbers. The shaft contained three sections, two of which were used for hauling men, coal, and materials. The third section was for the pumpway. The original head frame was of heavy timber construction, stood 35' high, and supported iron sheaves 12' in diameter. The Jeansville Iron Works of Jeansville, Pennsylvania, manufactured the winding engines which were housed in a brick engine house (measuring 50' x 40'). The boilers were housed in a brick building with an iron roof (the building measuring about 79' x 54'). Coal was to be delivered to a nearby large beehive coke works that was under construction and was to contain 500 ovens when completed. The Stark Brothers of Greensburg served as contractors of the construction of the coke works and mine buildings. In addition, the Hecla Coke Company contracted with the firm

of Wallis & Carley of Sharon, Pennsylvania, to build twenty-three double houses, along with an office and company store.

By 1890 these facilities were complete and the mine was running. Miners produced nearly 98,000 tons of coal that year and the coke works, with 300 ovens in operation, produced more than 61,000 tons of coke. Both the mine and coke works employed 260 persons. These production figures rose to 357,000 tons of coal produced annually by 1900 and 254,000 tons of coke produced that year, using 500 beehive coke ovens. The company employed 448 persons at Hecla No. 2 in 1900. Six years later the H. C. Frick Coke Company acquired the Hecla Coke Company and installed H. L. Henderson as superintendent at Trauger. Through the 1910s, Hecla No. 2 was averaging about 225,000 tons of coal and 140,000 tons of coke each year. The population at Trauger during the 1910s was about 1,000 persons. The H. C. Frick Coke Company continued to operate Hecla No. 2 until 1925 when Frick permanently closed the mine and coke works.

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Photo 20. Trauger, St. Mary's Byzantine Catholic Church. Photo by Jet Lowe.

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Hostetter-Connellsville Coke Company: Hostetter Mine, Coke Works, and Town

I.D. No.: 131

T 894 at Hostetter
Hostetter, Unity Twp.

Construction Date: 1890

DESCRIPTION: The most prominent structure standing on the site of the Hostetter mine is a large coal washer, recently utilized by the Delta Penn Corporation to reclaim coal from a boney pile near the mine. A few beehive ovens survive from the coke works. They are located east of the coal washer, along a tributary of Ninemile Run. The extant structures of the coke works include about thirty bank ovens in severely to moderately deteriorated condition and about a dozen block ovens in severely deteriorated condition.



Photo 21. Coking operations at Hostetter, ca. 1912. Photo collection of USX Resource Management Division, Uniontown.



Photo 22. Hostetter, coke ovens. Photo by Ken Rose.

The town of Hostetter retains about fifty company-built houses, including a row where the foreman, mine boss, and other company officials lived, a superintendent's house, a company store manager's house, a company store, and a school. The residences built for the company's managers are located on "Pony Row." There are seven of these residences, each a large two-story double house with a gable roof, two brick chimneys, and a stone foundation. The mine superintendent's house is the largest residence in Hostetter. It is a two-story wood-frame building with a hipped roof, clapboard siding, a full-length front porch, and a stone foundation. The house has four-over-four-light double-hung sash windows and contains a centrally placed brick chimney. The workers' houses stand in rows along First, Second, Third, and Fourth streets. These include two-story wood-frame double houses and one-and-one-half-story single-family houses. The double houses are typical of those found in western Pennsylvania coal towns. Each has a gable roof, with main entrance parallel to the gable roof, a central brick chimney, two-over-two-light double-hung sash windows, and rubble stone foundations. A number of houses retain their outhouses, each with four stalls. Most of the double houses have been converted into single-family dwellings, and most have remodeled siding and front porches. The single-family houses are also of wood-frame construction but have saltbox roofs. They feature central brick chimneys and rest on stone foundations.

The former company store, a two-story wood-frame building with a gable roof, has been completely remodeled and now serves as the shop of a furniture refinishing company. The former school is a one-story, stretcher-bond red-brick building containing a hipped roof which intersects a gable roof. The gable roof covers the projecting central entrance. This entrance is at the gable end and features a stone panel with the inscription "1915 Hostetter." A rear wing, also of brick construction with a stone foundation,

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is topped with a gable roof. The school has been altered with infilled windows and a wood-frame addition along the main facade. It serves as a garage for the Unity Township maintenance crew.



Photo 23. Hostetter, company house. Photo by Christine Davis/Carmen DiCiccio.

HISTORY: David Hostetter, one of the founders of the Hostetter Coke Company, was born in Lancaster County, Pennsylvania, the son of a physician. By the early 1850s he had inherited his father's patent medicine business and began manufacturing "Hostetter's Bitters." Successful in this venture, Hostetter invested his money in coal and gas lands in western Pennsylvania and had financial interests in Pittsburgh banks and railroads. In the late 1880s Hostetter and several partners acquired coal lands in Unity Township and established the Whitney mine and coke works in 1889. Led by superintendent John T. Rush, the mine had a slope entry and the coke works contained 302 beehive ovens.

In 1890 the Hostetter Coke Company opened a second town, mine, and coke works in Unity Township. The company named the town Hostetter, after David Hostetter, and called the mine the Lippincott. The Superintendent at Hostetter, F. J. Friend, oversaw the opening of this slope mine along with the construction of a brick engine house and 292 beehive coke ovens. Operations at the Lippincott mine commenced in February 1890, and by the end of the year it employed 162 persons who produced nearly 36,000 tons of coal and over 17,000 tons of coke. (That year the Whitney mine and coke works employed 310 persons and produced 120,000 tons of coal, 85,000 tons of coke: see entry below.) By the late 1890s the Hostetter Coke Company had reorganized as the Hostetter-Connellsville Coke Company and had renamed the Lippincott mine the Hostetter mine. In 1900 the Hostetter mine and coke works employed 317 persons who produced 230,000 tons of coal and 163,000 tons of coke. The coke works had been

expanded by 1900 and contained 355 beehive ovens. By 1910 the Hostetter-Connellsville Coke Company was the third leading coal producer in the state's Second Bituminous District; only the Jamison Coal & Coke Company and the Keystone Coal & Coke Company outproduced the Hostetter-Connellsville concern. By this time, however, the Hostetter-Connellsville Coke Company was controlled by the H. C. Frick Coke Company with W. H. Clingerman, general superintendent of Frick Coke, directing Hostetter-Connellsville Coke. The Hostetter and Whitney properties continued to operate under the auspices of Hostetter-Connellsville Coke Company.

Through the 1910s the Hostetter mine and coke works consistently produced over 340,000 tons of coal and 210,000 tons of coke each year. The mine and coke works employed between 350 and 400 persons per year. Burgess B. Boyd of Hostetter served as superintendent of operations beginning in the 1910s through the early 1930s. By 1930 the Whitney mine was idle, although the Frick Company continued to operate the Hostetter mine and coke works under the Hostetter-Connellsville Coke Company banner. That year production of coal at Hostetter amounted to more than 97,000 tons; coke production exceeded 51,000 tons that year, the fifth largest of the county's ten remaining beehive coke producers.

As one retired coke worker recalled, the company paid its coke workers by the amount of coke produced. About 1930, workers received \$2.65 per car load of coke. (It took about eight to ten hours of work at the coke ovens to produce this amount.) By the late 1920s the block ovens at Hostetter were machine operated, whereas the bank ovens to the south remained hand operated. In 1941, the Jamison Coal & Coke Company of Greensburg leased the Hostetter mine, as well as the Whitney and Marguerite mines from the Frick Coke Company. Jamison closed the Hostetter mine in November 1962.

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**Hostetter-Connellsville Coke Company:
Whitney Mine, Coke Works, and Town**

I.D. No.: 126

.1 mile S. of town and E. of SR 2027
Whitney, Unity Twp.

Construction Date: 1892

DESCRIPTION: Remains from the Whitney mine and coke works include the company office, the ruins of the tipple, and beehive coke ovens. In addition, a number of concrete-block buildings, erected in the 1950s, remain in place. The company office is a one-story wood-frame building with a hipped roof, a brick chimney, and a rubble stone foundation. It measures 38' x 31' and is clad with horizontal wood siding and shingles. It retains a large multi-light window on its main facade and its paneled door with transom. The tipple was partially demolished in 1988. It is a steel and wood-frame structure resting on concrete piers. Until recently, the Brown Coal Company operated the Whitney mine. Local informants report that a battery of beehive coke ovens is extant on the hillside south of the tipple; however, this area is not easily accessible.

The town of Whitney retains about sixty company-built houses, situated in two parallel rows, a managers' row, a boarding house, a company store, and a school. The company-built dwellings that were occupied by workers are the standard wood-frame two-story double houses found throughout western Pennsylvania's mining towns. These houses have gable roofs, brick chimneys, and rubble stone foundations. Most have been altered with asphaltic or metal siding. A number of wood-frame privies remain in place behind the houses. Managers' row is situated on a hill above the mine; these include wood-frame single-family houses each with two-and-a-half stories, an L-shaped plan, and an intersecting gable roof. These houses have brick chimneys and rest on rubble stone foundations.

Now serving as a single-family residence, the boarding house is a two-story building with stretcher-bond red-brick walls, a hipped roof of asphalt with central dormer, and a rubble stone foundation. The main facade contains three entrances, one of which is near the end of the building and features a wood-paneled double door. The former boarding house retains its original one-over-one-light double-hung sash windows.

The former company store is a one-story wood-frame building with a hipped roof. It measures 72' x 55' and rests on a rubble stone foundation. The building retains part of its original storefront on the first floor. The most drastic alteration has been the removal of the second floor and the installation of a new roof and dormer. The building is owned by the Whitney Oil Company. The school is situated on a hill adjacent to the houses on managers' row. It is a one-story building with a full basement and contains Flemish-bond red-brick walls, a hipped roof covered with slate, a stone foundation. The main facade features triple sets of multi-paned double-hung sash windows with stone sills and a brick soldier course forming the lintels. The other facades contain paired twelve-over-twelve-light double-hung sash windows. The entrance contains paneled double doors with transoms. The building is vacant. The northernmost section of Whitney contains a group of five double houses that was associated with the Wheyl Coke Company's mine at Whitney.

HISTORY: In 1889 the Hostetter Coke Company of Pittsburgh established the Whitney slope mine in Unity Township. Under the auspices of superintendent John T. Rush, the company constructed 302 coke ovens and a number of houses for its employees. The Pennsylvania Railroad's Unity Branch served the

Whitney operation. By 1890, the Whitney mine and coke works employed 310 persons. That year the mine produced 120,000 tons of coal, and the coke works produced 85,000 tons of coke.

As with the nearby Hostetter mine, coke works, and town, the Whitney property was obtained by the H. C. Frick Coke Company in the early 1900s. However, it continued to operate under the banner of the Hostetter-Connellsville Coke Company. The 1910s were the most productive years of the Whitney mine and coke works. In 1910 production amounted to more than 316,000 tons of coal, and nearly 202,000 tons of coke. The mine and coke works employed 252 persons and the coke works contained 302 beehive ovens. Five years later 320 employees produced over 320,000 tons of coal and nearly 207,000 tons of coke. (In 1915, the coke works reached its peak of operations with 352 beehive ovens.) By the end of the First World War, the Whitney operation employed 310 persons. Production at the mine in 1918 amounted to more than 358,000 tons of coal, and the coke works produced nearly 223,000 tons of coke. These production levels diminished somewhat in the early 1920s. However, despite the slump in demand for coal and coke during this time, and despite the bituminous coal strike in 1922, production remained stable at Whitney and Hostetter. In 1922, the strike year, the H. C. Frick Company attempted to defy the walkout by importing scabs, successfully keeping open most of its mines. The Whitney mine operated 232 days that year, producing nearly 277,000 tons of coal. (The nearby Hostetter mine operated 295 days in 1922 and produced nearly 339,000 tons of coal.) By the mid-1920s, however, production at Whitney was rapidly declining. The company employed 238 workers at Whitney in 1926 and they produced just over 113,000 tons of coal and 48,400 tons of coke. The following year the Hostetter-Connellsville Coke Company, still controlled by the Frick Coke Company, employed only twenty-six men at Whitney, producing a mere 8,200 tons of coal and no coke. For a number of years after 1928 the Whitney mine remained idle. However, it was reopened in 1941 when the Jamison Coal & Coke Company of Greensburg leased the property, along with the nearby Hostetter and Marguerite mines. These operations ceased by the early 1960s. The tippie at Whitney, one of the last remnants of the mine, was partially demolished in 1988.

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Howard Gas Coal Company: Louise Mines and Patton

I.D. No.: 012

N. of SR 1036, 1.2 miles E. of Rte. 819
Patton, Salem Twp.

Construction Date: 1910

DESCRIPTION: The town of Patton consists of nearly thirty company-built houses, the former company store, fire hall, and the old pay office. The residential buildings include about twenty double houses with the main facades at the gable end. Each is a two-story wood-frame structure with brick chimneys and concrete-block foundations. There are eight single-family houses along one row, just south of the double houses. These single-family houses are on a sloping hillside and each is a one-story wood-frame building with a basement and clay-tile foundations; the houses have gable roofs with the gable ridge parallel to the street. The houses have been altered in various ways with new siding and porches installed. The former company store has been remodeled for residential use. The large two-story wood-frame building contains a gable roof and a stone foundation. Its exterior has been covered with aluminum siding. In addition, new windows have been installed. The fire hall is located at the end of the row of single-family houses and is a one-story hollow-clay tile building; it has been abandoned. The old pay office is a two-story wood-frame building with a gable roof, a large rubble-stone chimney, and a rubble-stone foundation. Its porch has been enclosed.

HISTORY: The Howard Gas Coal Company of Greensburg, led by Howard C. Patton and J. Howard Patton, was established in the early 1900s and operated the Mount Grey mine in Bell Township near Saltsburg. The Pattons had become involved in the gas coal fields in Penn Township in the 1890s, and by 1900 J. Howard Patton headed the Claridge Gas Coal Company. In the early 1900s the Pattons also controlled the Lucesco Coal Company of Greensburg. The Mount Gray colliery, served by the Conemaugh Division of the Pennsylvania Railroad, was the Howard Gas Company's only coal operation until 1919, when it opened the Louise mine No. 1 east of Slickville, next to the Irwin Gas Coal Company's Elrico property. The company also constructed a number of houses and an office in the unincorporated town it named Patton.

The coal industry was depressed soon after the First World War and operations at Louise Mine No. 1 started slowly. By 1921 the mine employed seventy persons who produced over 60,000 tons of coal. The following year seventy-four miners and colliery workers produced nearly 98,000 tons of coal. In 1924 the company opened a second mine, Louise No. 2, near Patton. That year marked the highest production level recorded to that date at the No. 1 mine: its 209 workers produced nearly 246,000 tons of coal. A. V. Eisaman served as the company's mine superintendent from the 1920s through the 1930s. Many of the company's employees lived in the company-built houses at Patton and patronized the company store.

However, residents of Patton undoubtedly used the post office in the adjacent coal town of Slickville, and many of the town's children attended grade school in Elrico.

Both of the Louise mines had drift entries and both employed electric-powered machinery for hauling coal. Louise No. 1 consistently out-produced the nearby No. 2 mine. In 1930 the company employed 116 persons at Louise No. 1 and they produced over 124,000 tons of coal; thirty-seven miners and colliery workers were employed at No. 2 that year and produced nearly 50,000 tons of coal. Virtually all of the coal produced at the Louise mines was shipped to market for use in heating and in power plants. Louise No. 1 used one battery locomotive and two trolley locomotives to extract 500 tons of coal daily in 1938. Louise No. 2 was using one battery locomotive and one trolley locomotive to produce about the same amount of coal per day as Louise No. 1. The Howard Gas Coal Company employed 186 miners to operate these two mines in 1938. Louise No. 2, the last of the two mines to operate, closed in 1956.

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**Irwin Gas Coal Company:
Elrico Mines and Town**

I.D. No.: 011

.5 miles E. of Rte. 819 on county road
Elrico, Loyalhanna Twp.

Construction Date: ca. 1910s

DESCRIPTION: The town of Elrico consists of the company store and three rows of houses. The school burned several years ago. The company store is a two-story wood-frame building with clapboard siding; it measures 75' x 35' and contains a gable roof covered with asphalt shingles, an ashlar foundation, and a storefront of large multipaned windows in wooden architraves; the first floor serves as a grocery and the second floor contains apartments. The company-built houses include single-family residences containing two stories, brick chimneys and clapboard siding. Each has a hollow clay-tile or concrete-block foundation; modifications include the application of new siding materials over original weatherboard, enclosed porches, room additions, and altered windows.

HISTORY: The Irwin Gas Coal Company of Greensburg was formed about 1917 and acquired coal properties in northern Westmoreland County in the vicinity of Export. By 1918 Irwin Gas Coal, led by C. L. Clark of Greensburg, operated Irwin Gas Nos. 1 and 2, and the Dibble mine, all near Export. Exploiting the 72"-thick Pittsburgh seam, these mines produced over 229,000 tons of coal in 1918,

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virtually all of which was shipped to market over the Pennsylvania Railroad line. Over the next two years the Irwin Gas Coal Company expanded its interests, acquiring coal properties in Salem Township just east of Slickville. The company established the town of Elrico and opened the Irwin Gas Nos. 3 and 4, each containing a drift entry. In 1921 the No. 3 mine was the company's largest producer; over 114,000 tons of coal were extracted from this mine. The No. 4 mine produced over 64,000 tons of coal. Most of the coal produced at Nos. 3 and 4 was shipped to market via the Pennsylvania Railroad. The two mines near Elrico employed 157 persons. There were no coke ovens associated with any of the company's mines.

By 1926 the Irwin Gas Coal Company had expanded again, operating six mines in Westmoreland County and one in Fayette County. This included: No. 2 at Export, Nos. 3, 4, and 5 at Elrico, No. 6 at Delmont, and No. 9 at Seward, all in Westmoreland County, and No. 11 at Uniontown in Fayette County. The firm was led by T. Pollard Latta of Greensburg, who was previously superintendent of mines for the Jamison Coal & Coke Company. The company stripped coal at its properties in Export and Delmont; however, it continued its underground operations at its Elrico mines. By 1930, the company was reorganized with John B. Brunot of Greensburg heading Irwin Gas Coal. (T. P. Latta had departed to lead the New Alexandria Coke Company and the Hempfield Coal Company, each with mines in Westmoreland County.) In 1930, only the Nos. 3 and 6 mines were operating in Westmoreland County. The Elrico operation employed eighty-four persons and Mine No. 3 ran for 116 days. The company's miners produced nearly 63,000 tons of coal. Both of the Elrico mines operated in the 1930s. Equipment at the mines in 1935 included mechanical screens, picking tables, three trolley locomotives, and loading booms. Irwin Gas Nos. 3 and 4 were finally abandoned in December 1951.

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Isabella Furnace Company: Cokeville Mine, Coke Works, and Town

I.D. No.: 178

On Conemaugh River, 300' E. of Rte. 217 bridge
Cokeville, Derry Twp.

Construction Date: 1872

DESCRIPTION: The town of Cokeville is an archeological site located within the flood-control project forming the Conemaugh River Lake. A bank of beehive coke ovens situated on a hillside above the river is still extant. None of the houses survive.

HISTORY: The Isabella Furnace Company of Pittsburgh purchased 900 acres of coal rights and lands at the juncture of McGee Run and the Conemaugh River, southeast of Blairsville. Construction of 200 beehive coke ovens, a cokeyard, and roadways was initiated in 1872. Each oven measured 13-1/2' in diameter with a height of 7', dimensions fairly typical of the region's coke ovens. The coke works produced coke for the company's Pittsburgh blast furnaces. Water for quenching the coke was pumped from the river to the top of the hill where a large brick reservoir, holding 62,000 gallons, had been constructed. A wood trestle was constructed from the mine to the coke works, a distance of about one mile, and mine cars, pulled by a narrow-gauge locomotive, hauled coal from the mine.

In 1880, the Isabella Furnace Company's mine at Cokeville produced 96,000 tons of coal. The company town, incorporated in 1887, provided housing for 300 miners, coke workers, and other personnel, and company-built structures included a school and a post office. In 1890, the mine produced 165,000 tons of coal and the coke works, containing 251 beehive ovens, produced 99,000 tons of coke. The company employed 211 persons at Cokeville, 100 of whom were miners, and forty-one worked in the coke yard. W. C. Grist of Blairsville served as superintendent at the company's Cokeville operations through the 1890s. By 1900 the property had passed into the hands of American Steel Hoop Company, which had a steel works in Etna, Allegheny County. In 1900 this concern employed 203 workers at its Cokeville property, and the mine produced nearly 151,000 tons of coal. (There was no record of coke production at Cokeville in the 1900 state mining inspector's report; however of the 203 employees there, fifty were listed as working in the coke yard.)

Soon after the formation of the United States Steel Corporation in 1901, the American Steel Hoop Company became the property of the giant steel concern. The mine and coke works at Cokeville were folded into the operations of the H. C. Frick Coke Company, a U.S. Steel subsidiary. In 1903, its last year of operation, the Isabella Furnace mine was run only twenty-five days. The mine produced a scant 14,700 tons of coal and the coke works produced 6,900 tons of coke. The Frick Coke Company abandoned the Cokeville property in 1903 and its 220 employees were forced to find work elsewhere. Private owners subsequently purchased the houses. Because it was located in a flood plain, Cokeville was periodically inundated. The town was especially hard-hit by the 1936 flood. The few houses that survived the 1936 flood were demolished in the course of a U.S. Army Corps of Engineers' flood control project on the Conemaugh River in 1952.

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**Jamison Coal & Coke Company:
Crabtree Mines (Nos. 4 and 5), Coke Works, and Town**

I.D. No.: 028

US Rte. 119 (Main Street) at Kennedy, Roosevelt and Center Streets
Crabtree, Salem and Unity Twps.

Construction Date: 1890

DESCRIPTION: The mining complex at Crabtree includes the machine shop, a lamp house, and brick beehive coke ovens. The coke ovens are east of town and are heavily overgrown. The machine shop is a red-brick, common-bond building; it contains one story and measures 75' x 36'; its gable roof is covered with metal; shallow brick arches span the doors and windows; brick pilasters support the timber rafters. The lamp house also contains red-brick, common-bond walls and has one story. It measures 20' x 20' and rests on a rubble stone foundation. The building presently serves as a garage. The town reservoir was built by the Alexander Coal Company. When a new coal-washing facility recently began operating on the original mining site, many of the mining buildings and coke ovens were removed.

The town of Crabtree was laid out in a linear fashion with houses constructed from the 1880s through the 1920s. Center Street is lined with wood-frame double houses with two stories, brick chimneys, and concrete-block foundations. Roosevelt (Back) Street contains double houses similar to those on Center Street, as well as large tee-shaped houses, each containing two-stories and stone foundations. Kennedy and Main streets are lined with standard two-story wood-frame double houses.

The original community center is now part of Carbone's Restaurant. The company store was destroyed by fire. The first houses constructed by the Alexander Coal Company were located on Roosevelt (Back) Street.

HISTORY: The original town of Crabtree, a small agrarian community, was established about 2 miles southeast of the present Crabtree, which is one mile south of Greenwald. The town presently called Crabtree was originally named Goff (a post office was established here in 1884). In the 1880s Thomas Donohoe's Alexandria Coal Company developed a mine and coke works near Goff, and built company houses in the small rural town. By 1890 the company employed 190 miners (the eleventh largest in Westmoreland County), and seventy-eight coke workers (the ninth largest in the county). That year the Alexandria mine produced over 250,000 tons of coal (the county's fourth largest coal producer) and the adjacent coke works produced about 123,000 tons of coke (fifth largest in the county). The coke works contained 293 beehive ovens. Thomas Donohoe subsequently resigned from the Alexandria Coal Company and, along with his son-in-law Arnott Wilson, formed the Donohoe Coal & Coke Company. This concern built housing at nearby Greenwald (originally called Deweytown) and opened a new mine and coke works.

In 1901 the Jamison Coal & Coke Company of Greensburg acquired the Alexandria mine. Renamed the No. 4 mine, it contained two slope entries, one in Salem Township and the other in Unity Township. The Alexandria Branch of the Pennsylvania Railroad served the No. 4 mine. Jamison Coal & Coke expanded the town of Goff, constructing houses in Unity and Salem townships. The growing town of Goff had its name changed to Crabtree in 1908, and the original village of Crabtree, about 2 miles southeast of Goff, became known as Old Crabtree. T. Pollard Latta of Crabtree served as superintendent of the No. 4 mine.

The acquisition of the Alexandria mine by the Jamison Coal & Coke Company occurred during the early expansion of this Greensburg-based mining and coking concern. Robert Smith Jamison was the founder

and first president of Jamison Coal & Coke, which was organized in June 1892. Its first mine was sunk east of Greensburg at Donohoe. (This town was presumably named after Thomas Donohoe.) In addition to the mine buildings, Jamison constructed thirty beehive coke ovens, twelve houses, and a company store. (With the exception of the Jamison Reservoir, virtually nothing of the operation at Donohoe survives.) By 1900 Jamison Coal & Coke ranked twentieth among Westmoreland County's coal producers. Robert Jamison's son, Thomas S. Jamison, served as the company's general superintendent during the early 1900s when Jamison Coal & Coke was undergoing a rapid expansion.

At the time of Robert Jamison's death in 1903, Jamison Coal & Coke owned five mines northeast of Greensburg. In 1909 and 1910 the company acquired a large tract of land situated on the Pittsburgh coal seam in Marion County, West Virginia. By 1914 Jamison operated five mines in Westmoreland County and three mines in West Virginia. John M. Jamison served as the company's president and had offices in Pittsburgh's Oliver Building, the corporate home of a number of other large coal producers in western Pennsylvania. W. W. Jamison served as general manager of the company's operations along with Richard H. Jamison who was general superintendent of the company's mines. The company's Pennsylvania mines were directed from Jamison's offices in Greensburg, and its West Virginia mines--located at Barrackville and Farmington--were run in conjunction with Jamison's offices in Fairmont. In Pennsylvania the Jamison Supply Company, based in Hannastown, ran the stores in each of the Jamison-owned towns.

The 1910s were lucrative years for Jamison Coal & Coke. The company's mines in the Connellsville coke region were operated in conjunction with the company's 1,400 beehive coke ovens at four of its coke works in Westmoreland County. By 1918, Jamison's Pennsylvania operations included the No. 1 mine at Luxor, the No. 2 mine at Hannastown, the No. 3 mine and the No. 6 (Highland) mine at Forbes Road, the No. 4 mines at Crabtree, and the No. 5 mine west of Crabtree. In addition, Jamison purchased coal lands in Unity Township and in 1918 began building the No. 20 mine and company houses at Pleasant Unity.

Jamison's No. 4 mine continued to be an important producer for the company. In 1902, soon after the company had purchased the property, Jamison installed compressed-air powered Ingersoll and Sullivan mining machines into the mine. By the early 1910s the mine was fully electrified and was producing between 400,000 and 800,000 tons of coal each year. The nearby coke works produced upwards of 300,000 tons of coke each year and contained 481 beehive coke ovens. By far the largest amount of coal produced at Crabtree occurred in 1915 when nearly 1,160,000 tons of coal was extracted. That year the company operated 492 beehive ovens which produced over 283,000 tons of coke. Jamison employed 972 persons at Crabtree in 1915, a number that would never again be exceeded. By 1918, the No. 4 mine and coke works employed 503 persons who produced that year nearly 472,000 tons of coal, and over 227,000 tons of coke. The coke works contained 481 beehive ovens, second in number to Jamison's No. 2 coke works at Hannastown which had 516 ovens. T. Pollard Latta had moved from mine superintendent at Crabtree to general superintendent of the company's Pennsylvania operations.

Jamison's high level of production during the war years was soon followed by a dramatic change in the operation of the company. The depressed coal and coke market in the early 1920s, coupled with the bituminous coal strike of 1922, forced Jamison Coal & Coke to lease most of its properties in Westmoreland County to its rival, the Keystone Coal & Coke Company. Beginning in February 1922, the Greensburg-based Keystone Coal & Coke operated the Luxor, Hannastown, Forbes Road, and Crabtree mines. Jamison retained only its recently built No. 20 mine at Pleasant Unity. Through the

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remainder of the 1920s production at the former Jamison mines did not reach the levels attained during the war years. However, they were among largest producers in the county. Under Keystone Coal & Coke the No. 4 mine at Crabtree employed between 350 and 400 persons. In 1926 it produced over 373,000 tons of coal and its coke works, containing 492 ovens, produced more than 156,000 tons of coke.

This leasing arrangement lasted until August 1930 when Jamison Coal & Coke reassumed control of its Westmoreland County mines. With George B. Taylor serving as superintendent of Jamison's Pennsylvania properties, the company's mines at Crabtree, Forbes, Run, Hannastown, and Pleasant Unity produced over 709,000 tons of coal and slightly more than 31,000 tons of coke. After it reassumed control of its Westmoreland County mines from Keystone Coal & Coke, Jamison produced less and less coke. Instead, the company washed its coal then shipped it to such large producers as the U.S. Steel Corporation's Clairton by-product coke plant. Mining operations at Crabtree continued through the 1930s. Subsequently, a strip mine was developed along Crabtree Creek and coal was hauled to market by truck.

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**Jamison Coal & Coke Company:
Forbes Road Mine (No. 3) and Town**

I.D. No.: 034

E. of Rte. 819 at T 881
Forbes Road, Salem Twp.

Construction Date: ca. 1900

DESCRIPTION: The Jamison No. 3 mining complex at Forbes Road is composed of the lamp house, the hoist-pump-bath house, mule barn, and machine shop. The lamp house is a brick building painted white; it has one story, measures 20' x 10', and contains six-over-six light double-hung sash windows; its roof was constructed with mine car rails which support a concrete slab. The hoist-pump-bath house contains yellow-brick common-bond walls, and a multiple gable roof; it measures 226' x 70' and features twelve-over-twelve-light double-hung sash windows spanned by double and triple brick voussoirs; the roof, composed of riveted steel Fink trusses, is supported by brick pilasters. The building features decorative brick corbels. To the rear is a brick addition, forming the pump and bath house; it measures 45' x 10' and contains concrete-block walls. This addition dates from ca. 1950. The nearby machine shop is also a yellow-brick building with stretcher-bond brick walls. It contains one story, twelve-over-twelve-light double-hung sash windows, and corbelled brickwork under the eaves; no machinery survives. The mule barn is a common-bond red-brick building containing one story, a gable roof, and a double door. The mine shaft, tibble, and head frame, which were located adjacent to the south side of the hoist house, have been demolished.

The town of Forbes Road consists of a grid plan of approximately sixty houses, managers' row, and St. Mary's Roman Catholic church. The dwellings include two-story wood-frame double houses with brick chimneys and stone foundations. Managers' Row is located southwest of the town center and mine and comprises six wood-frame double houses. These houses contain clapboard siding, double brick chimneys, and clay-tile and concrete-block foundations. The main facades are at the gable ends. Modifications to the company houses include the application of new siding materials over original weatherboard, enclosed porches, room additions, and altered windows. Most of the double houses have been converted to single-family dwellings.

HISTORY: In 1900, the Jamison Coal & Coke Company of Greensburg opened the shaft-entry Forbes Road mine, which it called the No. 3 mine. By 1903 Thomas S. Jamison was superintendent of the No. 3 mine and the No. 4 mine at Crabtree (see entry above). Jamison operated a coke works in conjunction with the No. 3 mine. The coke works contained 400 beehive ovens and produced over 131,000 tons of coke in 1903. Miners produced nearly 439,000 tons of coal at the No. 3 mine in 1903 over half of which was coked at the No. 3 coke works. The Forbes Road mine and coke works employed 426 persons and was the largest of Jamison's four coal and coke operations.

Jamison carried out a number of improvements to its No. 3 mine in 1906. These included the construction of three permanent overcasts to aid in the mine's ventilation, additional permanent stoppings, and underground stables for the mules. Above ground the company built an addition to the pump house and boiler house. Jamison also completed an additional 100 beehive coke ovens, bringing the total number of ovens at No. 3 to 500. This constituted the largest coke works in the Second Bituminous District.

By 1910 Jamison operated six mines in Westmoreland County; however, the company closed the coke works at Forbes Road, concentrating its coking at its No. 1 (Luxor), No. 2 (Hannastown), and No. 4 (Crabtree) mines. In 1910, the No. 3 mine at Forbes Road was the company's third leading coal

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producer; over 597,000 tons of coal was extracted that year at the No. 3 mine. The company employed 424 persons at Forbes Road and had R. F. Pitcarian as its superintendent.

The 1910s witnessed the highest levels of production at the Jamison mines. In 1915 the No. 3 mine produced nearly 500,000 tons of coal, a level it was never to exceed. The Forbes Road operation utilized thirteen electric mining machines and an electric locomotive to haul coal. Its power plant contained a boiler house with seven water-tube boilers, typical of those found in physical plants of collieries throughout the region. At Forbes Road this included four Stirling boilers, two Erie boilers, and one Heine boiler, the capacity of these being 1,900 horsepower. Two generator units supplied electricity at 275 volts DC.

As with the other Jamison coal properties in northern Westmoreland County, the Keystone Coal & Coke Company leased the company's mines and coke works from 1922 until 1930. Keystone Coal & Coke continued mining coal at Forbes Road, though by 1926 the nearby Highland mine (originally Jamison's No. 6 mine) was idle. From a low of 170,000 tons of coal in 1923 and to a high of 373,000 tons of coal in 1926, the Forbes Road mine was one of the Keystone Coal & Coke Company's better producers during the 1920s.

In 1930 Jamison reassumed control of the Forbes Road mine. That year the company assigned R. W. Sterrett as superintendent of this and the Hannastown mine. Under Jamison management the Forbes Road mine employed 201 persons and produced over 197,000 tons of coal in 1930. Much of the coal produced at Jamison's mines in Pennsylvania was washed by Jamison and shipped to by-product coke plants in Pittsburgh. By 1940 equipment at the No. 3 mine included five trolley locomotives, mechanical screens, picking tables and loading booms, and a work force of 350 miners was producing 2,000 tons of coal daily. Jamison's operations at Forbes Road ceased in the 1950s.

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**Jamison Coal & Coke Company:
Hannastown Mine (No. 2) and Town**

I.D. No.: 064

Hannastown Road off US Rte. 119
Hannastown, Hempfield Twp.

Construction Date: 1899

DESCRIPTION: All of the buildings related to the mine and coke works at Hannastown, with the exception of the extensively remodeled mule barn that now functions as the VFW Hall, have been demolished. The beehive coke ovens were buried under refuse from the mine in 1972. The company store is no longer extant.

Although remnants of the mining operation are few, Hannastown features nearly eighty company-built houses. The houses consist of two-story wood frame buildings. Many are the standard two-story wood-frame double houses found throughout the region.

HISTORY: The Hannastown mine was the second of the coal properties developed by the Jamison Coal & Coke Company. Jamison opened this shaft-entry mine in 1899. The Pennsylvania Railroad's Alexandria Branch served the mine. By 1903 Richard H. Jamison was superintendent at Hannastown and the company's other mine at Luxor. These two mines produced over 304,000 tons of coal in 1903 and over half of this was coked at the Luxor coke works which contained 300 beehive ovens. By 1910 Hannastown was the center of Jamison's mining and coking operations. Over 655,000 tons of coal were produced at the No. 2 mine. And its coke works, containing 516 beehive ovens, produced more than 292,000 tons of coke.

The 1910s witnessed the highwater mark of production at Hannastown with as many as 635 employees during the war years. The mine was partly electrified, but also relied on mules and rope for its haulage of coal. The boiler house contained twelve water-tube boilers and had a capacity of 4,200 horsepower. The powerhouse contained two generators that provided electricity at 250 volts DC.

As with the other Jamison coal properties in northern Westmoreland County, the Keystone Coal & Coke Company leased the company's mines and coke works from 1922 until 1930. In August 1930 Jamison reassumed control of the Hannastown mine and coke works. That year the company appointed R. W. Sterrett as superintendent of both Forbes Road and Hannastown. The mine used twenty trolley locomotives and employed 375 miners in 1940, producing 3,500 tons daily. Jamison closed its Hannastown operation in 1949.

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Jamison Coal & Coke Company: Highland Mine (No. 6) and Town

I.D. No.: 209

Rebecca Drive and Coal Hollow Rd. off Rte. 819
Highland, Salem Twp.

Construction Date: 1910

DESCRIPTION: The Jamison No. 6 mining complex at Highland includes the pumphouse, remnants of the tiple, and other archeological features. The pumphouse is a common-bond red-brick building painted yellow. It contains two stories and measures 45' x 30'; it has a gable roof and a concrete foundation. All of the machinery has been removed. The pumphouse supplied the water for the town and the mine. The tiple retains only the concrete piers. Other foundations are present from the mining complex.

The town of Highland includes a managers' row and twelve miners' houses. The managers' row is on Rebecca Drive and contains only two houses. Each is a two-story double house with a modified tee-plan. Each has a double gable roof, three brick chimneys, and a hipped roof over the front porch. The superintendent's house stands at the end of Highland Avenue and is a large wood-frame dwelling with two stories, a gable roof, and a brick chimney. Most of the town's residences are two-story wood-frame double houses with gable roofs with double brick chimneys. The company store was destroyed by fire and many of the miners' houses have been demolished.

HISTORY: About 1910, the Jamison Coal & Coke Company opened the No. 6 mine at Highland near Jamison's Forbes Road mine. The company, led by its general mine superintendent Richard H. Jamison, also constructed about fifteen houses for its employees at Highland. In addition, a company store, run by the Jamison Supply Company, was built at this time. The No. 6 mine was served by the Alexandria Branch of the Pennsylvania Railroad and had a slope entry into the 7'-thick Pittsburgh coal seam. It was never one of Jamison's top producers but between 140,000 and 163,000 tons of coal was extracted from this mine each year through much of the 1910s. The peak production year was 1915, when the No. 6 mine produced over 280,000 tons of coal and employed 188 persons. No coke ovens were constructed at No. 6; coal from this mine was shipped to Jamison's Luxor or Hannastown coke works.

From 1922 to 1930 the Keystone Coal & Coke Company leased the No. 6 mine from Jamison. It produced over 141,000 tons of coal in 1923 and employed 129 persons; the following year Keystone Coal & Coke operated the Highland mine only twenty-nine days and its 1.11 workers produced 30,500 tons of coal. In 1924 Keystone Coal & Coke ceased operations at Highland. After Jamison reassumed control of the Highland property the mine was operated sporadically. It was closed through much of the 1930s and reopened during the Second World War. The mine was finally abandoned in 1949.

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Jamison Coal & Coke Company: Luxor Mine (No. 1) and Town

I.D. No.: 030

on T 850 N. of SR 1028
Luxor, Hempfield Twp.

Construction Date: 1892

DESCRIPTION: The Luxor mining complex is located on a tributary of Little Crabtree Creek and is now operated by the Sekora Coal Company. It features remains from the coke works, as well as several extant mine buildings. Five of the original beehive bank ovens remain. In addition, this complex retains its drift entry, mine rails, mine cars, and a ca. 1930s coal loader. A second mine entrance, north of the drift entry, contains a brick arched portal. The former washing plant, built in 1907, is a common-bond red-brick building; its roof has been demolished and the building rests on a rubble stone foundation. The machine shop is a reinforced concrete building now used as a garage. The old tipple retains only its rubble stone piers. A new tipple has been recently constructed by Sekora Coal Company. This site is one of the most intact coal and coke works in central Westmoreland County.

In nearby Luxor, about forty company-built houses and a school remain. The company store once stood where the new post office is located and has since been demolished. The houses are wood and clapboard; double houses two-and-a-half stories in height with gable roofs and two brick chimneys. They contain rubble stone, tile and concrete block foundations, two-over-two-light double-hung windows, and front and back porches. Modifications include the application of new siding materials over the original frame, enclosed porches, room additions, altered fenestration, and the conversion of double houses into single-family dwellings. The school is red brick in stretcher bond, two stories in height, measuring 90' x 32'.

Coal and Coke



Photo 24. Luxor, coke ovens. Photo by Ken Rose.

It has an asphalt gable roof, an ashlar foundation, nine bays, a central front door, and four-over-four-light double-hung windows with stone lintels.

HISTORY: In 1892 Robert S. Jamison, a Greensburg resident who had served as general superintendent of the Mutual Mining and Manufacturing Company's mines in Westmoreland County, established the Jamison Coal & Coke Company. His son John M. Jamison was appointed secretary and treasurer of the company. The Jamisons opened their first mine in Hempfield Township, north of Greensburg, on the Alexandria Branch of the Pennsylvania Railroad. The slope-entry mine, called the No. 1 or Luxor mine, exploited the 7'-thick Pittsburgh coal seam. Thomas L. Jamison was appointed superintendent of the mine, and by 1897 it employed 179 persons, many of whom lived in the company-built houses at Luxor. That year the No. 1 mine produced over 83,000 tons of coal and its coke works, containing 120 beehive ovens, produced 35,000 tons of coke.

By 1900 the number of coke ovens at Luxor had grown to 300 and ten years later it contained 400 beehive ovens. Jamison employed 375 persons at Luxor who in 1910 produced more than 307,000 tons of coal and over 158,000 tons of coke. That year marked one of the few times when a Jamison did not serve as general mine superintendent. The company employed Edward Soppitt in this position; however, his tenure was short-lived. By 1915 he had left Jamison to lead the rival Latrobe-Connellsville Coal & Coke Company.

By the mid 1910s the Luxor mine and coke works was reaching its highest production levels: in 1915 over 599,000 tons of coal were extracted at the mine with a work force of 413. However, the coke works



Photo 25. Luxor, tibble (left), washing plant (right). Photo by Ken Rose.

produced only 18,700 tons of coke because the company shipped to market most of its Luxor coal. The mine was only partially electrified. Seven electric locomotives were augmented with mules and rope for hauling coal from the mine. The company employed eight electric-powered mining machines for extracting coal at Luxor. The mine's boilerhouse contained five water-tube boilers, producing as much as 1,500 horsepower.

America's entry into the First World War saw a renewal of coke production at Luxor. By 1918 Jamison employed 333 persons at the No. 1 mine and coke works. That year miners extracted nearly 310,000 tons of coal and the coke-yard workers produced about 154,000 tons of coke. This high level of coke production was only a temporary condition, however. After the war Jamison only sporadically operated these coke ovens as the company began to eliminate this part of its operation at Luxor. The most dramatic change at Luxor occurred in 1922 when the Keystone Coal & Coke Company leased the Jamison mining operations in northern Westmoreland County and abandoned Luxor's mine and coke works. For many years the mine stood idle. Finally, in the 1940s the Sekora Coal Company acquired the property and began strip-mining northeast of the No. 1 mine. Sekora Coal is still the owner of the Luxor mine, which retains its original slope entrance, mining cars, a tibble, the walls of a cleaning plant and boiler house, and a partial battery of beehive bank ovens.

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Photo 26. Luxor, larry cars. Photo by Ken Rose.

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**Jamison Coal & Coke Company:
Mine No. 20 and Pleasant Unity**

Corner of Rte. 981 and Phillips
Pleasant Unity, Unity Twp.

I.D. No.: 156

Construction Date: 1917



Photo 27. Pleasant Unity, company house. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: The town at Pleasant Unity consists of one double row of approximately twenty company houses and the company store. The houses are one-story wood-frame buildings with gable roofs, central brick chimneys, and clay-tile foundations; modifications include the application of new siding materials over original weatherboard, enclosed porches, room additions, and new windows. The old company store is located on Rte. 981 at Phillips Street. It is a stretcher-bond red-brick building with a single story. It has a gable roof, and a clay tile foundation. The building has been remodeled and is currently used as a residence.

The mining complex at the Jamison No. 20 mine is off Rte. 981, 3 miles north of Pleasant Unity. It consists of the machine shop, motor barn, and office. The motor barn is a common-bond red-brick building and measures 152' x 37'. It contains one story and rests on a concrete foundation. Steel Fink trusses support the roof. Railroad tracks extend through the north side of the building. The motor barn is used as an office and showroom by a firm that sells farm equipment.

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Serving as a storage shed for this firm is the former machine shop. It is also a common-bond red-brick building with one story; it measures 75' x 30' and contains multi-pane double-hung windows. The roof is supported by steel scissors trusses. The office is also a common-bond red-brick building, containing one-and-a-half stories, a gable roof, and twelve-over-twelve-light double-hung sash windows. Inscribed in concrete is "Jamison Plant #20".

HISTORY: The Jamison Coal & Coke Company opened this shaft entry mine at Pleasant Unity in 1917 when it leased coal lands situated on the 84"-thick Pittsburgh coal seam from the Thaw estate of Pittsburgh. Named the No. 20 mine, it was fully electrified with power obtained from Jamison's No. 2 mine at Hannastown. Jamison did not build a coke works at the No. 20 mine, shipping coal produced here to its beehive coke plants north of Greensburg or to the U.S. Steel Corporation's by-product plant at Clairton. The Unity Branch of the Pennsylvania Railroad served the No. 20 mine.

Despite the slump in the coal market after the First World War Jamison's mine at Pleasant Unity was one of the region's largest producers. In 1921, a year when the coal industry was suffering from the effects of a nationwide economic slump, Jamison operated the mine for 302 days and the 293 men and boys employed there produced nearly 500,000 tons of coal. Unlike most of the other Jamison coal properties in Westmoreland County which were leased in 1922 to the Keystone Coal & Coke Company, the No. 20 mine remained under the control of Jamison. During the 1920s Jamison's miners used three electric machines for mining the coal and nine electric locomotives for hauling the coal from the mine. About 240 persons were employed each year at the mine and production was consistently between 400,000 and 500,000 tons of coal per annum. Jamison maintained these production levels even during the depression of the 1930s. By 1940 the mine employed 300 miners, and was equipped with seventeen trolley locomotives. Jamison continued operations at Pleasant Unity until the early 1960s when it closed the No. 20 mine.

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**Keystone Coal Company:
Moween Mine and Town**

I.D. No.: 108

End of SR 960
Moween, Loyalhanna Twp.

Construction Date: 1906

DESCRIPTION: The town of Moween is located on a high bluff above the Conemaugh River on the border of Westmoreland and Indiana counties. Only the company store, manager's house, and fourteen company houses in two rows remain. The school and many houses have been demolished. The former company store is an L-shaped building, part of which contains a residence. The exterior of the store features vertical wood siding painted white. The building contains two stories and a hipped roof, and measures 98' x 68'; it rests on a coursed rubble stone foundation. The building retains its original six-over-six-light double-hung sash windows. The attached two-story house has four bays and a hipped roof. Its original windows have been replaced and a recent one-story addition was constructed along with new porches. The company-built dwellings include single-family and double houses, all of wood frame construction. The single-family houses are one-story structures. The double houses are typical of those found in the region's mining communities and contain two stories, gable roofs, double brick chimneys, and stone foundations. The largest house in Moween is the manager's residence, a two-and-a-half story building. Its first-floor walls are of ashlar stone construction and its second story has wood frame walls covered with wood shingles. The multi-gabled roof is covered with slate. The front and rear porches feature well-crafted wood columns. This mine manager's house is one of the most elaborate found in the region's coal towns and remains in good condition.

A bridge across the Kiskiminetas River once connected the town of Moween and the mine. The houses in Moween are privately owned, and the company store is now a shop and residence owned by the Tuscano-Mahor Roofing Company.

HISTORY: Located in the northern reaches of Westmoreland County, the town of Moween, along with the drift-entry Moween mine located across the Conemaugh River in Indiana County, were established about 1905 by the Keystone Coal Company. The Keystone Coal Company (not to be confused with the Keystone Coal & Coke Company) had its general offices in York, Pennsylvania, and was led by W. O. Houck. In addition to the Moween mine, Keystone Coal owned the Glen McClaren mine in Somerset County, Pennsylvania. The Moween mine exploited the Upper Freeport seam which had an average thickness of 42" in this area. By 1910 the Moween mine employed eighty-three men and boys who produced over 78,000 tons of coal. Miners extracted this coal by hand. Most of the coal produced at Moween was shipped to steam-coal markets via the Pennsylvania Railroad's Conemaugh Division. By 1915 Keystone Coal had opened a second mine at Moween, though it was not operated until the following year. Although the company continued to mine coal largely by hand, it added three Sullivan electric mining machines and employed three electric locomotives to haul coal from the mine. A powerhouse at the mine, containing one 150 kilowatt generator, supplied the electricity. During the First World War coal from the Moween mine was extracted exclusively by electric mining machines. By 1918 the company employed 127 persons at Moween and its miners produced over 144,000 tons of coal.

During the war the Keystone Coal Company moved its field offices from Meyersdale in Somerset County to Moween. Edward Bytheway oversaw the company's operations at Moween during the 1910s when it built many of the houses in Moween. The company store in Moween was operated by B. Straths and Brothers Company. Although Keystone Coal was one of the smallest coal companies in the region it

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remained an independent producer and continued to operate mines in Westmoreland and Somerset counties. In 1918 Keystone Coal, having abandoned the Glen McClaren mine, opened Keystone mine No. 4 near Meyersdale. However, the Moween mine remained the larger of the two operations. By the mid 1920s the Moween mine was regularly producing over 120,000 tons of coal each year. It employed about 130 persons. Edward Bytheway continued to serve as superintendent at Moween and the company was headed by J. E. Baker of York, Pennsylvania.

Baker led the Keystone Coal Company through the depression years of the 1930s. Having shed its Meyersdale property, the company operated only the Moween mine. Employment at the mine remained relatively stable with about 120 persons working single shifts. During the Second World War the Keystone Coal Company employed as many as 211 workers at the mine. In 1943 Moween miners produced about 122,000 tons of coal. The mine's preparation plant included a crusher, bar screens, a picking table, and loading booms. Six trolleys hauled coal from the mine. By the 1940s the company had dispensed with the powerhouse and purchased electricity from outside the town. About 1950, Keystone Coal ceased operations at the Moween mine.

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Keystone Coal & Coke Company: Crows Nest Mine and Bovard

I.D. No.: 144

1st, 2nd, and 3rd Streets
Bovard, Hempfield Twp.

Construction Date: 1910

DESCRIPTION: The Crows Nest Mine at Bovard is located at the end of First Street, along a tributary of Jacks Run. Remains include the machine shop, supply house, and tippie. The machine shop is a large one-story building with common-bond red-brick walls, a gable roof, a monitor, and a brick chimney. It measures 100' x 30'. The window openings are spanned by shallow brick arches; the gable roof is of metal with brick chimney and monitor. The building has been altered with one wall replaced with sheet metal and the construction of a large concrete addition. The supply house is also a one-story red-brick building with a gable roof. It measures 82' x 30' and rests on a concrete foundation. The coal tippie has been enclosed by a corrugated metal building. The Bovard Coal Processing Company utilizes the tippie and a new metal building to wash bituminous coal obtained from various reclamation projects in the area.

The Keystone Concrete Pipe Company produces pipe in the machine shop. The supply house is vacant; the office is owned by a chemical company.

The town of Bovard is composed of three parallel streets (1st, 2nd, and 3rd) lined with approximately 120 houses, and one perpendicular street (Cloverdale) on which is situated ten houses. The company store stands at 1st and Jefferson streets. It is a two-story building with common-bond red-brick walls and measures 85' x 52'; it has a flat metal roof and rests on coursed rubble stone foundation. The windows are spanned by brick voussoirs, though some window openings are spanned by stone lintels. Some of the windows have been infilled with brick and the building is now used for storage. The community hall, originally called the auditorium by the company, is opposite the company store. It is a one-and-one-half-story wood-frame building with a full basement. The building contains a gable roof and rests on a rubble stone foundation. The company-built dwellings include single-family and double houses. The single-family houses are of wood-frame construction.

The first houses in Bovard were constructed in 1910 followed by the building of the community hall in 1911 and the company store in 1912. Keystone Coal & Coke Company donated land for St. Bede's Church and sold property to Hempfield Township in 1911 for the erection of a school.

HISTORY: In the summer of 1902 the Greensburg-based Keystone Coal & Coke Company was formed with the merger of a number of small coal companies in Westmoreland County. These companies included several that were led by A. D. Harmon (the Hempfield Coal Company, the Salem Coal Company, the Greensburg Coal Company, and the Carbon Coal Company), one that was headed by J. Howard Patton (the Claridge Gas Coal Company), and three that were directed by Harry F. Bovard (the Sewickley Gas Coal Company, the Arona Gas Coal Company, and the Madison Gas Coal Company). The leaders of these companies all resided in Greensburg. Harry F. Bovard, who was born in Jacktown in 1871 and began his career in the coal business as a clerk for the Madison Gas Coal Company, was appointed as Keystone Coal & Coke's general superintendent. Julian B. Huff, a prominent Greensburg businessman, served as the first president of Keystone Coal & Coke.

In 1910, with northern Westmoreland County's coal miners engaged in a long and bitter strike, the company expanded its coal interests, constructing the Crows Nest mine in Hempfield Township, northeast of Greensburg. The slope-entry mine was situated on the 84"-thick Pittsburgh coal seam. Buildings near the mine included a tipple, a lamp house, a bath house and laundry, a machine shop, a stable, and a harness shop. In addition, Keystone Coal & Coke built over one hundred houses for its workers and erected a company store. Although initially called Crows Nest, the town was subsequently named Bovard, in honor of Harry Bovard who succeeded Julian Huff as president of the company. By 1915 the Crows Nest mine employed 456 persons and produced over 726,000 tons of coal, the largest amount produced from what was one of the most productive mines in the county. Production continued apace during the First World War. Over 540,000 tons of coal were mined each year during the war.

In 1922, a year that witnessed the largest coal miners' strike in the nation's history, the Keystone Coal & Coke expanded its operations again, leasing a number of the mine properties of its rival, the Jamison Coal & Coke Company. Keystone Coal & Coke continued operating its mines, including the Crows Nest, by importing scabs. As did the other coal operators, the Keystone Coal & Coke Company broke the strike and by the mid-1920s its Crows Nest mine was employing over 325 men. In 1925 miners at Crows Nest extracted nearly 582,000 tons of coal. The non-union era ended at Crows Nest in 1934 when the United

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Mine Workers successfully organized workers of Keystone Coal & Coke. John Dent, who later served as a congressman from Pennsylvania, and Frank Hughes led the union campaign at Bovard. The Crows Nest mine operated through the depression years of the 1930s though in 1940 the company began curtailing its operations. The mine employed 400 miners producing 2,000 tons daily in 1935. There were mechanical screens, picking tables, and loading booms at the mine.

Keystone Coal & Coke sold its houses to private owners and in 1942 the company sold the mine property to Adam Eidemiller, a local coal operator. Underground mining was ended by 1944. Strip mining commenced about this time and a screening plant handled coal extracted at other mines. Eidemiller closed this coal-cleaning operation in 1950. For a number of years the site remained abandoned. However, in 1959 Adam Eidemiller, Inc., opened the Keystone Concrete Pipe Company, using a number of the old mine buildings for this operation. This concern employed about thirty persons. In 1975 a new coal-cleaning plant was constructed next to the concrete pipe factory and leased to the Bovard Processing Company. This facility and the concrete pipe factory remain in operation.

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Keystone Coal & Coke Company: Darragh and Madison Mine

I.D. No.: 103

Rte. 136 at juncture with SR 3018
Darragh, Hempfield Twp.

Construction Date: 1890

DESCRIPTION: The town of Darragh is composed of a T-shaped row of approximately twenty company houses, a company store, and a church. The company store is a large two-and-one-half-story wood-frame building covered with aluminum siding. Measuring 108' x 58' and containing a hipped roof and a concrete-block foundation, the building retains some of its original multi-light double-hung sash windows with architraves and molded lintels. It has been converted into a residence. The original storefront remains, though it was covered as part of a porch enclosure, and the main entrance retains its large double doors and its multi-light transom. Typical of early twentieth-century wood-frame residences found in the region's mining towns, the company-built dwellings are both single-family and double houses. Two larger wood-frame two-story houses remain from Boss's Row, located off Route 136. The church is a wood frame building with wood siding, a gable roof, and a steeple. Built in the 1950s by the Cambuzzi Coal Company, the mine site contains a timber and steel-frame tippie that replaced the original tippie.

Nearby is an early 1900s brick building that may have served as a repair shop. In addition, the site retains a concrete-block fan house with intact machinery.

HISTORY: Originally called New Madison, the town of Darragh was established in 1890 by the Madison Gas Coal Company of Greensburg. This company was led by Thomas Donohoe, who was also head of the Alexandria Coal Company, which operated a mine in Salem Township. In 1890 the Madison Coal Gas Company opened the drift-entry Madison mine and constructed ten double houses and a coal tipple. The mine and town were served by the Hempfield Branch of the Pennsylvania Railroad. By 1891 the company employed 216 persons; that year the mine produced over 134,000 tons of coal, all of which was shipped to market by the Pennsylvania Railroad. By the late 1890s the Madison mine was producing as much as 170,000 tons of coal each year and employed 233 persons. About 1899 the Madison Coal Gas Company was reorganized and Harry F. Bovard, of Greensburg, was appointed general superintendent. Bovard also led the Arona Gas Coal Company and the Sewickley Gas Coal Company, each of which operated a single mine just east of Darragh. In 1902 these companies were merged into the Keystone Coal & Coke Company. Julian Huff of Greensburg was appointed president of this new coal concern and Bovard served as general superintendent of the company's mines. The company developed Darragh as the center of its mining activity in the area of Little Sewickley Creek. It constructed offices there about 1902. In addition, Keystone Coal & Coke erected a grade school in Darragh and named it the Huff School, after its company president.

As with other mines in the Irwin gas coal field, the Madison mine was struck by its workers in 1910 in an attempt to affiliate with the United Mine Workers. Keystone Coal & Coke closed the Madison mine for much of the year. (The Madison mine, as with all of the mines throughout Westmoreland and Fayette counties remained non-union operations until the 1930s.) The mine superintendent P. B. Walker was subsequently replaced by T. R. Johns who in turn was succeeded by Charles Daily and H. T. Knight. Near the end of the First World War Knight served as mine superintendent at Darragh when the town reached its peak in population and the nearby Keystone mines were at their greatest levels of production. These operations included the Madison, Arona, Sewickley, and Keystone Shaft mines, which employed about 1,000 men and boys. During the First World War they produced around 1.5 million tons of coal per year. Darragh contained the central boiler house, powerhouse, and repair shops for the Keystone operations in this area. The town contained about sixty company-built houses, a company store, the Huff School, and a post office.

Soon after the war, Keystone Coal & Coke closed the Sewickley and Madison mines, and by 1925 the company ceased operations at the Arona mine. The only producing mine of Keystone Coal & Coke in this area was Keystone Shaft. However, Darragh continued to serve as the company's center of operations, with many of its residents working at the Keystone Shaft. When the Keystone Coal & Coke began selling its coal lands in the 1930s, it sold the company houses in Darragh to private owners. Only about twenty of the company's sixty houses survive in the town, along with the former company store and the Huff School. The shop complex at Darragh retains an early 1900s brick building that may have served as the machine shop. Nearby is a concrete-block fan house with its ventilation fan intact.

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Keystone Coal & Coke Company: Carbon

I.D. No.: 236

Carbon Rd. (SR 3108)
Southwest Greensburg

Construction Date: ca. 1888

DESCRIPTION: The unincorporated town of Carbon retains one row of company-built houses. Numbering about twenty, these houses are two-story wood-frame double houses. Some of the gable roofs are covered with slate, though most of them have asphaltic shingles. Each house had two brick chimneys; however, some have been removed. The original two-over-two-light double-hung sash windows survive in a number of the dwellings. The houses rest on hollow clay-tile foundations. Modifications include the application of new siding over the original wood siding, the reconstruction of porches, and the addition of rooms. A number of the double houses have been converted into single-family dwellings.

HISTORY: The Greensburg-based Carbon Coal Company was established about 1888. Led by Frank I. Kimball, the company operated a slope mine and coke works and established the town of Carbon southwest of Greensburg, near the Hempfield Branch of the Pennsylvania Railroad. By 1890 the Carbon mine and coke works employed 213 persons. That year its miners extracted over 177,000 tons of coal. Carbon's coke workers operated forty-eight beehive ovens and produced nearly 25,000 tons of coke. Ten years later the Carbon Coal Company was led by A. D. Harmon, who was also general superintendent of the Hempfield Coal Company, the Salem Coal Company, and the Greensburg Coal Company. All of these companies were merged into the Keystone Coal & Coke Company in 1902.

By 1910 Keystone Coal & Coke's Carbon mine employed 394 persons and produced over 388,000 tons of coal. The company's local superintendent, J. D. Wentling, who had served in the same capacity for the Carbon Coal Company, also supervised the nearby Seaboard mine, a small operation employing only twenty-five persons. By 1915 the Carbon mine employed 165 persons. Henry Welty was the superintendent that year when over 224,000 tons of coal were produced at the Carbon mine. (Welty had served as superintendent of the former Greensburg Coal Company's No. 1 mine at nearby Haydenville - see entry below.) Its coke works had grown to fifty-seven beehive ovens, and nearly 24,000 tons of coke was produced there in 1915. By 1918, however, Keystone Coal & Coke closed the Carbon and

Seaboard mines. Many of the employees at Carbon found work in the company's nearby Greensburg Nos. 1 and 2 mines. By 1919 the work force at Greensburg No. 2 had fallen to 214 miners working 237 days, with production amounting to 308,000 tons of coal. Keystone Coal & Coke abandoned the Greensburg No. 1 mine in 1926. By 1935 only 130 miners were employed at the Greensburg No. 2 mine. Following a flood in 1936, the company closed the mine.

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Keystone Coal & Coke Company:
Greensburg Laboratory

I.D. No.: 235

N. Broad Street at Rugh Street
 Greensburg

Construction Date: 1910

DESCRIPTION: This one-and-a-half-story building measures 36' x 30' and contains a gable roof (covered with metal), a brick chimney, two-over-two-light double-hung sash windows, and ashlar stone foundations. Nearby is a refuse dump from the Greensburg Mine No. 1.

HISTORY: When the Keystone Coal & Coke Company opened this laboratory in 1910, it operated seventeen mines within a 10-mile radius of Greensburg. The company's chemists and mineralogists analyzed coal and coke produced from mines and coke works of the company. Coal and coke companies like Keystone were large enough to afford the cost of such a lab facility.

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**Keystone Coal & Coke Company:
Haydenville and Greensburg Mine No. 1**

I.D. No.: 224

E side of Keystone Avenue, W. of US Rte. 119
Haydenville, South Greensburg

Construction Date: ca. 1892

DESCRIPTION: The town of Haydenville adjoins South Greensburg and extends west off of Route 119. It contains about forty houses that line two streets. Most of these dwellings are large double houses with wood-frames, some with wood siding, gable roofs, brick chimneys, and rubble stone foundations. These houses date from the early 1890s. By the early twentieth century the town was served by two privately run grocery and dry goods stores. These businesses have been closed for many years. Just south of the town is a one-story brick building, erected in the 1950s, housing the Franklin D. Roosevelt Club.

HISTORY: The Greensburg Coal Company established a mine on the outskirts of Greensburg, along the Southwest Branch of the Pennsylvania Railroad, in the 1870s. In 1880 the company produced 21,800 tons of coal at its slope-entry mine. By 1886 the mine employed eighty-two persons and produced over 79,000 tons of coal. The company's coke works, containing just ten beehive ovens, produced slightly more than 5,000 tons of coke. The company was led by Frank I. Kimball of Greensburg. In addition to operating the mine and small coke works, the company constructed a number of double houses for its employees and named the mining community Haydenville.

By 1900 the Greensburg Coal Company was led by A. D. Harmon. The company operated three mines: the original Greensburg mine (No. 1), Greensburg No. 2, located near the No. 1 mine, and the Radebaugh mine, west of Greensburg. Henry Welty served as superintendent of the No. 1 mine, which produced about 83,500 tons of coal in 1900. The mine and the nearby coke works, still with just ten ovens, employed ninety-one persons. The handful of men employed in the coke yard produced around 2,000 tons of coke.

In 1902 the Greensburg Coal Company was absorbed by the Keystone Coal & Coke Company. Also based in Greensburg, Keystone Coal & Coke acquired the mine, coke works, and residential property at Haydenville. The town was also known as Red Onion and contained about forty company-built houses. (There are several stories concerning the origin of the name Red Onion. According to some, the town was dubbed Red Onion because a number of its residents hung onions grown in their garden on their front porches. It was also the trademark of the Keystone Coal & Coke Company to paint its houses barn red.)

Despite a widespread strike in northern Westmoreland County in 1910 that affected several Keystone Coal & Coke properties, the company continued to operate its Greensburg No. 1 mine. That year it employed 129 persons and was run for 305 days. Miners at No. 1 produced over 363,000 tons of coal. The small coke works had been abandoned by this time and most of the coal extracted at No. 1 was shipped to market via the Pennsylvania Railroad. The Keystone Coal & Coke Company had fully electrified the No. 1 mine and electric powered mining machines were used to extract coal. In addition, two electric locomotives hauled coal from the mine to the tippie. The physical plant contained three return tubular boilers that produced a total of 325 horsepower. A 550-volt DC generator was housed in the power plant. The No. 1 mine operated until 1926 when Keystone Coal & Coke abandoned it. Many of Haydenville's residents found employment at the nearby factories of the Walworth Company or the Railway Engineering

Company (see entries of these sites.) A few were employed in Keystone Coal & Coke's Greensburg No. 2 mine which operated until 1936.

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Keystone Coal & Coke Company: Keystone (Town) and Keystone Shaft

I.D. No.: 067

Keystone, Sewickley Twp.

Construction Date: 1903

DESCRIPTION: The town of Keystone consists of a double row of approximately forty houses less than one-half mile from another coal town called Herminie. The dwellings are wood-frame double houses each with two stories, brick chimneys, and stone foundations. Most of the houses have been altered with new siding, windows, and porch additions. No other company-built structures are present in the town.

HISTORY: Soon after the Keystone Coal & Coke Company was formed in 1902 company officials began looking to expand its coal properties. One of the first operations the company undertook was the construction of the Keystone Shaft which opened in 1903. Located west of Darragh, the center of the company's operations in the Little Sewickley Creek valley, the mine was situated on the Pittsburgh coal seam which averaged 82"-thick in this area. Equipment at the mine included a hoist house to lift the cages, a boiler house to produce steam for the hoisting mechanism, and a tippie to sort, weigh, and transport the coal. The Hempfield Branch of the Pennsylvania Railroad served the mine.

By 1910 Keystone Shaft employed 450 men and boys and produced nearly 270,000 tons of coal. Most of the coal was shipped by rail to market. The company did not construct any coke ovens at Keystone Shaft. In the late 1910s Keystone Coal & Coke initiated a series of improvements to its thirty-five mining

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operations, fifteen of which were in the Greensburg district. These improvements included the installation of bathhouses and laundries for the miners. By the fall of 1919 the company noted that it had completed the construction of bathhouses and laundries at four of its mines near Greensburg, including Keystone Shaft. A company official proclaimed that these facilities, built to improve cleanliness and health to arrest the spreading influenza epidemic of 1918, resulted in improved health of the workers and a decrease in an estimated "forty per cent of the work that used to occupy the time of the [miner's] wife at home." The company also noted that the laundry at Keystone Shaft was "self-supporting" because a "small nominal fee [was] charged each family to cover the cost of soap, bluing, and general maintenance." H. T. Knight of Darragh served as superintendent of the Keystone Shaft when these improvements were carried out.

The greatest production at Keystone Shaft occurred in the 1920s. By 1925 the mine employed 347 persons producing over 462,000 tons of coal. By 1930 the work force had been reduced to 220 men who mined 2,500 tons of coal a day, and more than 100,000 tons of coal per year. Keystone Coal & Coke closed the Keystone Shaft by the mid 1930s and withdrew from Darragh in 1938.

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Keystone Coal & Coke Company: Salemville

I.D. No.: 033

Quality Road and T 854, S. of US Rte. 22, W. of New Alexandria
Salemville, Salem Twp.

Construction Date: 1900

DESCRIPTION: The town of Salemville contains about thirty company-built houses. About twenty-four of these are workers' housing. Situated along a small road off US Route 22, these dwellings are two-story wood-frame double houses. To the east, along T 854, is Boss' Row. This contains five two-story wood-frame double houses. These houses are across the street from the abandoned coke works. Only the concrete foundations of a demolished coal washer remains. The beehive coke ovens have been reclaimed. The company store at Salemville is located on T 854, just off US Route 22. Originally this was the

"Hempfield Supply and Company No. 4."; asphalt siding covers the original clapboard exterior. The building contains two-and-a-half stories and measures 75' x 43'. It features a gable roof with new asphalt shingles, a rubble stone foundation, two-over-two-light double-hung sash windows, wooden shingles at gable on facade, and a large six-light storefront. Its off-center entrance features a paneled door with transom. During the coal-mining era, the town was surrounded by a fence. The company store now functions as an auction house and multiple-family dwelling while the company housing is privately owned. The mining complex at Salemville once included a large bank of coke ovens that was demolished in the 1960s.

HISTORY: The Salem Coal Company of Greensburg, led by A. D. Harmon, established the Salem No. 1 mine in 1900. This concern also built a number of houses in its company town of Salem and operated a company store. Served by the Alexandria Branch of the Pennsylvania Railroad, the colliery at Salem contained a tippie and a coke works. Alexander Coulter served as the Salem's first superintendent. Upon its formation in 1902, the Keystone Coal & Coke Company acquired the Salem Coal Company and the Salem mine. The coke works at Salem was the only one in Westmoreland County operated by Keystone Coal & Coke. It contained over 280 beehive ovens. By 1910 E. C. Taylor was serving as superintendent and the mine and coke works employed 451 persons. That year the mine produced nearly 496,000 tons of coal and the coke works produced over 143,000 tons of coke. This was Keystone Coal & Coke's single largest operation in 1910.

By 1914 Salem had a work force of 440 men and boys who produced the previous year about 552,000 tons of coal. Salem miners extracted the coal using seven compressed-air-driven mining machines, hauling coal from the mine with three compressed-air-driven locomotives and four steam-powered locomotives. The boilerhouse contained eight boilers which produced 2,400 horsepower. Six pumps were employed to remove water from the mine. A second mine was operating by the late 1910s. This drift-entry mine did not extract coal from the Pittsburgh seam, as did Salem Mine No. 1, but from the 42"-thick Freeport coal seam. Salem Mine No. 2 used one trolley locomotive, a mechanical loader, and a preparation plant to wash coal. Salem Mine No. 1 was inactive by the 1930s but Salem No. 2 was operational as late as 1945. In the 1930s annual coal production at the No. 2 mine ranged from as little as 48,000 tons to as much as 250,000 tons of coal. By 1940 the mine employed seventy miners and had a daily capacity of 400 tons. Three electric trolleys hauled coal from the mine to the nearby preparation plant.

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**Keystone Coal & Coke Company:
Sewickley Mine and Arona Mine**

I.D. No.: 035

Vicinity of Rte. 136, near Arona Borough
Arona

Construction Date: ca. 1900

DESCRIPTION: The Sewickley mine was located on the north side of the Pennsylvania Railroad tracks in the vicinity of Arona. No mine structures survive. The Arona mine was on the south side of the Pennsylvania Railroad tracks near Arona. No structures survive from this mine and the surrounding land has been stripped for coal. About a dozen company-built houses stand on the north side of Little Sewickley Creek near the Frog Pond. These buildings are two-story wood-frame double houses, typical of those found in the region's coal patches. Residents of this patch worked either at the Sewickley or Arona mine. The lands north of the patch have been strip-mined. To the west, on the south side of Little Sewickley Creek between Arona and Darragh, a battery of beehive ovens stands; however, it has been covered with a trash dump.

HISTORY: The Arona mine was originally developed around 1892 by the Arona Coal Gas Company of Greensburg. The mine had a slope entry and was served by the Hempfield Branch of the Pennsylvania Railroad. By 1897 the Arona Coal Gas Company, led by Harry F. Bovard, employed 190 persons. That year 156 men were employed underground, extracting nearly 154,000 tons of coal. Nine mules were used to haul coal from the mine.

Not far from the Arona mine was the Sewickley mine, established around 1898 by the Sewickley Gas Coal Company. As was the Arona Gas Coal Company, Sewickley Gas Coal was led by Harry Bovard. By 1900 the Sewickley Gas Coal Company employed 246 men and boys, producing over 200,000 tons of coal. (That year the Arona mine had 202 workers who produced nearly 243,000 tons of coal.) Hauling was done by mules and horses. Most of the workers at the two mines resided either in Arona, Madison, or Darragh. This latter town, located about one mile west of Arona, was developed by the Madison Coal Gas Company and was the site of the Madison mine (see entry above). In 1902 the Madison, Sewickley, and Arona companies were merged into the newly formed Keystone Coal & Coke Company. This concern expanded operations at Darragh and made that town the center of its mining activity in the Little Sewickley Creek area. (The largest coal town in this area was established just west of Darragh. Named Herminie, this town was developed in 1893-94 by the Ocean Coal Company, a subsidiary of the Berwind White Coal Mining Company.)

By 1910 the Sewickley mine was one of the largest producers in the Little Sewickley Creek valley. A miners' strike in the Irwin gas coal basin that year curtailed production at a number of mines in the area. However, Keystone Coal & Coke continued to operate most of its properties and the Sewickley mine employed 425 persons. In 1910 they produced over 233,000 tons of coal. Unlike its Sewickley mine, Keystone Coal & Coke's Arona mine operated for only 122 days in 1910. Its work force of 406 men and boys produced a little more than 160,000 tons of coal. The superintendent for these mines, as well as the Madison mine, was P. B. Walker. During the First World War Keystone Coal & Coke ran the Madison, Sewickley, and Arona mines as one large operation. The physical plant in Darragh consisted of a large boiler house with eight boilers totaling 1,600 horsepower. These boilers were operated in conjunction with two air compressors, two pumps, and a generator unit that provided 250 volts DC power. The amount of coal produced at the Sewickley mine, upwards of 260,000 tons per year in the late 1910s, was

generally larger than that produced at the Madison or Arona mines. Nearly 1,000 persons were employed at these mines during the war.

With the exception of the Keystone shaft, outside of Herminie, the years after the war were ones of decline for Keystone's mines in the Little Sewickley Creek area. By 1925 the Sewickley, Arona, and Madison mines were idle and by the late 1930s these mining properties had been sold. Keystone Coal & Coke centered its mining activity at its shaft mine in Keystone; many of the workers at the Keystone shaft (see entry above) resided in Darragh. In the 1940s the Adam Eidemiller Coal Company operated a number of strip mines in the vicinity of Arona and Darragh. Another mining concern, the Cambuzzi Coal Company, led by Andy Cambuzzi of Darragh, extracted coal from the area around the Madison mine. This activity ceased in the early 1970s. The Cambuzzi family presently owns a number of buildings in Darragh constructed by the Keystone Coal & Coke Company.

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**Latrobe-Connellsville Coal & Coke Company:
Peanut and Ligonier No. 2 Mine**

I.D. No.: 195

on Rte. 982

Peanut, Derry Twp.

Construction Date: 1910

DESCRIPTION: The town of Peanut is composed of three parallel rows of approximately twenty-five miners' houses, a boss's row, and the company store. The streets in Peanut include Pine, Oak, and Route 982. The former company store is located on Route 982. It is a one-story wood-frame building with a gable roof; every variety of siding known to man has been applied to this structure; the building has been extensively remodeled and now contains apartments. The company-built houses on Route 982 are typical of miners' dwellings found in western Pennsylvania: each is a two-story double house with wood frames, gable roofs, two brick chimneys, and stone foundations. The main facades are parallel to the gable ridge. Boss's Row is composed of single-family houses located on a road parallel to, and west of, Route 982.

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Each is a one-story wood-frame building with gable roof, single brick chimneys, and concrete-block foundations. The coke works and mine buildings that composed the complex at Peanut were located northwest of town. This area is now wooded and a few remains of the brick beehive ovens may exist.

HISTORY: The origin of the Latrobe-Connellsville Coal & Coke Company can be traced to 1865 when Mathias Saxman, a farmer from the Latrobe area, opened a small coal mine on his property. By 1870 Saxman was shipping coal as far as Altoona via the Pennsylvania Railroad. Marcus Wilson Saxman, son of Mathias, took control of his father's operation and greatly expanded the company's holdings to include the production of coke. This expansion of the business included the mine, coke works, and company town of Peanut. In addition, Saxman acquired a number of other coal and coke companies, the largest of which was the Latrobe-Connellsville Coal & Coke Company.

By 1900 Saxman's holdings included Saxman Coal & Coke, Superior Coal & Coke, Derry Coal & Coke, Millwood Coal & Coke, and Latrobe-Connellsville Coal & Coke. A biographic sketch of Marcus W. Saxman published in 1913 noted that these combined holdings, all of which were part of the Latrobe-Connellsville Coal & Coke Company, gave Saxman control of the seventh largest coal company in the United States. (In addition to his coal properties, Saxman was a prominent capitalist in several other Latrobe-based ventures. He served as treasurer of the Derry Glass Sand Company, president of the Latrobe Electric Steel Company, and president of the Citizens Bank of Latrobe.) Most of the coal company's properties were located in the Latrobe field, and its steam coal was purchased by a number of large railroads including the Pennsylvania, the Boston & Maine, and the Delaware & Hudson.

Among the coal properties of Saxman were the Derry mines, northeast of Latrobe in Derry Township. The first of these mines was the Derry Shaft, established about 1892 by the Derry Coal & Coke Company. The company had offices in Latrobe with E. F. Saxman serving as general superintendent. By 1897 Derry Coal & Coke employed 185 persons at Derry Shaft and operated a coke works containing 182 beehive ovens. That year the mine produced nearly 136,000 tons of coal and the coke works produced about 34,500 tons of coke. The Pittsburgh Division of the Pennsylvania Railroad served the mine and coke works.

By 1903 Saxman was greatly expanding his coal properties in Derry Township. That year the Derry Coal & Coke Company opened its No. 2 mine just east of Bradenville. (This shaft-entry mine contained a coke works with fifty beehive ovens.) Another Saxman concern, the Latrobe-Connellsville Coal & Coke Company, was operating the Gilson mine near Latrobe. This situation soon changed, however, when Saxman reorganized the Latrobe-Connellsville Coal & Coke Company and merged into it a number of his coal producers. (This included the Derry Coal & Coke Company.) In addition, in 1903 the Atlantic Crushed Coke Company, led by H. C. Burket, a Greensburg businessman and associate of Saxman, added a second mine (the No. 3 mine) to its coal property near New Derry. The Pennsylvania Railroad constructed a short branch line, which it named the Bradenville Branch, to serve several of these mines and coke works.

One other Saxman-controlled company emerged in the early 1900s. This was the Ligonier Coal Company, which established a patch called Peanut, just west of the unincorporated town of Derry. The Ligonier Coal Company opened its Ligonier No. 2 shaft mine in 1902. At this time, Edwin Williams was serving as the company's mine superintendent. This mine contained a small coke works which had twenty

beehive ovens. In 1903 eighty persons worked at Ligonier No. 2. The mine produced nearly 43,000 tons of coal and the coke works produced about 3,000 tons of coke.

By 1910 Saxman's Latrobe-Connellsville Coal & Coke Company was operating the Saxman, Superior, Gilson, Derry, and Millwood mines. Oddly enough, the Ligonier Coal Company and its Ligonier No. 2 mine, though surrounded by properties of the Latrobe Coal & Coke concern, retained their independence from this larger firm. In 1910 the Ligonier No. 2 mine employed 160 men and boys, producing over 93,000 tons of coal. The coke works, containing fifty ovens, produced just over 8,000 tons of coke. An insurance map from 1911 shows that the town of Peanut contained ten double houses, seven small single-family dwellings, and a company store.

During the First World War the Ligonier Coal Company was reorganized and called the Saxman Coal & Coke Company. This new concern renamed the Ligonier No. 2 mine and coke works Saxman No. 2. Saxman Coal & Coke also took control of the town of Peanut. Through much of the 1920s the No. 2 mine annually produced anywhere from 73,000 to 103,000 tons of coal. The small coke works produced in the range of 27,000 to 31,000 tons of coke per year. Between 100 and 120 persons were employed at Saxman No. 2, many of whom lived in the town of Peanut. Saxman Coal & Coke continued this mining operation until 1939, its coke works having been abandoned some years earlier.

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**Loyalhanna Coal & Coke Company:
Loyalhanna Mines (Nos. 1 and 2, and Pandora Shaft)**

I.D. No.: 094

N. of SR 1020 on Main and Station Streets
Loyalhanna, Derry Twp.

Construction Date: 1880

DESCRIPTION: None of the mine structures survive that were associated with Loyalhanna Nos. 1 and 2, and with Pandora Shaft. About twenty company-built houses survive in Loyalhanna, an unincorporated residential community on the outskirts of Latrobe. Most of these houses are in a single V-shaped row of along Main and Station streets, north of Saxman Run. In addition, a number of company-built dwellings stand along the old Latrobe-Derry Road. Next to the post office (constructed in the 1960s) stands the old Loyalhanna School, now owned by the Mania Hardware Company.

The dwellings north of Saxman Run are T-shaped two-story wood-frame double houses with a one-story room at the rear of the building. Each dwelling contains a gable roof with a central chimney and a rubble stone foundation. A number of these houses have been converted into single-family residences. Various siding materials, namely asphaltic and aluminum, have been applied over the original sidings. The company store and a railroad station that stood near the railroad tracks were demolished many years ago. The mine and coke works were located on the property of the Kennametal plant, and were demolished as early as the 1930s. A number of two-story double houses are situated along the Latrobe-Derry Road. These dwellings have a rectangular plan and rest on stone foundations. Most of them have been converted into single-family houses and have been altered inside and out. The old school is located along the Latrobe-Derry Road and is a two-story brick structure with a hipped roof and a stone foundation. Erected about 1900, it retains much of its original appearance.

HISTORY: Among the early coal and coke enterprises operating in Latrobe was the Philadelphia-based Loyalhanna Coal & Coke Company's Loyalhanna mine located along Saxman Run and the Pennsylvania Railroad, on the east side of Latrobe. This shaft-entry mine was one of the largest producers in Westmoreland County by 1880, when Loyalhanna miners extracted over 118,000 tons of coal, most of which was coked in the nearby Loyalhanna coke works. In 1886 a fire at the shaft destroyed the tippie, engine house, and washing plant. These structures were rebuilt and in 1890-91 Loyalhanna Coal & Coke opened a new shaft next to the original shaft. By 1894 Loyalhanna Coal & Coke was operating three shaft mines in the Latrobe area. This included the No. 1 mine, the Pandora mine, which was located just east of No. 1, and the No. 2 mine, about one mile southeast of Latrobe along Loyalhanna Creek. The company built a number of houses on the east side of Latrobe and its employees worked at either the No. 1, No. 2, or Pandora mines and coke works.

By 1910 the Loyalhanna Coal & Coke Company was operating four mines -- the three in the Latrobe area and a fourth at Onnalinda, in Cambria County. Mine Nos. 1 and 2 employed 267 persons, producing over 123,000 tons of coal in 1910. The coke works at No. 1 contained 217 beehive ovens but produced a paltry 300 tons of coke in 1910. (The Pandora mine employed 128 persons in 1910 and that year produced over 55,000 tons of coal.) Most of the coal extracted at the company's mines was shipped to market and sold as steam coal.

By 1914 Loyalhanna Coal & Coke was led by John Pitcairn, president of the company. Although the Philadelphia-based company had ceased operating the Pandora mine, it had opened mine No. 6 near Stoystown in Somerset County. Coal from mine Nos. 1 and 2 was still extracted by pick and shovel,

whereas the No. 6 mine employed electric-powered machines. During the First World War Loyalhanna Coal & Coke abandoned its operations in Westmoreland County. Onnalinda in Cambria County served as the company's field office and Loyalhanna Coal & Coke continued mining in Cambria and Somerset counties through the 1920s.

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Marietta-Connellsville Coke Company: Marietta Mine and Coke Works

I.D. No.: 019

.2 miles S. on White City Road, right at T intersection, overlooking railroad
Wilpen, Ligonier Twp.

Construction Date: 1907

DESCRIPTION: Only a bank of coke ovens and two company houses represent the Marietta Coal Company's mine near Wilpen. Approximately forty beehive bank ovens with rubble stone fronts are located on the hillside adjacent to the old railroad bed. The tipple once stood near the south end of the curved row of ovens. Twelve houses composed the patch, and the residents used the company store at Wilpen. The company houses included two-story single-family residences and four-bay doubles with central brick chimneys, gable roofs and rubble-stone foundations.

HISTORY: The Marietta-Connellsville Coke Company, a small Connellsville-based coal and coke concern which had offices in Ligonier, opened the Marietta mine in 1907. This drift-entry mine was situated on the 90"-thick Pittsburgh seam. The company officers included members of the Marietta family who lived in Connellsville. S. R. Kelly of Ligonier was appointed general superintendent of the Marietta mine. Served by the Ligonier Valley Railroad, the Marietta mine and coke works employed thirty-five persons by 1910. That year the company's miners produced about 14,000 tons of coal and the coke works, containing forty beehive ovens, produced about 9,000 tons of coke. By 1914 the drift-entry mine and the coke works employed thirty-one persons. Marietta miners extracted coal by hand and produced

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about 31,000 tons of coal in 1913. Mules hauled coal from the mine to the coke ovens. The physical plant consisted of one small boilerhouse containing a single boiler with a capacity of fifteen horsepower.

By 1918 R. Marietta led the company which operated two Marietta mines, the original mine and Marietta No. 3. In addition, R. Marietta had a controlling interest in the nearby Hazelburg mine and coke works of the Connellsville Coke and Fuel Company. (This property was also served by the Ligonier Valley Railroad.) The Marietta mines employed thirty-five persons in 1918 and produced about 66,500 tons of coal. Its coke works was abandoned and nearly all of the coal produced at the mines was shipped to outside markets. By 1922 the original Marietta mine was closed and the No. 3 mine operated only 112 days. Its twenty employees produced slightly more than 9,000 tons of coal. The mine was closed in 1924.

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Mount Pleasant By-Product Coal Company: Saint Vincent's Shaft

I.D. No.: 133

N. of U.S. Rte. 30
Saint Vincent's Shaft, Unity Twp.

Construction Date: 1918

DESCRIPTION: Standing on the north side of U.S. Route 30, near Saint Vincent's College (from which the town and mine derived its name), the company-built houses at St. Vincent's Shaft consist of two parallel rows of approximately twenty houses. The houses have been altered to varying degrees. Originally they were the standard two-story wood-frame double houses found throughout Western Pennsylvania's coal patches. All of the residences have been converted into single-family dwellings. A number of them retain the original double brick chimneys and stone foundations. The original clapboard siding has been changed on almost all of the houses and most of the original porches have been altered.

HISTORY: During the First World War, the Mount Pleasant By-Product Coal Company of Greensburg sank the Saint Vincent's Shaft. Nearby the company built a group of houses for its employees. Mount Pleasant By-Product Coal was a small coal company led by J. U. Kuhns, who was also the president of the Mount Pleasant Coke Company. (This latter concern operated two mines at Beatty, about one mile northwest of Saint Vincent's Shaft.) D. C. Cramer of Latrobe served as mine superintendent for both the Beatty and Saint Vincent Shaft mines. The shaft at Saint Vincent's was 244' deep and exploited the Pittsburgh seam which averaged 90" in thickness in this area. Operations commenced in 1918 with the Unity Branch of the Pennsylvania Railroad serving the mine. Production in 1918 amounted to nearly 42,000 tons of coal, most of which was shipped to market by rail. (Some of the coal produced at Saint

Vincent's was probably sent to the coke works at Beatty No. 2; this works contained 182 beehive coke ovens.) Eighty-one persons worked at Saint Vincent's Shaft, many of whom lived in the company-built houses. The company employed two pumps to remove water from the mine; the capacity of these two pumps was 275 gallons per minute. A 7'-diameter centrifugal fan, manufactured by the Jeffrey Company and powered by electricity, ventilated the mine. The company employed seven horses to pull its coal cars. Oddly enough, the first fatality at the mine occurred soon after it opened when one Charles A. Siegfried was thrown by a horse and killed while riding it from the mine to the barn.

Through the 1920s the amount of coal produced at the mine remained extremely modest. In 1921, a year when the nation's economy was depressed, a work force numbering 116 produced slightly more than 30,000 tons of coal. Two years later, however, the mine reached its greatest output for one year, with 153 employees producing over 198,000 tons of coal. By 1925 production had again tapered off; the company employed 120 persons and produced just under 40,000 tons of coal. In 1930 the Mount Pleasant By-Product Coal Company was still headed by J. U. Kuhns of Greensburg. D. C. Cramer, the first mine superintendent at Saint Vincent's Shaft, remained in this position. The company produced over 83,000 tons of coal in 1930, employing seventy-five persons and operating for 155 days. Soon after, the company closed the shaft when the mine suddenly flooded. The headframe, engine house, tippie, mine office, and horse barn were subsequently demolished. Only the company-built houses along U.S. Route 30 survive.

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Harrisburg: n.p., 1932.

**Mount Pleasant Coke Company:
Beatty Mines, Coke Works, and Town**

I.D. No.: 132

Beatty Street west of Monastery Road
Beatty, Unity Twp.

Construction Date: 1906

DESCRIPTION: Only about fifteen company-built houses survive at Beatty. They are standard two-story wood-frame double houses with two brick chimneys, gable roofs, and stone foundations. As with many of the region's company-built double houses, a number of those at Beatty have been converted into single-family dwellings and the original clapboard siding has been removed. No mine structures from the Beatty mine Nos. 1 and 2 survive. The beehive coke works has also been demolished.

HISTORY: The Mount Pleasant Coke Company of Greensburg began operations about 1901 when it opened the Boyer mine and coke works in Mount Pleasant Township. Five years later this company opened a second mine and coke works in Unity Township. Called Beatty, this drift entry mine and coke works were served by the Unity Branch of Pennsylvania Railroad. W. A. Wilson of Greensburg was the general superintendent of the company and Clarence Deal served as mine superintendent. By 1910 Beatty miners produced over 105,000 tons of coal and the coke workers produced about 35,000 tons of coke. The Beatty operation employed 167 persons. By 1915 the company hierarchy consisted of J. W. Kuhns

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of Greensburg, president, W. A. Wilson, general superintendent, and James P. Murtha, mine superintendent at Beatty. (Kuhns was also president of the Mount Pleasant By-Product Coal Company -- see entry above.) That year Mount Pleasant Coke began building a new mine at Beatty. Called Beatty No. 2, it had a slope entry and opened in 1916.

Both Beatty Nos. 1 and 2 used mules and rope to haul coal from the mines. The mine utilized four water tube boilers and two pumps. The Beatty mines employed 160 persons. The company sent only coke to market. Beatty No. 1 was closed in 1919; however, Beatty No. 2 remained in operation throughout the 1920s into the 1940s. The mine produced over 68,000 tons of coal in 1931. In the late 1930s Mount Pleasant Coke was acquired by the Unity Coal Company of Greensburg, Pennsylvania. Mine No. 2 employed 131 miners producing 350 tons of coal daily in 1942. Coal was shipped to market by truck.

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Mount Pleasant-Connellsville Coke Company: Carpentertown Mine and Town

I.D. No.: 058

Off Rte. 981

Construction Date: 1901

.4 miles NE of Penn. Turnpike crossing, Mt. Pleasant Twp.

DESCRIPTION: The mining complex at Carpentertown has been partially demolished by recent strip mining and now consists of only the mule barn, machine shop and a partial battery of bank beehive coke ovens. This site is located along Boyer Run, on which was built a dam to store water for use in the coke works. The reservoir has silted in and now forms a swampy wetland. Strip mining has been undertaken to the south and north of the former reservoir. The coke works can be seen from Route 981. About forty bank beehive ovens, in greatly deteriorated condition, extend along an old railroad grade. To the west stands two partially demolished buildings. One was likely a machine shop. It is a one-story building with common-bond red-brick walls, a gable roof covered with slate and supported by riveted steel Fink trusses. This building is nearly identical to an adjacent brick building that may have served as a mule barn. Both

buildings are abandoned and in ruins. Large holes have been knocked through the walls, and the roofs have nearly collapsed.

Six company-built dwellings are located on a gently rising hill west of the two deteriorated brick buildings. A single dirt road extends by the houses. The houses are among the region's few two-story brick duplexes associated with a coal patch. These red-brick tenement houses, located in a double row north of the mine, measure 32' x 28' and contain flat roofs of asphalt with central brick chimneys. The walls are common-bond brick construction and rest on rubble stone foundations. Some of the original six-over-six light double-hung sash windows remain in place. The window openings are spanned by double brick voussoirs; modifications include enclosed porches and room additions. The company store was torn down in the 1920s and the residents used the company store in Mt. Pleasant for supplies.

HISTORY: Led by W. A. Wilson of Greensburg, the Mount Pleasant-Connellsville Coke Company established a mine, coke works, and the town of Carpentertown north of Mount Pleasant in 1901. Wilson was also president of the Mount Pleasant Coke Company which developed mines and coke works at Boyer (near Hecla) and Beatty (see entry above). By 1910 Robert Hay was serving as superintendent at Carpentertown, with the coke works and shaft-entry mine employing 237 persons. That year the mine produced over 192,000 tons of coal and the coke works, containing 310 beehive ovens, produced nearly 127,000 tons of coke. The company shipped its coal and coke via the Baltimore and Ohio Railroad.

Sources:

Halberstadt, Baird. General Map of the Bituminous Coal Fields of Pennsylvania. Pottsville: Halberstadt Publisher, 1903 and 1907 editions.

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**New Alexandria Coke Company:
Andrico Mines and Town**

I.D. No.: 014

On E. side of Rte. 981, 1 mile N. of New Alexandria
Derry Twp.

Construction Date: 1908

DESCRIPTION: Of the original fifty-two company houses, company store, and school at Andrico, only five greatly altered double houses are extant. These double houses are two-story wood-frame buildings with gable roofs, double brick chimneys, and rubble-stone foundations.

A partially demolished red-brick building with a stone foundation is located on the south side of the road. This tall two-story building may have served as fanhouse. Other foundations and stone walls were identified near this building. No other structures are present.

HISTORY: The extensive coal interests of the Jamison family in Westmoreland County included the New Alexandria Coke Company, which the Jamisons established in 1908. Robert H. Jamison served as president of this concern which opened a drift mine and established the town of Andrico. The town contained about fifty company-built houses and a company store. Although the New Alexandria Coke Company was founded with the aim of producing coke, this concern never engaged in the coke business. Coal mined by the company was shipped to other sites for coking, probably including the coke works of the Jamison Coal & Coke Company. By 1910 the New Alexandria Coke Company opened two more drift

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mines in the vicinity of Andrico. That year the No. 1 mine, which was the original Andrico mine, employed eighty-seven persons and produced over 81,000 tons of coal. The No. 2 mine employed 121 persons and, in its first year of operation, produced nearly 75,000 tons of coal. In 1910, also the first year of its operation, the No. 3 mine produced about 74,000 tons of coal, employing sixty-five men and boys. Three electric locomotives were used to haul coal from these mines; however, the locomotives were supplemented by mules. Most of the mining was done with pick and shovel, although the company also employed a single electrically powered punching machine to extract the coal. All of the mines were served by the Pennsylvania Railroad's Alexandria Branch.

By 1914 a fourth drift mine had been opened and the four mines now employed 350 persons. At this time the company operated six tipples, none of which survive. Tipple No. 1 was on the Alex Laughlin farm north of Saltsburg Road; tipple No. 2 was located above the spring at Andrico where the coal for the miners and their families was mined; tipple No. 3 was located near the New Alexandria Cemetery; tipple No. 4 was located at the Slezak farm; tipple No. 5 was located near the Ackerman farm; and tipple No. 6 was near the Elder farm. The Andrico mines were inactive by 1930.

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New York and Cleveland Gas Coal Company: Delmont Mines

1.D. No.: 267

One mile E. of Export, North of old William Penn Highway
Franklin Twp.

Construction Date: ca. 1910

DESCRIPTION: Two buildings, located on the north side of the old William Penn Highway, remain from the Delmont Mines at White Valley. One of these buildings served as a powerhouse/motor barn and was built about 1910. It contains red-brick, common-bond walls, measures approximately 100' x 50', has double gable roofs of slate, and rests on a concrete foundation. Steel Fink roof trusses are supported on brick pilasters. To the east on a hill overlooking the powerhouse/motor barn is a one-story brick building now serving as a residence. This structure was originally built by the New York and Cleveland Gas Coal Company to serve as a machine shop.

HISTORY: In 1910, in the midst of a long and hard-fought strike of coal miners in northern Westmoreland County, the New York and Cleveland Gas Coal Company opened the four Delmont mines along the Turtle Creek Branch of the Pennsylvania Railroad, east of Export. The Delmont mines were

situated on the 68"-thick Pittsburgh coal seam. The New York and Cleveland Gas Coal Company was a subsidiary of the Pittsburgh Coal Company and operated the Duquesne mine, the Plum Creek mine, the Sandy Creek mine, and the Oak Hill mines (all in Allegheny County), and the Delmont mines and Lyons Run mine in Westmoreland County. The striking miners at Delmont demanded that the company pay them the prevailing union wages that most of the larger concerns in the Pittsburgh district observed. In addition, workers sought to organize with the United Mine Workers, a move the New York and Cleveland Gas Coal Company adamantly opposed. The company operated the Delmont mines only nineteen days in 1910 and a work force of ninety-eight men and boys produced 6,400 tons of coal. R. B. McDowell served as superintendent at Delmont during this tumultuous period. The New York and Cleveland Gas Coal Company and the other coal operators in the area defeated the miners after a sixteen month-long strike. Some miners and their families left the area during the strike while others were blackballed by the companies and unable to find employment in the county's mines. The unsuccessful action by the workers marked the continuation of a non-union period that would continue into the early 1930s.

By 1914 the New York and Cleveland Gas Coal Company employed 746 persons at its Delmont mines which was the largest of the company's operations. During the mid- to late-1910s the mines produced between 500,000 and 800,000 tons of coal each year. Hugh Dunning served as the company's superintendent at Delmont during these boom years. Although production declined somewhat after World War I, the Delmont mines continued as one of the county's largest producers. By 1921 the Pittsburgh Coal Company assumed control of the Delmont property and was soon confronted with another long and bitter strike. This strike, which occurred in 1922, was much larger than the 1910 strike and involved many of the workers in the nation's bituminous coal fields. Despite this widespread action, Pittsburgh Coal kept the Delmont mines running for nearly half the year in 1922. By 1923 the workers' attempt to gain union recognition had again failed and, soon after, production at the Delmont mines was reaching wartime levels. In 1925 just three of the Delmont mines, Nos. 1, 2, and 3, were operating. The company employed 459 persons and they produced 615,000 tons of coal. The Pittsburgh Coal Company ceased operating the Delmont mines in the early 1930s.

In 1945 the property containing the powerhouse/motor barn and shops was purchased by the Manordale Gas and Oil Company which renovated the powerhouse/motor barn for use a repair garage and office. This firm also owned a bus company, the Kepple Coach Lines, which it operated from White Valley. In 1983 the Manordale interests leased the old Pittsburgh Coal property to the A. J. Meyers & Sons, Inc., owners of a bus line. This concern continues to use the powerhouse/motor barn as a garage and office.

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New York and Cleveland Gas Coal Company: Dunningtown

I.D. No.: 268

Dunningtown Road N. of Old William Penn Highway
N. of Delmont, Franklin Twp.

Construction Date: ca. 1900

DESCRIPTION: Dunningtown consists of approximately twenty-five company-built houses. The company store burned, and no structures relating to the mining complex are extant. The residences are two-story wood-frame double houses. Many retain their original double brick chimneys and multi-light double-hung sash windows.

HISTORY: The New York and Cleveland Gas Coal Company established the town of Dunningtown in the early 1900s. (Hugh Dunning served as general superintendent of the New York and Cleveland Gas Coal Company.) By 1914 the Delmont mines employed 756 persons, many of whom lived in Dunningtown and nearby Ringertown.

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New York and Cleveland Gas Coal Company: Ringertown

I.D. No.: 269

NW of Delmont
Franklin Twp.

Construction Date: ca. 1900

DESCRIPTION: The company housing at Ringertown has been extensively modified, and many structures are no longer extant. One row of approximately twelve single-family and double houses survive. These are typical wood-frame two-story houses with gable roofs and brick chimneys found in the region's mining towns.

HISTORY: The New York and Cleveland Gas Coal Company established Ringertown about 1900. Miners working in the company's nearby Delmont mines lived in Ringertown and Dunningtown.

Sources:

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New York and Cleveland Gas Coal Company: White Valley

I.D. No.: 266

Old William Penn Highway, W. of Ball Park Road
Murrysville

Construction Date: ca. 1900

DESCRIPTION: The company-built dwellings at White Valley consist of one row of five double houses. Each is a two-story wood-frame building with brick chimneys and stone foundations.

HISTORY: In the late seventeenth century the area from Murrysville to Delmont was reportedly called White Valley because of an abundance of white pines that grew there. In the early 1900s the New York and Cleveland Gas Coal Company built houses across from its Delmont mines and named the community White Valley. The Turtle Creek Branch of the Pennsylvania Railroad ran through the town. The Delmont mines operated until the early 1930s. The company-built houses were subsequently sold to private owners.

Sources:

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Ocean Coal Company: Herminie Mines

I.D. No.: 069

Between 3rd and 5th Streets N. of Church Street
Herminie, Sewickley Twp.

Construction Date: 1893

DESCRIPTION: The mining complex at Herminie is located between the Little Sewickley Creek and Church Street. Surviving structures include the supply house, the powerhouse, the lamp house, and the mule barn. The boiler house, engine house, tipple, a garage, sand house, two water towers and other smaller associated buildings have been demolished. The supply house is a common-bond red-brick building. A tall one story structure, it measures 84' x 42' and contains a gable roof, covered with slate, riveted steel roof trusses, supported on brick pilasters, and a stone foundation covered with a cement mortar. It features arched windows with double brick voussiors and concrete sills, paired six-over-six-light double-hung sash windows, double and single doors with fan lights, and decorative brick work under the eaves and along the base. The powerhouse also contains common-bond red-brick walls (painted yellow), a gable roof covered with asphalt, and riveted steel roof trusses. The building rests on a concrete foundation. The lamp house contains brick walls; however, they have been covered with a cement mortar. The one-story building measures 34' x 24' and contains a hipped roof, covered with slate. The mule barn is also a common-bond red-brick building. It measures 65' x 32' and is a tall one-story structure. It is topped by a gable roof covered with asphalt. The stone foundation is covered with mortar. A date stone on the east facade proclaims the date of construction, "1918". On the north side of the adjacent railroad tracks, the car shop, railroad depot, rock hoist house, and rock dump trestle once stood. They have been demolished.

Coal and Coke

Auel Industries now manufactures model trains in the supply house. In operation since ca. 1938, Auel produced models for many important museums including the Henry Ford Museum. The extensively remodeled powerhouse is occupied by the R. D. Hopkins Machine Company. An automobile parts store conducts business in the mule barn and uses the lamp house for storage. No machinery is extant with the exception of the drill presses, lathes, and other tools used by Auel Industries. These buildings, however, constitute one of the more intact mining complexes in Westmoreland County.

HISTORY: In 1893 the Ocean Coal Company, a subsidiary of the Berwind-White Coal Mining Company of Philadelphia, opened the Ocean mine and established the town of Herminie. Served by the Hempfield Branch of the Pennsylvania Railroad, Herminie became one of the largest coal company-owned towns in Westmoreland County. The mine exploited the 72"-thick Pittsburgh seam and much of the coal produced at the Ocean property was used for steam coal. (No coke was produced by the Ocean Coal Company.) By 1900 Ocean Coal was led by Thomas Fisher, the general superintendent in Philadelphia, and F. I. Kimball, mine superintendent in Herminie. That year the Ocean mine employed 271 persons and produced nearly 203,000 tons of coal. In 1900 the company opened a second mine, Ocean No. 2, northeast of Herminie (see entry below). By 1910 Phil S. Emmons had assumed the position of superintendent at Herminie. As with many mines in the Irwin area, workers began a strike at Herminie in 1910 with the goal of gaining union recognition. Berwind-White refused to recognize the miners' demands and its Ocean Coal Company imported scab labor to continue operating its mines in Westmoreland County. The company ran its No. 1 mine for 239 days in 1910 and its 230 employees produced just under 125,000 tons of coal. The strike ended unsuccessfully the following year and by the mid 1910s production of coal at Herminie reached new heights. In 1915 the two Ocean mines produced over 931,000 tons of coal. (Ocean No. 1 produced about 448,000 tons of coal that year and employed 444 persons.)

During the First World War the Ocean mines produced over 800,000 tons of coal each year. These production levels dropped after the war because of the depressed coal market. A strike of the bituminous field in 1922 further hampered operations at Herminie. However, the Ocean Coal Company continued to operate its two mines, running the No. 1 mine for 266 days, employing 426 persons, and producing nearly 342,000 tons of coal. By 1925 production at the Ocean mines had again reached its wartime levels. That year the No. 1 mine produced over 445,000 tons of coal and employed 440 persons. By 1935 Ocean No. 1 employed 350 miners producing 200 tons of coal daily, while Ocean No. 2 employed 157 miners producing 700 tons of coal daily in 1935. Three years later the Ocean Coal Company abandoned its operations at No. 1 and No. 2.

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Ocean Coal Company:

I.D. No.: 070

Herminie

2nd to 7th Streets N. of Sewickley Street
Herminie, Sewickley Twp.

Construction Date: 1894

DESCRIPTION: The town of Herminie retains about fifty-five company-built houses. These are situated in three single rows bounded by Sewickley and Church streets, and First and Seventh streets, as well as one semi-circle of ten houses east of Church Street. In addition the town retains its company store, its old post office, and its jail. Herminie also features St. Mary's Catholic Church. The company-built houses include a boss's row on Church Street, which includes the Superintendent's House. Located on the corner of Fifth and Church streets this dwelling is a large two-story L-shaped house with clapboard siding, a gable roof with a brick chimney, and a coursed rubble-stone foundation.

The miners' dwellings in Herminie include fifty double houses. These are typical of double houses constructed in the region's mining towns in the early 1900s. In addition, five single-family houses, constituting boss's row, remain. These two-story dwellings contain gable roofs, double brick chimneys, rubble-stone and tile foundations; and six-over-six-light double-hung sash windows. The company store is on Sewickley Avenue; it was constructed about 1910. This two-story building contains stretcher-bond yellow-brick walls and measures 108' x 44'. It features a hipped roof with a pedimented gable above its main facade. The building has been altered with a new storefront and infilled windows. It now serves as a grocery store. The post office is also a stretcher-bond yellow-brick building. The one-story structure measures 30' x 19' and contains a flat roof. The jail is located on an alley off Sewickley Avenue. It is a small one-story brick building with a flat roof and is now occupied by a barber shop. St. Mary's Catholic Church features a large copper dome. The original Methodist Episcopal Church has been replaced with a new building.

A playground on Church Street, between Fourth and Fifth streets, occupied a full block. The company store is now a privately owned Dandy Dollar grocery store, and the post office functions as a barber shop. The Ocean Coal Company's office building in Herminie was located on the corner of Fifth and Church streets, across from the Superintendent's House, and was remodeled for use by the Veterans of Foreign Wars.

HISTORY: In 1894 the Berwind-White Coal Company opened its first mine in Westmoreland County at Herminie, run by the Ocean Coal Company, a subsidiary of Berwind-White. The company named the town after Herminie Berwind, wife of Ocean Coal Company president Charles Berwind. The town of Herminie became one of the largest coal towns in Westmoreland County and featured a large company store, offices for the company, and about sixty-five company-built houses. When the Ocean No. 1 mine was at its peak in the 1910s and 1920s the population of Herminie numbered over 1,000 persons. In

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addition to the Ocean Coal Company's operations, a number of other coal concerns had mines and coke works in the vicinity of Herminie. In the 1910s this included the Madison Coke Company, the Pittsburgh and Baltimore Coal Company, and the Keystone Coal & Coke Company. The Ocean Coal Company sold its houses in Herminie to private owners after it abandoned its Ocean mines in 1938.

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Ocean Coal Company: Herminie No. 2 Mine and Town

I.D. No.: 241

Round Top Road and SR 3069
Herminie No. 2, Hempfield Twp.

Construction Date: 1900

DESCRIPTION: Located northeast of Herminie in Hempfield Township, the town of Herminie No. 2 consists of two linear rows of houses, a double-row patch, a managers' row, and the school. One of the rows, probably skilled workers' housing, and the managers' row are located west of the mine, while the patch and other group of company houses are located east of the mine. Managers' Row consists of ten L-shaped houses with clapboard siding. Typically they are two stories tall with gable roofs, concrete-block foundations, large front porches, and contain five rooms with bath. The Skilled Workers' Housing consists of six double houses with clapboard siding. They are two stories in height with gable roofs, four bay, and two-over-two-light double-hung windows. The Linear Row on SR 3069 comprises approximately forty doubles. They are two-story clapboard structures with gable roofs and double brick chimneys. They contain tile foundations, four bays, and two-over-two-light double-hung windows. The Round Top Road Patch contains approximately fifteen double houses. Of clapboard construction, these houses have gable roofs with double brick chimneys, tile foundations, four bays, and two-over-two-light double-hung windows. Modifications include the application of new siding materials over original frame, enclosed porches, room additions, and altered fenestration. The School is common-bond red-brick, with a slate roof. It has a coursed rubble-stone foundation, ten bays, and stone lintels and sills. The windows have been infilled. This building now houses as the S&S Chrome Plating Company. No longer extant are the company store, hotel, and community center. These structures either burned or were demolished.

Only the lamp house remains from the original mining complex. This common-bond red-brick one-story building has a rubble-stone foundation and was recently remodeled as the "Church of the Cross."

HISTORY: In 1900 the Ocean Coal Company established the mine and town of Herminie No. 2. The drift-entry No. 2 mine produced nearly 125,000 tons of coal and employed 276 persons in 1910. As was its sister mine, Ocean No. 1, the No. 2 mine was served by the Hempfield Branch of the Pennsylvania Railroad. No coke ovens were ever erected at the Ocean mines and most of the coal was shipped to market as steam coal. By 1925 the No. 2 mine produced 247,000 tons of coal and employed 295 persons. The company abandoned its mine property at No. 2 in 1938 and subsequently sold its houses to private owners.

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Penn Gas Coal Company: Adams Hill (Scab Hill) and Mine No. 2

I.D. No.: 003

Adams Hill

.25 miles SW of Irwin, North Huntingdon Twp.

Construction Date: 1872

DESCRIPTION: Although the most visually striking group of company-built houses stands on Adams Hill, the Penn Gas Coal Company also constructed dwellings in nearby Hahntown. These houses are on the west side of Main Street and are two-story wood-frame double houses. Dating from as early as the 1890s, these houses retain much of their original appearance. (For more information on these houses see the next entry.) The houses on Adams Hill were built as a result of a strike in 1910-11, when the company sought to keep its mine running with imported workers. The company built about thirty two-story wood-frame double houses near its mine on the hill. This community was soon dubbed "Scab Hill." These houses survive along three paved roads above the mine. The mine buildings were built on the hillside above Tinkers Run. Surviving structures include the office, foundry, engine house, boiler house, lamp house, and a small utility building. The office is a one-story common-bond red-brick building with a gable roof. It measures 24' x 17' and features arched window openings. The foundry is a tall one-story common-bond red-brick building with a gable roof; it measures 46' x 42' and rests on a stone foundation. The engine house is similar in appearance and measures 87' x 46'; it features a triple gable roof, double doors, and decorative wooden cornice returns. Attached to the engine house is a metal building. The boiler house is also a tall one-story common-bond red-brick building. It measures 79' x 21' and has a gable roof covered with slate; three ventilators line the roof which features decorative brackets. The lamp house is a common-bond red-brick building and measures 53' x 13'; the tall one-story structure has a gable roof and rests on a rubble-stone foundation. The utility building has construction materials similar to the lamp house. It measures 19' x 17' and has a hipped roof. The building rests on a rubble-stone foundation; its doors and windows have been infilled.

A thirty-stall brick mule barn was recently demolished. The buildings are currently utilized by Stern's, an antique automobile restoration firm, for the storage of vehicles and parts. No machinery is extant in any of the existing structures. With the exception of the Westmoreland Coal Company's Magee Mine at Yukon and Ocean Coal Company's mine at Herminie, the mine complex at Adams Hill contains more intact buildings than any other historic coal property in Westmoreland County.

HISTORY: Led by William Coleman, J. H. Robinson, R. S. McGowin, R. H. Gratz, Lewis Cooper, John Lindsey, and John P. Steiner, the Penn Gas Coal Company, a Philadelphia-based concern, was incorporated in 1861. One of its first mines was Penn Gas No. 1, a shaft located east of Irwin. Opened about 1862, this mine was served by the Pennsylvania Railroad. In the early 1870s the Penn Gas Coal Company constructed the Youghioghney Railroad which followed Tinkers Run south from Irwin, through Hahntown and Rillton, to Gratztown on the Youghioghney River. In 1872 the Penn Gas Coal Company constructed its second shaft, Penn Gas No. 2 between Hahntown and Adams Hill. Also called the Adams mine, Penn Gas No. 2 contained an engine house, boiler house, and blacksmith shop, along with a large

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mule stable. The mine and tippie stood at the foot of Adams Hill near the railroad. The company also constructed ten workers' houses on the west side of Main Street in Hahntown, and three houses for its mine managers on Adams Hill.

By 1880 Penn Gas Coal operated four mines in western Westmoreland County. This included the Coal Run mine, Penn Gas No. 1, the Adams mine, and the Penn Gas No. 4 mine at Sewickley Station. The company exported its coal to states in New England, as well as to New York and New Jersey, and as far away as Cuba and Mexico. By 1886 the No. 2 mine was the largest of the company's four mines, employing 299 persons. The mine had three openings, two shafts and one slope entry, and produced in 1886 over 133,000 tons of coal. Twenty-five mules were used to haul the coal from the mine to the tippie. By 1900 the mine employed 375 persons. That year miners at Penn Gas No. 2 produced over 249,000 tons of coal. The Pennsylvania Railroad, which acquired the Youghiogheny Railroad, shipped the Penn Gas coal to market.

Despite the strike in 1910-11 the Penn Gas Coal Company continued to operate its mines. In 1910 miners at No. 2 produced nearly 238,000 tons of coal. The company employed 270 persons during the strike which failed by the summer of 1911. Penn Gas supplemented its mules for hauling coal with four compressed air locomotives. In addition, it employed thirteen electric-powered cutting machines. By 1913 the company employed about 440 persons who produced nearly 525,000 tons of coal. The Adams mine, along with other Penn Gas Coal Company properties, were acquired by the Westmoreland Coal Company in 1918. By 1930 the mine employed 221 miners who worked 247 days to produce nearly 210,000 tons of coal. Ten years later the mine employed 190 miners using five trolley locomotives to produce 1,000 tons of coal daily. The Westmoreland Coal Company abandoned operations at the Adams Mine in 1953.

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**Penn Gas Coal Company:
Hahntown**

I.D. No.: 002

Along Main Street E of Tinkers Run
Hahntown, North Huntingdon Twp.

Construction Date: ca. 1872

DESCRIPTION: The original town, containing ten company-built houses that stood on the west side of Main Street, was eventually expanded to the south and east, and one row of houses was built along a road west of and paralleling Main Street. The dwellings west of Main Street include four double houses and five single-family houses. The double houses are two-story wood-frame buildings with gable roofs, brick chimneys, and cast stone foundations. These residences were probably built in the late 1890s. The single-family houses are one-story wood-frame buildings with a gable roof, a basement, and cast stone foundations. On the east side of Main Street there are a number of similarly constructed double houses and single-family houses that were probably built in the early 1900s. Three other structures of interest in the town include the S. M. Italiana building, erected in 1914, the Societa Veneta building, constructed about 1910, and a commercial building, erected about 1900, and now serves as the Korner Tavern. The S. M. Italiana building was constructed as a social hall by miners from northern Italy. It is a one-story building with a full basement, brick walls, a gable roof, and a stepped parapet wall along its main facade. The Societa Veneta building also contains one-story and a full basement. It has brick and cast-stone walls and a gable roof. The Korner Tavern is one of the early commercial buildings in Hahntown and also served as a hall for town meetings. (A recently produced history of Hahntown identifies the building as having served as a company store; however, residents in the community report that the coal operators in Hahntown never ran a store. The United Mine Workers, which gained recognition in Hahntown in the early 1930s, periodically met in this building from the 1930s through the early 1950s.) It is a two-story wood-frame building with asphaltic siding, a gable roof, and a rubble stone foundation. A large building that once served as the church and school was destroyed in a fire.

HISTORY: Located about one mile south of Irwin, Hahntown extends along a hill that rises to the east above Tinkers Run, south of Adams Hill. It was originally called Hohntown after the Hohn family that owned and subdivided this tract of farmland. Coal mining was initially carried out on a small scale by local residents in the early 1860s. This changed dramatically in 1872 when the Youghiogheny Railroad was completed through the town and the Penn Gas Coal Company opened its No. 2 shaft. By the mid 1870s the company owned ten workers' houses along Main Street and three managers' houses above and on opposite side of Tinkers Run, on Adams Hill. The town continued to grow through the early 1900s when a number of commercial buildings and two Italian miners' social halls were erected on Main Street. In addition, houses owned by private individuals were constructed along two blocks on the hillside east of Main Street. The character of the town changed as a result of a miners' strike in 1910-11. The Penn Gas Coal Company constructed houses on Adams Hill, near the mine and away from Hahntown, where it brought in workers to break the strike. Hahntown residents subsequently referred to Adams Hill as Scab Hill. Although the mine closed in the early 1950s, a number of houses remain that were constructed on the hill above and east of Main Street.

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Penn Gas Coal Company: Lowber Mine (No. 3), Coke Works, and Town

I.D. No.: 260

On SR 3016

Construction Date: 1870s, 1902

Lowber, Sewickley Twp.

DESCRIPTION: The mining complex at Lowber contains a coke works and a lamp house. The coke works is located north of the town on the Lowber-Herminie Road (SR 3016); extant are approximately twenty-five brick beehive coke ovens with stone retaining walls patched with concrete. These ovens are in fair to moderately deteriorated condition. The lamp house is located at the end of Neff's Lane and north of the coke ovens; it is a common-bond red-brick building with a hipped roof and cupola. The building rests on a concrete foundation. It originally featured eight-over-eight-light double-hung sash windows and wood paneled door. The lamp house is abandoned but in good condition. A coal tippie, several mining buildings and two shaft openings were recently demolished by the S and U Coal Company. They were located .6 miles south of the town on the Lowber-Herminie Road.

The town of Lowber is located on a terrace above Sewickley Creek north of its confluence with the Youghiogheny River. The town consists of a church, school, and four sections of company-built houses. Most of the houses are between First and Fourth streets; this includes fourteen double houses along a V-shaped section of the street and approximately sixteen double houses along three parallel streets. They are two-story wood-frame dwellings with gable roofs and double brick chimneys. Along Steadman Street is a row of ten single-family houses. These are two-story wood-frame dwellings with the gable end facing the street.

The town's church stands at the corner of Steadman and Bowers streets; it is a tall one-story building with horizontal wood siding, a gable roof, and a wood turret with louvered windows. It features decorative woodwork at the gable ends and rests on a rubble-stone foundation. The windows have been boarded over. The school is on the corner of Steadman and Bowland streets and is also a wood-frame building with horizontal wood siding and decorative woodwork around the windows. The tall one-story building is unpainted and contains a sloping shed roof. The building is in poor condition.

Boss's row is on Neff Street. This street was named after one of the coal company's superintendents, and is located north of the town and the coke works. Along this street are four two-story wood-frame houses. These buildings have shed-roof extensions off the rear facade and central brick chimneys.

The layout of the town indicates that the houses were built during at least two periods. The earliest buildings, single two-story dwellings with gable facades, were constructed at about the time when the

school and church were built. The double houses between First and Fourth streets were constructed later. The school and church are both abandoned.

HISTORY: In 1900 the Penn Gas Coal Company improved a number of its properties in the Irwin gas coal basin and including its No. 3 mine along Sewickley Creek at Lowber, east of Sutersville. This mine was originally opened in the 1870s and contained a shaft. It had been closed for over twenty years until the company refurbished the mine in 1902, constructing a slope opening. In addition Penn Gas built a steam plant with three 100 horsepower boilers and a compressed air plant with two Hall compressors powering newly installed Jeffrey mining machines. The No. 3 mine was served by the Youghiogheny Railroad, a subsidiary of the Pennsylvania Railroad. Situated on the 78"-thick Pittsburgh seam the mine operation also included a small coke works with 100 beehive ovens. (Very little coke was produced at Lowber; most of the coal was shipped to market for gas, steam, and lighting.) The mine soon employed over 400 persons and was producing over 320,000 tons of coal each year. Joseph Rymer served as the first superintendent at Lowber, a position he held for many years.

In 1910 employees of the Penn Gas Coal Company attempted to organize with the United Mine Workers. This move was met with resistance by company officials and a bitter strike commenced. Although the strike lasted more than one year, Penn Gas continued to operate its mines, bringing in workers from Europe and other parts of the United States. In 1910 the company operated the No. 3 mine for 179 days and its 279 workers produced nearly 169,000 tons of coal. In July 1911 the strike ended in defeat for the workers at Penn Gas Coal. Though the company was based in Philadelphia its field offices were in Irwin, where A. P. Cameron served as general superintendent of the Penn Gas mines. Soon after the strike ended the mine at Lowber became the company's largest producer. The company electrified most of its mining operations in the early 1900s and at Lowber the No. 3 mine used three electric locomotives and one steam locomotive to haul coal from the underground works. Miners used twelve electric-powered cutting machines and eight compressed-air machines for extracting coal. In 1913 the No. 3 mine produced nearly 508,000 tons of coal. The mine employed about 350 persons.

In 1918 the Westmoreland Coal Company acquired the Penn Gas Coal Company and renamed the No. 3 mine the Marchand mine. During the 1920s W. L. Neff served as superintendent at Lowber and the Marchand mine employed about 270 persons. It produced over 250,000 tons of coal each year. The Westmoreland Coal Company operated the Marchand mine until 1938 when the mine was abandoned.

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Penn Gas Coal Company: Penn (company houses)

I.D. No.: 247

Railroad Street North
Penn

Construction Date: 1861

DESCRIPTION: Five Penn Gas Coal Company houses stand along the railroad in Penn Borough. They are two-story wood-frame double houses with gable roofs with central brick chimneys. These houses rest on stone foundations. They are among the oldest coal company-built dwellings in the county; however, they have been variously altered with new siding, doors, windows, and porch enclosures. No structures survive from the mine at Penn Borough.

HISTORY: Mining in the vicinity of Penn Borough began as early as the 1850s when George Seanor and J. H. Robinson opened a small mine north of the Pennsylvania Railroad. A second concern, the Foster Coal & Iron Company, was organized in 1860 to extract coal from lands also near Penn, north of the railroad. This property was developed as the Foster mine. Ten years later the Westmoreland Coal Company acquired this mine. One other venture in the 1850s sought to develop coal lands on the south side of the railroad at Penn Borough, then called Penn Station. Those involved included William Coleman, J. H. Robinson, R. S. McGown, John Lindsey, Lewis Cooper, and R. H. Gratz. In the spring of 1861 this property was conveyed to the newly formed Penn Gas Coal Company which these men had established earlier that year. Called the Southside mine, and later Penn Shaft No. 5, this property and the Foster mine produced more than 300,000 tons of coal by the mid 1870s. Both of these mines were apparently not producing in the latter part of the decade: the U.S. Census of 1880, which included a special report on the nation's coal and coke industry, made no mention of either operation.

In 1900 Pennsylvania's mine inspector for the Second Bituminous District reported that the No. 5 mine had been reopened "after having been abandoned for years." The Penn Gas Coal Company redeveloped the site constructing a slope opening and a new tippie. All of the machinery for cutting and hauling the coal was electrified with power furnished by the Irwin Electric Light & Power Company which had a powerhouse near Manor Station, one-and-a-half miles from the No. 5 mine. Penn Gas employed two Morgan Gardner machines and three Jeffrey chain cutting machines to extract coal. In addition, the company installed a new ventilating fan manufactured by Cappell and measuring 13.5' in diameter. By 1910 the No. 5 mine employed 227 persons. A strike that year in the Irwin gas coal field limited operations at the mines of the Penn Gas Coal Company. However, Penn Gas continued to operate its coal properties, importing strikebreakers from outside the area. The company was able to produce nearly 272,000 tons of coal at its No. 5 mine despite the strike. By the summer of 1911 the strike was called off with the workers unsuccessful in their attempt to gain union recognition.

By 1913 the No. 5 mine employed nearly 440 persons and included both a slope and shaft entrance. Using nine electric-powered cutting machines, its miners produced about 350,000 tons of coal in 1913. J. R. Smith of Penn served as superintendent of the mine. Coal from the mine was shipped to market for use as gas production, smithing, beehive coke making, and by-product coke making. The Penn Gas Coal Company was led by S. Pemberton Hutchinson in 1918 when it was merged with the Manor Gas Coal Company, also based in Philadelphia, into the Westmoreland Coal Company. The Penn Gas No. 5 mine was renamed the Penn mine and continued to operate until the early 1930s when the Westmoreland Coal Company abandoned it.

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Pittsburgh and Baltimore Coal Company: Edna No. 1 Mine and Town

I.D. No.: 068

SR 3069 (Wendell Road) at Hickory Street
Edna No. 1, Hempfield Twp.

Construction Date: 1900

DESCRIPTION: The town of Edna No. 1 consists of three parallel streets lined with double houses, and one row of single-family houses on a hillside above a tributary of Little Sewickley Creek. A total of about fifty company-built houses survive. The double houses are typical of those found in the region's mining towns: each is a two-story wood-frame dwelling with a gable roof and double brick chimneys. The single-family houses are also two-story wood-frame buildings with central brick chimneys.

No other company buildings are extant in the town. The entire mining complex was recently demolished by a strip-mining operation.

HISTORY: The Pittsburgh and Baltimore Coal Company of Pittsburgh opened the slope-entry Edna No. 1 mine in 1900. Exploiting the 72"-thick Pittsburgh seam, the mine was located southwest of Adamsburg in Hempfield Township and was served by the Southwest Pennsylvania Railroad. W. L. Coulson served as general superintendent for the company which opened a second mine, the shaft-entry Edna No. 2, in nearby North Huntingdon Township in 1902. The following year Edna No. 1 employed 276 persons and produced nearly 304,000 tons of coal. The mine was electrified with miners using six electric-powered cutting machines. (About 214,000 tons of coal were extracted with the cutting machines; the remainder was extracted with pick and shovel.) No coke ovens were built at either of the Edna mines as the coal was shipped to market. Most of the workers at Edna No. 1 lived in the shadow of the mine in the company town called Edna No. 1. Miners patronized the company store which was run by the Edna Supply Company.

By 1910 the Pittsburgh and Baltimore Coal Company had fallen into receivership and was in the hands of James D. O'Neil, R. P. Watt, and William K. Johnson, all of Pittsburgh. That year also marked a strike in the Irwin gas coal field with miners attempting to organize with the United Mine Workers. The company operated Edna No. 1 for just ninety-seven days. The United Mine Workers called an end to the unsuccessful sixteen month-long strike in 1911. During the 1910s annual coal production at Edna No. 1 ranged from as much as 276,000 tons (in 1914) to as little as 147,000 tons (1915). During the First World War the United Coal Corporation, a subsidiary of the Hillman Coal & Coke Company, assumed ownership of the Pittsburgh and Baltimore Coal Company. Led by Edwin H. Coxe of Pittsburgh, this company improved the slope mine and tippie in 1917-18. These improvements included the construction of new concrete stoppings inside the mine along with the installation of heavier gauge track.

Coal and Coke

By 1921 the Edna mines were operating under the Hillman Coal & Coke name, a large Pittsburgh-based concern with extensive coal holdings in several western Pennsylvania counties including Allegheny (the Oakmount mine), Washington (the Gibson and Monessen mines), Fayette (the Naomi and Pike mines), and Somerset (Jerome mine). That year Edna No. 1 employed 204 persons but operated only 143 days. More than 119,000 tons of coal were produced in 1921. The following year, during a nationwide strike in the bituminous coal fields, the Hillman Coal & Coke operated Edna No. 1 for 227 days and its 179 workers produced over 146,000 tons of coal. J. W. Cornelius of Adamsburg served as mine superintendent at Edna No. 1 through most of the 1920s. Edna No. 1 consistently produced over 220,000 tons of coal each year from 1923 through 1929. Hillman Coal and Coke leased the Edna mines to an independent coal operator beginning in the late 1930s. Edna No. 1 was abandoned in 1945.

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Pittsburgh and Baltimore Coal Company:

I.D. No.: 105

Wendel and Edna No. 2 (towns) and Edna No. 2 Mine

North Huntingdon and Hempfield Twps.

Construction Date: 1902

DESCRIPTION: The towns of Wendel and Edna No. 2 are west of Edna No. 1. Wendel contains company-built houses, a company store, and a managers' row. The company store is located at Pine and Wendel roads; it is large two-and-a-half-story building with green asphaltic shingle siding and matching red shingles at the eaves; the building contains a full basement and measures approximately 96' x 47'.



Photo 28. Edna No. 2, company store. Photo by Christine Davis/Carmen DiCiccio.

It has a large middle section with a gable roof flanked by two wings, each with a gable roof perpendicular to the gable roof of the central section. The building features half-moon windows in the gable ends, and a wood cornice. It rests on a coursed rubble stone foundation and retains many of its one-over-one-light double-hung sash windows with decorative moldings and lintels. The storefront on the main facade has been altered. The town contains two rows of approximately twenty double houses; each is a two-story wood-frame building with a gable roof and concrete-block foundations. The superintendent's house is a large two-and-a-half-story wood-frame dwelling with clapboard siding, a gable roof, double brick chimneys, and a concrete-block foundation. Managers' row contains five single-family houses; each is a two-and-a-half-story, L-shaped wood-frame building with double gable roofs and concrete-block foundations.

A short distance south of Wendel is Edna No. 2. It is slightly smaller than Wendel and contains two double rows and one single row of approximately forty houses; each is a two-story wood-frame double house with a gable roof covered with slate or asphalt, and single or double brick chimneys. They rest on clay tile foundations. The houses are now privately owned and have been altered with new siding and porch enclosures. The company store recently housed the Wendel-Herminie Athletic Association but now the building appears to be vacant. No structures survive from the Edna No. 2 mine.

HISTORY: In 1902, two years after it opened Edna No. 1, the Pittsburgh and Baltimore Coal Company completed construction of a second mine, Edna No. 2, in Hempfield Township. Located about 2 miles west of Edna No. 1, the No. 2 mine had a shaft entry and was initially served by the Hempfield Branch of the Southwest Pennsylvania Railroad. Edna No. 2 eventually became the larger producer of the two

Coal and Coke

Edna mines. However, by 1910 the Pittsburgh and Baltimore Coal Company was in financial distress and a receiver had taken over its properties. The receiver continued to operate the mines under the name Pittsburgh and Baltimore Coal Company. In 1910 workers at the Edna mines began a strike which lasted over one year. The company kept its mines running, importing workers from the South and from eastern Europe. About ninety persons were employed at Edna No. 2 during the strike. (Miners at No. 2 produced nearly 142,000 tons of coal in 1910.)

After the company defeated the strike, production rose and continued to increase throughout the 1910s. In 1913 Edna No. 2 produced 326,000 tons of coal. The company used five electric locomotives for hauling coal and ten electric-powered mining machines for extracting it. During the First World War the Hillman Coal & Coke interests of Pittsburgh acquired the Pittsburgh and Baltimore Coal Company. The coal mines at Edna Nos. 1 and 2 were operated by United Coal Corporation, a Hillman subsidiary. J. W. Campbell and C. M. Snyder served as mine superintendents at Edna No. 2 during the 1920s. Throughout this time Edna No. 2 remained the larger of the two Edna mine producers. Annual production from 1923 through 1930 ranged from 210,000 tons to more than 290,000 tons of coal. In the late 1930s Hillman Coal and Coke leased the Edna mines to the Tomajko interests and Edna No. 2 was soon abandoned.

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Pittsburgh Coal Company: Euclid Mines and Fitzhenry

Fitzhenry, South Huntingdon Twp.

I.D. No.: 107

Construction Date: ca. 1883

DESCRIPTION: Most of the houses in the town of Fitzhenry are located on a hill above the Youghiogheny River. The main road, Fitzhenry Street, is lined with eighteen company-built houses. These include ten two-story wood-frame double houses (the standard miners' house in western Pennsylvania), a large two-story wood-frame boarding house, and seven two-story wood-frame single-family houses. The boarding house has a front gable roof and retains much of its original appearance. The town also contains the Mount Olive Church, a one-story wood-frame building with a gable roof. Along the river, below the town, stands boss's row, consisting of five residential buildings and a former schoolhouse. The southernmost house is a two-story stone building and may have been constructed as early as the 1850s. It reportedly served as a farmhouse but was later taken over by the coal operator at Fitzhenry. North of the stone house is the superintendent's house, a large two-story wood-frame building

with a gable roof. Next to the superintendent's house is a one-story brick building with a gable roof. This was built about 1890 and served as a schoolhouse. North of the former schoolhouse stands two wood-frame double houses, each containing two stories and brick chimneys. The company store was destroyed by fire and none of the structures relating to the mining complex are extant.

HISTORY: As early as 1883 the Port Royal Coal & Coke Company opened a shaft-entry mine on farmland along the Youghiogheny River, south of Fitzhenry. This company constructed dwellings for its workers at Fitzhenry, which was also called Port Royal. J. M. Owens served as superintendent of the Port Royal mine and its forty workers. By 1886 the company employed fifty-five persons at Fitzhenry and was led by H. C. Marshall. The Baltimore and Ohio served the mine which was idle for several months in 1886 because of a strike. That year, despite the work stoppage, miners produced over 32,000 tons of coal in 1886. At this time miners at Fitzhenry used picks and shovels to remove the coal. However, in 1886 Port Royal Coal & Coke installed an air compressor so that pneumatically powered mining machines could be used in the mine. By 1890 Isaac Brown was superintendent of the Port Royal mine at Fitzhenry. Near the mine was a coke works operated by Port Royal Coal & Coke. The coke works contained sixty beehive ovens. In 1890 the mine produced about 74,000 tons of coal and the coke works produced about 15,000 tons of coke. Eighty-two persons were employed by the company at Fitzhenry.

About 1890 a second mining concern commenced operations just north of Fitzhenry. This was the Ohio & Pennsylvania Coal Company led by James Watkins. The company opened a shaft-entry mine and named it the Youghiogheny Shaft. The mine employed seventy-six persons. In 1890 miners at Fitzhenry produced about 37,000 tons of coal. The coke works, containing twenty-five beehive ovens, produced just over 3,000 tons of coke. Most of the coal produced at the Youghiogheny Shaft was not coked on site but instead was shipped to market.

Among the many companies acquired soon after the formation of the giant Pittsburgh Coal Company in 1899 was the Ohio & Pennsylvania Coal Company and Port Royal Coal & Coke. Holdings included the Port Royal mine at Fitzhenry and the Euclid mine, formerly known as the Youghiogheny shaft. (Apparently, in the late 1890s the Ohio & Pennsylvania Coal Company improved its operation at Fitzhenry and constructed a new shaft which it named the Euclid mine.) Pittsburgh Coal ran the Euclid mine in conjunction with the old coke works that was built with the Youghiogheny Shaft. However, little of the coal produced in the Euclid mine was coked at Fitzhenry; most of it was shipped by rail to market. In 1900 the shaft-entry Euclid mine employed 134 persons who produced 128,000 tons of coal. The twenty-five beehive coke ovens were in operation only a small part of the year, producing 6,000 tons of coke annually. Pittsburgh Coal also ran Port Royal No. 1 mine and coke works. This operation employed 155 persons who produced about 92,000 tons of coal. The coke works, which contained sixty-one beehive ovens, produced about 18,000 tons of coke.

By 1910 William Blower served as Pittsburgh Coal's superintendent at Fitzhenry. The company had ceased operating the Port Royal mine south of town, and was running only the Euclid mine. Nearly 400 persons worked at the Euclid mine and coke works, most of whom were employed in the Euclid mine. The company had electrified the mine, and in 1910 its miners produced over 265,000 tons of coal. While the coke works had expanded to seventy-two beehive ovens, the facilities were operated only sporadically, producing about 4,000 tons of coke. Over 254,000 tons of coal produced at Euclid in 1910 was shipped to market. During the First World War the Pittsburgh Coal Company employed between 200 and 300

Coal and Coke

persons at Fitzhenry. This number dropped off immediately after the war and by 1919 the company employed about 175 men at the mine. With the depression in the early 1920s annual production declined to 80,000 tons. By the late 1920s production had again risen to pre-war levels with about 230,000 tons of coal mined in 1928. The company employed nearly 300 workers at Fitzhenry. David Leake of Smithton served as the company's mining superintendent in the late 1910s and 1920s. He was also responsible for the Pittsburgh Coal Company's Eureka mine south of Smithton (see entry below).

Despite the Great Depression of the 1930s Pittsburgh Coal employed more workers at its Euclid mine than at any time in the history of Fitzhenry. (Over 400 men were employed in 1933.) None of the coal produced at the Euclid mine was coked at Fitzhenry, the ovens having been abandoned in the 1910s. Just as it had been for a number of decades, coal was shipped to market via the Baltimore and Ohio Railroad, with a tippie erected next to the line along the Youghiogheny River. The Pittsburgh Coal Company operated the Euclid mine through the Second World War. In 1945 this concern merged with the Consolidation Coal Company to form the Pittsburgh Consolidation Coal Company, one of the largest coal operators in the world. The following year, however, Pittsburgh Consolidation Coal abandoned its Euclid mine and began selling its company-owned houses in Fitzhenry to private individuals. A number of miners and their families purchased homes they had previously rented from the company.

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Pittsburgh Coal Company: Eureka Mine and Jacobs Creek (Company Houses)

I.D. No.: 164

SR 3029 at Jacobs Creek
South Huntingdon Twp.

Construction Date: ca. 1870s

DESCRIPTION: The town of Jacobs Creek includes several former miners' residences. Most of the miners' are located along Eureka Hill Road. The CSX Railroad (formerly the Baltimore and Ohio Railroad) tracks extend to the west of these dwellings. There are seventeen houses in this area that were



Photo 29. Jacobs Creek, company store. Photo by Christine Davis/Carmen DiCiccio.

likely built by one of the coal companies operating the Eureka mine in the late nineteenth century. These houses are two-story wood-frame buildings, some with rectangular plans, others with L-shaped plans. Each has a gable roof, a brick chimney, and a rubble stone foundation. These miners' dwellings are likely among the earliest surviving residences of their type in the area. Most have been altered with asphaltic siding placed over the original wood siding.

A building that may have served as a coal company store at Jacobs Creek stands near the miners' dwellings. This ca. 1870s two-story wood-frame commercial building measures approximately 58' x 20'. It is L-shaped in plan and has a one-story addition. The building features decorative wood lintels above window openings and retains its early storefront consisting of multipane windows, wood panelling, double doors, and transom. It was recently used as a residence but is presently abandoned.

HISTORY: The Pittsburgh Coal Company was formed in late 1899 with the merger of nearly two-dozen coal concerns in Allegheny, Washington, Fayette, and Westmoreland counties. Its vast holdings instantly made it one of the largest coal companies in the United States. Based in Pittsburgh, the company was led by George W. Schluederberg, who had previously served as general superintendent for the Shaner Gas Coal Company, one of the Westmoreland County concerns included in the Pittsburgh Coal merger. Among the other companies active in Westmoreland County that were acquired upon the formation of Pittsburgh Coal were the Youghioghny Coal River Company, the Osborne, Saeger & Company, the Port Royal Coal & Coke Company, the Criterion Coal Company, the Waverly Coal & Coke Company, the Ohio and Pennsylvania Coal Company, and the Eureka Coal Company.

Coal and Coke

Of the mine properties taken over by Pittsburgh, one of the oldest was the Eureka mine, located along a narrow hollow near the Youghiogheny River, south of Smithton and north of Jacobs Creek. Fox, Kifer & Aspey began operations at the Eureka mine in the 1870s and by 1886, its owner, Stoner & Company, led by Charles S. Upstill of Pittsburgh, employed sixty-five persons. Workers and their families lived in nearby Smithton and Jacobs Creek. (The company's local post office was Jacobs Creek.) In 1886 miners at Eureka produced 29,000 tons of coal. No coke was produced that year although the Eureka mine included eighteen beehive coke ovens. The Eureka mine was served by the Baltimore and Ohio Railroad. By 1890 William McCune, head of the Waverly Coal & Coke Company (based in West Newton with coal and coke properties near the Eureka mine in Smithton), gained a controlling interest in Stoner & Company. At that time the Eureka mine employed 111 persons and produced 75,000 tons of coal. The coke works was soon closed.

Under the ownership of the Pittsburgh Coal Company in 1900, the Eureka mine produced over 188,000 tons of coal that year, with 130 miners using electric-powered machinery to remove the coal. (The overall operation at Eureka employed 173 persons.) The company shipped most of the coal away from Eureka. By 1910 the mine was superintended by Samuel McKay of Smithton, employed 358 persons, and produced nearly 290,000 tons of coal. The Eureka mine had both slope and drift entries. At the end of the hollow near the Youghiogheny River the Pittsburgh Coal Company constructed a tippie along the Baltimore and Ohio Railroad. Coal was conveyed from the mine to the tippie and into the rail cars. By the early 1930s equipment at the Eureka mines included mechanical screens, picking tables, and loading booms. In 1945 the Pittsburgh Coal Company was merged with Consolidation Coal. This concern, one of the largest in the world, operated the Eureka mines until 1961.

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**Pittsburgh Coal Company:
Ocean Mine No. 5 Air Shaft and Powerhouse**

I.D. No.: 202

Willowbrook Road, .4 miles N. of Rte. 51
Rostraver Twp.

Construction Date: ca. 1900

DESCRIPTION: The entrance to Ocean Mine No. 5 is several miles to the north in Allegheny County. The underground works of this mine, however, extended into Rostraver Township and was served by this air shaft and powerhouse. These structures stand near Fellsburg, along Willowbrook Road. The powerhouse is a one-story red-brick building with a gable roof and concrete foundation. The air shaft is also a one-story common-bond red-brick building resting on a concrete foundation. It was recently operated by the Crescent Coal Company.

HISTORY: As early as 1876 Thomas Moore operated the Ocean mines along the Youghiogheny River near Smithdale in Allegheny County. The Smithdale property was purchased by the Pittsburgh Coal Company in 1900. By 1910 Pittsburgh Coal operated five Ocean mines (not to be confused with the Ocean Coal Company's mines at Herminie). Four years later the company operated two Ocean mines, one at Scott Haven in Westmoreland County and the No. 5 mine at Smithdale. This latter property contained a drift entry and used two electric locomotives and ten electric cutting machines to mine and haul coal. It employed 400 miners, and produced over 334,000 tons of coal in 1914. By 1919 Ocean No. 5 employed 295 miners who produced nearly 300,000 tons of coal. Pittsburgh Coal closed its Ocean mines in the early 1950s. The coal property was subsequently worked by the Crescent Coal Company, which used the powerhouse and air shaft near Fellsburg.

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**Pittsburgh Coal Company:
Somers Mines (Nos. 2 and 4) and Pricedale**

I.D. No.: 204

Pricedale and vicinity
Rostraver Twp.

Construction Date: ca. 1900

DESCRIPTION: Located on the outskirts of Belle Vernon, the town of Pricedale is composed of the former company store and approximately fifty houses along three parallel streets. The town was bisected by the construction of U.S. Interstate 70 and several houses were removed. After the original company store burned, a second store was constructed in 1927. The Tafco Cabinet Manufacturing Company now utilizes this building for cabinet making. The company store is a one-story building with a full basement and measures 94' x 58'. It contains clapboard siding, a gable roof, a stepped gable on its main facade, and a brick chimney. The building rests on a rubble stone foundation. Its storefront has been completely remodeled and covered with plywood and a small brick addition has been constructed along the west

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facade. The company-built dwellings include single-family and double houses. The double houses are two-story wood-frame buildings with gable roofs. The single-family houses include one-story and two-story buildings with entrances at the gable ends.

The site of Somers No. 4 mine is located along Speers Run, south of Pricedale, near Rostraver Township High School. Only one building, a repair shop, survives from the mining operation. The repair shop is a one-story common-bond red-brick building with a full basement. It measures 62' x 34' and contains a gable roof covered with sheet metal, a brick chimney, and rests on a reinforced concrete foundation. Its interior has been completely gutted and the building is in poor condition. Remnants of the tipple include the piers and concrete substructure. Just north of Pricedale, also along Speers Run, is the site of Somers No. 2 mine. Most of it has been reclaimed.

HISTORY: As early as 1894 the J. H. Somers Fuel Company was operating a mine along the Monongahela River at Pricedale, east of Belle Vernon. This property was acquired in 1900 by the recently formed Pittsburgh Coal Company. The drift-entry Somers mine was situated along the 78"-thick Pittsburgh coal seam. By 1910 the Pittsburgh Coal Company operated two mines near Pricedale, Somers Nos. 2 and 4. Operated on a non-union basis, these two mines were the largest of the Pittsburgh Coal Company's mines in the early 1910s. The two mines employed 835 men and boys and produced about 718,000 tons of coal in 1910. By 1914 the company was using four electric locomotives and eleven electric cutting machines in the Somers mines.

In 1916 the Pittsburgh Coal Company chose to experiment in mechanical loading at the Somers No. 2 mine. The loading machine chosen was a Jeffrey entry-driver, produced by the Jeffrey Manufacturing Company. Jeffrey sent one of its representatives Joseph Joy to Pricedale to oversee this experimental operation. Joy had refined the design of the Jeffrey loader and after its success at the Somers No. 2 mine, he approached Pittsburgh Coal officials with a model of his machine. Impressed with his refinements (which included two gathering arms at the front end of the conveyor), Pittsburgh Coal hired Joy as a consulting engineer. With Joy supervising the work the company built four loading machines following Joy's specifications. Accompanied by time-study experts, further experiments were conducted at the Somers No. 2 mine. Although production increased slightly -- using the machine loaders daily production averaged 111 tons, a relatively modest amount though company officials noted that production would have been greater had the seam in which the machine operated had been free of slate -- Joy noted the difficulty of maneuvering the nine-ton machines from room to room. Nonetheless Pittsburgh Coal continued the experiment at the mine for nearly two years. By 1918, however, company officials decided to abandon machine loading and dropped Joseph Joy as a consulting engineer. Joy continued to pursue his mechanical loading idea, achieving great success within a decade. By the 1930s the Joy loader, which had been tried initially at the Somers No. 2 mine, had become the standard of the industry.

The Somers property remained one of the company's foremost producers through the 1930s. The mines employed 630 miners producing 3,200 tons of coal daily in 1935. Equipment included mechanical screens, picking tables and loading booms. Coal was shipped to market on the Pittsburgh & Lake Erie Railroad from Belle Vernon. In 1945 the Consolidation Coal Company acquired the Pittsburgh Coal Company, forming one of the world's largest coal producers. The Somers mine and other former Pittsburgh Coal Company mines were operated as a division of Pittsburgh Consolidation Coal Company with George M. Humphrey of Cleveland, Ohio, in charge of this division. By 1950 the Somers and Ocean mines were the only Consolidation-owned coal properties that were operating in Westmoreland

County. With W. K. Lambie as superintendent at the Somers mine in 1950, 270 persons were employed there. That year miners worked a single shift and extracted about 175,000 tons of coal. Pittsburgh Consolidation Coal abandoned the Somers mine by 1955.

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**Pittsburgh Coal Company: Van Meter (company houses)
and the Darr and Banning Mines**

I.D. No.: 162

Oliphant Dr. off SR 3027
Rostraver Twp.

Construction Date: 1903

DESCRIPTION: The town of Van Meter is located on the west bank of the Youghiogheny River, opposite Smithton. It contains about thirty company-built miners' houses, a managers' row, a company store, and a railroad passenger depot. The miners dwellings are two-story wood-frame double houses with horizontal siding. Each has a gable roof with a central brick chimney. Some of the houses have been greatly altered with various siding material applied over the original siding. Managers row contains large T-shaped double houses oriented toward the river. Each contains two stories, a gable roof, a central brick chimney, and concrete-block foundations. The company store is a two-story wood-frame building clad with insulbrick. It features a central gable roof with a wing on either side. The building rests on a coursed-rubble stone foundation. The storefront and windows were extensively remodeled when the store was converted into a residence; however, the building is presently vacant. The rail passenger depot is a one-story wood-frame building and was extensively altered when it was remodeled as a residence.

HISTORY: Near the town of Van Meter the Pittsburgh Coal Company operated the Darr mine and the adjacent Banning No. 3. (Banning Nos. 1 and 2 were located in Fayette County.) The Darr mine was the site of one of the worst mining disasters in the nation. In December 1907 a gas explosion killed 239 men. An inquiry into the disaster concluded that the company was not at fault. The explosion occurred in an area that the Fire Boss had cordoned off but a group of miners had entered anyway carrying open lamps. This finding was not accepted by all involved: a number of those investigating the disaster could not agree on exactly where the explosion occurred. Secondly, the company permitted the use of open lamps in the mine, a practice it abandoned after the horrible events at the Darr mine. By 1910 the Pittsburgh Coal Company had resumed operations at the Darr mine, though the company dropped the name Darr and simply called the property Banning No. 3.

By 1913 Banning No. 3 employed 350 persons. That year its miners produced about 155,000 tons of coal. Situated on the 72"-thick Pittsburgh coal seam, the slope-entry Banning No. 3 was served by the Pittsburgh Lake Erie Railroad at Jacobs Creek. The mine employed 227 persons in 1919, though it was

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operated only a small part of the year. Workers at Banning No. 3 produced less than 30,000 tons of coal in 1919. Soon thereafter Pittsburgh Coal closed Banning No. 3. Pittsburgh Coal, a division of Consolidation Coal after 1945, continued to operate Banning Nos. 1 and 2 through the 1940s.

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Pittsburgh Coal Company: Waverly Mine and Coke Works and Smithton (company houses)

I.D. No.: 165

Stanko Road

Construction Date: ca. 1880

South Huntingdon Twp.

DESCRIPTION: The company-built houses at Smithton are grouped in one row of ten double houses located north of town on a terrace above the Youghiogeny River. The houses are frame doubles with gable roofs, central brick chimneys, concrete block foundations, and six-over-six-light double-hung windows. Modifications include the application of new siding materials over the original frame, enclosed porches, room additions, and altered fenestration.

There were two coke works at Smithton. The remnants of one of the coke works is on the north side of Route 981, near its intersection with Dutch Hollow Road. This was the original Waverly coke works which contained over 100 ovens in the early 1900s. Now only four brick beehive ovens in greatly deteriorated condition remain. A large boney pile extends along the hillside north of the coke ovens. This boney pile is near the site of the Waverly mine (originally called Smithton No. 1), which was later operated by the J. L. Sager Coal Company.

The second coke works stands on the east side of SR 3029, about one-quarter mile south of Smithton. This was last operated by L. W. Overly in the 1950s and consists of a battery of beehive bank ovens along the Baltimore & Ohio Railroad tracks. There are approximately 100 ovens, some of which are in fair condition. Many, however, are greatly deteriorated. This battery of ovens is constructed with rubble stone retaining walls with some concrete patching. The fronts of the ovens are of brick and stone construction. Present as archeological remains on the hillside above the ovens are concrete foundations that were part of the L. W. Overly mine.

HISTORY: As early as 1882 there were two mines operating at Smithton near the Baltimore and Ohio Railroad. B. F. Rafferty & Company operated these mines as well as the Youghiogeny Slope at West Newton and the Armstrong mine at Youghiogeny. In 1883 this company employed 280 men and boys at its Smithton mines. Robert L. Henderson served as superintendent of the company's mines and Charles Armstrong, Jr., served as the superintendent of the Smithton properties. The Smithton operation included two drift mines, both of which were served by a single tippel. Coal from the No. 2 mine was hauled by

mule to the pit mouth of No. 1 where a tail rope system, powered by a stationary engine, brought coal to the tipple. The tipple was served by a short spur line of the Baltimore and Ohio Railroad.

By 1886 the interests of the B. F. Rafferty & Company had been divided among the Shaner Gas Coal Company, led by former B. F. Rafferty superintendent Alexander Moreland, the Youghiogheny Slope Gas Coal Company, under the leadership of Robert Latimore, and the Waverly Coal and Coke Company. This latter concern, led by William McCune, acquired the Smithton mine properties and constructed 117 beehive coke ovens near the No. 1 mine. By 1890 McCune was superintendent of both the Smithton mines and the Eureka Coal Company's mine south of Smithton. (The Eureka operation was run by Stoner & Company in 1890.) The two Smithton mines produced over 92,000 tons of coal in 1890 and the coke works produced over 27,000 tons of coke. These operations employed 198 men and boys.

In 1890, soon after the formation of the Pittsburgh Coal Company, the Smithton mines were acquired by this giant coal operator and renamed the Waverly mines. By 1910 the Waverly mines produced 218,000 tons of coal. Its coke works, containing just sixty-one ovens, produced less than 3,000 tons of coke. Most of the coal was shipped to market. (Though little coke was produced at the Waverly coke works it and the coke works at the nearby Euclid mine were the only Pittsburgh Coal Company properties to possess coke ovens.) In 1910 the Waverly operation employed 344 persons. Samuel McKay of Smithton served as superintendent at the Waverly property. Pittsburgh Coal operated the Waverly mines until 1923. That year 203 persons produced over 148,000 tons of coal. The coke works had been abandoned several years earlier. By 1924 Pittsburgh Coal abandoned its operations at Smithton and by the early 1930s the company had shed its Waverly properties.

Despite the withdrawal of the Pittsburgh Coal Company from Smithton a number of smaller concerns continued to mine coal in the area. These included Samuel Welsh's Rankin mine and the Wineland-Gilmore Coal & Coke Company mines and coke works. This latter concern apparently built a battery of beehive coke ovens south of Smithton along the Baltimore and Ohio River. By the late 1940s L. W. Overly, a coal operator from Mount Pleasant, owned this coke works and two small mines in the vicinity of the coke works. North of the L. W. Overly property, the Wineland mine was operated by G. O. Stahl. The former Pittsburgh Coal property near Waverly No. 1 was owned by the J. L. Sager Coal Company. L. W. Overly operated the coke works until the mid 1950s. Most of the mining activity at Smithton ceased about this time.

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Roaring Run Mining Company: Roaring Run Mine and Truxall

I.D. No.: 110

N.E. of Rte. 819 at the end of Truxall Road
Truxall, Bell Twp.

Construction Date: ca. 1905

DESCRIPTION: The town of Truxall retains about twenty-five company-built houses situated in two rows on a bluff above the Kiskiminetas River. These residences are two-story wood-frame double houses with gable roofs and brick chimneys. The buildings rest on coursed-rubble stone foundations. A handful of these dwellings retain their original clapboard siding and six-over-six-light double-hung sash windows. Most of them have been altered with various materials applied over the original siding and with porches enclosed. Nothing remains of the mine buildings with the exception of a few scattered foundations. The mine operated on the northwest end of town.

HISTORY: The Roaring Run mine was established around 1905 by the Roaring Run Mining Company, led by F. M. Graff of Blairsville, Pennsylvania. In the early 1900s Graff controlled a number of small coal companies in Indiana and Westmoreland County, including Graff Coal Company with mines at Black Lick. By 1910 Graff's drift-entry Roaring Run mines, No. 1 and No. 2, were idle. By 1915 the No. 1 mine was running once again, its operation supervised by Ernest Fletcher of nearby Saltsburg. The Pennsylvania Railroad's Conemaugh Division served the mine which produced over 197,000 tons of coal and employed 180 persons.

The Roaring Run Mining Company operated the Roaring Run mine through the 1910s. By 1921 Graff had reorganized this concern, folding its operations into his Kiskiminetas Coal Company. Based in Blairsville, the Kiskiminetas Coal Company also operated the Tunnelton and Scott Glen drift-entry mines in Indiana County. The Roaring Run mine produced 155,620 tons of coal mined from the 54"-thick Freeport coal seam employing 181 miners working 216 days in 1930. There was no coke production at this mine. By 1936 the Graff interests had again reorganized, merging a number of its mines into the newly formed Westmoreland Mining Company, with offices in Blairsville. The Westmoreland Mining Company was led by Paul W. Graff and Arthur Steele served as general superintendent. Steele had his offices in Truxall and supervised the company's other mines which included the Graff Nos. 1 and 2, and the Watson mine in Indiana County. Kiski Supply, Inc., ran the Westmoreland Mining Company's stores. By 1940 the work force at the Roaring Run mine consisted of 300 miners producing 1,500 tons of coal daily. There were ten trolley locomotives in use by this date, as well as a preparation plant to wash the coal.

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Seger Brothers Coal Company: Seger Mine No. 1 and Town

I.D. No.: 095

Seger Road, 1.5 miles N. of Derry
Derry Twp.

Construction Date: ca. 1915

DESCRIPTION: The mining complex at Seger includes three hollow clay-tile buildings and the foundation of the tippie. One of the extant buildings is the former machine shop, a tall one-story building with a gable roof. It measures 34' x 32'. Most of its windows are now infilled with brick. Adjacent to the machine shop is a small hollow clay-tile building. Nearby is a tall one-story building with a gable roof. The tippie was recently demolished and only the concrete piers remain. All of these buildings are abandoned and in poor condition; the original mine site is part of a strip-mining operation. The town of Seger consists of three parallel roads lined with double houses and a few single-family houses. They are located on the hill above the mine and number about twenty-five. Two houses stand near the old machine shop. Two Cape Cod houses on Seger Road may have served as the managers' residences. Both structures have identical hollow clay-tile foundations, hipped roofs with dormers and brick chimneys, and large front porches.

HISTORY: About 1907 Samuel and John Seger formed the Ligonier Diamond Coal and Coke Company and developed the Diamond mine near Ligonier. By the early 1910s the Seger Brothers had formed a second concern, the Saint Clair Coal Company, which operated the Saint Clair mine also near Ligonier. Both of these operations were served by the Ligonier Valley Railroad. Joined by Charles S. Seger, the Seger family established a third coal company (called, appropriately enough, the Seger Brothers Coal Company) during the First World War, opening a mine in Derry Township, near Millwood. The Pennsylvania Railroad served the Seger No. 1 mine which worked the 78"-thick Pittsburgh coal seam. In 1930 this mine produced about 152,000 tons of coal and employed 144 workers. By 1940 the mine was using three trolley locomotives, employing 150 miners, and producing 600 tons of coal daily. The company store was owned by the Millwood Supply Company of Derry, Pennsylvania. The mine continued to operate into the 1950s.

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Shafton Coal Company: Shafton Mine

I.D. No.: 242

Broad St. (Rte. 993) and Bridge St.

.25 miles N. of Irwin borough limits, Penn Twp.

Construction Date: 1880

DESCRIPTION: In the late 1850s the Shafton Coal Company constructed a colliery along the Pennsylvania Railroad line, east of Irwin. This colliery included one of the first shaft-entry mines in the region. A foundry company redeveloped the site in the early 1900s, and with the exception of a much-altered brick building, all of the structures associated with the colliery were demolished. The Shafton Coal Company erected a number of houses near its colliery. These dwellings were also apparently obliterated in the early 1900s. A number of company-built houses survive that were possibly owned by the Irwin Foundry and Mine Car Company. This includes a number of two-story frame dwellings and several wood-frame double houses.

HISTORY: In 1857, Samuel Warden, William Hays, and Thomas Shaw, all of Irwin, established the Shafton Coal Company. The company opened a shaft on the east side of Irwin to exploit the gas coal that was characteristic of the Pittsburgh seam in the Irwin area. By 1880 the Shafton Coal Company was producing nearly 20,000 tons of coal each year. Operations at the Shafton shaft apparently ceased by 1886, and the property was owned by the Westmoreland Coal Company. According to that year's state bituminous mine inspector's report the hoisting engine formerly used at Westmoreland Coal's Shafton colliery was removed and shipped to the nearby Westmoreland, shaft where it was used to power a ventilation fan. By 1930, the Irwin Foundry and Mine Car Company occupied the site and constructed at least one red-brick building where the Shafton shaft and engine house had stood. A subsequent owner of the property, the Huwood-Irwin Company, then expanded the foundry, constructing steel-frame buildings with metal siding.

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**Shenango Furnace Company:
Wilpen Mine, Coke Works, and Town**

I.D. No.: 018

E. side of SR 1017, 1,000' N of SR 1017 on unnamed road
Ligonier Twp.

Construction Date: 1906

DESCRIPTION: The few structures that survive at the Wilpen mine include the Company Office and Pay Station, the Boiler House, and a bank of coke ovens. Built about 1908, the Office and Pay Station is a one-and-a-half-story brick building with stretcher-bond red-brick walls, a hipped roof, and a concrete foundation. It measures 41' x 32' and has a front porch and an interior featuring oak wainscoting and a central staircase. The basement of the building retains the original company safe. In good condition, the former company office serves as a private residence. The Boiler House was built about 1915 and is a two-and-a-half-story wood-frame building with a hipped roof, topped by a cupola. A timber and iron Howe truss supports the hipped roof. The building retains its board-and-batten double door and its multi-light double-hung sash windows; it now serves as a garage. The coke works is located along an old railroad grade and a tributary to Hanna's Run. It contains a battery of approximately 100 rectangular ovens. These are of brick construction with brick and stone fronts and stone retaining walls. They are in moderately to severely deteriorated condition; a reclamation project destroyed a number of the ovens at the southern end of the coke works.

The unincorporated town of Wilpen has two sections of houses, one that has five company-built residences that housed the managers and their families, and the other that contains about thirty houses where the miners and coke workers lived. In addition, the town's school remains standing. The residences that housed the company's managers are large two-story double houses with gable roofs (covered with slate), double brick chimneys, and stone foundations. These stand on SR 1017. Nearby on Wilpen Road are the workers' houses. These are single-family wood-frame dwellings with front-gabled roofs, one-and-one-half stories, brick chimneys, and stone foundations. The school is a one-story building with stretcher-bond red-brick walls, a double gable roof covered with asphalt, and a rubble-stone foundation. Above the main entrance, inscribed in stone is "Wilpen Public School" and "1915." Alterations to the building include the boarding-up of windows with wood, the installation of a new door, and a large garage addition. The old school currently serves as an office.

HISTORY: The founder of the Shenango Furnace Company, William Penn Snyder, was born in central Pennsylvania in 1861 and moved to Pittsburgh in the 1870s. Near the city he found employment at the ironworks of Shoenberger & Company. After a few years Snyder and a partner, John G. A. Leishman, founded a brokerage firm, Leishman & Snyder, specializing in the sale of iron products. In 1888 Leishman withdrew from the business and Snyder formed his own concern, W. P. Snyder & Company, and expanded his interests to include the sales of iron, coke, and steel. It was through this brokerage activity that Snyder met Henry W. Oliver, a pig-iron producer from Pittsburgh who owned iron ore properties in Minnesota's Mesabi Range and a blast furnace plant in Sharpsville, Pennsylvania. The two industrialists became partners in 1894 when Snyder, vice president of the Hainsworth Steel Company and the McClure Coke Company, merged interests to form the Oliver & Snyder Steel Company. Five years later, however, Snyder resigned as president and general manager of this concern to form his own iron firm, the Shenango Furnace Company, which acquired the blast furnace plant at Sharpsville. Oliver maintained a large interest in this new firm as he contracted with Snyder to supply the Shenango Furnace Company's blast furnaces with Mesabi iron ore.

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From his early ventures in the coke business and as vice president of the McClure Coke Company, Snyder was familiar with the various coal properties in Westmoreland County. In 1906 his Shenango Furnace Company opened the Wilpen mine and coke works, north of Ligonier, along the Ligonier Valley Railroad. The company's drift-entry Wilpen mine and its coke works, containing 167 rectangular coke ovens, employed about 100 men and boys. Following the death of Henry Oliver in 1904, Snyder acquired the interests of the Oliver Steel Company and merged them with his Shenango Furnace Company. Subsequently Shenango Furnace expanded its operations in the Ligonier area. By 1910 the company employed seventy miners in the drift-entry Wilpen mine. They produced over 115,000 tons of coal. Twenty-eight men and boys toiled in the coke yard, producing nearly 57,000 tons of coke in 1910. In all, the company employed 131 persons at the Wilpen mine and coke works. Most of the workers lived in company-built housing in Wilpen. A. K. Renwick served as the company's general manager at its Wilpen operation. Equipment at the mine in 1914 included one Stirling water tube boilers and two return Erie City tubular boilers, the combined capacity of which was 580 horsepower. The company's powerhouse at Wilpen contained three-phase sixty-cycle AC generator units, each 2,300 volts AC and 250 volts DC. Two electric locomotives and mules were used by 250 miners to bring 300,000 tons of coal to the surface in 1913. The company store at Wilpen was owned by Walker & Company, managed by Harry Walker of Wilpen.

Standing in marked contrast to the mine and company town was nearby Wilpen Hall, the country residence of William P. Snyder who, by the early 1910s, had reached the peak of his financial prowess. In addition to the large blast furnace plant at Sharpsville, his Shenango Furnace Company owned iron ore lands in Minnesota, coal lands in Westmoreland County, and three steamships for hauling iron ore across the Great Lakes. Snyder remained one of the business elites of the Pittsburgh area until his death in 1921.

Production through the 1910s remained fairly stable at the Shenango Furnace Company's Wilpen mine and coke works. The mine consistently produced over 300,000 tons of coal each year and the coke works annually produced between 30,000 and 50,000 tons of coke. During the First World War the Shenango Furnace Company acquired a second mine property along the Ligonier Valley Railroad. Called the Lytle mine, this also had a drift entry. No coke ovens were built at the Lytle mine. The company continued to coke the coal at Wilpen, shipping much of it to the Sharpsville blast furnaces.

In 1925, the Baton Coal Company, with corporate offices in Pittsburgh, acquired the Wilpen and Lytle mines. Five years later Baton Coal operated only the Wilpen mine. In 1930 the mine produced over 157,000 tons of coal, and the coke works, with 104 operating ovens, produced nearly 19,000 tons of coke. In 1940, with 160 miners working at Wilpen, production averaged 1,200 tons of coal per day. That year eight electric trolley locomotives were operating at the mine. The Wilpen mine ceased operations in 1945, but sixty-two coke ovens remained in use until 1951.

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Southwest Coal & Coke Company:

I.D. No.: 071

Tarrs

Rte. 31, 2.8 miles W. of Mt. Pleasant
Tarrs, East Huntingdon Twp.

Construction Date: 1890

DESCRIPTION: The town of Tarrs retains about thirty company-built houses situated in a long double row straddling Route 31. These dwellings include two-story wood-frame double houses and a handful of single-family houses. The double houses appear to date from the 1890s and contain gable roofs, central brick chimneys, and rubble stone foundations; some of the houses retain much of their historic appearance, including the six-over-six-light double-hung sash windows.

HISTORY: In 1873, a company known as D. L. Dillinger & Bro. developed a coal mine near the town of Tarrs. Served by the Southwest Pennsylvania Railroad, this mine had a shaft entry and was acquired in 1886 by the Southwest Coal & Coke Company of Mount Pleasant. The Southwest Coal & Coke Company was dominated by the Ramsay family with Morris Ramsay serving as superintendent and William S. Ramsay serving as mining boss at the company's No. 1 mines near Mount Pleasant. Southwest Coal & Coke expanded during the 1880s and became one of the county's largest coal and coke producers. The shaft mine near Tarrs was named the No. 3 mine and was operated in conjunction with the nearby No. 2 mine, which had a drift entry. In 1886 Nos. 2 and 3 employed 126 persons who produced over 87,000 tons of coal. A coke works operating in conjunction with Nos. 2 and 3 had 136 beehive ovens, and thirty-two workers who produced over 56,000 tons of coke.

By 1890 the shaft and drift mines near Tarrs were simply called Southwest's No. 3 mine. That year witnessed the production of nearly 210,000 tons of coal, less than half the amount produced at Southwest's No. 1 mines (where over 540,000 tons of coal were produced, which was second in the county to the production at Frick's Standard mines near Mount Pleasant). In 1900 the coke works at Southwest's No. 3 mine had 180 coke ovens, producing nearly 140,000 tons of coke. A total of 187 persons were employed at the No. 3 mine and coke works, superintended by Morris Ramsay.

In 1892 the Southwest Coal & Coke Company was reorganized as the Southwest Connellsville Coal & Coke Company. By 1900 the No. 3 mine produced over 259,000 tons of coal and its coke works

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produced over 146,000 tons of coke from 252 coke ovens. Superintendent of the No. 3 mine, John M. Whitlaw, oversaw ninety-eight miners and eighty-six coke workers. Throughout 1901 and 1902 the Southwest Connellsville Coal & Coke Company rivaled the H. C. Frick Coke Company as one of the region's major coke producers. This situation came to an end in April 1903 when the Frick concern acquired all of Southwest Connellsville's property.

By 1910 the population of Tarrs numbered about 500 persons with 134 men and boys employed at the No. 3 mine and coke works. In the 1910s coal production ranged from as much as 124,000 tons to as little as 13,400 tons. Coke production also fluctuated from as much as 157,000 tons to as little as 8,000 tons. The H. C. Frick Coke Company closed the No. 3 mine and coke works in 1923.

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Superior Coal & Coke Company: Superior Mines and Town

I.D. No.: 194

1.1 miles W. of New Derry on SR 1018
Superior, Derry Twp.

Construction Date: 1900

DESCRIPTION: The company housing at Superior consists of nine houses lining an L-shaped road. Most are two-story wood-frame double houses with gable roofs, brick chimneys, and rubble stone and hollow clay-tile foundations. None of the structures relating to the mining complex are extant.

HISTORY: A prominent industrialist from Latrobe, Marcus W. Saxman owned several coal and coke companies in late-nineteenth century Westmoreland County. By 1900 his interests included Saxman Coal & Coke, Derry Coal & Coke, Millwood Coal & Coke, and Latrobe-Connellsville Coal & Coke. At this time Saxman formed another concern, the Superior Coal & Coke Company, that opened a mine and coke

works north of Latrobe in Derry Township, and exploited the 72"-thick Pittsburgh seam. The mining complex included a shaft, 60' deep, and was served by the Pennsylvania Railroad. When mining operations commenced in late 1900 workers were still constructing the coke works and its seventy-two beehive ovens. Superior Coal & Coke employed fifty-six persons who produced over 10,000 tons of coal by the end of 1900. Most of this coal was shipped to market and not coked at the partially completed Superior works.

By 1910 Saxman merged Superior Coal & Coke into the Latrobe-Connellsville Coal & Coke Company. Two mines were operating at Superior. The No. 1, the company's original mine, employed 133 persons and had a coke works with seventy-one beehive ovens. The No. 2 mine, a drift entry, opened in 1902 and employed sixty-one persons. There was no affiliated coke works. In 1910 nearly 87,000 tons of coal were produced at No. 1, while miners at No. 2 produced under 84,000 tons of coal. Very little of the coal was coked at Superior; most of it was shipped out.

The No. 1 mine and coke works were closed in 1916. However, the company continued to operate the No. 2 mine. By 1928 No. 2 had been acquired by the McFeely Brick Company of Latrobe. This concern employed seventy persons and the mine had a daily capacity of 500 tons. By the 1940s the Superior mine was owned by the Westmoreland Company, with offices in Greensburg. In 1943 this company, led by Charles E. Gadd, employed fifty persons and its mine produced about 36,000 tons of coal. The preparation plant contained only shaker screens. The Superior was closed soon after the Second World War.

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Valley Camp Coal Company: Kinlock Mine and Town

I.D. No.: 169

N. of Rte. 366 at Wells Avenue
Lower Burrell Twp.

Construction Date: 1918

DESCRIPTION: The town of Kinlock is located on a terrace and hillside adjacent to Pucketa Creek near New Kensington. The town consists of the company store, pay station, community center, two sections of company houses and a series of tenements. The company store stands at the corner of Hill and Broadway; it is a two-story wood-frame building that measures 66' x 41'. Its original vertical wood

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cladding has been covered with aluminum siding. The building features a gable roof and a tall red-brick chimney, and a relatively well-preserved storefront and wood porch. The display windows have been infilled with sheet metal and the other windows have been altered. The pay station is a two-and-a-half-story stretcher-bond red-brick building; it contains a hipped roof of asphalt with a brick chimney. The building rests on a concrete foundation; modifications include windows infilled with brick and porches added to the main facade and the rear. The community center is a stretcher-bond red-brick building, measuring 78' x 50'. It contains a gable roof of asphalt with brick chimney and a concrete foundation. A gymnasium is located on the second floor. It has sustained a number of alterations including the installation of new windows and the construction of a two-story brick addition to the main facade. The company-built residences on Hill Street include twenty-two single-family houses. These are one-story wood frame buildings with hipped roofs and tall central red-brick chimneys. They rest on cement-block foundations. These houses retain much of their original appearance. At the end of Hill Street two three-family houses stand. These are two-story wood-frame buildings, with gable roofs and central corbelled brick chimneys; they rest on concrete-block foundations. A tenement building containing six apartments also survives. It contains stucco over original wood siding and is a wood-frame building with a gable roof. Below Hill Street is another section of dwellings containing about thirty wood-frame double houses and three-family houses. In addition, this part of town contains six single-family houses.

The "Titanic," a large tenement with twenty-three apartments, once stood south of the company store but was recently demolished. The company store now houses the Mosey-On Inn and rental units; the pay station is Hereda's Bar; and the community center functions as Hereda's Hotel. The tenements continue to be used as multiple-family dwellings.

HISTORY: Around 1910 the Valley Coal Company, led by Joseph G. Beale of Leechburg in Armstrong County, developed a coal property in Lower Burrell Township. (Beale also had interests in the Aladdin Coal and Coke Company and Joseph G. Beale & Company with mines in Armstrong County.) By 1914 the Valley Camp Coal Company, a concern based in Cleveland, Ohio, led by J. A. Paisley, acquired Beale's Valley Coal Company. Harry E. Kinlock of Parnassus, Pennsylvania, served as the company's general superintendent. The Valley Camp mine, a drift entry situated on the 72"-thick Freeport seam, employed 300 persons and produced over 420,00 tons of coal each year.

During the First World War the Valley Camp Coal Company opened a second mine and constructed housing, an office, and a store. It named this mine and town Kinlock, after the company's superintendent Harry E. Kinlock. The Kinlock mine had a slope and a shaft opening and was situated on the 70" thick Freeport seam. By 1918 the Kinlock mine employed 329 persons. That year Kinlock miners extracted nearly 398,000 tons of coal. By the end of the war the town of Kinlock included numerous company houses, a company store, and a community center.

The mid-1920s witnessed the greatest mining activity at Kinlock. In 1925 Valley Camp Coal employed nearly 800 persons at Kinlock and about 1,047,000 tons of coal was extracted from the mine. In addition to the Kinlock mine, the Valley Camp Coal Company operated the nearby Valley Camp mine and the Soudan mine in Washington County. In 1929 the Kinlock mine was the site of a gas explosion that killed forty-six miners. The company reopened the mine after this disaster and by the early 1930s it was producing more than 100,000 tons of coal per year. The mine never achieved the production levels it had reached prior to the explosion and the company ceased operations at Kinlock about 1935.

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Westmoreland Coal Company:

I.D. No.: 008

Biddle Mine and Town

On Biddle Rd. N. side of Rte. 993

Construction Date: 1872

Section of Westmoreland City, North Huntingdon Twp.

DESCRIPTION: Visible from U.S. Interstate 76 (Pennsylvania Turnpike), much of the town of Biddle has been demolished. Surviving are the company store and about fifteen company-built houses. The company store is a two-story wood-frame building with aluminum siding covering the original clapboard exterior. The building measures 63' x 26' and contains a gable roof and a concrete-block foundation. Now serving as the SNF Lodge, the building has had numerous alterations and an addition. The town's residences include a large eight-bay dwelling containing four apartments; it has horizontal wood siding two-and-a-half stories, a gable roof covered with slate, and four brick chimneys. The town also contains several two-story wood-frame double houses with clapboard siding, gable roofs, brick chimneys and concrete, stone, and hollow-clay foundations.

HISTORY: The Westmoreland Coal Company opened the Biddle mine and constructed the company town of Biddle near Westmoreland City in 1872. The town was named after E. C. Biddle, second president of the Westmoreland Coal Company from 1854 until 1884. The 200'-deep shaft was situated at the lowest point in the Irwin Coal Basin, and flooding of the mine tunnels became an increasingly serious problem that prompted the company to construct a water-pumping plant to remove the water. For each ton of coal mined, 50.5 tons of water had to be removed. Mine refuse, mostly slate, was hoisted through the shaft to the tippie where it was diverted by an aerial tram to a refuse pile. The mine employed 460 men producing 439,000 tons of coal in 300 days in 1904.

By 1910 Westmoreland Coal owned the Criterion, Export Nos. 1 and 2, the Larimer mine, the Westmoreland Shaft, and the Magee mine, all in Westmoreland County. By the mid 1920s the Biddle mine employed 234 persons who produced nearly 263,000 tons of coal. Flooding eventually forced the Westmoreland Coal Company to close the Biddle mine in 1955.

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Westmoreland Coal Company: Criterion Mine and Rillton

I.D. No.: 043

Maple Avenue adjacent to creek
Rillton, Sewickley Twp.

Construction Date: 1904

DESCRIPTION: The Criterion Mine, also called the Riley Mine, is located at Rillton on a floodplain and terrace of a small tributary of Sewickley Creek. Surviving structures include the engine house, bath house, mule barn, sand house, and a brick building that may have served as a repair shop. The engine house, built in 1904, is a common-bond red-brick building. The tall one-story structure has a gable roof and multi-light windows. Brick pilasters support the wooden roof trusses. The building features corbelled brickwork and decorative brick dentils. It rests on a concrete foundation. A concrete addition adjoins the engine house. Some of the windows have been infilled with brick. None of the machinery is intact. The bath house is a common-bond red-brick building painted white. The one-story structure has a gable roof of asphalt, arched windows with triple brick voussoirs and stone sills, and brick corbelling and dentils above windows. The building retains some of its original six-over-six-light double-hung sash windows; however, the north wall has been removed and replaced with concrete block and a large garage door. The mule barn is also a common-bond red-brick building resting on a concrete foundation. A new roof has replaced the original gable roof. The sand house is in ruins and consists of brick and concrete walls. Another brick building that may have served as a repair shop is located at the end of 3rd Street. This stretcher-bond red-brick building probably dates from the 1920s or 1930s. This tall one-story building has a gable roof, arched windows with brick voussoirs and concrete sills; it rests on a coursed rubble stone foundation. The building was remodeled for residential use. These altered brick mining buildings are now privately owned and all of the machinery has been removed. The tippie that once stood south of the engine house has since collapsed.

The town of Rillton is located on a hillside, west of the mine, and retains about forty company-built houses lining two curved roads. These dwellings include single-family and double houses, of wood-frame construction with gable roofs, brick chimneys, and hollow clay-tile foundations. Only a handful retain their original clapboard siding.

HISTORY: In 1903 the Westmoreland Coal Company sank a 350' shaft at Rillton, a village named for Mrs. Rilla Fritchman Gaunt, whose husband Charles owned a farm west of the mine site in Sewickley

Township. Westmoreland Coal named the mine the Criterion because the company used samples of coal from this mine to demonstrate to new customers the quality of its product. The Criterion mine opened in 1904 and included a steel head frame, 68' tall, a brick powerhouse and boiler house, measuring 74' x 44' and of brick construction, a second boiler house measuring 72' x 20', also of brick construction, three Rand Imperial air compressors with a total of 400 horsepower, and a hoisting engine house with a Vulcan link reversible engine. Coal was mined using five compressed-air powered Jeffrey chain machines. By 1910 the Westmoreland Coal Company was led by general superintendent E. G. Smith of Irwin. That year the Criterion mine produced over 504,000 tons of coal and employed 520 men and boys. In 1910 six workers died in mining accidents during the year, an unusually large number of fatalities at a single mine. Most of these fatalities involved cave-ins in various sections of the mine. Despite these deaths, no legal action was taken against the company.

By 1925 the Westmoreland Coal Company employed 295 persons at the Criterion mine. They produced nearly 362,000 tons of coal that year. By 1930 the mine had been renamed the Riley mine (after a director of the Westmoreland Coal Company) and the work force had dropped to 125, with a daily production of 500 tons. The company abandoned the mine in the late 1930s.

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**Westmoreland Coal Company:
Export Mines and Town**

I.D. No.: 158

Kennedy Avenue
Export

Construction Date: ca. 1893

DESCRIPTION: The mining complex at Export now includes only the machine shop and one other red-brick building that may have functioned as the powerhouse. The machine shop is a common-bond red-brick building. The tall one-story structure has a triple gable roof, covered with asphalt, a ventilator along the gable ridge, and an ashlar stone foundation. Brick soldier courses span the window openings; the eaves feature corbelled brickwork. Alterations to the building include the infilling of doors and windows with brick, several new one-story additions, and the remodeling of the interior for a private club known as the Italian American Club. The adjacent brick building is a one-story structure with a gable roof and arched windows. Part of a wall along the east facade indicates that another brick building adjoined this

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structure; it was possibly a boiler house. The brick building has sustained a number of alterations, mainly the construction of a metal and concrete addition to the rear facade. None of the machinery survives.

North of the mine stands about twenty company-built houses. Divided by a small gully, these houses line four streets. One-story single-family houses were built on the east side of the gully and two-story double houses were built on the west side. The single-family houses have hipped roofs, double brick chimneys, and hollow clay-tile foundations. The double houses are also wood-frame buildings and have gable roofs, brick chimneys, and concrete-block foundations. The company store is located at the corner of Washington and Lincoln avenues. It is a two-and-a-half-story building with red vinyl siding over original clapboard siding, a multiple gable roof, and an ashlar stone foundation. It measures 60' x 40' and features double brick chimneys, and six-over-six-light double-hung sash windows. The building's storefront once faced Lincoln Avenue but has been boarded over. The new entrance to the building is on Washington Avenue; the interior was remodeled for a retailer named Master Automobile Supplies.

HISTORY: Much of the land in the upper Turtle Creek region of Franklin Township was under cultivation in the late nineteenth century when the Westmoreland Coal Company purchased a large coal property east of Murrysville. In 1891 the Turtle Creek Valley Railroad, a Pennsylvania Railroad subsidiary led by George Westinghouse, Jr., opened its initial 6-1/2 miles of road from Trafford to Murraysville. The following year this line was extended to the site of the Export mine developed by the Westmoreland Coal Company. This company opened the mine in 1892 and constructed a number of dwellings for its workers on nearby land. By 1900 the mine employed 494 persons and produced over 513,000 tons of coal. Most of the coal was shipped to market via the Pennsylvania Railroad. By 1904 there were two drift-entry Export mines and they constituted the largest single mining operation in Westmoreland County. The mines employed 647 men and boys in 1904. Miners at Export extracted nearly 734,000 tons of coal that year, topping the county's second largest mine, H. C. Frick Coke Company's Standard Shaft, which produced about 485,000 tons of coal.

In 1910 the Westmoreland Coal Company employed 608 workers at Export, many of whom were becoming increasingly restive over the company's refusal to recognize the United Mine Workers of America as their union. Workers at Export and other mines in northern Westmoreland County began a long and arduous strike in the spring of 1910. The Westmoreland Coal Company evicted many families from their houses and brought in the Coal and Iron Police to maintain control of company property. More than a year later the strike ended in defeat for the workers. In 1922 workers at Export participated in another larger strike that included most of the coal operators in the bituminous coal region. Again the Westmoreland Coal Company prevailed. Following this strike, production at the Export mine returned to its pre-World War I levels. The 1920s witnessed something of a boom in the town of Export, with its population expanding to about 2,500 persons. The Great Depression in the 1930s had a negative impact on the Westmoreland Coal Company and other bituminous coal producers. The town began to lose some of its residents though the mine remained opened throughout much of the decade. The Westmoreland Coal Company operated the mine through the 1940s and into the early 1950s. It finally closed the Export mine in 1952.

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Westmoreland Coal Company: Hutchinson Mine and Town

I.D. No.: 084

1st to 7th Streets

Construction Date: 1925

Hutchinson, Sewickley Twp.

DESCRIPTION: The town of Hutchinson consists of approximately 100 houses located in sections, one adjacent to the mining complex and the other on a hill above the mine. Near the mine are two-story wood-frame double houses with gable and hipped roofs. Double houses and single-family houses stand on the hill above the mine. The single-family houses are one-story wood-frame buildings with pyramidal roofs, central brick chimneys, and hollow clay-tile foundations. Managers' row is also above the mine and contains L-shaped single-family houses with two-and-a-half stories, double gable roofs, brick chimneys, and hollow clay-tile foundations. The company store and school were destroyed by fire, and the mining complex, including the brick office building, lamphouse, machine shop, tipple, and generator house were all demolished in the summer of 1988. Hutchinson, however, retains the greatest variety of company-built house types found in the county.

HISTORY: The Hutchinson mine and company town were opened by the Westmoreland Coal Company in 1925. The shaft-entry mine exploited the 75"-thick Pittsburgh coal seam. It quickly became one of Westmoreland Coal Company's largest producers with a daily capacity of 2,700 tons. Despite the sluggish market for coal in the early 1930s the company employed around 425 men at the mine; however, it was operated only part of the year. The Hutchinson colliery featured a modern preparation plant that included mechanical screens, water cleaners, and loading booms. Inside the mine fifty-six pumps, four continuous mining machines, four loading machines, eight trolley locomotives, 400 wooden mine cars, five rock-dusters and two 10-SC Joy machines were employed. The company's powerhouse generated 600 kilowatts of electricity for use in the mine.

Mining activity at Hutchinson increased in the mid 1930s. During the Second World War the company employed over 500 miners and workers at Hutchinson. By the early 1960s miners were extracting 225,000 tons of coal each year. The company employed 225 men at the Hutchinson colliery which operated 220 days a year, five days per week. After the Pittsburgh Consolidation Coal Company acquired the property, it operated the Hutchinson mine until 1973. Though it closed the mine Consolidation Coal continued to use the preparation plant at Hutchinson to process low-sulphur and low-ash content coal, called mat coal. Trucks hauled coal to this facility from mines around Clymer in Indiana County, and from the Brownsville region of Fayette County. The mat coal was shipped by rail to Ashtabula, Ohio, then transported by boat to Canada for use in Canadian steel mills.

Sources:

Coal Field Directory. New York: McGraw-Hill Catalogue and Directory Company, Inc., 1928.

The Diamond: Official Publication Commemorating Irwin's 75th Anniversary Celebration, 1864-1939. Irwin, Pa.: Rodgers Printing Company, 1939.

Keystone Consolidated Publishing Company. The Coal Catalog, Including Directory of Mines. Pittsburgh: Keystone Consolidated Company, 1935, 1940 and 1971 editions.

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Coal and Coke

Washington County Department of Environmental Resources. Mining Records. McMurray: Washington County Pennsylvania.

Westmoreland Coal Company:

I.D. No.:

Irwin

Larimer off Rte. 993
North Huntingdon Township

Construction Date: 1854

DESCRIPTION: The town of Irwin contained the main field office of the Philadelphia-based Westmoreland Coal Company. This concern also operated a number of mines in the Irwin area (see entry of Westmoreland Coal's Larimer mine as well as the Penn Gas Coal Company's Adams Hill mine that was acquired by Westmoreland Coal). Although none of the mining structures are extant, a number of houses survive that were occupied by company officials. These dwellings are set off distinctly from the rest of the town and stand in a row along Westmoreland Avenue on Irwin's west side. There are ten managers' houses on the east side of Westmoreland Avenue facing a large two-and-a-half-story house that was built for the company's director of operations in western Pennsylvania. The large wood-frame building contains an intersecting gable roof, brick chimneys, and a stone foundation. It has been altered with the addition of a white brick veneer applied to its exterior. Most of the managers' houses on the opposite side of the street are two-story wood-frame buildings with gable roofs, brick chimneys, and stone foundations. With one exception, these are all single-family dwellings. The company office in Irwin was located just south of the large house occupied by the company's director. This one-story building has been demolished.

HISTORY: Organized in Philadelphia in 1854, the Westmoreland Coal Company was closely associated with the Pennsylvania Railroad. The coal company's first president, John Covode, was close friends with two of Pennsylvania Railroad's most prominent men, J. Edgar Thomson and Herman Haupt. The mainline of the Pennsylvania extended through part of the Irwin gas coal basin which Covode and several of his board of directors sought to develop. In addition to Haupt, these directors included William Larimer, John Scott, and James Magee. The first property acquired by the Westmoreland Coal Company was the Oak Grove mine at Irwin. Located on the north side of the Pennsylvania Railroad tracks in Irwin, this mine originally had been opened by Scott in 1853. This mine and the nearby South Side mine, opened in 1866, were valuable producers. The company acquired additional coal properties west of Irwin, around Larimer, and purchased additional rolling stock and mine equipment for its operations.

Irwin quickly became the center of these operations. Westmoreland Coal erected houses for its company officials, managers, and workers. Though its main business office was in Philadelphia, the company retained field offices in Irwin as Westmoreland Coal expanded into other sections of Westmoreland County throughout the late nineteenth century. This expansion included the Biddle mine, opened in 1872, the Osceola mine on the Youghiogheny, acquired from the Philadelphia Coal Company in 1874, the Denmark mine at Claridge, acquired from the Manor Gas Coal Company in 1884, and the huge Export mine, opened by Westmoreland Coal in 1892.

The Westmoreland Coal Company was a staunchly anti-union concern. This policy led to occasional firings and violence in the early 1900s. The most severe strife occurred in 1910 when the United Mine Workers campaigned to organize the Irwin gas coal basin mines. The union sought the eight-hour day, and a wage scale in Westmoreland County comparable to the one in the Pittsburgh district. Along with

the Penn Gas Coal Company and the Keystone Coal & Coke Company, Westmoreland Coal fiercely resisted this unionization attempt. When workers struck, the coal companies fired them and evicted their families from company houses. With the support of the union, about twenty-five tent communities were established by striking miners and their families. The largest of these communities was near Export with over 100 temporary huts and tents erected. Others could be found near Irwin, Westmoreland City, and Yukon. The strike witnessed the murder of two miners and scores of others were injured. Coal and iron police were brought in by the coal companies to protect company property. Westmoreland Coal, Keystone Coal & Coke, and Penn Gas Coal hired strikebreakers to keep the mines running. Although the strike lasted from April 1910 through July 1911 the companies were able to maintain coal production, albeit at a much reduced amount. The strikers finally ended their campaign in defeat with some returning to work while others, blackballed by the companies for their union activity, sought work elsewhere.

The company had opened a number of new mines, including the Riley, Magee, and McCullough mines, between 1904 and 1918. In addition, the company had expanded its operations in Westmoreland County in 1917 when it acquired the Penn Gas Coal Company and the Manor Gas Coal Company. Although a number of these properties were some distance from Irwin this town remained the center of the company's western Pennsylvania operations. The staff at Irwin included the vice presidents, the mine manager, the general superintendent, the chief engineer, the chief chemist, and the chief accountant. By the 1920s many of the mines around Irwin and Larimer were closed, with most of the better coal having been extracted.

After a reorganization in 1929 the Westmoreland Coal Company leased its coal lands from the newly formed Westmoreland, Incorporated. This arrangement remained in place until early 1957 when Westmoreland, Incorporated, leased its holdings to the Pittsburgh Consolidation Coal Company. The Irwin offices of Westmoreland Coal were closed about this time. The company retains corporate offices in Philadelphia where its board directs various coal and natural gas concerns in Virginia, West Virginia, and Kentucky.

Sources:

- The Diamond: Official Publication Commemorating Irwin's 75th Anniversary Celebration, 1864-1939. Irwin, Pa.: Rodgers Printing Company, 1939.
- Mochnick, John W. History of Penn Township. Greensburg: South Greensburg Printing Company 1982.
- Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II -- Bituminous, 1906. Harrisburg: Harrisburg Publishing Company, State Printer, 1907.

**Westmoreland Coal Company:
Larimer Mines and Town**

I.D. No.: 309

Larimer off Rte. 993
North Huntingdon Township

Construction Date: 1854

DESCRIPTION: None of the structures associated with the Larimer Nos. 1 and 2 mines survive. A number of company-built houses in Larimer remain. Most of these are south of Brush Creek on a hill overlooking this stream. Two streets, Armstrong and Newtown, are each lined with about a dozen company-built houses. These are wood-frame double houses each containing two stories, brick chimneys, and stone foundations. Two mid-nineteenth century houses of brick construction stand to the west of the double houses. It is not known if these large brick houses were related to the coal company. Two late-

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nineteenth century commercial buildings, of brick construction, stand near the intersection of Railroad Street and Brownstown Road. On the north side of Brush creek, along the former Pennsylvania Railroad's mainline, there are four more two-story wood-frame double houses. In addition, there is a two-story brick dwelling that was constructed as a single-family house. The double houses contain gable roofs, brick chimneys, and stone foundations and were probably built in the 1870s.

HISTORY: Opened in 1854, Larimer No. 1 was the first mine of the Westmoreland Coal Company. The mine and nearby company-built patch were named for General William Larimer, a member of company's board of directors. Although the company produced primarily steam coal and not coking coal for the metals industries, the Larimer area featured a coke works, built in the 1870s by the Carnegie Coal Company, that used slack coal for coke production. (See entry of Carnegie Coal Company: Ardara Coke Works.) By 1880 a second mine, Larimer No. 2, was producing coal. The Westmoreland Coal Company's Larimer mine No. 1 was operated more than fifty years. By 1906 its miners were removing coal from the mine's pillars. Soon after it was abandoned by the Westmoreland Coal Company.

Sources:

- The Diamond: Official Publication Commemorating Irwin's 75th Anniversary Celebration, 1864-1939. Irwin, Pa.: Rodgers Printing Company, 1939.
- Mochnick, John W. History of Penn Township. Greensburg: South Greensburg Printing Company 1982.
- Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II -- Bituminous, 1906. Harrisburg: Harrisburg Publishing Company, State Printer, 1907.
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Westmoreland Coal Company: Magee Mine and Yukon (company houses)

SR 3012 near Sewickley Creek
Yukon, Sewickley Twp.

I.D. No.: 082

Construction Date: 1908

DESCRIPTION: Magee Mine at Yukon is located on the northern border of Sewickley Creek and the former Pennsylvania Railroad. A number of distinctive stone buildings remain in place though they are abandoned and deteriorated. These impressive ashlar sandstone structures that formed the colliery at Yukon are unlike any other mine buildings in the region. The largest of these buildings at Yukon is the powerhouse. Located along the abandoned Pennsylvania Railroad right-of-way, the powerhouse contained a boiler room and an engine room. The boiler room is housed in a tall one-story section of the building with ashlar sandstone walls and large arched windows at the floor level and above at an upper level. It contains a concrete and earth floor and riveted steel trusses supporting a hipped roof and monitor. Adjoining the boiler room to the west is the engine room, a one-story ashlar sandstone building with a brick floor, a gable roof, and arched windows. The powerhouse measures 150' x 50'. The building rests on a stone foundation. All of the power-generating and boiler equipment have been removed. Two iron chimney stacks that stood next to the boiler room along the north side of the building have been removed.

Located to the east, on the bank of Sewickley Creek, the hoist house is a tall one-story ashlar sandstone building with a full basement; its slate roof with frame monitor has partially collapsed, though the riveted steel Fink trusses remain. The building measures 48' x 44' and contains a circular window at the gable end, tall arched windows, and a stone foundation. A stone marker at the gable end proclaims "WCCO

1908." None of the hoisting machinery remains in the building. Adjacent to the hoist house is a one-story red-brick building that housed electrical equipment used in conjunction with the electric-powered hoist. A large wood-frame tramway and tippie once stood between the powerhouse and the hoist house. It extended over the Pennsylvania Railroad tracks but was demolished after the mine closed.

About 150' north of the powerhouse is the machine shop, a tall one-story ashlar sandstone building that measures 65' x 46'. It had a hipped roof covered with slate, and a gable-roof monitor. The roof system was supported by riveted steel Fink trusses which have collapsed. Still remaining are the stone walls and the arched windows.

West of the machine shop is the entrance to the mine. Ashlar sandstone retaining walls lead to the double-portal entrance. Spanning each portal is a massive ashlar sandstone lintel. Near the mine entrance is a battery-powered locomotive. It dates from the 1950s and is in fair condition. About 50' south of the machine shop is the office and supply building. It is a one-story ashlar sandstone structure and measures 27' x 17'. It has been partially destroyed by a fire but retains its arched window openings. The roof is missing and the interior is exposed to the elements.



Photo 30. Magee Mine, interior of Hoist House. Photo by Jet Lowe.

The cap house is a small one-story common-bond red-brick building. It measures 12' x 12' and contains a gable roof, covered with sheet metal, and a concrete foundation. Near the cap house is a small one-story wood-frame building with board-and-batten siding. Its gable roof is covered with slate. A lamphouse, of common-bond red-brick construction with hipped slate roof and cupola, once stood near the powerhouse but has recently been demolished. Many archeological features and stone walls are present in the complex. After the mine closed in 1954, the site was converted to an automobile repair shop and a junk yard. All structures are now abandoned and deteriorating. No machinery is extant.



Photo 31. Magee Mine, trolley locomotive. Photo by Jet Lowe.

Located in South Huntingdon Township the town of Yukon contains about thirty company-built houses situated in four curved rows on First to Fourth streets. The company store burned, and there are no other extant company structures in the town. The residences include both single-family and double houses. They are of wood-frame construction and contain either one or two stories. There are about fifteen double houses and fifteen single-family houses. These latter type of dwellings feature hipped roofs, brick chimneys, and multi-light windows.

Another group of sixteen company-built houses stands northwest of Yukon in Sewickley Township, west of Lower Whyel. These are single-family dwellings of wood construction with gable roofs and hollow clay-tile foundations.

HISTORY: This slope-entry mine, opened by the Westmoreland Coal Company in 1908, was named after James Magee, a member of the company's original board of directors. The company developed this colliery in Sewickley Township and built a group of houses for its workers in the nearby village of Yukon, South Huntingdon Township. Coal was extracted from the 81"-thick Pittsburgh seam. By 1910 the company employed 443 persons at its

Magee mine. Superintendent E. G. Smith resided in one of the larger company-built houses in Yukon. In 1910 workers at the Magee mine produced nearly 429,000 tons of coal, almost all of which was shipped to market via the Pennsylvania Railroad. The company employed eighty miners, 235 machine loaders, and thirty-two mules and horses to haul coal from the mine.

By 1940 the work force had been reduced to 275 miners producing about 328,000 tons of coal. At that time the mine used eleven trolley locomotives to haul the coal from the mine, although the firm was still using about twenty-nine horses and mules. A preparation plant was built at the Magee mine, with water for the coal washer supplied from a reservoir constructed in near Lower Whyel. Operations at the mine ceased in 1954.



Photo 32. Magee Mine, Boiler House (left), Hoist House (right). Photo by Jet Lowe.

Sources:

Coal Field Directory. New York: McGraw-Hill Catalogue and Directory Company, Inc., 1928.

The Diamond: Official Publication Commemorating Irwin's 75th Anniversary Celebration, 1864-1939. Irwin, Pa.: Rodgers Printing Company, 1939.

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Pennsylvania Department of Mines. Report of the Department of Mines of Pennsylvania: Part II -- Bituminous, 1910. Harrisburg: C. E. Aughinbaugh, State Printer, 1911.

Sanborn Map Company. Yukon, Pennsylvania. New York: Sanborn Map Company, 1916.

Wilson, John J., ed. History of Sewickley Township and Suterville. n.p., n.d.

**Westmoreland Coal Company:
McCullough Mine and Town**

I.D. No.: 006

N. of juncture of Harrison City Road and SR 4022
McCullough, Penn Twp.

Construction Date: 1918

DESCRIPTION: Only two red brick buildings, both in ruins, remain at the McCullough mine. One building served as a powerhouse. It is a tall one-story building with common-bond red-brick walls, arched windows, a riveted steel roof truss, and a slate roof. It rests on a stone foundation. The second building may have served as a repair shop. It is similar in appearance to the powerhouse. Both buildings are abandoned, and no machinery is extant.

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The extant company structures at McCullough include the company store, school, and about seventy miners' houses. The store is a three-and-a-half-story wood-frame building with a full basement. The basement wall and foundation are coursed rubble stone and the original clapboard siding has been replaced with new aluminum siding. The building is privately owned and has been completely remodeled. The school is a one-story stretcher-bond red-brick building with a full basement. It contains a flat roof, a brick chimney, and a recessed portico with engraved stone proclaiming "TP, McCullough School." The building has been remodeled with a new addition and new windows. The residential buildings include single-family and double houses. The single-family houses are one-story and two-story wood-frame buildings with hipped roofs. The double houses are two-story wood-frame buildings with hipped roofs, brick chimneys, and hollow clay-tile foundations. Some have a modified L-plan.

HISTORY: The Westmoreland Coal Company opened the McCullough mine in 1918. It was a shaft operation 220' in depth, with an auxiliary 700' slope entrance. Named after E. H. McCullough, third president of Westmoreland Coal, the town of McCullough included a company store, a school, and company houses. By 1925 the McCullough mine employed 294 persons. That year its miners extracted nearly 460,000 tons of coal.

In 1940 the mine employed 400 workers, used two electric-battery locomotives, sixteen trolley locomotives running on a 40" track gauge, mechanical coal loaders, and eleven electric coal cutting machines, to mine over 410,000 tons of coal. The mine's preparation equipment included mechanical screens, picking tables, and loading booms. The mine reached its maximum production in 1942, when it produced more than 600,000 tons of coal, employing 424 miners, working 303 days. During its thirty-eight years of operation nineteen miners were killed in various mining accidents. In 1952 the Westmoreland Coal Company was pumping over thirty-one tons of water for each ton of coal produced; because of this situation the company operated the mine only three more years, abandoning it in 1955.

Sources:

Coal Field Directory. New York: McGraw-Hill Catalogue and Directory Company, Inc. 1928.

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Washington County Department of Environmental Resources. Mining Records. McMurray: Washington County Pennsylvania.

Westmoreland Mining Company: Brenizer Mine and Town

I.D. No.: 179

1 mile S. of Blairsville on Rte. 217
Derry Twp.

Construction Date: 1906

DESCRIPTION: Remnants of the mine include a lamp house and bath house, a powerhouse and machine shop, a fan house, and two utility buildings. The lamp house and bath house are now under one roof and have been incorporated into a concrete-block structure. Originally each building was a one-story common-bond brick building with multi-light windows. The powerhouse and machine shop is a one-story concrete-block building with a steel roof truss that supported a gable roof covered with corrugated metal. The fan

house is located on a hillside west of these buildings and retains its ventilation fan. These buildings associated with the Brenizer Mine are vacant and partially in ruins. The two utility buildings are located on the east side of Rte. 217 and are one-story hollow clay-tile buildings with gable roofs. They are in fair condition.

The town of Brenizer contains a series of parallel streets on which stand company-built houses erected from 1906 through 1933. Four major housing types were identified, although nine other minor varieties exist in the village. The three most common house types are the one-story single-family dwelling, the two-story double house, and the two-and-a-half-story double house. In addition the town contains a superintendent's house, a two-and-a-half-story red-brick stretcher-bond building located on Victory Street. This building was originally a farm house and dates from the late nineteenth century. It features decorative brick work, an arched window and a large front porch.

HISTORY: Named after a German family that originally farmed the land, this property was acquired by the Latrobe Coal Company in 1906. Coal was extracted from the 72"-thick Pittsburgh coal seam, and shipped to market from the village of Hillside on the Pennsylvania Railroad. In 1920 Westmoreland Mining Company, owned by Paul Graff, acquired the mine and operated it until 1952. The Westmoreland Mining Company also operated mines at White Valley, and in Armstrong and Indiana counties.

The earliest company-built houses were constructed around 1906 and are located on Front and Poplar Streets. Three additional building phases occurred in the late 1910s, the mid 1920s, and the early 1930s. During this later building phase, larger six-room houses with electricity, bathrooms and furnaces were constructed. All houses were painted gray, and two maple trees were planted in each front yard. Thirteen housing types, including at least one Sears and Roebuck variety, composed the final town plan. Electricity was installed in 1924 and streetlights introduced in the town by 1927. The company houses were sold to community residents by the coal company in 1944.

The company store was constructed in 1913 on Poplar Street. The store closed in 1951, and burned in the 1970s. When Rte. 217 was constructed, the community center, built between 1915 and 1917, was demolished.

Sources:

Brenizer Historical Society. Brenizer, Then and Now. D and Z Printers: 1988.

Keystone Consolidated Publishing Company, The Coal Catalog, Including Directory of Mines. Pittsburgh: Keystone Consolidated Company, 1935.

Melago, John. Resident of Bovard, Pennsylvania. Telephone interview with Gray Fitzsimons, HAER. August 29, 1991.

Washington County Department of Environmental Resources. Mining Records. McMurray: Washington County Pennsylvania.

**Whyel Coke Company: Yukon Mine and Coke Works
and Upper and Lower Whyel (company houses)**

I.D. No.: 168

.1 mile W. of SR 3012/60 adjacent to stream
Sewickley Twp.

Construction Date: 1908

DESCRIPTION: The coke works and mine at Upper Whyel have been partially destroyed by strip mining and only fifty coke ovens and a weigh station are extant. The brick beehive coke ovens are located above a stream along an old railroad grade. The weigh station stands near the coke ovens and contains

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German frame siding and a Howell scale. One other concrete-block building in ruins is located north of the one-story wood-frame weigh station.

Only fifteen company-built houses survive in the town of Upper Whyel. These are wood-frame dwellings and include single-family and double houses.

HISTORY: Led by Harry Whyel, the Whyel Coke Company of Uniontown established the town of Whyel and the Yukon mine in 1908. This company also owned the Thomas mine and coke works in Fayette County, and the Ellen mines and coke works in Westmoreland County. The drift-entry Yukon mine ran 1,500 feet into the Pittsburgh seam which averaged 84" thick in the vicinity of Whyel. In addition, a coke works was constructed in Upper Whyel along a tributary to Sewickley Creek. By 1910 the Yukon operation employed eighty-nine miners and coke workers. Yukon miners produced nearly 47,000 tons of coal that year; the coke works, containing just thirty-six beehive ovens, was operated very little.

By 1914 the Yukon mine and coke works employed 126 persons. (In 1913 Yukon miners had produced nearly 224,000 tons of coal, operating electric-powered cutting machines and using three electric-powered locomotives for hauling the coal from the mine to the coke ovens.) The company probably purchased power for the mine and coke works from the nearby Magee mine powerhouse of the Westmoreland Coal Company. The coke works contained seventy beehive ovens. J. A. Abraham, who had served as the company's superintendent at its Ellen mines and coke works near Whitney in Unity Township, was superintendent at Yukon by the mid 1910s. The coke works continued to operate through the early 1960s; its last owner was the King Coal Company.

Sources:

Cambruzzi, Andy. Resident of Darragh and owner of the Cambruzzi Coal Company. Telephone Interview with Gray Fitzsimons, HAER, October 25, 1991.

Wilson, John, J. ed. History of Sewickley Township and Suterville. n.p., n.d.

Youghiogeny & Ohio Coal Company: Osborne Mines and Wyano (company houses)

I.D. No.: 085

1st to 6th Streets off SR 3061
South Huntingdon Twp.

Construction Date: 1902

DESCRIPTION: Only a single structure, the powerhouse, remains from the Osborne Mines. This brick building was converted to a foundry in 1945, and is now nearly enclosed by a larger metal-covered building. All power-generating equipment has been removed. The other mining structures at Osborne were either demolished during recent strip-mine operations or eventually collapsed after long-term abandonment.

The town of Wyano consists of five double rows and two single rows of approximately 100 houses located on a hillside above Hunters Run, east of the old Pennsylvania Railroad line. These dwellings are largely two-story wood-frame double houses with gable roofs and brick chimneys. The company store burned in 1986.

HISTORY: In 1902 Frank M. Osborne of Pittsburgh established the Youghiogeny and Ohio Coal Company. Along with C. W. Daine and E. Saeger, Osborne organized this firm in Cleveland, Ohio, soon after his resignation as president of the Pittsburgh Coal Company, one of the largest coal concerns in the United States. Osborne's firm sought to compete vigorously with his old company and leased coal lands in eastern Ohio and in Westmoreland County. The company planned to open five mines in Westmoreland County and sell its coal to the Monongahela River Consolidated Coal & Coke Company, another Pittsburgh-based coal concern and a strong rival of the Pittsburgh Coal Company. These two rivals had an informal agreement that permitted Monongahela River Consolidated to control coal shipments via the river and Pittsburgh Coal to dominate the Mon Valley's rail traffic. Pittsburgh Coal responded to the threat posed by the Osborne and Monongahela River Consolidated interests by establishing its own river trade. It began using its Saw Mill Run tippie, located near the confluence of the Monongahela and Allegheny rivers, as its primary water connection. (This heated competition ended by 1904 when Pittsburgh Coal acquired Monongahela River Consolidated.)

The first mine opened in Westmoreland County by the Youghiogeny and Ohio Coal Company was Osborne No. 1, which commenced operations in 1902. By 1910 the company operated Osborne Nos. 1 and 2, along with the Webster mine in Westmoreland County, the Manifold mines in Washington County, and the Reilly No. 2 and Thompson mines in Allegheny County. C. P. MacGregor of Wyano was superintendent of the Osborne mines. The No. 1, a slope-entry mine, and No. 2, a drift-entry mine, produced under 29,000 tons of coal in 1910. That year the company employed 102 workers; however, they worked only seventy-five days as the United Mine Workers launched a strike in the Irwin area and south along the Youghiogeny in an attempt to organize the nonunion work force. This strike ended unsuccessfully as the company defeated the striking miners.

In the 1910s the company employed as many as 576 workers at Osborne Nos. 1 and 2. The two mines each produced more than 250,000 tons of coal in 1930, and by 1938 Osborne No. 1 was employing 349 miners and producing 1,600 tons of coal daily while Osborne No. 2 was employing 268 miners and producing 1,400 tons of coal daily. The company store at Wyano was owned by Patterson & Robbins Company. The company also owned and operated the Charleroi and Enterprise mines in Washington County and Windber Nos. 5 and 7 at Somerset County in 1938. Both Osborne No. 1 and Osborne No. 2 closed in 1944.

Sources:

Coal and Coke. 9 (April 1, 1902).

Coal and Coke. 18 (July 15, 1911).

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Washington County Department of Environmental Resources. Mining Records. McMurray: Washington County Pennsylvania.

Coal and Coke

Youngwood Coal and Coke Company: Foxtown Mine and Town

I.D. No.: 255

Trout Town Road, .25 miles S. of Youngwood
Hempfield Twp.

Construction Date: ca. 1910s

DESCRIPTION: The town of Foxtown consists of one row of twenty houses and a church. The houses are single-family dwellings of wood-frame construction, gable roofs, and concrete-block foundations. The church is a stretcher-bond red-brick building with a gable roof covered with slate. The L-shaped church features a cupola and an ashlar stone foundation. The windows are spanned with stone lintels and have stone sills; all of the windows have been infilled.

The company town originally included at least three rows of houses. During the construction of new US Rte. 119, located on the southern border of the town, many structures related to the mining complex and town were demolished. The church is abandoned.

HISTORY: Begun in the 1910s, the Foxtown Mine was a small pick-and-shovel operation, producing between 15,000 and 30,000 tons of coal each year. The mine exploited the Upper Freeport seam, which averaged 48" in thickness in the Youngwood area. By 1918 the drift-entry Foxtown mine was owned by the Youngwood Coal and Coke Company and employed thirty-one miners. The company operated the mine 282 days that year producing nearly 33,000 tons of coal (likely its peak production). Youngwood Coal and Coke did not coke its coal, shipping it by rail to be coked elsewhere. Under the auspices of Youngstown Coal and Coke the Foxtown mine was worked sporadically through the early and mid 1920s. By 1929 it was closed and never reopened.

Sources:

Pennsylvania Department of Mines Report of the Department of Mines of Pennsylvania: Part II--Bituminous, 1918. Harrisburg: J. L. L. Kuhn Printer, 1920.

Thurston, George H. Directory of the Monongahela and Youghioghney Valleys Containing Brief Historical Sketches of the Various Towns Located on Them: With a Statistical Exhibit of the Collieries Upon the Two Rivers. Pittsburgh: A.A. Anderson, 1859.

Primary Metals Industries

American Foundry and Pipe Company

I.D. No.: 249

On Burrell Hill Rd. at Penn Central Railroad and Brush Creek
Penn

Construction Date: 1891

DESCRIPTION: Formerly two buildings that have been joined by an infill structure of reinforced concrete. This large one-story building measures 534' x 80'. It contains common-bond red-brick walls with concrete-block infill, gable and flat roofs covered with metal and tar paper, multi-bays each separated by brick pilasters, corbeled brick cornice, and arched windows with triple brick voussoirs. No machinery is extant. An abandoned railroad spur extends along the building.

HISTORY: The American Foundry and Pipe Company operated a foundry at this site in Penn Borough in the early 1900s. The foundry was served by a spur of the Pennsylvania Railroad. By 1916 the American Foundry and Pipe Company employed seventy-five workers at its Penn Borough works, making cast-iron pipes and tubing. The H & H Foundry Machine Company, makers of castings in iron and steel, was located at this facility by 1935. This firm employed fourteen workers in 1935 and nineteen workers in 1947. After H & H Foundry and Machine abandoned the site ca. 1960s, the buildings were reportedly used as a storage facility of the Jeannette Glass Company of Jeannette, Pennsylvania. Vacated in 1988, the old foundry building is unoccupied and deteriorating.

Source:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

American Sheet & Tin Plate Company: New Kensington's Pittsburgh Works

I.D. No.: 172

Industrial Avenue between Seventh and Eighth streets
New Kensington

Construction Date: 1891

DESCRIPTION: The majority of buildings that once composed the Pittsburgh Works of the American Sheet and Tin Plate Company in New Kensington have been demolished. Although in poor condition, the structures that originally faced Pine Alley are extant. This includes the Packing and Sorting Building, the Warehouse Building, and a brick building with a double gable roof that also probably served as a warehouse and storage facility. This latter building is a one-story structure that measures 137' x 49'; the interior has numerous partition walls; common-bond red-brick walls; the double gable roof is covered with corrugated metal and is composed of riveted steel roof trusses; concrete foundation. The Warehouse Building connects this structure to the Packing and Sorting Building, which stands to the north along Pine Alley and Eighth Street. The Warehouse Building is a one-story brick and wood-frame building that measures approximately 180' x 25'. The Packing and Sorting Building is a one and two-story, common-bond, red-brick building with concrete foundation and metal roof. A series of loading bays extend along Pine Alley. To the south and east of this group of buildings is a one-story concrete block structure with a metal roof. It was probably constructed in the 1920s and may have served as an office and employee

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welfare building. Once located due west of the Warehouse Building, the rolling mill, tin house, pickling house and a number of other early 1900s structures have been demolished.

HISTORY: In the early 1890s two tin plate companies established mills in New Kensington. One of these firms, the Pennsylvania Tin Plate Company, constructed a works along the Allegheny River between 12th and 13th streets. The other firm, the Pittsburgh Tin Plate Company, built a works to the south, between 7th and 8th streets. Each works contained a rolling mill, a tin plating house, a boiler house, and offices. The Pittsburgh Reduction Company, later called the Aluminum Company of American, operated a large plant between the two tin plate works. Following the organization of U.S. Steel in 1900, a subsidiary firm, the American Tin Plate Company, acquired both the Pennsylvania and Pittsburgh Tin Plate companies. American Tin Plate renamed the plants of these concerns the Pennsylvania Works and the Pittsburgh Works. In 1903 U.S. Steel reorganized its American Tin Plate Company and American Sheet Steel Company, forming the American Sheet & Tin Plate Company. This firm continued to operate the Pennsylvania and Pittsburgh works in New Kensington. In the 1930s, however, American Sheet & Tin Plate closed both works. The Aluminum Company of America acquired the property of the Pennsylvania Works and demolished all of the buildings. The Pittsburgh Works remained idle for a number of years and was largely demolished by the 1940s. The extant buildings are vacant and the property is for sale.

Sources:

- American Iron and Steel Association. Directory to the Iron and Steel Works of the United States. Philadelphia: American Iron and Steel Association, 1904
- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Owens, John C. The First 75 Years: A History of Vandergrift. Vandergrift: Printed News-Citizen, 1972.

Apollo Iron and Steel Company: Vandergrift Works and Houses

I.D. No.: 296

W of Washington and Lincoln avenues
Vandergrift

Construction Date: 1895, 1900-1950s

DESCRIPTION: Located along the Kiskiminetas River in the northwestern section of Vandergrift, the former Apollo Iron and Steel Company's Vandergrift works is now owned by the Allegheny Ludlum Corporation. The larger mill buildings extend from southwest to northeast and are parallel to one another. They are tall one-story steel-frame buildings with metal siding and monitor roofs. Among the early surviving buildings is the sheet mill, a large one-story steel frame building covered with metal siding. It measures approximately 600' x 100'. The steel-frame metal-clad buildings that housed annealing department and the galvanizing department appear to be extant. Also surviving from the 1890s is the octagonally shaped pumphouse, a small wood-frame structure that is of more architectural interest than technological. Near the pumphouse is the one-story hospital, a small brick building with a gable roof.

It was built about 1905. The former company office building, a three-story brick structure with a flat roof and little architectural character, stands outside the works at the intersection of Washington and Lincoln avenues. The only early mill building that is no longer extant is the open-hearth shop.



Photo 33. Apollo Iron and Steel: Vandergrift Works. Photo by Jet Lowe.

The residential area of Vandergrift may be divided roughly into three parts: Vandergrift proper, East Vandergrift, and Vandergrift Heights. This area was farmland prior to its development by Apollo Iron and Steel, and is located at a bend in the Kiskiminetas River. The original Olmsted plan called for a series of parallel curving roads in Vandergrift proper, with Vandergrift Heights rising above on two terraced tracts of land each separated by forested hillsides. While much of Olmsted's layout was realized in Vandergrift proper, Vandergrift Heights and particularly East Vandergrift were developed in a largely standard grid plan. The houses in Vandergrift proper are a variety of attached two-story wood-frame residences with gable and hipped roofs. Some of these residences feature two-story turrets. In contrast to this part of town, the residences of East Vandergrift, built from the early 1900s through the 1950s, are more modest. The downtown is located along a three- to four-block area and includes a number of two-story brick buildings erected in the late 1890s and early 1900s.

HISTORY: In 1895, under the auspices of company president George G. McMurtry, the Apollo Iron and Steel Company constructed a steel works and houses for its employees at a site on the Kiskiminetas River, across from the town of Apollo in Armstrong County. Apollo Iron and Steel operated a works in Apollo that had been established in 1850, but moved to the Vandergrift site in 1894-95. McMurtry named the town Vandergrift after his friend and fellow stockholder Captain Jacob Vandergrift. Established to produce sheet steel, the Vandergrift works consisted of four Siemens regenerative open-hearth furnaces,

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one two-high reversing blooming mill, a large sheet mill, an annealing house, a galvanizing shop, and warehouses. The plant produced black and galvanized sheets, acid open hearth ingots, and sheet bars.



Photo 34. Apollo Iron and Steel: Pumping Plant. Photo by Jet Lowe.

McMurtry hired the firm of Frederick Law Olmsted and John Charles Olmsted to design the residential and commercial areas of the town. The Olmsted firm studied the topography of the site--a steeply sloping hillside that rose above the river plain--and developed a plan that included curved streets, grassy medians, and public parks. Many of the houses were built between 1895 and 1905. They were typically two-story wood-frame dwellings with full-length porches and a variety of roof types. Some of the houses contained two-story turrets. Rather than rent the houses, McMurtry's company sold the residences to the workers. As historian David Brody observed, these workers tended to hold the higher skilled jobs and were advanced money by Apollo Iron and Steel for the purchase of their homes. The National Labor Tribune noted that the company's hiring practices favored men who went into debt to acquire their houses.

Formed in 1901, the United States Steel Corporation acquired and consolidated a number of steel concerns including the Apollo Iron and Steel Company. The Vandergrift works was operated by the American Sheet Steel Company, a U.S. Steel subsidiary. In late 1903 this firm was reorganized with another U.S. Steel subsidiary, the American Tin Plate Company, to form the American Sheet & Tin Plate Company, which ran the Vandergrift works. The Vandergrift works contained fifty furnaces for processing sheet and bar steel, eighteen double annealing furnaces, eight thirty-gross-ton acid open-hearth furnaces for making steel from iron ingots, twenty-nine hot sheet mills, fourteen cold sheet mills, one two-high 16" bar mill, one blooming mill, one stand of two-high mills, and eighteen galvanizing pots. The works produced acid open-hearth steel ingots (its annual capacity was 200,000 gross tons of ingots),

sheet bars (160,000 tons per year), and black and galvanized sheets (150,00 net tons). The plant employed as many as 3,000 persons during the first three decades as a U.S. Steel subsidiary. A subsequent reorganization saw the Vandergrift works placed under U.S. Steel's largest steelmaking concern, the Carnegie Illinois Steel Corporation.

Following the completion in the 1930s of U.S. Steel's Irvin works, a facility also specializing in the production of sheet and strip steel, the Vandergrift works was operated in conjunction with Irvin and the Edgar Thomson works. The Edgar Thomson works eventually supplied much of the steel to both plants, the result of which was the elimination of the open hearth shop at Vandergrift. By 1980 Vandergrift was producing hot and cold-rolled steel sheets along with stainless and galvanized sheets and plates. The USX Corporation's steel-making division closed the Vandergrift works about 1986. Allegheny Ludlum Steel has recently purchased the property and is going to recommence production.



Photo 35. Vandergrift. Photo by Jet Lowe.

Sources:

- Brody, David. Steelworkers in America: The Nonunion Era. New York: Harper Torchbooks, 1969.
- American Iron and Steel Association. Directory to the Iron and Steel Works of the United States. Philadelphia: Allen Lane & Scott, 1888.
- American Iron and Steel Association. Directory to the Iron and Steel Works of the United States. Philadelphia: American Iron & Steel Association, 1904
- Sanborn Map Company. Vandergrift, Pennsylvania. New York: Sanborn Map Company, 1899, 1903, 1915, 1925, 1945.

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Baldwin Furnace

In Pennsylvania Gamelands #42
E of New Florence

I.D. No.: 302

Construction Date: 1810

DESCRIPTION: The Baldwin Furnace is a preserved archeological site with an extant stone blast furnace. In addition to the furnace, adjacent ore pits and a part of the head race are present.

HISTORY: This facility was constructed in 1810 by James Stewart and Henry Baldwin. The furnace was in blast for only a short period of time.

Sources:

Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Bolivar Foundry and Machine Works

Rt. 259 at Conemaugh River on E side of Bolivar
Bolivar

I.D. No.: 183

Construction Date: ca. 1900



Photo 36. Bolivar Foundry. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: The Bolivar Foundry and Machine Works is located east of the town of Bolivar between the Conemaugh River and the Pennsylvania Railroad. The site contains two brick and metal-frame buildings. One of the buildings contains the foundry, machine shop and carpenter shop. The foundry uses a cupola, recently rebuilt. A storage area for coke is immediately outside the cupola. The machine

shop contains a lathe and boring mill, dating from the early 1900s. An adjacent brick building is used for pattern storage.

HISTORY: The Bolivar Foundry and Machine Works was established in the late nineteenth century, producing iron and steel castings, as well as maintaining a machine repair shop. The firm employed nine workers making iron castings in 1931. The Allegheny Foundry Company had acquired The Bolivar Foundry and Machine Works by 1935 and was employing seven workers. By 1947 the work force consisted of thirty-three people. The foundry is still in use and primarily produces cast-iron sewer collars. With the exception of a new cupola, the operation has changed little since the early 1900s.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Heyman, Ted A., Vice President of Operations, Allegheny Foundry Company, interview with Gray Fitzsimons, HAER, in Bolivar, Pa., April 10, 1989.
- Sanborn Map Company. Bolivar, Pennsylvania. New York: Sanborn Map Company, 1927.

Braeburn Alloy Steel

I.D. No.: 298

Braeburn Road at Allegheny River
Lower Burrell

Construction Date: ca. 1893

DESCRIPTION: Located on 8.8 acres, major structures at Braeburn include the Mill Building (contains 107,400 sq. ft.), the Cold Finishing and Warehouse Building (contains 34,300 sq. ft.), the Machine Shop and Heat Treatment Building (contains 10,100 sq. ft.), and the Main Office Building (contains 8,500 sq. ft.) Two buildings of relatively recent origin are the Metallurgical-Lab Building (built in 1964, contains 10,600 sq. ft.), and the Forge Press Building (built in 1976, contains 31,300 sq. ft.)

Equipment surviving at Braeburn, but no longer being used, includes the electric powered two-high 10" and 14" rolling mills, a 12,000 pound and a 6,000 pound hammer, and two six-ton electric-arc Heroult furnaces. Both furnaces date from 1915 and are among the earliest electric-arc furnaces in existence in the United States. Neither furnace has been used since 1987. The Forge-Press Building contains operating furnaces, and a 2,000 pound press.

HISTORY: William Metcalf, a partner in the Miller-Metcalf & Park Tool Steel Co. of Pittsburgh, established this facility in the 1890s. The plant originally utilized crucible steel furnaces, producing carbon steel for specialty products. In 1915 two six-ton Heroult electric-arc furnaces were installed. The mill became the property of the Standard Steel and Bearings Company of Plainville, Connecticut, in 1917, and began producing ball bearings for the parent company. By 1920 equipment at Braeburn included two crucible furnaces, two electric arc furnaces, and two rolling mills. The mill changed hands again in 1922, this time to a group of businessmen from Latrobe and Blairsville. By 1935 the crucible furnaces had been retired and the company was producing bar stock and a variety of alloys including tool

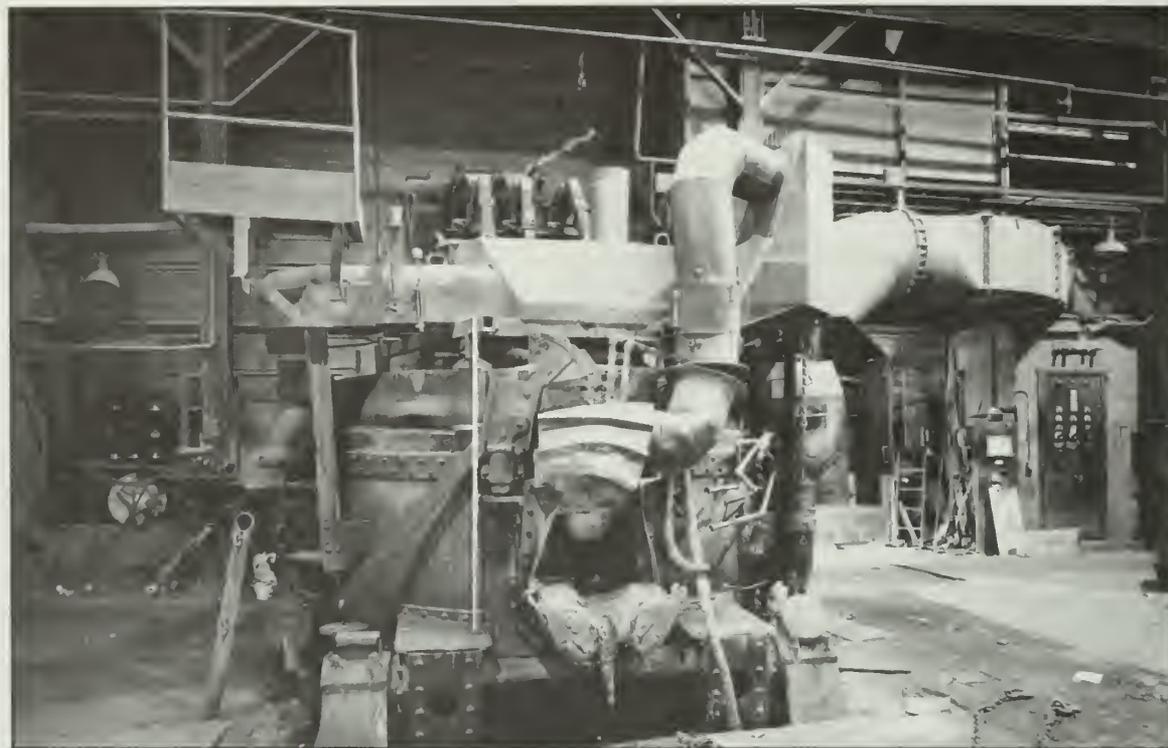


Photo 37. Braeburn Alloy Steel: Electric-Arc Furnace. Photo by Jet Lowe.

steels and high-speed steels. Continental-United Industries (now CCX, Inc.) purchased the mill in 1944, and remains the parent company for Braeburn Alloy Steel. For much of its history Braeburn successfully maintained its share of the specialty steel market without expensive retooling and large outlays of capital for equipment. (The major exception being Braeburn's conversion from steam to electric power.) The 10" and 14" rolling mills, for instance, have remained virtually unchanged since their installation in the late 1890s.

Braeburn began to lose its competitive edge in the 1950s, and tried to regain its former position by expanding and modernizing. In 1963 Braeburn installed a new vacuum arc remelt furnace, and in 1974 added a 2,000-ton forging press. The company produced titanium-steel alloys for aircraft, and rings for jet engine shrouds, but the company's lack of an automated roll and bar mill continued to hurt its competitiveness. The last roll on the 10" mill was in 1987, and neither the 10" nor the 14" mills are currently being operated. The company's two Heroult furnaces also ceased operations in 1987, and except for finishing purposes, no melting is currently done at the plant. Employment at the Braeburn plant peaked at about 600. By 1980 there were 250 workers at the plant, and by 1988 employment fluctuated between thirty and sixty-five workers. The company anticipates a further reduction in the work force.

Sources:

Callahan, Dick. "Braeburn: Looking Beyond Tool Steels," *Specialty Steels*, 1963.

"CCX Braeburn Alloy Plant," Pennsylvania Historic Resource Survey Form, 129-LB-1.

Howard, Hi. "Braeburn Alloy Steel Division's New Spirit of 'Can-Do' Boosts Output and Profits," *American Metal Market*, September 23, 1965.

Press Release. "Braeburn Alloy Steel," September 26, 1974.

"Progress for Braeburn," (Burrell) Dispatch, December 5, 1967.

Duraloy Company

near Jacobs Creek
Scottsdale

I.D. No.: 112

Construction Date: ca. 1875, 1937

DESCRIPTION: The Duraloy Company is located on a floodplain and terrace of Jacobs Creek in Scottsdale. Foundry for Static Castings and Core Shed, and Foundry for Centrifugal Castings and Fabrication: built 1950s-1970s; three large adjoining steel-frame buildings; corrugated metal siding; multiple gable roofs with gable-roof and sawtooth monitors; monitors have multi-light windows. Machine Shop: built ca. 1900, a tall one-story and two-story steel-frame building; measures approximately 190' x 60' and contains common-bond red-brick walls; gable roof; rubble stone foundation; multi-light windows. Pattern Shop: built ca. 1890, a two-and-a-half story building; common-bond red brick walls; gable roof; rubble stone foundation; multi-light double-hung windows with stone lintels and sills; corbelling above bays. Duralizing Department: formerly a powerhouse; built ca. 1890, a tall one-story building; common-bond red brick walls; gable roof with full-length monitor; rubble stone foundation; attached to the Duralizing Department is the Radiography Laboratory: formerly associated with the powerhouse; built ca. 1890, two adjoining one-story buildings; common-bond red-brick walls; gable roof; rubble stone foundation. Main Offices: erected ca. 1930s, a two-story building; stretcher-bond red-brick, painted yellow; flat roof with stone parapet wall; brick quoins; new windows; stone and concrete foundation; this office building is connected to the laboratory by a recently built one-story brick building. Chemical-Metallurgical Laboratory and Operations Office: built ca. 1930s, a one-story building; common-bond red-brick walls painted yellow; gable roof with monitor; concrete foundation; multi-light double-hung windows with concrete sills, porthole window at gable end; corbeled brick cornice. Raw Material Classification and Storage Building: erected in the 1970s, two adjoining steel frame buildings covered with corrugated metal. Old Hay Storage Buildings: built ca. 1870, three small one-story buildings, each containing common-bond red-brick walls, a gable roof with tin and slate shingles, and rubble stone foundations. They are of timber post-and-beam construction and have brick "X" motifs at the gable ends.

The buildings at the Duraloy foundry complex have experienced few alterations since they were constructed by the U.S. Iron Pipe and Foundry Company. According to the owners, however, the company has continued to upgrade the machinery and has retained none of the early machines. There are three small buildings, the former Hay Storage Buildings, that were part of the Everson and McCrum Company's factory. These structures were used for the storage of the raw materials required for rope making.

HISTORY: The National Foundry & Pipe Works, Ltd. was chartered in 1885 for the manufacture of cast-iron pipes. The daily production at the plant was limited to less than 50 tons in the first year. This firm acquired the adjacent Charlotte Furnace Co. for \$50,000 in 1886. Charlotte Furnace had been built in 1873 by Everson, Knap & Company, and included an iron furnace and rolling mill. The furnace was closed when National Foundry purchased it, however, and was not reopened until 1894, when it was leased to Corrigan, McKinney & Company of Cleveland. The steel-constructed blast furnace stood 70' high and produced between fifty-five and sixty tons daily, and employed seventy-five workers. In 1899 National Foundry was acquired by the United States Cast Iron and Foundry Company, which had a capital of \$30 million and owned and operated facilities in thirteen other cities. The Scottsdale plant made

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cast iron water pipes and gas pipes and their fittings ranged in size from 3" to 48" inclusive, with the capability to make 72-inch pipes. The firm employed 629 workers in 1916. The company closed in 1936, employing only nineteen workers in its last year of operation (1935).

The Duraloy Company was organized by Thomas R. Heywood, Jr., in 1922 in West Virginia. After Duraloy's West Virginia plant was destroyed by flood and fire, the firm moved to Scottdale in February 1937, occupying the vacant United States Pipe and Foundry Company facility and employing eighty-five workers in its first year of operation. The company was one of the largest producers of equipment for the manufacture of magnesium by 1945, and one of the producers that supplied materials for the Manhattan Project. By 1947 Duraloy had a work force of 445, producing twenty-one types of alloy castings of nickel and chrome for various industrial applications. The Duraloy Company is now called Duraloy Blaw-Knox, employing 325 workers in 1982. The equipment used at the facility, as of 1982, included electric melting furnaces, an annealing furnace, centrifugal casting machines, foundry molding machines, core ovens, x-ray and gamma ray equipment. The firm manufactures tubes, valves, pipes, and fittings as well as alloy castings that are resistant to heat, corrosion and abrasion.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Directory : Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.

Duraloy: Centrifugal and Static Castings (company brochure). Scottdale, PA.: Duraloy, a Division of Blaw Knox Corporation, 1989.

Luker, J. Harvey (editor). Historical Souvenir of Scottdale. Scottdale: Independent Press, 1899.

Scottdale: Out of the Past--Into the Present, 100th Anniversary. Scottdale: 1974.

Scottdale's 75 Years of Progress. Scottdale: 1949.

Elliott Company

I.D. No.: 215

Harrison Avenue and Fourth Street
Jeannette

Construction Date: ca. 1890

DESCRIPTION: The Elliott Company is situated on a narrow tributary of Brush Creek on the northern border of Jeannette. A photograph of the company, dated 1899, indicates that the earliest buildings on the site were occupied by the Clifford-Capell Fan Works. The Elliott Company purchased the complex in 1913. Included in the 1899 photograph were: the Machine Shop and Assembling Plant, the Pattern Shop, the Pattern Storage Building, and two large water tanks. As the company has expanded, many new buildings and additions have been constructed. Administration Building: erected ca. 1900 with additions completed in 1937 and 1970; the earliest section is a two-story, common-bond red-brick building with a flat roof and concrete foundation; it features patterned brickwork, multi-light double-hung sash windows, and a corbeled brick cornice. The main facade and entrance is a 1970 addition and is covered with a beige-colored metal siding, an element common to most of the Elliott Company's buildings. Pattern Storage Building: one-story with a full basement; common-bond red-brick walls covered with beige metal

siding; gable roof; concrete floor; steel trusses with riveted connections; steel frame structural system; multi-light casement windows covered with siding; a 75' addition to south side in 1930. Pattern Shop: original one-story pattern shop is connected to a small pattern storage building by a concrete-block addition and covered with beige metal siding; the original exterior of the Pattern Shop is common-bond red-brick walls; gable roof covered with metal; multi-light casement windows now covered with metal siding; corbeled brick cornice with dentils; riveted steel Fink trusses; tunnel exists between shop and storage building; now functions as print shop and laboratory; original company logo "ECO" now covered. Powerhouse: erected in 1926, a tall one-story building with a full basement; common-bond red-brick walls; gable and flat roofs of corrugated sheet metal; original company logo "ECO" in white tile on gable end; stepped brick corbelling at eaves; multi-light casement windows; the Powerhouse is connected to the newer Medium and Heavy Machinery Building. Foundry: one-story common-bond red-brick building covered with corrugated metal siding; riveted steel Fink trusses; structural steel frame; multi-light casement windows, now covered, on gable end; railroad siding enters building; now functions as machine shop. Machine Shop/Assembling Department: a one-story building; common-bond red-brick walls; interior steel frame; gable roof with large monitor; riveted steel Fink roof trusses; multi-light windows; recent additions of buff brick and metal siding with sawtooth monitor roof; this building is connected to the Foundry. First Aid Station: one-story brick building with a flat roof; glass block windows; corbeled brick cornice. Navy Building: a two-story building erected ca. 1941; common-bond red-brick walls; adjacent to Pattern Shop, it is used for offices.

As the plant expanded after 1945, the Light Machinery, Maintenance, Standard Products, and storage buildings were constructed. The company has continued to update machinery and tools since 1913, and the plant supervisor stated that no pre-1945 machines are extant in the complex.

HISTORY: William Swan Elliott established the Liberty Manufacturing Company in East Pittsburgh. The Liberty Manufacturing Company was renamed the Elliott Company in 1910. After acquiring the abandoned manufacturing facilities of the Clifford-Capell Fan Works in Jeannette, the Elliott Company opened operations there in 1914, employing thirty-two workers. The facility consisted at that time of three small buildings: a machine shop, a pattern shop, and a pattern storage building. Originally a manufacturer of boiler tubes and cleaning tools, Elliott diversified and expanded its product line to include condensers, heaters, and steam jet ejectors, adding a new foundry in 1917 and expanding the machine shop in 1918. A new two-story office building was completed in 1920 and an additional ninety workers were hired.

During the 1920s Elliott acquired the Kerr Turbine Company of Wellsville, New York, manufacturer of steam turbines. In 1926 the firm built a power plant and test floor facilities. The Kerr Turbine Company was closed and all the machinery was dismantled and moved to Jeannette in 1926. By the time Elliott acquired the Ridgeway Dynamo and Engine Company of Ridgeway, Pennsylvania, it had a workforce of 440. A new tool room, a heating plant, and an addition to the pattern storage building were built by the company. A 75', two-story addition was added to the office building, with new engineering and drawing rooms on the second floor. During World War II the Elliott Company made turbines, motors, and generators for tanks and submarines and other naval craft, receiving the Army and Navy "E" for excellence in manufacturing and productivity. The firm employed 287 workers in 1935 and 1,900 workers in 1947. The Elliott Company was acquired by the Carrier Corporation of Syracuse, New York, in 1957. The firm made motors and turbines used in Carrier Air Conditioners. In 1976 the company occupied forty buildings on 110 acres, and employed 2,700 workers, making it the town's largest employer.

Primary Metals

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947. "Jeannette PA. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.
- "History of Jeannette: Industries of Jeannette," Bicentennial Committee, 1976.
- Stevens, Sylvester. Pennsylvania Titan of Industry. New York: Lewis Publishing Company, 1948.

Greensburg Machine Company

I.D. No.: 231

Stanton Avenue and Rt. 30

Southwest Greensburg

Construction Date: 1926

DESCRIPTION: The Greensburg Machine Company has been integrated into a complex of new buildings composing the C. A. Walter Moving and Storage Company. The original Greensburg Machine facility is a tall one-story building; measures 60' x 20'; common-bond red-brick walls with brick pilasters; gable roof of slate and aluminum; corbeled brickwork above each bay and at eaves; garage door added.

HISTORY: Originally called the Greensburg Tool and Machine Company, this firm was founded in 1921 by Thomas and Fred C. Snedden. The company was initially engaged in general machine work, but later expanded operations to include the repair of mining machinery. In 1926 the firm moved from its original location in South Greensburg to Southwest Greensburg, where it added a brass foundry. By 1938 the company had been incorporated as the Greensburg Machine Company, and was manufacturing storage battery locomotives for coal mines, metal mines, and industrial plants as well as automatic timbering machines for mines. The firm employed forty-two workers in 1947 and seventy-five in 1949, and maintained 30,000 square feet of floor space. This site is now occupied by C. A. Walter's Storage Company.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Gregg, James. editor, History of Greensburg Sesquicentennial 1799-1949. Greensburg: 1949.

Hempfield Foundries Company

I.D. No.: 226

1075 Main Street

Greensburg

Construction Date: 1892

DESCRIPTION: The earlier buildings associated with the founding of the company in the late nineteenth century have been covered with brown metal siding and concrete blocks. As Hempfield expanded, the buildings were renovated and new additions constructed. Although the interior structural system of

Foundry No. 2, constructed in the late 1920s, is extant, most of Foundry No. 1 has been altered or demolished. A fire in 1945 damaged the original foundry structures, and major repairs were necessary. A one-story terra cotta building with a concrete-block foundation serves as the company office. According to the supervisor, no original machinery has been preserved.

HISTORY: The Hempfield Foundry opened in 1892 and was owned briefly by the Keystone Coal and Coke Company of Greensburg, which made mine car wheels at the foundry. Specializing in iron and steel castings, the firm employed seventy-five workers in 1919, forty-six workers in 1935, forty-one workers in 1941 and forty-seven workers in 1947. The foundry is still in operation.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

Hyde Park Foundry & Machine Company: Works and Houses

I.D. No.: 150

Railroad Street at SR 4095

Hyde Park

Construction Date: ca. 1900

DESCRIPTION: The Hyde Park Foundry and Machine Company has produced iron castings since the early 1900s. The most important addition to the plant was a large steel building constructed around 1980. Powerhouse: a one-story stretcher-bond red-brick structure with a gable roof covered with asphalt; interior steel frame; riveted steel Fink roof trusses; corbeled brick cornice; early-1900s General Electric AC generators remain in place. Foundry: a large stretcher-bond red-brick building covered with corrugated metal; interior steel frame; riveted steel Fink roof trusses with one-story monitor; multi-light windows; the cupola dates from 1900 and is still in use. Pattern Shop: largely unaltered, a one-story building with a gable roof and monitor; stretcher-bond red-brick walls; riveted steel Fink roof trusses; original slate roof in place; oak floors and large double doors; multi-light casement windows; no original machinery. Machine Shop: a one-story building with common-bond red-brick walls with corrugated metal siding; gable roof; riveted steel Fink roof trusses; multi-light casement windows; the shop contains early 1900s tracer lathes; Storage Sheds: three buildings each with two stories, corrugated metal siding, interior wood frame, gable roofs; and multi-light casement windows with wood frames; used for pattern storage. Storage Sheds: two buildings each of common-bond red-brick construction and interior wood frames, two stories, gable roofs, wood floors, multi-light casement windows spanned by single-brick voussoirs. One of the buildings houses refractory brick and the other is used for pattern storage. Office: a two-story building; stretcher-bond red-brick walls; flat roof; concrete foundation. Two other buildings, one of which is a one-story brick structure, the other a steel-frame building resting on a concrete-block foundation, are located outside of the main complex and south of the railroad. A series of concrete pads and a foundation are also present on this part of the site.

Approximately eight company houses associated with the Hyde Park Foundry are located in a row along a curved road south of the railroad. Houses: frame duplexes; two stories; gable roofs of asphalt;

Primary Metals

foundations covered with new materials; two by one bays; modifications include the application of new siding materials over original frame and altered fenestration.

HISTORY: The Hyde Park Foundry & Machine Company, producers of castings in iron and steel, opened around 1900. The foundry employed 108 workers in 1916, 177 workers in 1919, 102 workers in 1935, seventy-eight workers in 1941 and 105 workers in 1947. Still in operation, the foundry produces static and centrifugally cast high-alloy rolls, and large cold-rolled iron rams. It contains relatively new machinery, including a large vertical centrifugal roll caster, induction melting and holding furnaces, and heat-treatment furnaces. In addition to the foundry the Hyde Park works operates a heavy erection shop, a machine shop, a pattern shop, and a chemical and metallurgical laboratory. It currently employs 130 workers.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Directory : Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1989.

Kennametal Company

1 Lloyd Avenue
Latrobe

I.D. No.: 141

Construction Date: 1941

DESCRIPTION: The Kennametal complex at Latrobe incorporated the original H. A. Pepperday garage building into a series of brick, concrete, and metal buildings constructed from 1941 through 1975. Pepperday Building: a two-story brick structure with a gable roof; a gable-roof monitor on the front contains large arched windows; corbeled brick cornice; arched bays with double-hung windows. Additions to this building range from red-brick to concrete-block; these additions are one and two stories and contain flat roofs and concrete foundations.

The manufacturing facilities at Kennametal have been moved from the Lloyd Avenue plant, and no original machinery is extant. The engineering and research departments currently use the buildings as offices and laboratories.

HISTORY: The McKenna Brothers of Pittsburgh started the Vanadium Alloys Steel Company at Latrobe in 1910. In 1938 Philip McKenna left the firm and started a new concern which he called the Kennametal Company. It employed twelve workers. The firm had 747 employees by 1947 and 6,880 workers by 1982. Kennametal had manufacturing facilities at thirteen plants in six states by the 1980s, with subsidiaries or affiliates in Canada, England, Australia, France, West Germany, Italy, the Netherlands, and Mexico. The company is organized into four groups: Metalworking Products Group, Mining Tool Group, Metallurgical Group, and International Group. The firm produces tungsten carbide rolls for rod

mills, cold strip mills, wire flattening mills and tube mills, as well as tungsten carbide knives, chopper blades for slitting and side trimming cold strip lines, and cemented carbide cutting tools. The company has manufactured armor-piercing shells, parts for jet engines, gas turbines, and other heat-resistant and high-temperature applications.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.
- Historic Latrobe--A Glance or Two at Earlier Times.
- Miler, E. Willard. Pennsylvania Keystone to Progress. Northridge, California: Windsor Paction, Inc. 1986.
- This is Our Town, 100 Years 1854-1954. Latrobe, Pennsylvania, 1954.

Latrobe Die-Casting Company

I.D. No.: 140

Union and North streets
Latrobe

Construction Date: 1918

DESCRIPTION: The Latrobe Die-Casting Company occupies one early brick building, erected around 1920, and a complex of post-1945 structures located on the railroad in Latrobe. The brick building, once used as skating rink, is a one-story structure with a gable roof and concrete foundation. It features a corbeled brick cornice arched windows spanned by double brick voussoirs. The newer buildings are constructed of metal and concrete.

The Latrobe Die-Casting Company continues to produce aluminum and zinc die-casts in the plant.

HISTORY: The Latrobe Die-Casting Company began operations in 1918 in a building formerly occupied by the City Auto and Machine Company. In 1935 this firm employed twenty-seven workers. Seventy-eight workers were employed in 1941 and 117 workers in 1947. The foundry makes die castings in aluminum, zinc, tin, and lead alloys.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- This is Our Town, 100 Years 1854-1954. Latrobe, Pennsylvania, 1954.

Latrobe Electric Steel Company

I.D. No.: 186

2626 S. Ligonier Street
Latrobe

Construction Date: 1913

DESCRIPTION: Now called the Latrobe Steel Company, the works is divided into three parts. The original works is located east of Ligonier Street and north of Hillview Street in Latrobe. It contains the

Primary Metals

General Offices, the Chemical Laboratory, the Vacuum Arc Remelting and Electroslag Remelting (VAC-ARC & ESR) Facility, the Forging Shop, the Rolling Mills, the Billet Grinding and Annealing Plant, the Cold Finishing Facility, Special Products Division Building, the Immersion Ultrasonic Testing Plant, the Inspection and Laboratory Building, the Warehouse and Shipping Building, the Maintenance Shops, and the Plant Engineering Facility. Across from the original works is the Melt Shop (along Ligonier Street and north of Eaton Road), constructed in 1963. The Continuous Rolling Mill is across the street from the Melt Shop (along Ligonier Street south of Eaton Road) and was built in 1968.

The original works features several buildings erected between 1913 and 1980. Press Shop: was the original Melt Shop and consists of a tall one-story steel-frame building covered with metal siding; monitor and ventilators on metal roof; retains original electric-powered overhead crane; additions and alterations from 1929 to 1988; all of the machinery was removed in the summer of 1988. Rolling Mills and Billet Grinding and Annealing Plant: adjacent to the Press Shop, these buildings were constructed in 1920 and 1935; they contain steel frames covered with corrugated metal; the Rolling Mills include a 32" mill, refurbished in the 1950s, and a 9", 12" and 16" mill, all of which are hand-operated; original coal-fired reheating furnaces are in place; a new office was built in 1962 on the west side of the 12" mill; annealing furnaces moved to the works from Philadelphia. Also in the Rolling Mills section is the No. 1 Forging Press; it was installed in 1961 and was purchased from the Naval Gun Factory in Washington, D.C. It is a 3,200-ton forging press dating from ca. 1940. Cold Finishing: paralleling the Rolling Mills is the Cold Finishing Facility, constructed in 1923; it is a steel-frame structure with metal siding, a gable roof with monitor, multi-light pivoting windows, and a concrete foundation; early machinery includes grinders, wire draw blocks, straighteners, and draw benches. Carpenter Shop: a one-story steel-frame building with metal siding and multi-light windows. Plant Engineering Facility: this includes the Boiler House with its attached yellow-brick chimney, 125' tall, built in 1940 for coal-fired boilers. Main Office: a one-story wood-frame building with wood siding and hipped roof of asphalt; it was built around 1935 and has a 1950 addition. Other buildings in the complex were constructed from the late 1940s through 1980.

The Melt Shop is a large steel frame building containing electric arc furnaces one Argon Oxygen Decarburization Unit, and Vacuum Induction Melting Furnaces. The adjacent Continuous Rolling Mill is also a large steel-frame building with metal siding.

HISTORY: The Latrobe Electric Steel Company was organized by Charles W. Gutzzeit and Marcus W. Saxman in 1913. The company originally produced special manganese steel castings, but after a year the firm abandoned this product line in favor of the production of tool steels. By 1926 the firm was producing 75 percent of all cutlery stainless steel made in the country, and was the first steel mill to install electric furnace melting equipment and to use it solely in its manufacturing processes. Latrobe Electric Steel Company employed fifty-three workers in 1916, forty-six workers in 1935, 816 workers in 1947 and 1,400 workers in 1982. About 1949 the steel-making concern was renamed the Latrobe Steel Company.

By the 1970s Latrobe Steel was a subsidiary of the Timken Company. In 1982 Latrobe Steel operated the following steel-making equipment: Therm-I-Vac vacuum induction melting and VAC-ARC consumable electrode vacuum remelting furnaces; forging presses and steam hammers; cogging and finishing hand mills; grinding, annealing, bar and wire cold finishing; three-high bar mill and a continuous small bar and coil mill. The plant produces high speed steels, tool and die steels, and vacuum-melted specialty and alloy steels. The Timken Company also operates Koncor Industries Division

(Wauseon, Ohio) and Cast Master Division (Bowling Green, Ohio). The Latrobe Steel plant employs about 1,000 workers.

Sources:

- Association of Iron and Steel Engineers. Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Greater Latrobe Historical Society. Historic Latrobe--A Glance or Two at Earlier Times. Greater Latrobe Historical Society, Latrobe, 1985.

Latrobe Foundry Machine & Supply Company

I.D. No.: 187

201 Hillsvie Avenue (Rt. 981)

Latrobe

Construction Date: 1933

DESCRIPTION: The Latrobe Foundry Machine and Supply company was recently remodeled as an industrial park. Foundry: a one-story building with an interior steel frame; measures 330' x 280'; walls constructed of hollow-clay tile but now partially covered with sheet metal and yellow brick; gable roof with monitor and cupola; earth floors; casement windows; one-story office building added to Hillsvie Avenue side. All machinery was removed during the recent remodeling.

HISTORY: Louis A. Steiner founded the Latrobe Foundry Machine & Supply Company in 1933. Latrobe Foundry Machine & Supply Company was a manufacturer of custom castings made from iron, ductile iron, and steel, employing eighteen workers in 1935, thirty-five workers in 1947, and seventy-five workers in 1982. The company used the following equipment in 1982: electric arc furnace, molding sand system, grinding and shot blast equipment and general machine shop equipment. The firm ceased operating in 1984.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.

Lauffer, Hurst & Company Foundry

I.D. No : 005

SW side of Rt. 993 at Tinker Run

Irwin

Construction Date: ca. 1870s

DESCRIPTION: The Lauffer, Hurst & Company Foundry is situated at the confluence of Tinker Run with Brush Creek. Adjoining the large red-brick foundry building are a number of brick additions, including one constructed in 1972. A plastics manufacturing company now fabricates products in the main part of the building while other space is rented to small manufacturing companies. No original machinery is extant. Foundry: this tall, one-story building measures 257' x 97' (excluding the 1972 addition);

Primary Metals

common-bond and stretcher-bond brick walls and brick pilasters; corbeled brick cornice; flat roof of asphalt with brick stack; arched windows with brick voussoirs; two-over-two-light double-hung windows in original foundry building; coursed rubble stone and concrete foundation.

HISTORY: Lauffer, Hurst & Company was originally founded as the Irwin Foundry and Machine Shop in the 1870s. This firm manufactured cooking, parlor and heating stoves, grates and grate fronts, as well as such specialty items as mine cars, car castings, mine frogs, mine car wheels and axles. In 1920 the Lauffer company went bankrupt. The next occupant of this facility was the Penn Electrical and Manufacturing Company, makers of electrical switches and switchboards. The factory employed thirty-two workers in 1941 and fifty-three workers in 1947.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Sanborn Insurance Map of Irwin, 1925.

Wiggins & M'Killop's Greensburg's Business Directory. 1876.

Laurel Hill Furnace

I.D. No.: 083

1.1 mi. from Rt. 711

New Florence

Construction Date: 1845

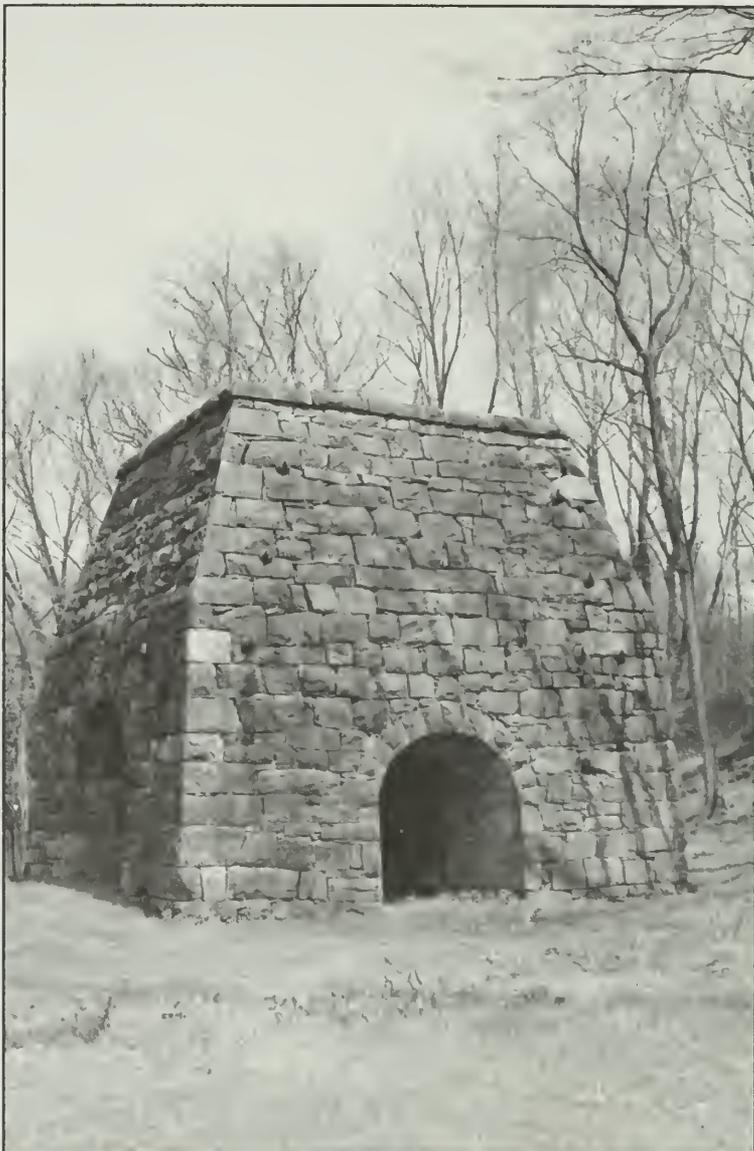


Photo 38. Laurel Hill Furnace. Photo by Jet Lowe.

DESCRIPTION: The Laurel Hill Furnace is located south of New Florence and adjacent to Baldwin Run. The furnace stack is of ashlar stone construction, lined with refractory brick; 35'-9" x 35'-9" in plan; 39' tall; two work arches and two tuyere arches; the large work arch on front is 14' wide; rear arch is 9' x 9' and infilled with ashlar; north and south tuyere arches have cast-iron lintels and are 12' high and 10' wide; wrought-iron tie rods secure the masonry. A wheel pit, 35' deep and lined with stone, connects a 500' tunnel to Baldwin Run at a nearby stone dam. This stone dam crosses Baldwin Run about 500'

south of the furnace where the tunnel enters the stream. Archeological features associated with the furnace are located on both sides of the road.

HISTORY: This hot-blast furnace was constructed in 1845-6 by Reed, Gallagher and Hale and remained in blast for ten years. John Graff of Blairsville later purchased the furnace and leased it to E. Hoover of New Florence. The stack has a 9' bosh and was originally 33' high. In 1855, the first year of furnace operations, 750 tons of metal were produced. Laurel Hill Furnace has been included on the National Register of Historic Places and the Pennsylvania Inventory. The furnace has been donated to the Western Pennsylvania Conservancy.

Sources:

- Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
- Lesley, J.P., The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.
- Schmidt, Thomas M. "National Register of Historic Places Inventory - Nomination Form: Laurel Hill Furnace," unpublished document, August 15, 1974, available at the National Park Service, U.S. Department of the Interior.

Lockport Furnace

I.D. No.: 237

End of SR 1011
 Lockport, Fairfield Twp.
 Construction Date: 1844

DESCRIPTION: The furnace site is located in Lockport, east of the railroad tracks and north of road LR 64061. No trace of the furnace stack remains; the lane (LR 64061) leading to the site of the furnace was originally the charging bench.

HISTORY: In 1844, Thomas and William McKennon erected a stone charcoal furnace in the town of Lort near the hotel. The furnace had an 8' bosh and was 33' high. After producing pig iron for only two years, the furnace went out of blast and was subsequently purchased by Dr. Peter Schoenberger who repaired the structure. By 1858 the furnace was abandoned, and eventually it was razed. Archeological remains, including cut stone foundations and furnace slag deposits, are found on the site.

Sources:

- Sharp, Myron and William H. Thomas, A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
- Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges and Rolling Mills of the United States. New York: John Wiley, 1859.

Mathiot and Cummings: California Furnace

I.D. No.: 160

Fish Hatchery Road off South Gate Road in Rolling Rock Farms
 Rector, Ligonier Twp.

Construction Date: 1852

DESCRIPTION: The California Furnace is located along California Run, about two miles south of Laughlinton. The furnace stack is of ashlar stone construction, lined with refractory brick and measures

Primary Metals

33' x 31'. The work arch is of corbeled stone construction with a double iron lintel spanning the opening; the two smaller tuyere arches are on the east and west sides of the furnace (the east tuyere arch has been infilled with stone). There is a stone-lined wheelpit and race, and attached buildings are extant as are the piers for the charging bridge; other foundation remains may be seen on both sides of the stream.

HISTORY: In 1852, the California Furnace was constructed by Mathiot and Cummings as a cold-blast charcoal iron furnace on the old Philadelphia and Pittsburgh Turnpike. Within one year, the system was converted to a hot-blast. The furnace produced foundry iron out of carbonate ore located approximately three-quarters of a mile north of the furnace. In a twenty-one week period of 1856 it produced 334 tons of iron, most of it foundry iron, out of ore from the Ligonier Coal Basin. Moses Collins of Laughlintown managed the furnace until it went of blast in 1862.

In 1966, the California Furnace was completely restored by General Richard King Mellon. Rolling Rock Farms now uses the site as a private picnic grounds. On the opposite bank of California Run is a two-story log house that has been integrated into a large white frame residence, the "Creek House." This structure may have provided housing for either the manager or workers.

Sources:

- Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
- Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.

Moore Metal Manufacturing Company

I.D. No.: 218

North Broad Street
South Greensburg

Construction Date: 1923

DESCRIPTION: The Moore Metal Manufacturing Company consists of three extensively remodeled buildings located on North Broad Street in South Greensburg. Two of the buildings are steel frame structures covered with metal siding. The third building, a brick structure, retains some of its 1920s appearance. It has one- and two-story sections, stretcher-bond red-brick walls, gable roofs, multi-light windows, and a concrete foundation.

HISTORY: A. H. Moore established the Moore Metal Manufacturing Company in 1923. Served by the Pennsylvania Railroad, the metal fabricator employed four workers in 1935, twenty-one workers in 1947, thirty workers in 1949 and forty workers in 1962. A manufacturer of structural steel, fire escapes, wrought-iron for buildings, and ornamental stairways, the firm is still in operation and is called the Moore-Moreford Company.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.
- Gregg, James. editor, History of Greensburg Sesquicentennial 1799-1949. Greensburg: 1949.
- Sanborn Map Company. Greensburg, Pennsylvania, 1927. New York: Sanborn Map Company, 1927.

National Roll and Foundry Company

Railroad Avenue (Rt. 156)
Avonmore

I.D. No.: 295

Construction Date: 1891

DESCRIPTION: The National Roll and Foundry Company is situated on Railroad Avenue (Rt. 156) on a terrace above the Kiskiminetas River in Avonmore. The survey team was not permitted access to the complex. About one-half dozen buildings, either of brick construction or steel construction with metal siding, are visible from outside the complex.

HISTORY: There were two foundries located at Avonmore in the last decade of the nineteenth century: the National Roll and Foundry Company and National Cast Steel Company. National Roll was founded at Avonmore in 1891, renamed West Penn Foundry and Machine Company in 1898, and was called the National Roll and Foundry Company by 1916. The National Cast Steel Company was established adjacent to National Roll and operated until 1912. National Roll acquired this foundry around 1915, and specialized in making cast iron, cast nodular iron and cast steel rolls and sleeves. The firm employed 116 workers in 1916, 150 workers in 1919, eighty-eight workers in 1931, eighty-six workers in 1935 and 262 workers in 1947. In 1989 the facility included one 25-ton and one 10-ton electric arc furnace; one 30-ton and one 40-ton air furnace, and two 30-ton induction furnaces; one 3 1/2-ton, one 6-ton, and one 25-ton coreless induction furnace; one 90-ton vertical centrifugal roll caster; a heat-treating plant; machine shops; and iron and steel foundries. The facility is presently owned by a Swedish firm called Rolls Technology.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1989.

Oak Grove Furnace

SR 1017 0.1 mi. N of juncture with Rt. 711 North of Oak Grove
Ligonier

I.D. No.: 275

Construction Date: 1854

DESCRIPTION: The Oak Grove Furnace was located 400' north of Mill Creek in Oak Grove. Its site is marked by the stone foundation of a barn. Slag is present in the adjacent fields and the archeological remains of associated features may be extant.

HISTORY: This cold-blast charcoal furnace was constructed in 1854 by John Clifford and remained in blast for only three years. The structure had a bosh that was 33' high and 9' wide. For the three-year period of blast, the furnace produced 500 tons of pig iron per year. In the late nineteenth century the construction of a barn destroyed the furnace site.

Primary Metals

Sources:

- Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.
- Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.

Overly Manufacturing Company

I.D. No.: 233

West Otterman Street
Greensburg

Construction Date: 1888

DESCRIPTION: This large brick and steel-frame building measures 1,780' x 260'; to the rear is a one-story common-bond building; multiple gable roofs with double stepped facade; rock-faced ashlar foundation; casement and hinged windows with stone sills and soldier course for lintel, some infilled with brick and glass blocks; corbeling at bays; new aluminum facade; some original machinery is still extant.

HISTORY: The Overly Manufacturing Company was founded by W. F. Overly in 1888. The company produced sheet metal for roofing and also fabricated ornamental iron work. About 1900, Elmer G. Overly, the son of the founder, started the Pittsburgh Envelope Company on the second floor of the metal-working shop. This concern produced paper envelopes through the 1920s and subsequently left the Greensburg building for a larger facility in Pittsburgh. In the 1930s H. W. Wehe acquired the Overly Company, operating it until May 1990 when it was sold to the Reese brothers of Kecksburg, Westmoreland County. The Overly Company currently produces ornamental stamped metal works to specification. The company employed nineteen workers in 1916, seventy-four workers in 1935, and eighty-five workers in 1947. The Overly Metal Products Company continues to use the West Otterman Street facility.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Gregg, James, editor, History of Greensburg Sesquicentennial 1799-1949. Greensburg: 1949.
- Sanborn Map Company, Greensburg, Pennsylvania, 1927. New York: Sanborn Map Company, 1927.

Page Steel and Wire Company

I.D. No.: 203

100 Monongahela Street along Monongahela River
Monessen

Construction Date: 1900

DESCRIPTION: The Page Steel and Wire Company is situated on the Monongahela River in Monessen. Production Building: erected in 1950, reportedly on the site of the open hearth plant, a tall one-story building; structural steel frame; metal siding and roofing; monitor roof with ventilators; concrete

foundation. Warehouse Building: built as a rod mill in 1902, this tall, one-story building with a steel frame now serves as a warehouse. It contains a gable roof with a monitor of sheet metal, multipane windows, and a stone or concrete foundation.

HISTORY: In 1885 J. Wallace Page established the Page Woven Wire Fence Company in Adrian, Michigan. The company manufactured wire fences, many of which were sold for agricultural use. Seeking a more reliable supply of steel billets, Page constructed a rod mill in Monessen in 1900 along the Monongahela River. The Monessen works soon became the company's major production facility. By 1911 Page Woven Wire was making its own steel at Monessen, operating a small open hearth plant, and a rod and wire mill. J. Wallace Page retired in 1915 and the American Chain Company acquired his company in 1920. Open hearth operations were discontinued in 1921. The company's capacity during the 1920s was 10,000 tons of wire rod and 9,000 tons of wire. From 1900 to 1930 the company produced annealed wire, galvanized wire, welding wire, fencing, and special-analysis wire. Nail and farm fence production had ceased by 1941. At that time the firm was producing wire rods, precision wires, and domestic and industrial equipment. The company was reorganized and renamed the American Chain & Cable Company Inc. of Bridgeport, Connecticut, in 1936. The firm employed the following number of workers: 650 in 1916, around 700 in the 1930s, around 1,000 during the 1940s. The peak years of production occurred in the late 1940s and early 1950s. In 1982 the Page Wilson Corporation acquired the plant, followed in 1987 by the Page Aluminized Steel Corporation. This concern currently operates a production building, a warehouse, and an office, and has fifty-six employees.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Directory of Executives and Operating Officials of Iron and Steel Plants in the United States and Canada. Pittsburgh: The Blast Furnace and Steel Plant, 1916.
- Magda, Mathew. Monessen Industrial Boomtown and Steel Community 1898-1980. Harrisburg, PA: Historical and Museum Commission, 1985.
- Sweet, Beryle G., Chairman and CEO of Page Aluminized Steel Corporation, telephone interview with Gray Fitzsimons, HAER, 8 August 1991.

**Pittsburgh Steel Company:
Monessen Works**

I.D. No.: 301

On Monongahela River
Monessen

Construction Date: 1902

DESCRIPTION: This large steel works is located at a bend in the Monongahela River, about forty miles by river from Pittsburgh. The works encompasses nearly 300 acres and extends more than two miles along the riverfront in Monessen. It includes fifty-six Koppers underjet-type by-product coke ovens, three

Primary Metals

blast furnaces, a basic-oxygen process shop, a five-strand bloom caster, a universal rail and structural rolling mill, shop facilities, and offices. Among the defunct operations are the blooming, billet, and bar mills, the rod mills, and the wire mills.

The older buildings appear to be at the upstream end of the works and include a number of large one-story brick buildings with interior steel frames, gable roofs, and monitors. The most architecturally ornate building is the three-and-one-half story office with arched windows, brick walls, and hipped roof. Two of the blast furnaces date from 1916, though they have probably been refurbished at least once since the time of their construction. The by-product coke plant, located downstream from the office, was constructed in the 1940s. The basic-oxygen-process shop contains two basic oxygen vessels and was built in the 1970s. Recent construction includes the universal rail and structural mill, erected through a grant from the Economic Redevelopment Agency in 1981, and the five-strand continuous bloom caster, built in 1983. These facilities are housed in large one-story steel frame buildings clad with corrugated metal.



Photo 39. Pittsburgh Steel Company: Monessen Works. Photo by Jet Lowe.

HISTORY: In 1901 the Pittsburgh Steel Company bought a ninety-six-acre parcel of land from the East Side Land Company, a consortium of local Monessen investors. By 1902 Pittsburgh Steel had built a rod and wire mill on this property, and was producing 400 tons of wire and nails a day, with a work force of more than 3,000. Under Pittsburgh Steel's president, Wallace H. Rowe, the company established its own iron and steelmaking facilities between 1908 and 1916. During these years twelve open hearth furnaces, blooming mills, billet mills, and two blast furnaces were built next to the rod and wire mill, giving Pittsburgh Steel an annual capacity of 403,000 tons of pig iron and 694,000 tons of steel ingots.

The company enjoyed some of its most prosperous years during World War I, and by 1920 the Pittsburgh Steel complex sprawled over 160 acres and consisted of two rod mills, two wire-drawing mills, a barbed wire mill, a nail mill, three galvanizing plants, a welded fence factory, and a department specializing in "wire fabric" for strengthening concrete roads. During this period the firm established itself as a manufacturer of seamless tubing, selling this product to boiler manufacturers and to locomotive builders. Sales to the automobile industry were especially lucrative. In 1986 Wheeling-Pittsburgh declared bankruptcy and subsequently the Sharon Steel Corporation acquired the Monessen works. It currently produces coke and by-products, pig iron, steel ingots, blooms, and billets, rounds for seamless tubes, slabs, rails, and structural sections.

Source:

Magda, Matthew S. Monessen: Industrial Boomtown and Steel Community, 1898-1980. Harrisburg, PA: Pennsylvania Historical and Museum Commission, 1985.

Ramsey Furnace and Forge

I.D. No.: 239

300' N of the PRR tunnel, 200' up the hillside
Salina, Bell Twp.

Construction Date: 1847

DESCRIPTION: The Ramsey Furnace and Forge Site is located on the Conemaugh River east of Salina near the Pennsylvania Railroad. The furnace site, located on a hillside bench east of the Conemaugh River and the railroad tracks, is covered with thick secondary tree growth. The forge site was identified in the field by the presence of a watered raceway adjacent to a large, square foundation feature associated with cut stone. The raceway passes along the western border of the site between the river and railroad.

Cribwork for Dam No. 3 of the Kiskiminetas-Conemaugh Line of the Pennsylvania Canal can be observed in the Conemaugh River near the furnace site.

HISTORY: The Ramsey Furnace was constructed in 1847 by Frederick Overman and Dr. J. P. Speer near Dam No. 3 of the Pennsylvania Canal. To accommodate the furnace, a road was constructed to the site in August of 1847. This cold-blast furnace remained in blast for only two years and was abandoned by 1849. Sharp and Thomas indicate that they found the site above the river on the hillside. Here they recovered coke slag and thus deduced that the furnace was a hot-blast coke operation.

Sources:

Lesley, J.P., The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.

Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Primary Metals

Ross Furnace

I.D. No.: 277

Near golfcourse at Ross Mountain Park
Fairfield Twp.

Construction Date: 1815

DESCRIPTION: This cold-blast furnace is 8' across the bosh and 30' high. It is in excellent condition.

HISTORY: Ross Furnace was built in 1815 by James Paull, J.D. Mathiot and Isaac Meason. By 1850 the furnace was out of blast, having depleted the timber that it relied on for charcoal. In 1859 George T. Paull was the owner of Ross Furnace.

Sources:

- Lesley, J.P., The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.
- Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Scottdale Foundry and Machine Company

I.D. No.: 113

Uptegraff Drive
Scottdale

Construction Date: 1891

DESCRIPTION: The Scottdale Foundry and Machine Company is located on Jacobs Creek in Scottdale. Housed in a large brick building measuring 250' x 150', the steel-frame structure with common-bond red-brick walls and brick pilasters contains steel Fink roof trusses supporting a gable roof and shed roofs. Still extant are several original eight-over-eight-light double-hung windows and a concrete foundation. No original machinery remains; the building has a number of one-story brick and concrete-block additions.

HISTORY: The Scottdale Foundry and Machine Company, a brass and iron foundry and machine shop employing about twenty-five men, was established in 1880 by Hill & Kenny. Hill withdrew from the partnership in 1884 and was immediately replaced by A.K. Stauffer. The firm was then renamed Kenny & Company. After facilities were expanded the company began to manufacture steam engines as well as mining equipment. The firm did \$125,000 worth of business in 1890, but the facility was destroyed by a fire in 1891. A new firm, the Scottdale Foundry and Machine Company, was immediately created with A.K. Stauffer as president. Steel tipples, steel head frames, gravity screens, apron conveyors, picking tables, weigh pans, weigh hoppers, elevators and dump pans were among the products made by this company. Marion Machine Foundry & Supply Company acquired Scottdale Foundry in 1914. By 1916 the company was employing ninety-eight men, but by 1947 the work force had declined to forty-five. The Laurel Fabricating Company now produces trailers in the building.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Keystone Consolidated Publishing Company. The Coal Catalog, Including Directory of Mines. Pittsburgh: Keystone Consolidated Company, 1914.
- Scottdale: Out of the Past-Into the Present, 100th Anniversary. Scottdale: 1974.

Scottdale's 75 Years of Progress. Scottdale: 1949.

Luker, J. Harvey (editor). Historical Souvenir of Scottdale. Scottdale: Independent Press, 1899.



Photo 40. Scottdale Iron Works. Photo by Jet Lowe.

Scottdale Iron & Steel Works

Uptegraff Drive
Scottdale

I.D. No.: 111

Construction Date: 1873, 1894-97

DESCRIPTION: This plant is bordered by the P&LE Railroad to the north and Jacobs Creek to the south. Rolling Mill: a tall one-story building with common-bond red-brick walls, concrete-block infill and metal siding; gable roof supported by riveted steel Fink trusses; monitor has been removed; interior structural steel frame structural system; multi-light windows; original DC-powered crane with original generators ca. 1900; large concrete-block addition. Annealing Building: a tall one-story structure, measuring 250' x 50'; common-bond red-brick walls with brick pilasters; multi-light arched windows with double brick voussoirs; ornate brick dentil work at eaves; riveted steel Fink trusses support a long-span gable roof; interior steel frame; original brick floor partially covered with concrete; overhead shafts for driving machinery remains in place along with a fifteen-ton Morgan overhead electric crane (ca. 1930); a number of concrete-block additions are covered with corrugated metal. Boiler House: a steel-frame building covered with metal siding; original coal-fired and gas-fired boilers removed. Security House: a small building with common-bond red-brick walls; gable roof; multi-light arched windows with double brick voussoirs. Hospital: a small one-story building with stretcher-bond red-brick walls; gable roof covered with asphalt; concrete foundation; the building features a bay window, a front porch, and a green tile cross at gable end. Office: a small one-and-a-half story Queen-Anne style building with red-brick

Primary Metals

stretcher-bond walls, partially painted green; mansard roof; corbeled brick chimneys; turret with wood shingles; ashlar stone foundation; arched windows with double brick voussoirs; a number of windows feature stained glass; arched windows with triple brick voussoirs and rock-faced ashlar sills; one-over-one-light double-hung windows; at the gable end a sign painted white reads "Scottdale Iron and Steel." The office interior contains original tin wall covering with floral and fleur-de-lis motifs; marble fireplace; wood floors.

The galvanizing department and the stock and ingot warehouse have been demolished. The buildings are now used by the Uptegraff Company for the production of utility transformers. The rolling mill is now the Uptegraff factory and the old Annealing Building is the galvanizing shop.

HISTORY: William H. Everson & Company operated the Scottdale Iron Works as early as the 1873. Located along Jacobs Creek, adjacent to the Charlotte Furnace Company and the National Foundry and Pipe Works, Everson's works produced sheet iron and steel. The works included a foundry and mill. The mill the contained puddling furnaces, rolls for producing sheet iron, and annealing furnaces. By the 1890s the works was producing both iron and steel sheets. Its owners changed its name to the Scottdale Iron & Steel Works and in 1894-97 a new rolling mill was constructed where the foundry stood.

Soon after the formation of the United States Steel Corporation, a subsidiary firm, the American Sheet Steel Company was acquired. This concern purchased Everson's Scottdale Iron & Steel Works and by 1903 had expanded the plant with additional annealing furnaces and rolls. In addition to the Scottdale Works, American Sheet Steel Company also acquired the Meadows (rolling) Mill, built by Scottdale Iron & Steel in 1898 and located one mile south of Scottdale along Jacobs Creek. This mill also contained heating furnaces, rolls for sheet iron and steel production, and annealing furnaces. The Pennsylvania Railroad served both of these works. By 1910, U.S. Steel reorganized two of its many subsidiary firms, American Sheet Steel Company and American Tin Plate Company, forming the American Sheet & Tin Plate Company. This latter concern operated the Scottdale works through the 1920s. (The Meadow Mill was probably abandoned in the 1910s or early 1920s.)

American Sheet & Tin Plate Company closed its Scottdale works in the 1930s and was abandoned until the Uptegraff Manufacturing Company acquired the plant in 1938. The R.E. Uptegraff Manufacturing Company was founded by R.E. Uptegraff, Sr. in Pittsburgh. A transformer designer, first with the Westinghouse Company and later with the Pittsburgh Transformer Company, Uptegraff had founded his company in 1925. By the time Uptegraff acquired the site, only the main building, an auxiliary building totalling 300,000 square feet and two adjacent small frame buildings remained. Uptegraff employed twenty workers in 1939 and employed eighty-six workers by 1947. The company erected other manufacturing facilities at Terre Alta, West Virginia, in 1948, Somerset, Pennsylvania, in 1959, and Roanoke Rapids, North Carolina, in 1967. Uptegraff Manufacturing Company produces large scale electric transformers ranging in capacity from ten thousand watts to over ten million watts. These transformers serve diverse electrical functions and are used at oil refineries, supermarkets, schools, and hospitals.

Sources:

- American Iron and Steel Association. Directory to the Iron and Steel Works of the United States. Philadelphia: American Iron and Steel Association, 1904.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Luker, J. Harvey (editor). Historical Souvenir of Scottdale. Scottdale: Independent Press, 1899.
- Owens, John C. The First 75 Years: A History of Vandergrift. Vandergrift: Printed News-Citizen, 1972.
- Sanborn Map Company, Scottdale, Pennsylvania. New York: Sanborn Map Company, 1884, 1891, 1897, 1903, 1914, 1925, 1944.
- Scottdale: Out of the Past-Into the Present, 100th Anniversary. Scottdale: 1974.
- Scottdale's 75 Years of Progress. Scottdale: 1949.

Standard Steel & Wire Company

I.D. No.: 185

Rt. 359, 0.3 miles E of Bolivar
Bolivar

Construction Date: 1920

DESCRIPTION: The Standard Steel & Wire Company, located on the Conemaugh River in Bolivar, consists of the wire mill, attached storage rooms, and the office. Wire Mill and Storage: constructed in four phases; red brick, common bond, painted yellow; one and one-and-a-half stories; flat and gable roofs; wire mill has timber lintels, brick sills, and twelve-over-twelve-light double-hung windows. Office: original exterior surface now stuccoed over and painted yellow; one story rectangular; flat roof with brick chimney. The structures are currently used for storage.

HISTORY: Standard Steel & Wire specialized in the fabrication of wire and wire products. The firm was operational as late as 1947, employing ten workers that year. The company's office address in 1931 was the First National Bank Building in Greensburg.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Sanborn Insurance Map of Bolivar, 1927.

Union Spring & Manufacturing Company

I.D. No.: 173

Industrial Avenue between Eighth and Ninth streets
New Kensington

Construction Date: 1903

DESCRIPTION: The Union Spring & Manufacturing Company on the Allegheny River in New Kensington has been extensively remodeled and most of the early buildings demolished. Although the

Primary Metals

early frame foundry building on the east side of the railroad tracks has been covered with new materials, the original fan Fink steel trusses and structural system are intact. A small red-brick office building has been incorporated into this structure and the buildings now function as the Freeport Steel Company. West of the railroad, Riggle and Sons operates a warehouse and steel vending company in the vicinity of the old coil spring and elliptic buildings. Structures owned by this company are new corrugated steel buildings with metal roofs. Since access to these buildings was denied, the survey team could not ascertain if any original structures remain beneath the steel facades.

HISTORY: Union Spring & Manufacturing Company was organized by Leonard G. Woods and associates when they purchased a small rolling mill used and owned by the Hussey-Truxall Steel Company. Hussey-Truxell had acquired the mill about 1900 from the Pittsburgh Cold Roll Steel Company, which had originally developed the property. Leonard G. Woods' Union Spring & Manufacturing was capitalized at \$150,000 when it began operating the rolling mill in 1903. The company employed twenty-five workers at this time. Initially manufacturing only coil springs for the railroad industry, by the 1940s the company had expanded its product line to include all types of coil springs for industrial machinery as well as for railroad applications. A separate department produced steel shapes and miscellaneous steel castings ranging from 1,000 to 10,000 pounds. The company employed 281 workers in 1916, 468 workers in 1919, 261 workers in 1931, 315 workers in 1941 and 468 workers in 1947. After Union Spring & Manufacturing Company ceased operations in 1985 the plant was acquired by the New Ken Steel Company. Employing about a dozen workers, New Ken Steel is a warehousing enterprise that sells various steel products.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Lore of York: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington Women's Club of New Kensington, 1986.

Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1895, 1900, 1911.

United Engineering and Foundry Company

210 First Street
Vandergrift

I.D. No.: 079

Construction Date: 1901

DESCRIPTION: The United Engineering and Foundry Company, located on a terrace adjacent to the Kiskiminetas River in Vandergrift, consists of many original buildings and machinery. Forge/Machine Shop and Power House: red brick, common bond; one story; gable roof of corrugated sheet metal; coursed rubble stone foundation; brick corbelling at roof; triple groups of multipane double-hung windows with wooden muntins, wooden sills and arched double brick voussoirs; alterations include two sides covered with corrugated steel siding and concrete added to foundation; early machinery includes

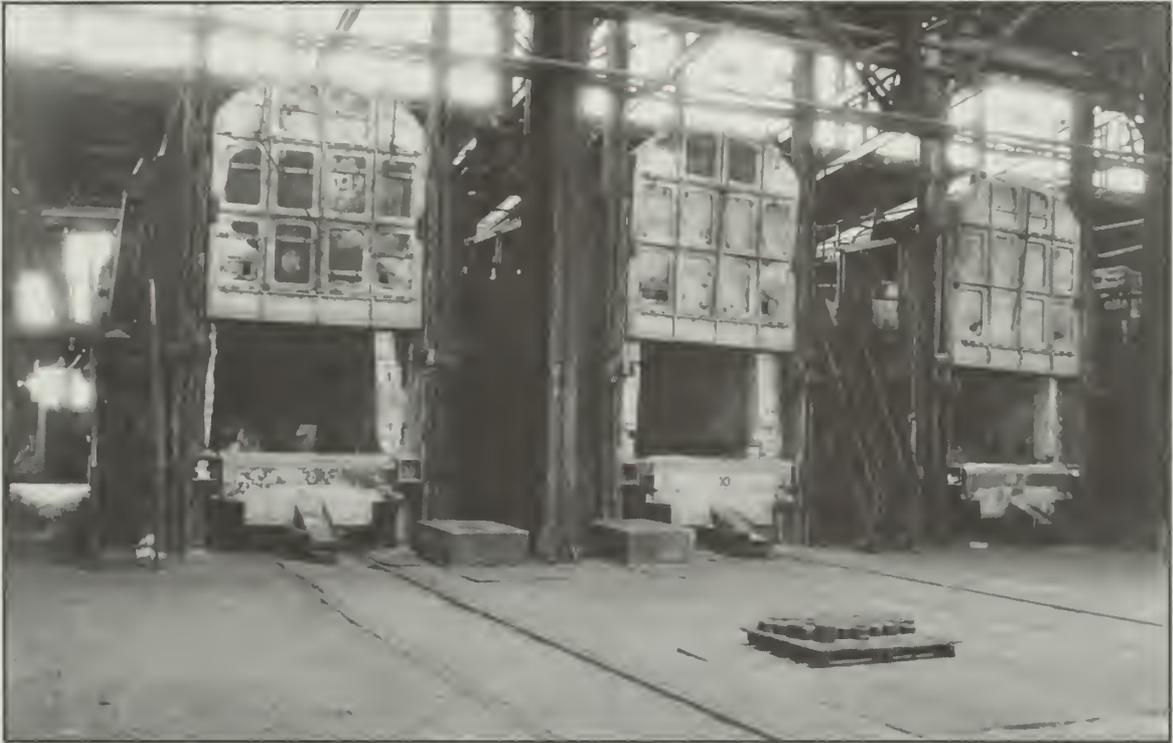


Photo 41. United Engineering and Foundry Company. Heat treating furnaces. Photo by Christine Davis/Carmen DiCiccio.

Pittsburgh steam hammer, lathes, shapers, crane, horizontal boring mill, two air compressors, Crocker 250 kw generator, Westinghouse 250- and 500-kw generators, three General Electric 300 kw direct current generators. Pattern Shop: red brick, common bond; one story; gable roof of corrugated sheet metal; coursed rubble stone foundation; brick corbeling at roof; large double wooden doors; wooden multipane double-hung windows with wooden muntins, wooden sills and arched, double brick voussoirs; brick-bearing walls with pilasters; steel truss; wooden floors; original Oliver table saw. Hospital: red brick, common bond; one story; slate gable roof. Laboratory: red brick, common bond; one story; gable roof of corrugated sheet metal; coursed rubble stone foundation; brick corbeling at roof; multipane double-hung windows with wooden muntins, wooden sills and arched, double brick voussoirs; major additions to the roof and side; early chemistry laboratory and equipment including original Riehle testing machine and tensile testers used to test the hinges for the Panama Canal Locks; small batch furnace, Brinell tester. Core Room: red brick, common bond; one story; gable roof of corrugated sheet metal; coursed rubble stone foundation; brick corbelling at roof; multipane double-hung windows with wooden muntins, wooden sills and arched, double brick voussoirs; a large triple building of sheet metal and brick added to the Core Room and Laboratory in the 1960s; placed in this building are the original acid open hearths. Chipping Floor: red brick, common bond; one story; gable roof with monitor; coursed rubble stone foundation; brick corbeling at roof; multipane double-hung windows with wooden muntins, wooden sills and arched, double brick voussoirs. Molding Floor: two walls removed when the Main Aisle was added to this building; red brick, common bond; one story; gable roof with sheet metal; coursed rubble stone foundation; steel fan Fink truss and steel beams added. Doghouse: altered. No. 2 Roll Shop: red brick, common bond; multipane casement windows; brick floor; steel Howe truss; 5 early heat-treating

Primary Metals

furnaces, ca. 1930. No. 3 Roll Shop: new building; stored in this structure is a 1940 General Electric Diesel locomotive. Office: red brick, common bond; two-and-a-half stories with full basement; square; hipped roof with brick chimney and decorative roof supports; ashlar foundation; arched one-over-one-light double-hung windows; arched entryway with transom, side lights and wood panelling; central stairway.

The company constructed twenty-eight two-story, brick row houses that were removed in the 1950s when a parking lot was constructed. Only a series of foundations now represents these buildings. The complex continues to function as a foundry and is owned by G. N. Properties.

HISTORY: Beginning as a firm that made cast-iron plow points and stove castings during the 1850s, this company was acquired by the Apollo Iron and Steel Company in 1888 and renamed the Apollo Foundry Company. The firm produced steel mill rolls and other mill equipment. In 1901 the foundry moved to Vandergrift and was renamed the Chilled Roll Foundry Company. A year later the foundry was purchased by United Engineering and Foundry Company. The company produced brass castings until 1911 and iron castings until the late 1930s. After this period all castings were made of steel only. The plant had the capacity to produce steel castings from 100 to 455,000 pounds in size. Steel rolls weighing as much as 260,000 pounds with diameters of 72", up to 204' in body length and as much as 335' in overall length have been produced at the foundry. The firm also produced rolls, forging presses, extrusion presses, forging hammers of all type, and high and cold mills for all metals in general use. For the first thirty years of its existence its products were marketed largely in the United States, but the firm by 1919 had built new steel mills in Britain and Germany. United also constructed the shaping mills of the Lukens Steel Company of Coatsville, Pennsylvania, which contained one of the largest plate mills in the world at the time of its construction. The hinges for the gates of the Panama Canal locks were produced at this plant and tested at the laboratory at Vandergrift. The Foundry also produced 18"-diameter cylinders for the hydraulically operated mechanisms that stretched heavy chains across the canal to prevent ships from crashing into the gates. In one month in 1960 the firm recorded 4,555 tons of casting, operating five open hearth ovens with the capacity to produce 500,000 pound castings requiring 600,000 pounds of molten metal. Also contained within the factory was a modern roll turn shop. The work force stood at 428 in 1919, 686 in 1941 and 665 in 1947.

In the 1970s United Engineering and Foundry was acquired by Wean Industries of Warren, Ohio. This concern operated the Vandergrift plant for several years before closing it in 1984. Recently a company called Metal Services, Inc., purchased the plant. Metal Services sold much of the equipment in the machine and roll shops. It operates metal fabricating business in the old foundry and employs a handful of men. Much of the foundry equipment has been removed and no castings are made in this once nationally renowned plant.

Sources:

- Beard, G.S. United Engineering and Foundry Company. New York: Princeton University Press 1961.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Owens, John. Vandergrift: First Seventy Five Years. Vandergrift, 1972.

Jewart, Jack. Retired machinist with United Engineering and Foundry, telephone interview with Gray Fitzsimons, HAER, 15 June 1993.

Sanborn Map Company. Vandergrift, Pennsylvania. New York: Sanborn Map Company, 1925, 1945.

Valley (Hillsview) Furnace

I.D. No.: 274

SR 1009 0.2 miles off Rt. 711 N at Hillsview
Wilpen, Ligonier Twp.

Construction Date: ca. 1850

DESCRIPTION: Coursed rubble stone; 36' x 36'; triangular arches on three sides; iron lintels; front arch has collapsed; evidence of archeological features to south of furnace and on hillside.

The Valley (Hillsview) Furnace is situated adjacent to a hillside and a spring approximately four miles north of Ligonier. The furnace is deteriorating but remains in good condition. When the current owner utilized heavy equipment on the side of the furnace, he discovered an ore mine with timber support beams. The opening was examined and then covered.

HISTORY: The Valley Furnace was constructed by L. C. Hall and Company around 1850 as a steam hot-blast furnace that utilized coke for fuel. The furnace had a 10' foot bosh and was originally 40' high. Carbonate ball ore was mined from a seam that ran from nearly one-half mile in either direction from the furnace. The Valley Furnace was nominated to the Pennsylvania Inventory of Historic Places.

Sources:

Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.

Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Vanadium-Alloys Steel Company

I.D. No.: 087

Rt. 981 0.2 miles N of juncture with SR 1020
Latrobe

Construction Date: 1910

DESCRIPTION: The Vanadium-Alloys Steel Company is situated on Saxman Run and the Conrail mainline north of Latrobe. Rolling Mill: green metal siding and red brick, common bond; one story; gable roof with monitor; casement windows; attached to the Mill is the Electrical Shop, constructed of red brick, common bond. Lincoln Scales Building: built onto Carpenter Shop; red brick, common bond; two stories; flat roof; steel columns and timber, post-and-beam structural system; multipaned casement windows; paneled door with transom; constructed in 1928. Carpenter Shop: attached to Lincoln Scales Building; red brick, common bond; one story; gable roof of slate; steel trusses; six-over-six-light double-hung windows with double voussoirs; attached to side is new one-story yellow brick building. Storage: red brick, common bond; one story; gable roof; brick foundation; sheet metal roof; porthole window at gable; casement windows; exterior brick pillars; corbeling at eaves. Receiving: red brick, common bond; one story; gable roof. Metallurgical Laboratories/Offices: tripartite building; yellow brick, stretcher bond, two stories, flat roof; facade with concrete pilasters and glass block windows; forecourt and central

Primary Metals

fountain, constructed in 1945; Style: Modernistic. Wash House: red brick, common bond; one story; hipped roof of asphalt; brick foundation; casement windows; corbeling and dentil work at cornice. Rod and Wire Shop: red brick, common bond; one story; monitor on flat roof has multipane casement windows; steel frame structural system; brick floor; no original machinery. Office: red brick, stretcher bond; originally one story, now two stories and original hipped roof replaced; brick foundation; six-over-six-light double-hung windows with stone sills.

The rolling mill, electrical shop, wash house, carpenter shop, storage, and receiving buildings date to the early twentieth century. The Lincoln Scales building was originally used by Philip McKenna for research and is now vacant as is the carpenter shop. In 1945, the metallurgical laboratories were built and used to conduct the first tool steel and high speed steel research in the country. The rod and wire shop is also a later addition to the original plant. An early three-story Queen Anne office building has been demolished.

HISTORY: The Vanadium-Alloys Steel Company was established by Pittsburgh McKenna Brothers at Latrobe in 1910. The company employed eighty-three workers in 1913 and maintained an average monthly bankroll of \$5.2 million. Vanadium-Alloys Steel Company gained control of Anchor Drawn Steel Company of Latrobe in 1926 and merged with the Colonial Steel Division of Monaca in 1928. The high alloy steel is produced at Vanadium-Alloys Steel Company plant at Latrobe, while Colonial Steel produces low alloy and carbon steel. The Anchor Drawn Steel Company finishes steel produced at the Latrobe and Monaca plants. The firm employed sixty-eight workers in 1916, 184 workers in 1919, 220 workers in 1931, and 340 workers in 1941. Vanadium Alloys Steel Company is currently called Teledyne-Vasco, and is a leading producer of tool steel and vacuum melted specialty steel. During the 1980s the firm merged with Teledyne Allvac of Monroe, North Carolina, a maker of nickel-base, iron-base, cobalt-base and titanium high performance alloys. Teledyne-Vasco at Latrobe produced high speed alloy and carbon tool and die casts; high speed and tool steel sheets and circles; vacuum melted steels and alloys; drill rod, cold and hot drawn shapes; tool bits and precision ground steels in 1982. The annual production in 1982 was 17,600 tons. The Latrobe plant had the following equipment as of 1982: two electric furnaces, four steam forging hammers, four bar mills, rod and wire finishing and 1,500-ton press.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.

This is Our Town, 100 years 1854-1954. Latrobe, PA: 1954.

Vulcan Mold and Iron CompanyAvenue E
Latrobe

I.D. No.: 137

Construction Date: 1923

DESCRIPTION: The Vulcan Mold and Iron Company occupies three original buildings located on a spur of the Penn Central Railroad and adjacent to the Loyalhanna Creek in Derry. Foundry: red brick, common bond; one-and-a-half stories; measures 400' x 100'; sheet metal roof has monitor with casement windows and ventilators; rubble stone foundation; one-story addition of brick and metal; large exterior crane operates on north side; early machinery includes a 36" facing lathe and one crane. Office: red brick, common bond; one-and-a-half stories; measures 60' x 55'; gable roof with dormers; rubble stone foundation; arched windows with double brick voussoirs and stone sills; four-over-four-light double-hung windows with porthole at gable; corbeling at cornice and between bays; two-story addition of red stretcher bond. Pattern Storage/Maintenance Building: red brick, common bond; one-and-a-half stories; gable roof; rubble stone foundation; corbeling below eaves; casement windows with porthole at gable. Other corrugated metal buildings are present behind the original structures.

The company continues to produce iron molds for steel tools under the name of Valley-Vulcan.

HISTORY: The Vulcan Mould and Iron Company was established by Colonel E. H. Williams in 1923. The firm produces cast-iron ingots for ferrous and non-ferrous ingots and ingot mold accessories required for steel production. Vulcan produced almost 25,000 tons in 1930, a quantity that had tripled by 1954 to nearly 76,000 tons. The firm employed 133 workers in 1931 and 350 workers in 1954. Sales exceeded \$10,000,000, with a work force of 350 in 1954, making Vulcan the third largest independent producer of ingot molds in the United States that year. This company is now a division of Valley-Vulcan Company, which operates a second facility at Hubbard, Ohio.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
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- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
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Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.
- This is Our Town, 100 Years 1854-1954. Latrobe, PA: 1954.

Washington Furnace

Laughlin, Ligonier Twp.

I.D. No.: 278

Construction Date: 1812

DESCRIPTION: The Washington Furnace is a preserved archeological site with a partially extant furnace of ashlar. The fire brick lined bosh is exposed at the top of the furnace. An outcrop of bedrock provided

Primary Metals

support for the charging bridge, and the adjacent swift flowing stream supplied water power. Stone foundations for the wheel pit, casting house and other structures can be observed.

HISTORY: The Washington Furnace was constructed as a charcoal cold blast operation in 1812 by Johnston, McClurg and Company but was out of blast by 1826. John Bell and Company converted the furnace to a hot blast in 1848 and continued to produce iron there for several years. The furnace was 35' high and had a 9' bosh. Adjacent ore mines of the Brookville group provided raw materials. In 1858 the furnace was no longer in blast and the property had been purchased by L.C. Hall, owner of the Valley Furnace.

Sources:

Lesley, J.P. The Iron Manufacturer's Guide to the Furnaces, Forges, and Rolling Mills of the United States. New York: John Wiley, Publisher, 1859.

Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Westinghouse Electric Company: Trafford Foundry, Trafford Inn, and Trafford (company houses)

I.D. No.: 256

Trafford

Construction Date: 1902



Photo 42. Westinghouse Electric Company. Trafford Inn. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: Machine Shop/Processing Plant: This is a red brick, common bond, two-story building with flat roofs and monitor. There are multipane casement and hinged windows, some with glass blocks,

and steel roof trusses with pin connections. No machinery survives. The building has experienced many additions and alterations. In 1960 a large buff brick and metal breaker assembly plant was constructed adjacent to the machine shop. Micarta Building: Micarta is a strong, light moulded material first used for airplane propellers and pulleys. This material was later marketed as "formica" and widely used as a consumer product. A micarta plant was established at the Trafford Foundry in 1929. Trafford Inn: A red brick, stretcher bond, three-story building with stone foundations and ashlar beltcourses. Windows are multipane double-hung with gauged voussoirs. Westinghouse company housing: Located on the hill above the Trafford foundry, the Westinghouse company housing at Trafford was constructed in 1902 and includes four four-family tenements on 7th Street and twenty-four row houses on 6th and Brinton Streets. Seventh Street: red brick, stretcher bond; two stories; flat roof; tile foundation; one-over-one-light double-hung windows. 6th and Brinton: red brick, stretcher bond, some units painted; two stories; flat roof with brick chimneys; rock-faced ashlar foundation; original roof hoods over front porches have roof brackets and embellished pediments; voussoirs over doors have brick labels; rear windows with double voussoirs; rear elevations have double wood porches; upstairs units have four rooms, downstairs units have three rooms and basement.



Photo 43. Westinghouse Electric Company. Trafford company houses. Photo by Christine Davis/Carmen DiCiccio.

HISTORY: The Trafford Inn was constructed in 1903 and situated near the Westinghouse foundry. The hotel had a dining hall, dance hall, and reading room. Aside from these features, the hotel had its own water supply, water storage tower, icemaking capacity, bowling alley and billiard hall. There was a small park located at the rear of the hotel for its guests. Today this building is occupied by a branch office of Mellon Bank, a restaurant, and private apartments on the top floor. George Westinghouse erected housing

Primary Metals

for workers at his foundry which opened in September, 1903 at Trafford. Some fifty plastered houses were immediately erected. Former Westinghouse housing remain at Sixth, Seventh and Eighth Street at Trafford.

Sources:

Trafford Borough-75th Anniversary Souvenir Book, 1904-1979.

Westmoreland Furnace

I.D. No.: 159

South Gate Road in Rolling Rock Farms
Rector, Ligonier Twp.

Construction Date: 1794

DESCRIPTION: The Westmoreland Furnace is preserved as an archeological site at Rolling Rock Farms near Rector. The furnace stack appears as a large mound located on a narrow floodplain adjacent to California Run. Other stone foundations and features are evident on the terrace above the furnace. Rolling Rock Farms removed part of the exterior masonry and reutilized the stones when it constructed a water tower near the Country Club. One two-story frame house that post-dated the furnace was recently demolished.

HISTORY: The first furnace constructed in Westmoreland County, the Westmoreland Furnace went into blast in 1794. Christopher Lobinger and Brothers produced pig iron and castings, including stoves, at the site. An associated forge fabricated the pig iron into bars or blooms, and a sawmill provided lumber for the complex. The furnace was owned in 1798 by John Probst and went out of blast in 1810.

In 1798, the furnace property included the following structures: eighteen outhouses, one warehouse, furnace house, forge house, stable, sawmill, dwelling house, and furnace.

Sources:

1798 Direct Tax, Fairfield Township, Westmoreland County.

Sharp, Myron and Thomas, William H. A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Pittsburgh: Historical Society of Western Pennsylvania, 1966.

Manufacturing and Bulk Products

Alcoa Aluminum Club

200 Freeport Road
New Kensington

I.D. No.: 055

Construction Date: ca. 1920

DESCRIPTION: Located next to Mount St. Peter's Church, the Alcoa Aluminum Club Building now functions as the Citizens General Hospital School of Nursing. This one- and two-story building features elements of the Renaissance Revival style including a one-story arcade, beltcourses of rusticated stone, and decorative brick walls and quoins. The building measures 204' x 86'; it has a flat roof and rests on a concrete foundation. The main (north) facade has fifteen bays with casement windows on the first floor and paired four-over-four-light double-hung sash windows on second floor; stone architraves around windows and doors; the four arches of the south arcade contain decorative keystones; the porch on the main facade features a decorative brick floor. The building also features exposed timber rafters, and five double doors with glass panes, and stone architraves and transoms; interior foyer with large formal staircase; some original furniture remains, including aluminum lighting fixtures, tables and banisters, and aluminum lighting fixtures.

HISTORY: The first two decades of the twentieth century witnessed the rise of the Aluminum Company of America, centered in New Kensington. About 1920 Alcoa erected this ornate one- and two-story building to serve as a hotel for executives and company managers during their business visits to New Kensington. The building was sold about 1960 and is currently used as a nursing school for a local hospital.

Sources:

Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1918, 1921, and 1948.

Alcoa: New Kensington Research Laboratory

Freeport Road
New Kensington

I.D. No.: 292

Construction Date: 1929

DESCRIPTION: The Alcoa Research Laboratory is in a park-like setting on Freeport Road overlooking New Kensington and the Allegheny River Valley. The building's design shows influences of neo-Classicism and the Art-Deco style and was executed by renowned Pittsburgh architect Henry Hornbostle. The two-story building is 275' long with 108' wings at each end and a total of 56,000 square feet of floor space. There are a number of one-, two-, and three-story wings adjoining its rear (east) facade. The main (west) facade features twenty-one bays, each of which is separated by inscribed decorative limestone pilasters. The multi-light windows of the first and second floors are separated by a band of ornate aluminum panels. An intricately detailed aluminum railing serves as a parapet wall and extends around the flat roof of the main building. The entrance contains four bays that project beyond the main facade. A stone stairway leads to the entrance, which features ornate aluminum gates; the double doors leading to the interior entrance hall contain panels with floral and shamrock motifs of hand-wrought aluminum. The entrance hall has marble floors. Aluminum stair railings, light fixtures, baseboards, heating grates, door jambs and knobs are found in abundance throughout the main building. There are also crafted aluminum chairs and desks, and in the basement there are three ornate aluminum bookcases reportedly made for the Hunt family. An aluminum elevator in the center of the building was used for carrying heavy equipment and supplies to the upper floors where the laboratories were located. The rear wings to the main building contain buff-brick walls, structural steel frames, and multi-light pivoting windows.

Manufacturing and Bulk Products

A 135' tall brick chimney rises above one of the wings and the main building.

HISTORY: Aluminum is one of the most plentiful elements in the world, forming about eight percent of the earth's crust. Aluminum occurs in nature in combination with other minerals, and although a process was developed to separate aluminum from other minerals in the late 1820s, this separation process was too expensive to be commercially feasible. Charles Martin Hall discovered an electrolytic process of making aluminum that was commercially applicable in 1886. Hall's process for making aluminum was a dual method in which a powder called "alumina" (aluminum oxide) was produced from bauxite ore by a chemical process in a digester. The alumina was then transformed into aluminum by a smelting process in a flux of cryolite, activated by an electric current in "pot lines" of steel cells. Paul Heroult, a French chemist, simultaneously discovered a similar process in a crude lab in a tannery in Gentilly near Paris and received an American patent in 1886. A heated dispute between Hall and Hercoult ensued over patent ownership during this period.

In 1888 Hall convinced a group of Pittsburgh capitalists headed by Captain Alfred Hunt to invest in his new aluminum-producing process. Hunt furnished \$20,000 capital and an experimental laboratory on Smallman Street in Pittsburgh. Andrew Mellon and his brother Richard K. Mellon, Pittsburgh bankers, provided venture capital to Hall's new Pittsburgh Reduction Company. On Thanksgiving Day 1888, Hall and his assistant Arthur Vining Davis turned out the first ingot of aluminum and a new industry was born. The Smallman Street experimental plant had increased its production from fifty pounds to 500 pounds of aluminum per day by the time the firm constructed a new facility along the Allegheny River in 1891 (see entry below).

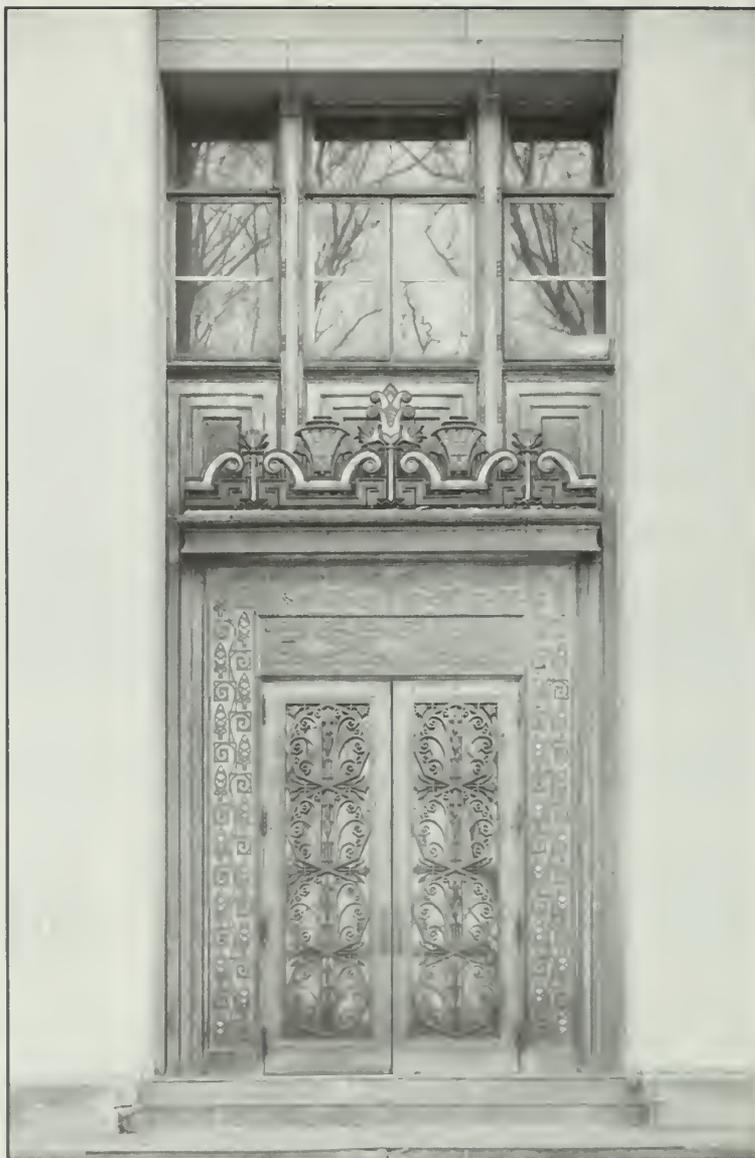


Photo 44. Alcoa Aluminum: New Kensington Research Laboratory, detail. Photo by Jet Lowe.



Photo 45. Alcoa Aluminum: New Kensington Research Laboratory. Photo by Jet Lowe.

The Pittsburgh Reduction Company name was changed to Aluminum Company of America (Alcoa) in 1907, and Arthur Vining Davis was elected chairman of the board. Alcoa had expanded its New Kensington Works to about 75 acres by the 1910s. It contained a manufacturing floor space of over a million square feet and employed over 3,000 workers. As the sole producer of primary aluminum in pig form on the North American continent during World War I, Alcoa secured its place as one of the nation's major industrial concerns.

After the war the company sought to expand its line of manufactured products for use in homes and offices. Alcoa invested heavily in research and development for improving its production of aluminum, as well as finding new products for domestic consumption. In 1929 the small research laboratory at the New Kensington Works was removed to the new laboratory building on the outskirts of the city. Housed in this building were the various divisions: Metallurgical, Physical Testing, Analytical Chemistry, Chemical Development, Patent, Library, and Administrative. As a showcase for aluminum products the laboratory building featured numerous architectural embellishments and interior decorations made with aluminum. Even the pipes for hot water and heat were of aluminum. Alcoa operated this facility through the early 1980s when it moved all of its laboratory and research personnel to its metals and minerals research campus in nearby Lower Burrell. The New Kensington laboratory is currently abandoned.

Sources:

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 "Aluminum Company of America: Photographs by Margaret Bourke-White," Fortune 10 (September 1934): 46.
 "Aluminum Reborn," Fortune Magazine, 1946.
 Bernewitz, M.W. Engineer's Society of Western Pennsylvania. Pittsburgh: Cramer Printing Company, 1930.

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- Carr, Charles, C. Alcoa: An American Enterprise. New York: Rinehart & Company, 1952.
- Cowles, Alfred. The True Story of Aluminum. Chicago: H.R. Regnery Company, 1958.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eleventh Industrial Directory of Pennsylvania, 1946. Harrisburg: State Printer, 1946.
- Lore of Yore: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington Women's Club of New Kensington, 1986.
- Pruitt, Bettye. Alcoa in Westmoreland County. Alcoa Laboratories, 1986.
- Stevens, Sylvester. Pennsylvania Titan of Industry. vol. 3. New York: Lewis Publishing Company, 1948.
- Story of Pittsburgh. Pittsburgh, 1919.



Photo 46. Panorama of Alcoa's New Kensington Works; the oldest surviving section of the plant is to the right, near the Ninth Street Bridge. Photo by Jet Lowe.

Alcoa: New Kensington Works

Ninth Street to Sixteenth Street along the Allegheny River
New Kensington and Arnold

I.D. No.: 293

Construction Date: 1891

DESCRIPTION: The New Kensington Works of Alcoa extends along the Allegheny River and is bordered by Ninth Street to the south and Sixteenth Street to the north. A railroad spur, formerly owned by the Pennsylvania Railroad, runs north-to-south through the plant. A narrow road called Pine Alley runs north-south and defines the easternmost extent of the Alcoa plant, which is now known as the Schreiber Industrial Park.

The original works of the Pittsburgh Reduction Company (later Alcoa) in New Kensington stood at the southern end of the plant. This works was begun in 1891 with facilities for producing aluminum. However, none of these production buildings survive. By 1896 the Reduction Company ceased the production of aluminum, shifting instead to the manufacture of aluminum wares. The earliest surviving building at the works dates from this era: it is the six-story Finishing and Shipping Building, which remains the tallest factory building in the plant. It contains a wood frame, common-bond brick walls, flat-arched windows, and a stone foundation. The building is missing its roof and is in poor condition. By about 1900 it was doubled in size with a symmetrical addition to the north. Of identical construction, this addition is also in poor condition and both sections are slated for demolition.

Adjacent to the Shipping and Finishing Building is the Cooking Utensil Department, encompassing about 175,000 square feet. Composed of brick, steel-frame construction, and sawtooth monitors, the buildings housed what was probably the largest aluminum cookware factory in the United States. The Jobbing Department was in the southernmost section and was adjoined to the north by the Polishing Department, the Heat-Treating Department, the Cooking Utensil Department, and the Rolling Mill. (The Rolling Mill now serves as the plant of the Cannon Boiler Works.) The northernmost part of the adjoining buildings of the Cooking Utensil Department contained the Melting Furnace Building, a brick and steel-frame structure that has been demolished. Also demolished was the Tube-Drawing Department, built in 1910, that stood just south of the Melting Furnace Building and adjoined the Rolling Mill. One other building associated with the Cooking Utensil Department was the Pattern, Electric, and Machine Shop. It stood next to the Ninth Street Bridge, along the Allegheny River in the southwestern part of the New



Photo 47. Alcoa: New Kensington Works. Finishing and Shipping Building, the oldest structure at the works. The metal cylinder in the center is a dust collector. Photo by Jet Lowe.



Photo 48. Alcoa: New Kensington Works. The Blacksmith Shop, now part of the American Drawn Steel Company. To the right is a World War II addition to the Alcoa plant. Photo by Jet Lowe.

Kensington Works. This structure has been demolished. Another machine shop, located along the river at the foot of Eleventh Street, has also been demolished.

North of the Melting Furnace site are two other buildings associated with the Cooking Utensil Department. One is the Packing and Job Shop, a two-story brick building erected about 1900. This building measures approximately 200' x 50'. It now houses the works of the American Drawn Steel Company. To the north of the former Packing and Job Shop is the Polishing and Stamping Shop, a steel-frame building with multiple sawtooth monitors. Just east of this building is the Blacksmith Shop, a one- and two-story brick building with a gable-roof monitor. It was probably built in the late 1890s and has been extensively remodeled.

East of the Cooking Utensil Department between Tenth and Eleventh Streets is the defunct Steam Plant. Built in the early 1900s, this plant retains its boiler house, a tall brick building, and brick chimney, which rises 125' in height. Attached to the Steam Plant is a large steel-frame conveyor used for removing ashes from the boiler house.

During the Second World War, Alcoa's New Kensington Works was expanded dramatically for the production of both aluminum cookware and aluminum alloy tools. Alcoa erected a large machine shop, measuring about 600' x 150', along Pine Alley, north of Ninth Street. This building contains an Alliance 50-ton aluminum alloy crane, reportedly the largest in the world. The Machine Shop is currently used as a furniture-making shop and warehouse. North of the Machine Shop is the Heat-Treating Department,

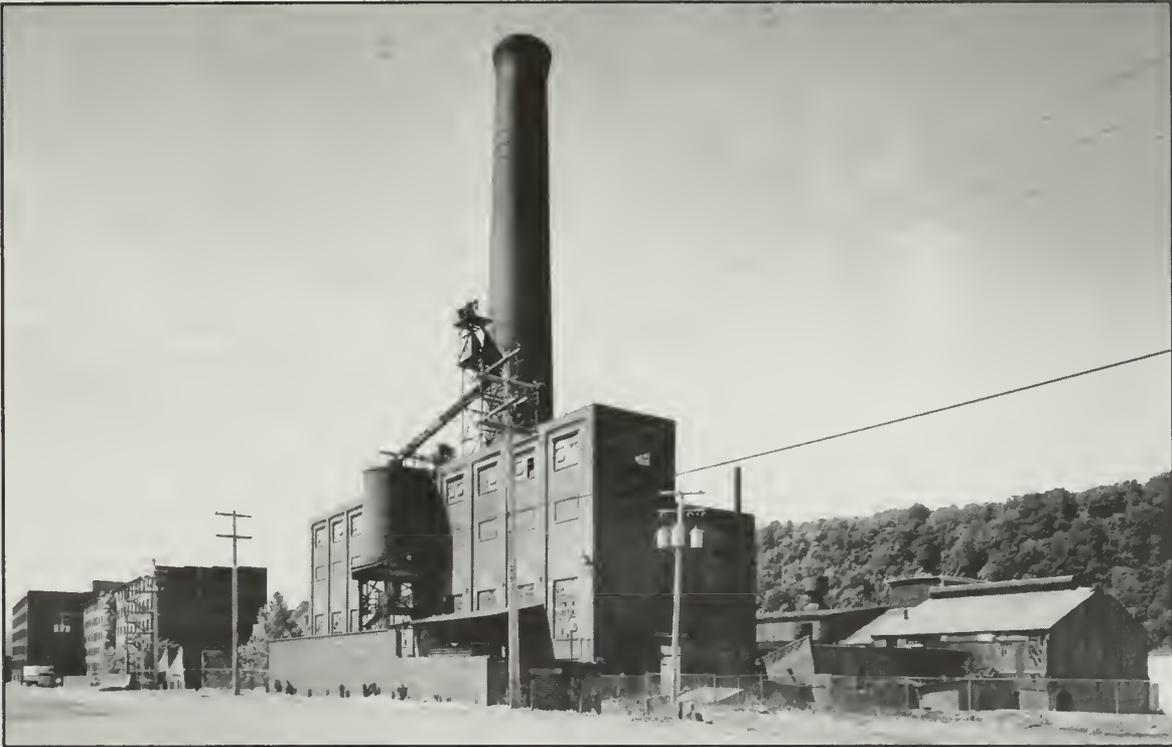


Photo 49. Alcoa: New Kensington Works. Steam Plant. Attached to the Steam Plant is a large steel-frame conveyor used for removing ashes from the boiler house. Photo by Jet Lowe.

which was established in this part of the works in 1942 in the former Laboratory and Print Shop. Built about 1910 on Eleventh Street, this laboratory predates the Henry Hornbostle's Alcoa Research Laboratory formerly in New Kensington (see Alcoa: New Kensington Research Laboratory). It is an unprepossessing one-story brick building with sawtooth monitors. By 1942, when part of the building served as an office for the Heat-Treating Department. Alcoa installed four gas furnaces for heat treating aluminum alloy tool steel; these furnaces remain in place. Adjoining the old laboratory building is the heat-treating furnace building, a one-story steel-frame structure erected in 1942. It contains a gable-roof monitor and houses three Stewart heat-treating furnaces manufactured by the Chicago Flexible Shaft Company. One of these heat-treating furnaces is still used. The Allegheny Valley Heat Treating Company occupies these buildings.

Alcoa built a number of other additions during World War II including a large four-story brick and steel-frame building, which probably served as a job shop and finishing department. It stands at the foot of Twelfth Street, just north of the Polishing and Stamping Department.

HISTORY: New Kensington was established by Pittsburgh real estate speculators who had incorporated as the Burrell Improvement Company. The site of the aluminum factory was on property acquired from this firm. Comprising three-and-a-half acres, the factory site was a strip of land bounded on the east by the Indian Run Branch of the Allegheny Valley Railroad and south to north from the Brownsville Plate Glass Company property to Eleventh Street. (The Burrell Improvement Company was successful in attracting other firms besides the Pittsburgh Reduction Company. The new companies that moved to New

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Kensington included the Excelsior Glass Works, Sterling White Lead Company, Bradley Stove Company, Hunt Air Brake Works, Pennsylvania Tin Plate Company, Glenn Drilling Company and Chambers' Glass Works.) In five years, from 1890 to 1895, the population of New Kensington increased from 200 to 10,000. Aluminum production ceased at New Kensington in 1896 when a new facility was built at Niagara Falls, New York, a site chosen because of its inexpensive and plentiful supply of electricity. (It takes about ten kilowatt hours of electric power to produce a single pound of aluminum.) New Kensington continued to supply alumina to the Niagara Falls plant, but in 1902 this production was transferred to a new plant at East St. Louis, Illinois.

By 1900 the New Kensington plant, now encompassing over fifteen acres, concentrated on metal fabrication and manufacture of new products, including special alloys, ingots, casting, sheets, rod and bars, cooking utensils, and job shop items. Cooking utensils were first produced in 1900 on the second floor of the old Excelsior Glass building, and the United States Aluminum Company was incorporated in 1901 to manufacture the cooking utensils with the Aluminum Cooking Utensil Company formed to sell them. This arrangement continued until 1925 when the Aluminum Cooking Utensil Company took over manufacturing as well as sales. These two companies employed 3,834 workers.

In 1971 Alcoa closed the New Kensington Works. Now operated under the auspices of the Schreiber Industrial District, the factory complex contains a variety of manufacturing concerns, including the Allegheny Valley Heat Treating Company, the American Drawn Steel Company, the Cannon Boiler Works, and a furniture-making and warehousing concern. A number of buildings are in poor condition and are slated for demolition.

Sources:

- Callahan, William. An employee of Allegheny Heat Treating Company and a New Kensington resident whose father was a machinist for Alcoa. Interview with Gray Fitzsimons, HAER Historian, June 4, 1993.
- Carr, Charles C. Alcoa: An American Enterprise. New York: Rinehart & Company, Inc., 1952.
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- Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1895, 1900, 1905, 1918, 1921, and 1948.

Alcoa: Wear-ever Building

Eleventh Street between 4th and 5th avenues
New Kensington

I.D. No.: 050

Construction Date: 1914

DESCRIPTION: The Alcoa Wear-ever building, erected in 1914, is located in New Kensington on Eleventh Street near the old Alcoa factory. It is a three- and four-story building exhibiting elements of

Beaux Arts Classicism; stretcher-bond red-brick walls; interior steel frame supporting concrete floors; flat roof; four towers and decorative brick and stone fretting on roof; towers with copper roofs topped with vases and embellished with stone gargoyles; the second and third floors feature an oriel with a stone facing and decorative motifs; paired and triple casement windows with stone lintels and decorative quoins; partially exposed finished ashlar foundation; stone steps lead to elaborate arched portico with leaded glass windows and double doors set in oak architraves and mullions; inside the portico is another group of five casement windows with stained glass insets. The walls inside the foyer feature marble wainscotting. The building now contains apartments.

HISTORY: This building served as the main offices of the Wear-ever Division of Alcoa, nationwide manufacturers of aluminum wares. Built in 1914, the building was converted into apartments in the 1970s.

Sources:

Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1911, 1915, and 1921.

The Westmoreland County Museum of Art, Greensburg, Pennsylvania. "A Photographic Survey of Westmoreland County, 4 November -- 1979 -- November 25," unpublished report.



Photo 50. Alcoa: Wear-ever Building. Photo by Christine Davis/Carmen DiCiccio.

Aluminum City Terrace

Off Rt. 780 at Aluminum City Drive then East Hills Drive
New Kensington

I.D. No.: 170

Construction Date: 1941

DESCRIPTION: The Aluminum City Terrace consists of 250 units located on a hilltop above the town of New Kensington. Two units, known as the Lower Terrace, are situated at a lower elevation. The living areas of all units were originally oriented to the south rather than to the single winding road that currently extends through the complex. The development contains two-story units with two or three bedrooms and

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one-story one-bedroom, both of which have been designed in the integrated style so popular in the 1920s and 1930s. All contain concrete-block foundations and facades of stretcher-bond buff-brick; cedar siding on rear; flat roofs with new aluminum sunshades along roof line on south facades; second story of southern side of house features a continuous horizontal band of windows; the north side of each house has small rectangular windows and vents; vertical wood siding surrounds doors; casement windows; partial basements for storage bins only; enclosed tool sheds on porches; single room additions. Interior: Odin ranges, American Standard bathroom plumbing and kitchen sinks, Semline water heaters; Hope's windows and screens; Lockwood door locks and hardware. Honeymoon Cottages: Eight one-story units of white vertical wood siding; flat roof; one bedroom; semi-detached; the foundation, originally wood piers on concrete footings, is now infilled. Community Center: stretcher-bond buff-brick with vertical wood siding above brick; infilled; flat roof; casement windows some infilled with glass blocks; originally had a demonstration kitchen; arts and crafts room, nursery and preschool playground. Administration Building: one-story stretcher-bond buff-brick, and wood siding; casement windows. In 1962, front porches and private gardens were added, and new aluminum sunshades replaced the original wood shades.



Photo 51. Aluminum City Terrace. Photo by Christine Davis/Carmen DiCiccio.

HISTORY: During World War II the U.S. Public Building Administration responded to a critical aluminum workers' housing shortage in New Kensington by commissioning architects Walter Gropius and his partner Marcel Bruer of Cambridge, Massachusetts, to design new workers' housing. Gropius created housing estates at Dessau and Berlin in Germany during the 1920s. The design was undertaken in May 1941 and the completed housing project was called the Aluminum City Terrace. The 250 multiple-unit buildings included one, two, and three bedroom units and a few honeymoon cottages. The units were randomly scattered in thirty-eight rows, and were situated 2 miles east of New Kensington. Erected at

a cost of \$3,200 per unit by the government, the houses were inexpensive but were criticized by townspeople because of the austere appearance of the brick and wood exteriors. The project was operated by the federal government during the war, and in 1947 was offered to the city for use as low-rent housing. After the city rejected the government's offer the project was purchased by the Aluminum City Terrace Housing Association in October 1948. The Association is a corporation owned by the tenants and is governed by a board of directors that is elected every three years. The units were altered in 1962 when their backs were changed into fronts by adding new porches and private gardens, and the original wooden sunshades were replaced with aluminum sunshades.

Sources:

Focus Magazine. Tribune Review, January 16, 1983.

Journal of Housing, 10 (October 1953).

Lore of Yore: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington: New Kensington Women's Club of New Kensington, 1986.

oker, Franklin. Pittsburgh: An Urban Portrait. University Park: Pennsylvania State University Press, 1986.

American Cyanamid and Chemical Company

I.D. No.: 189

.5 mi. N of Rt. 30 on unnamed road off Rt. 982

adjacent to Loyalhanna Creek

Construction Date: 1938

Latrobe

DESCRIPTION: Approximately fifteen buildings once comprised the American Cyanamid Company. When Latrobe Steel Company purchased the complex, all but three storage buildings were removed. The extant one-story structures are constructed of brick and terra cotta, have concrete-block foundations, and gable or hipped roofs. The complex is now vacant and has been purchased by Timken Inc.

HISTORY: The site was originally occupied by a coal company, which maintained a bank of coke ovens. When American Cyanamid and Chemical Company assumed ownership, it converted these ovens to steam power and used them as laboratories. A manufacturer of powder and other explosives (similar to the products produced by the Standard Railway Fusee Company of West Newton) this firm employed 166 workers in 1947 and 200 workers in 1941. Corporate headquarters of this firm were located at Rockefeller Plaza, New York. The Latrobe Steel Company now owns this site, and uses the two remaining buildings for storage.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eleventh Industrial Directory of Pennsylvania, 1946. Harrisburg: State Printer, 1946.

American Window Glass Company:

I.D. No.: 297

Derry Glass Sand Plant

Chestnut Ridge off Ligonier St.

Construction Date: ca. 1900

Derry

DESCRIPTION: The American Window Glass Sand Plant is located near the town of Derry. The Chestnut Ridge quarry site is located one-and-a-quarter miles above the plant and was connected to the mill by a tram railway. Gravity transported the tram cars down the mountain while a hoisting engine

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returned the cars to the quarry. When returning from the quarry site, the miners often hitched a ride in the tram cars.

Three deep wells, drilled from 450-500' in depth, provided the necessary water for washing the sand. Four 8-foot chaser mills, three steam driven and one powered by an electric motor, helped to process 800 tons of sand per day in 1914. Approximately half of the sand prepared at the complex was used by the company to produce window glass, and half was used by plate-glass manufacturers as grinding sand.

HISTORY: See American Window Glass Company: Factory No. 1 at Arnold

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
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- "History of Jeannette: Industries of Jeannette," Jeannette: Bicentennial Committee, 1976.
- Innes, Lowell. Pittsburgh Glass 1791-1891 A History and Guide for Collectors. Boston: Houghton Mifflin Company, 1976.
- "Jeannette Pa. 50th. Anniversary Issue," Daily News-Dispatch, May 2, 1938
- Perry, Josephine. The Glass Industry. New York: Longmans, Green and Company, 1945.

American Window Glass Company: Factory No. 1 at Arnold

I.D. No.: 052

N. of Drey (19th) Street, W. of Constitution Blvd.
Arnold

Construction Date: 1892

DESCRIPTION: The American Window Glass Factory No. 1 at Arnold is located on a terrace adjacent to the Allegheny River. Office Building: red brick, stretcher bond; two-and-a-half stories with full, partially exposed basement; measures 65' x 39'; hipped roof of slate; ashlar foundation; first floor has central Romanesque arch of brick with ashlar steps leading to in antis portico; on first floor, arched segmented windows and windows with lintels; second floor has multipaned windows with flat and round arches, ashlar sills and brick labels above round arched windows; string course of brick above second story windows; string course of ashlar divides window sections; wooden dentil work at cornice; decorative roof brackets.

Melting Building No. 2: red brick, common bond; two-and-a-half stories; metal roof; brick bearing walls with pilasters; steel framing; multipane casement windows; half round windows bracket arched windows on second floor with porthole window above; machinery removed and building gutted. Melting Building No. 3: red brick, common bond; three stories; metal roof; coursed rubble stone foundation; steel fan Fink trusses; brick bearing walls with pilasters; half-round windows bracket a series of six arched windows with brick voussoirs and brick labels, porthole window above; attached is one-story carpenter shop. Machinery: yellow brick kilns, furnace, glass cutting machines, drawing and cutting machinery for Fourcault process.

Cutting Room and Flattening House: double building of red brick, common bond; one and one-and-a-half stories; corrugated metal roof supported by steel trusses and wooden rafters; coursed rubble stone foundation; brick bearing walls with pilasters; brick floors; multipane casement windows and one-over-one-light double-hung windows; metal shoots on exterior wall.

Warehouse: red brick, common bond; two stories; metal roof; coursed rubble stone foundation; most windows infilled with brick; brick bearing walls with pilasters.

Batch Plant: six silos of sheet metal with concrete foundations and conveyor belt across top; mixing machines on lower level intact. Stack: brick with concrete base; used for natural gas. Producer House: red brick, stretcher bond; three stories; metal roof with monitor; multipane casement windows; steel framing and support beams with pin connections; exterior iron support brackets; vacant and in ruins. Recent metal and yellow brick buildings complete the existing complex.



Photo 52. American Window Glass Company, Arnold. Batch Plant. Photo by Jet Lowe.

The buildings in the glass plant are currently owned by the Burrell Construction Company and function for raw material storage. The box-making shop collapsed in 1977. The tank furnaces and all of the Fourcault window-glass machines have been removed from the buildings. Also, the gas producer house was recently demolished. Two drawing machines stamped "Sommerfeld Machine Company, Braddock, Pennsylvania" stand outside the carpenter shop.

Part of the batch plant has also been demolished but a small electric car used to transport the raw materials remains. The cab has a wooden door with a plate proclaiming "GE Switcher" patented 1907. A plate affixed to the outside of the car was inscribed "Built by Atlas Car and Mfg. Co., Cleveland, Ohio, for Bollinger-Andrews Construction Co. Designing Engineers and Contractors, Structural Works and Foundry, Verona Pennsylvania, Offices, Pgh., Pa."



Photo 53. American Window Glass Company, Arnold. Melting Building No. 3. Photo by Jet Lowe.

HISTORY: The Chambers Glass Works was built in 1892 by James Chambers and family, who had been business partners in the McKee-Chambers Glass Company of Jeannette. Construction of the new Arnold glass plant was completed in 1892, and by 1905 it was one of the largest single window glass plants in the world, employing nearly one thousand workers. The hundreds of new jobs created by the factory resulted in a housing shortage, and the company contracted with the Kensington Improvement Company to erect new workers' houses. Some 100 houses were erected in 100 days. All glass produced at the factory was handblown by skilled craftsmen, and many Belgian and French craftsmen were drawn to the new Arnold glass factory. Blowers were paid on a footage basis, and their rate was the highest of all glass workers. Gatherers and flatteners were paid on a piece basis, but their rate was based on a percentage of the earnings of the glassblower. Cutters were paid on a straight piece rate. John Lubbers, who was employed as a flattener at the plant, invented a machine for drawing glass cylinders that made the handblown method obsolete in 1903. The Lubber process used a circular metal "bait" about ten inches in diameter that was lowered on the end of a heavy blowpipe into the surface of the molten glass. It was then removed slowly and by using carefully controlled compressed air for blowing, and an electrical hoist for lifting, a cylinder of glass as large as 45' long and 48" in diameter could be drawn. The cylinder was then split, flattened, annealed and cut into window lights. This process permitted the production of larger window lights at a reduced cost. The first commercial cylinder drawn by this process measured 5' to 6' in length by 8" to 10" in diameter. American Window Glass installed Lubbers machinery in all its plants by 1907. But there were problems with the quality of the glass produced by the Lubbers method that were overcome when the company installed machines using the Fourcault method in 1927. The Fourcault process made glass by drawing it vertically in flat sheets, and since the process was continuous with the raw materials entering at one end of a tank-machine and exiting at the other end, the result was a

perfectly flat and continuous ribbon of glass (which was cut off at intervals into sheets). This new process produced a degree of flatness and uniformity of thickness that was impossible to attain with the earlier technology. The Chambers Glass Company became Factory No. 1 of the American Window Glass Company in 1899, which merged with Saint Gobain in 1958 to form American-Saint Gobain. This firm had factories at Arnold, Jeannette (Factory 2) and Belle Vernon, and made a variety of glasses which were sold under various patented names. As of 1938 these included: Plexite, a laminated safety glass that "gives" under impact, provides clearness of sight and shuts out noise, intended for aircraft and automotive use; Armorlite, a bulletproof glass that provides positive protection against gun fire, approved by Underwriters Laboratories, Incorporated; Lustragold, a new amber glass for decorative works; Lustrawhite, a high-quality picture glass; and Lustrablu, a translucent blue glass for mirrors, tabletops and other ornamental purposes. The company also produced photographic glass, bulb edge glass, ground glass and chipped glass. The company made special glass for industrial and scientific purposes. Some of this glass is made as thin as 25/1000 of an inch.

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American Window Glass Company: Jeannette Plant

I.D. No.: 149

9th St. and Clay Avenue
Jeannette

Construction Date: 1892

DESCRIPTION: Office: red brick, Flemish bond; two-and-a-half stories; hipped roof of terra cotta with brick cupola; brick dentil and fret work at eaves; arched windows with brick voussoirs; massive arch of rusticated stone over in antis portico; large rectangular arch of ashlar with in antis portico on rear elevation; ashlar foundation; metal owls at cornice corners.

Furnace Building No. 2 (Breaker Floor No. 3): red brick, common bond; two-and-a-half stories; corrugated steel roof; multipaned casement windows; Fink trusses; steel frame structural system; furnace for making molten glass and machinery for the Fourcault process downstairs; basement level has steel support system with refractory brick; attached building has four yellow brick kilns with wood and iron doors used for baking the debbies.

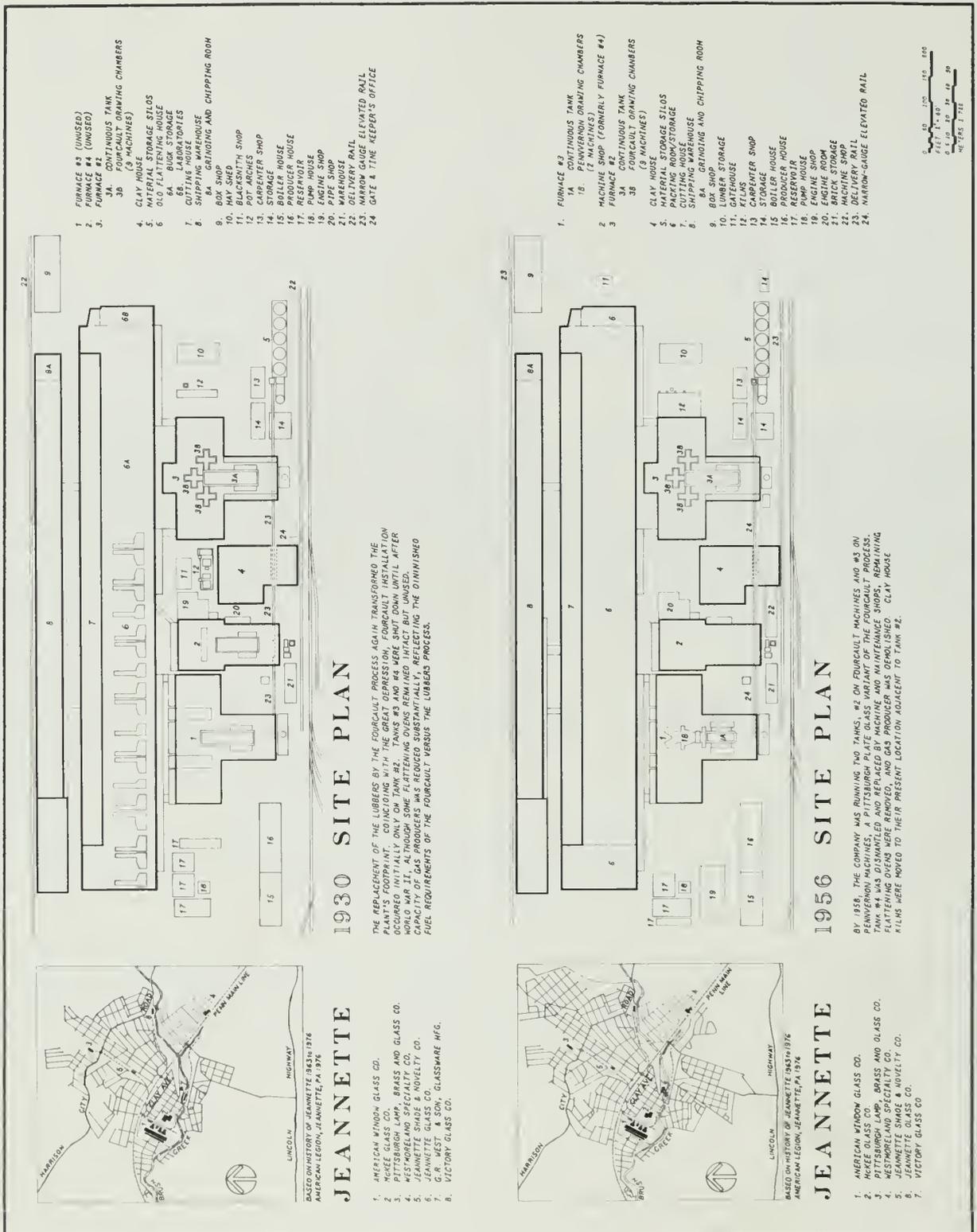


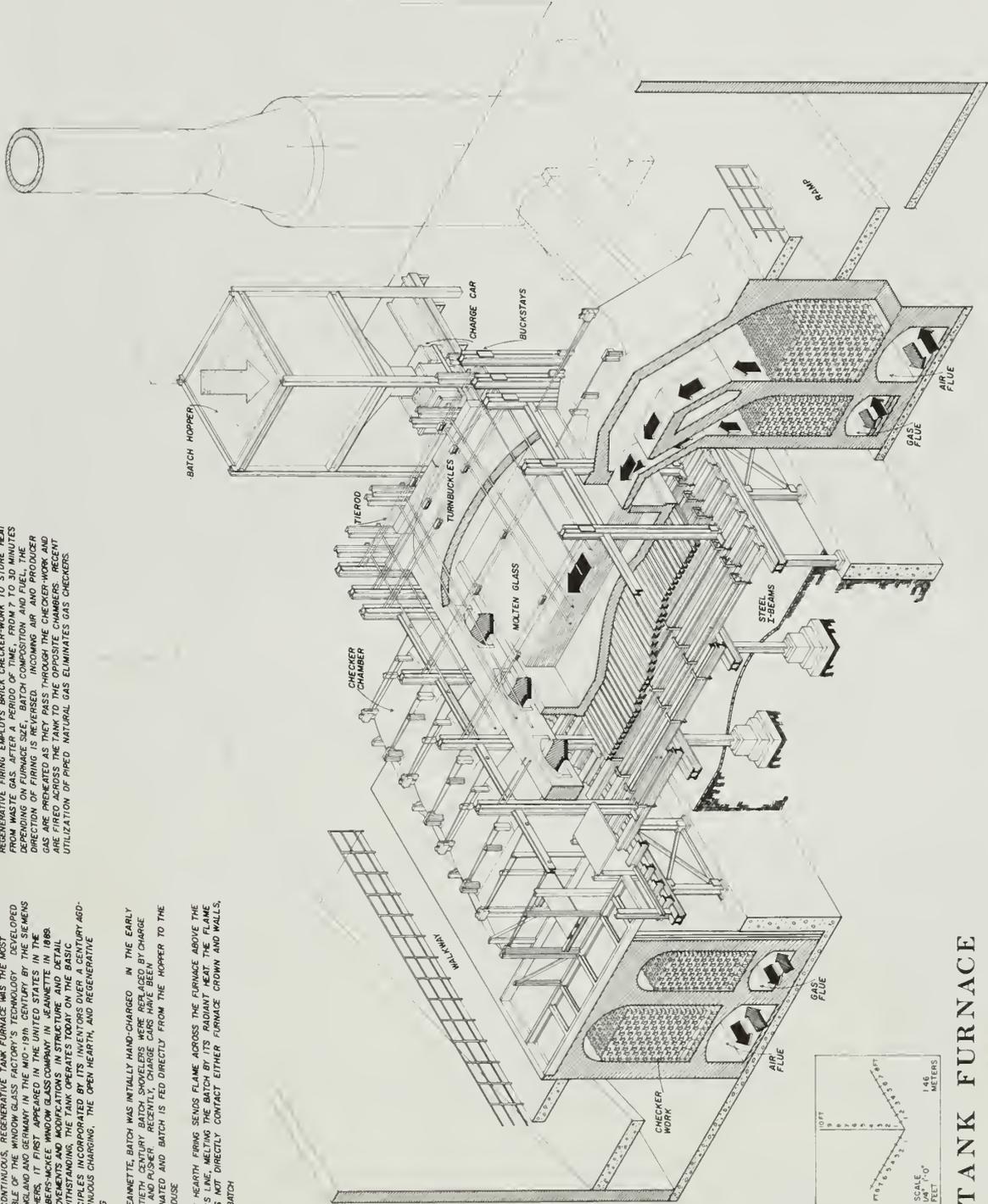
Figure 54. American Window Glass, site plan. Delineated by Victoria Fleming and Amy McGroarty.

THE CONTINUOUS, REGENERATIVE TANK FURNACE WAS THE MOST DURABLE OF THE WINDOW GLASS FACTORY'S TECHNOLOGY DEVELOPED IN ENGLAND AND GERMANY IN THE MID-19TH CENTURY BY THE SIEMENS SYSTEM. THE SIEMENS SYSTEM WAS A REGENERATIVE FURNACE WITH CHAMBERS-HECKS WINDOW GLASS COMPANY IN SEAMETTE IN 1888 IMPROVEMENTS AND MODIFICATIONS IN STRUCTURE AND DETAIL. NOTWITHSTANDING, THE TANK OPERATES TODAY ON THE BASIC PRINCIPLES INCORPORATED BY ITS INVENTORS OVER A CENTURY AND CONTINUOUS CHANGING, THE OPEN HEARTH, AND REGENERATIVE FIRING.

AT SEAMETTE, BATCH WAS INITIALLY HAND-CHARGED. IN THE EARLY TWENTIETH CENTURY BATCH SHOVELERS WERE REPLACED BY CHARGE CARS AND PUSHERS. RECENTLY, CHARGE CARS HAVE BEEN ELIMINATED AND BATCH IS FED DIRECTLY FROM THE HOPPER TO THE DOORHOUSE.

OPEN HEARTH FIRING SENDS FLAME ACROSS THE FURNACE ABOVE THE GLASS LINE, MELTING THE BATCH BY ITS RADIANT HEAT. THE FLAME DOES NOT DIRECTLY CONTACT EITHER FURNACE CROWN AND WALLS, OR BATCH.

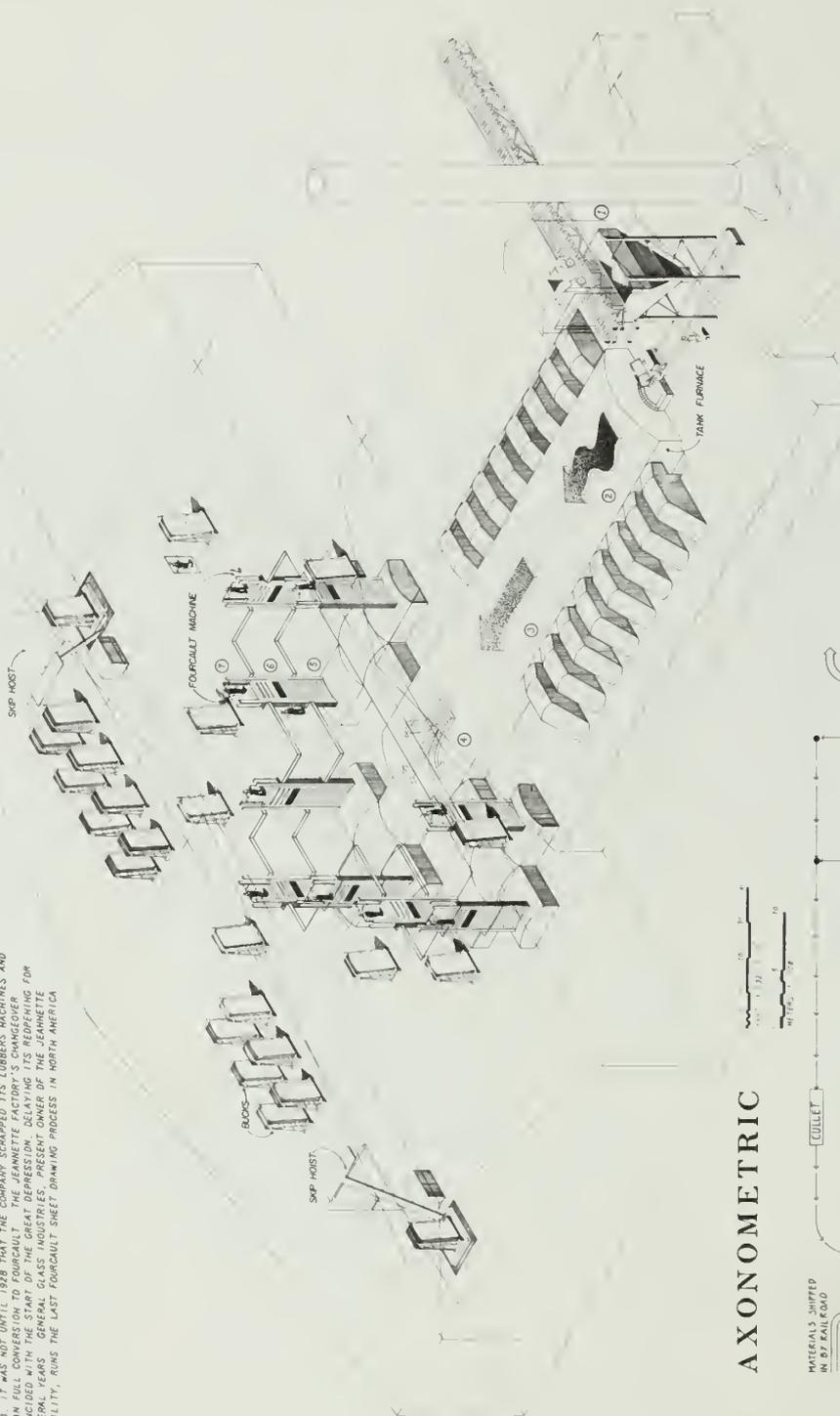
REGENERATIVE FIRING EMPLOYS BRICK CHECKER-WORK TO STORE HEAT FROM WASTE GAS. AFTER A PERIOD OF TIME, FROM 7 TO 30 MINUTES, WASTE GAS IS REVERSED. THE WASTE GAS IS REVERSED IN THE DIRECTION OF FIRING IS REVERSED. INCOMING AIR AND PRODUCER GAS ARE PREHEATED AS THEY PASS THROUGH THE CHECKER-WORK AND ARE FIRED ACROSS THE TANK TO THE OPPOSITE CHAMBERS. RECENT UTILIZATION OF PHED NATURAL GAS ELIMINATES GAS CHECKERS.



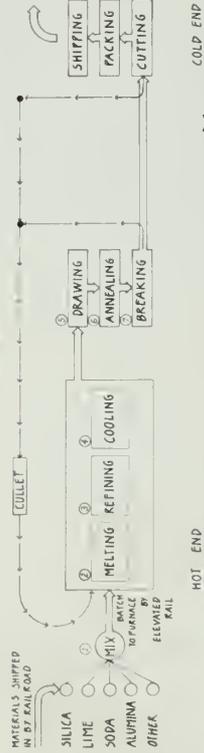
TANK FURNACE

Figure 55. American Window Glass, Tank Furnace. Delinated by Amy McGroarty.

THE FOURCAULT PROCESS FOR MAKING WINDOW GLASS DIFFERS FROM THE HAND-BLOWN AND LUBBERS MACHINE PROCESSES BY SHIPPING THE DRAWING BLOCK TO THE BREAKER PLATFORM AND THEN TO THE SHEET DRAWING MACHINE. FOURCAULT FIRST PATENTED HIS SHEET DRAWING MACHINE IN 1904. THE SAME YEAR THE AMERICAN WINDOW GLASS COMPANY INSTALLED LUBBERS CYLINDER MACHINES IN ITS JEANETTE FACTORY. IT WAS NOT UNTIL THE PERIOD OF THE FIRST WORLD WAR, WHEN BELGIUM WAS UNDER GERMAN OCCUPATION, THAT HE REPERFECTED THE DRAWING OF THIN SHEET GLASS. ALTHOUGH THE AMERICAN WINDOW GLASS INDUSTRY HAD BEEN IN EXISTENCE SINCE 1880, THE JEANETTE FACTORY WAS THE FIRST IN THE U.S. IT WAS NOT UNTIL 1928 THAT THE COMPANY SCRAPPED ITS LUBBERS MACHINES AND BEGAN FULL CONVERSION TO FOURCAULT'S. THE JEANETTE FACTORY'S CHANGEOVER COINCIDED WITH THE START OF THE GREAT DEPRESSION, DELAYING ITS REDREPPING FOR SEVERAL YEARS. GENERAL GLASS INDUSTRIES, PRESENT OWNER OF THE JEANETTE FACILITY, RUNS THE LAST FOURCAULT SHEET DRAWING PROCESS IN NORTH AMERICA.



AXONOMETRIC



THE FOURCAULT MACHINE HAS TWO MAIN PARTS. THE CLAY DRAWING BLOCK AND THE BREAKER PLATFORM. THE DRAWING BLOCK IS A CONTINUOUS REGENERATIVE TANK FURNACE NOT UNLIKE THE ONE FIRST INSTALLED IN THE CHAMBERS-MACREE WINDOW GLASS COMPANY IN 1880. REACHING THE DRAWING CHAMBER, THE "METAL" IS FORCED UP THROUGH A SLIT IN THE DEBI AND IS THEN DRAWN UP THROUGH THE ROLLERS A DISTANCE OF 20 FEET TO THE BREAKER PLATFORM. THE SHEET IS THEN CUT OFF AT THE TOP OF THE PLATFORM AND PLACED ON A BUCK TO BE TRANSPORTED TO THE CUTTING ROOM.

REFERENCE: REFER TO DRAWING SHEETS NO. 14 15

FOURCAULT PROCESS

Figure 56. American Window Glass, Fourcault Process. Delineated by Cecilie Trolle and Sanford Garner.



Photo 57. American Window Glass Company, Jeannette. Batch Plant. Photo by Jet Lowe.

Furnace Building No. 3: red brick, common bond; gable roof of corrugated metal with monitors, ventilators, and brick chimney; multipaned casement windows; fan Fink trusses; Penn Vernon sheet drawing machines. Furnace Building No. 4: red brick, common bond; corrugated roof with monitor; ashlar foundation now stuccoed; arched windows with triple brick voussoirs; fan Fink trusses, furnace machinery removed.

Old Clay House: three-story broken-course ashlar; roof damaged by fire in 1987 and no longer extant; pairs of one-over-one-light double-hung windows with wood lintels and sills; timber post-and-beam construction; narrow floor boards; building functioned for the production of large clay shapes, including tank blocks and clay debbies used in the vertical drawing process; third floor for shaping the debbie, second floor for drying and first floor for clay preparation and supply storage; one-and-a-half-story ashlar ell addition to the rear of the building; now functions as a machine shop for turning Fourcault rollers.

New Debitouse Finishing Room: four benches in the un-cut glass storage building; reserved for the crafting of the clay debiteuse; monorail for transporting objects made by Loudon Manufacturing Company of Fairfield, Iowa, and moved to this room from old clay house.

Un-Cut Glass Storage/New and Old Cutting Rooms/Warehouse: original buildings now interconnected; broken course ashlar on original first floor with red brick, common bond addition of second and third stories; on first floor, arcades of arched bays with ashlar voussoirs now infilled; other windows are multipaned double-hung and have iron beams or timbers for lintels; gable roofs of metal; fan fink steel trusses.



Photo 58. American Window Glass Company, Jeannette. Fourcault Machine. Photo by Jet Lowe.

Lumber and Material Storage: frame with corrugated steel; one story; red brick, common bond foundation. Box Shop: red brick, common bond; one-and-a-half stories; gable roof with monitor; addition to rear. Powerhouse: red brick, stretcher bond; hipped roof of slate; multipane casement windows; concrete foundation. Batch Plant: large metal silos to store raw materials; conveyor belt to carry materials to the furnace.

The old Clay House and Factory No. 3 are vacant. Factory No. 4 now serves as the maintenance building. An extensive underground tunnel system for transporting producer gas is beneath the ground surface of the complex. A narrow-gauge railroad with trestles once passed over the plant. The present owners, the General Glass Corporation, produce glass by the vertical Fourcault process, the only company in America still manufacturing glass with this system.

The production of the clay debiteuses used to form the hot glass as it is drawn up to the cutting room is a highly skilled craft involving chiseling and smoothing the blank debbie to the precise dimensions required by the Fourcault process. Ten to twelve days of hand labor are required to prepare a single debbie, and only two skilled workers are available to perform this task.

General Glass Corporation has offered the original Clay House for use as a local museum. An extensive company archival collection is located in the basement of the office. A framed blueprint of the plant, drawn on September 1, 1892, hangs in the second floor of the office building.



Photo 59. American Window Glass Company, Jeannette. Old Clay House. Photo by Jet Lowe.

HISTORY: In 1889, James Chambers and H. Sellers McKee lit the fires in their new window glass factory at Jeannette, Pennsylvania, approximately 30 miles east of Pittsburgh. Situated in the rich natural gas fields of rural Westmoreland County and adjacent to the mainline of the Pennsylvania Railroad, the new factory was the largest and most advanced window-glass facility in the country. Its first continuous melting tank--an innovation in the American industry--contained spaces for seventy-two blowers, three times the number working at the largest of the country's window houses in the 1880s. By 1891, when two more tanks were completed, the plant's capacity of 192 blowers was more than five times that of the next largest factory. The factory's layout provided for the efficient movement of glass from blowing to flattening to cutting, a clear departure from the duplicated, haphazardly spaced facilities characteristic of conventional window glass houses.

Although Chambers and McKee shared similar backgrounds and interests, their partnership was short-lived. When his other investments soured in 1891, Chambers declared bankruptcy and McKee forced him out of the window-glass company. Undaunted, Chambers attracted new investors and built an identical window house on the Allegheny River in nearby New Kensington, in an area soon to become the borough of Arnold.

Following the depression of the 1890s, at the peak of the largest merger movement in American history, cutthroat competition among the industry's numerous small firms prompted Chambers to organize the American Window Glass Company (AWGC), the industry's first trust. Merging forty-one of the industry's eighty factories, including McKee's in Jeannette and his own in Arnold, Chambers hoped to control production and markets and eliminate remaining small producers. That hope was never realized.

Manufacturing and Bulk Products

Until World War I, the AWGC enjoyed a 50 percent market share, but lost ground steadily thereafter. By the Great Depression, the company ranked third in window-glass output, after Libbey-Owens-Ford and Pittsburgh Plate Glass. The American Window Glass Company ceased to exist as an individual entity upon its merger with the massive French glass firm of St. Gobain in 1958.

Throughout its early history, the Jeannette factory was at the cutting edge of the industry's technology. But even the innovative tank furnace installed in 1889 did nothing to mitigate manufacturers' dependence on four groups of highly skilled craftsmen--gatherers, blowers, flatteners and cutters. Then, in 1903, after nearly a decade of research and an investment of over one million dollars, Chambers and flattener-inventor John Lubbers installed the first successful mechanical blowing machines into the plants of the AWGC. The Lubbers cylinder process permanently displaced blowers and gatherers from window glass production in AWGC factories and underwrote the company's market prominence for over two decades. By the 1920s, though, competing sheet-drawing technologies had eroded the AWGC's competitive edge. In 1928, it replaced Lubbers cylinder with Fourcault sheet-drawing machines and eliminated the jobs of the flatteners. To this day, the Jeannette factory still operates the Fourcault process, the last plant in North America to do so, although even the hand cutters have been replaced by cutting machines. See also American Window Glass Company: Arnold Plant.

Sources:

See American Window Glass Company: Factory No. 1 at Arnold

Booth and Flinn Company: Quarry

I.D. No.: 089

S side of Rt. 30 E
Longbridge (vic.)

Construction Date: 1874

DESCRIPTION: Archeological remains of the box forge, explosives house, and other stone foundations as well as the quarry high wall are situated at the Darlington Road juncture with Route 30. The roadbed for Rt. 30 covers the original tracks for the Ligonier Valley Railroad used by Booth and Flinn for transporting its Belgian blocks to Pittsburgh. The early quarry site is abandoned and is now owned by Western Pennsylvania Conservancy.

HISTORY: The Booth and Flinn Company was established in 1877. William Flinn and his first business partner, James J. Booth, operated extensive stone quarries at McChance, Torrance, and Bolivar, producing Ligonier granite for building purposes. Booth and Flinn employed 102 workers at Bolivar and ninety-five workers at McChance in 1919. The firm also manufactured bricks at its facilities at Ruch's Hill, and by the 1890s was producing 100,000 bricks a day.

Loyalhanna Limestone was first quarried at the Longbridge site by John Oursler in 1874. Booth and Flinn acquired the large quarry site in 1888 and maintained an extensive operation there by supplying Belgian blocks for the paving of Pittsburgh's streets. Flinn, an influential local politician in Pittsburgh (he was chairman of the Republican party of Pittsburgh from 1881-1901, and a member of the House of Representatives from 1879-1881) also served as Pittsburgh's street contractor. In 1888 the quarry face was 1,100' long and 65' wide with twenty-six block-markers producing three carloads of blocks per day. Production during that year was twenty-five tons per day with the material conveyed to railroad cars by means of a long trestle.

Steam-driven rock crushers powered by 54-horsepower boilers processed the small rock fragments, and screens were utilized to sort material for use as ballast, walkways, or macadam. Steam engines were also used to pump water to the boilers. Compressed air powered the drilling machines, and natural gas burners were used to light the quarry for the night shift. Approximately 115 block makers, drillers, engineers and laborers were employed by Booth and Flinn in 1888.

More than 100,000 tons of paving block were hauled to Pittsburgh each year by the railroad via the Pennsylvania Mainline connecting route at Latrobe. Booth and Flinn continued operations at the quarry site at least as late as 1941. The Ligonier Valley Railroad closed in 1952, and some of the last limestone transported from the quarry by the Ligonier Valley Railroad was used for construction of the Conemaugh Dam.

Sources:

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- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eleventh Industrial Directory of Pennsylvania, 1946. Harrisburg: State Printer, 1946.
- Stevens, Sylvester. Pennsylvania, Titan of Industry. New York: Lewis Publishing Company, 1948.
- Story of Pittsburgh. Pittsburgh: n.p., 1919.

Brant Tannery and Mill

I.D. No.: 161

Jacob Miller Rd. 15 mi W of Rt. 381
Rector, Ligonier Twp.

Construction Date: ca. 1850

DESCRIPTION and HISTORY: The ruins of the Brant Tannery and Mill, located on a floodplain of Linn Run in Rector, consist of the rubble stone foundation, a tall red-brick, common-bond chimney, and associated archeological features.

Bryce Glass Company: Mount Pleasant Factory

I.D. No.: 041

End of Depot St.
Mt. Pleasant

Construction Date: 1895

DESCRIPTION: Although many of the original buildings composing the Bryce Glass Company are still extant, the machinery has been removed and the complex converted to a furniture warehouse. Smoothing and Polishing House: Original building measures 134' x 60'; red brick, common bond; two stories with full basement; low gable roof with boxed cornice; coursed rubble stone foundation; twelve-over-twelve-light double-hung windows with brick voussoirs, some infilled. Adjoining the original building is a pre-1927 L-shaped addition of red brick, common bond, measures 181' x 172', and is nearly identical architecturally; functioned for sand blasting, etching, and packing. Office: small building attached to north elevation of smoothing and polishing house; red brick, common bond with soldier course; one story; measures 30' x 18'; six-over-six-light double-hung windows. Factory: red brick, common bond; one-and-

Manufacturing and Bulk Products

a-half stories with full basement; two brick stacks; slate roof with monitor and two tall brick stacks; ashlar foundation; gable has slate shingles and two windows with elliptical arches and fan lights; brick corbelling at cornice; an arcade of round arched double doors with transoms; basement also has arched doors opening onto railroad; brick bearing walls with timber post-and-beam construction; interior concrete and brick floor; two extant furnaces with twelve kilns in each. Warehouse: red brick, common bond; one story; buildings line railroad and may incorporate original hay warehouse and the wooden crate and barrel factory. Machine Shop and Conveyor: Attached to factory and furnace house; red brick, common bond; one story with basement; ashlar foundation; windows infilled; flat roof. New Factory: red brick, stretcher bond; measures 110' x 81'; monitor on asphalt roof; abandoned. The exterior kilns are no longer extant.



Photo 60. Bryce Glass Company, Mount Pleasant. Factory. Photo by Christine Davis/Carmen DiCiccio.

HISTORY: James Bryce was born in Scotland and arrived in Philadelphia in 1818. In 1827, at the age of 15, he was apprenticed to the Bakewell, Page, and Bakewell Glass Company of Pittsburgh for a period of six years. He remained with this firm as a journeyman for another eight years. He worked as a grocer during the 1837 depression, and for Mulvaney and Ledlie in 1845 following the depression. Bryce, along with the McKee brothers, opened a glass factory on Pittsburgh's Southside in 1850 called Bryce, McKee and Company. The company produced pressed flint tableware, lamps, apothecary glassware, and bottles. After their partnership dissolved in 1854, Bryce formed a new company called Bryce, Richards & Company. This company became Bryce Walker & Company in 1865 when William Walker joined the partnership, and after Walker left the partnership in 1886 the firm was renamed Bryce Brothers. Bryce opened a new glass factory with his three sons at the unused Brudewold Steel Plant in Hammondville, Fayette County. Because the mill proved inadequate for glass production and the site poorly located for future glass expansion, the company moved to Mount Pleasant in 1889. One of the motivations for

relocating to Mount Pleasant was the fact that the citizens of that town had posted a \$20,000 bond to help defray the cost of the plant's construction (which was expected to reach \$35,000). James Bryce died during this transitional period and his three sons undertook operation of the new firm under the name Bryce Brothers. The company moved to Depot Street in Mt. Pleasant in 1895 with one twelve-pot furnace. Hand-made lead crystal glassware was produced at this new plant, with naturalistic patterns that included strawberry, thistle, and grape motifs, and curled leaf designs. A. C. Revi in American Pressed Glass attributes more than fifty patterns to the Bryce firm. The firm prospered and a second furnace was soon added at a cost of \$15,000. By 1900 the factory employed 400 persons. Bryce Brothers employed 553 employees in 1916, 677 employees in 1919, 372 employees in 1931, 366 employees in 1935, 495 employees in 1941, and 268 employees in 1947. The Lenox Corporation acquired the Bryce Brothers Glass Company in 1965, and built a \$3.5 million plant on a fifty-acre site located on Route 31, east of Mt. Pleasant. The 145,000-square-foot plant replaced the original Bryce building. The new facility was the first new American factory erected since 1905 for the sole production of lead glass. Initially employing 325 workers, this automatic facility had twenty-eight single-pot recuperative furnaces producing stemware, china, and plastic tableware that is sold to 3,000 retail stores. All the crystal products for United States Embassies are provided by this company.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
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Byer Grist Mill and Distillery

I.D. No.: 281

Armbrust-Hecla Road at Weaver's Old Stand
 Armbrust, Mt. Pleasant Twp.

Construction Date: 1799, 1850

DESCRIPTION AND HISTORY: The Byer Grist Mill and Distillery at Weaver's Old Stand is an archeological site consisting of the mill's stone foundation with associated tall brick chimney. The chimney is approximately 30' high and rises from an ashlar foundation. According to the owner, the structure was built in 1799 as a distillery but was converted to a grist mill by M. M. Byer in 1850. The mill burned in 1890. In the owner's adjacent residence, one of the burr stones has been utilized as a mantel and the fly wheel as a wall hanging.

Manufacturing and Bulk Products

Coca-Cola Bottling Company: Greensburg

I.D. No.: 287

West Otterman St.
Greensburg

Construction Date: 1933

DESCRIPTION: This one-story common-bond red brick building housed the Cocoa Cola Bottling Company; there are concrete additions to the front and back.

This plant is the second structure owned by the Greensburg Coca Cola Bottling Company. The first plant, a two-story brick building now extensively remodeled as the Greensburg Institute of Technology, is situated at 302 West Otterman St.

HISTORY: The Greensburg Coca-Cola Bottling Company began operation in 1926 on Alwine Avenue with seven employees, three delivery trucks and a bottling capacity of fifteen bottles per minute. The company moved from the original Alwine facility to its new plant at 300 Otterman Street in 1933. The rationing of sugar and other vital supplies greatly curtailed the bottler's business during World War II, but business recovered after rationing ended in 1947. The facility employed six workers in 1935 and eighteen workers in 1947. By 1949 the company had twenty-five employees, owned sixteen trucks, and had a bottling capacity of 160 bottles per minute. The company opened a new plant in 1957.

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Crescent Manufacturing Company

I.D. No.: 117

Crescent Ave. on Jacobs Creek adjacent to the PRR
Scottdale

Construction Date: 1903

DESCRIPTION: The Crescent Manufacturing Company is located on Jacobs Creek adjacent to the Pennsylvania Railroad in Scottdale. Foundry: red brick, common bond; one story; multiple additions form a complex measuring approximately 250' x 200'; gable roof of corrugated metal; foundation stuccoed with cement; exterior brick pilasters; arched windows with double brick voussoirs, many infilled; concrete block addition. Office: red brick, common bond; one-and-a-half stories; four-square roof of slate with dormer; foundation stuccoed with cement; arched windows with double brick voussoirs and stone sills. A plumbing supplier utilized the buildings until recently. The structures are now vacant.

HISTORY: Originally located in Connellsville, Crescent Manufacturing Company moved to Scottdale in 1903. At that time Crescent built a large brick building to make plumbing supplies, and situated the building on the Mount Pleasant spur of the Pennsylvania Railroad. The company employed eleven workers in 1916. After Crescent vacated the site it was occupied by a succession of businesses, including the Electrolithio Company, United States Ozone Company and the Scottdale Ozone Company. The Albert Shirer family of Scottdale operated Scottdale Ozone, which maintained a foundry that made cast-iron molds. The firm employed twenty-seven workers in 1947. The facility was abandoned by December 1989.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
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Derry Brick Company

I.D. No.: 199

333 Third St.

Derry

Construction Date: 1902

DESCRIPTION: The original Derry Brick Company buildings have been incorporated into the Westinghouse Electric and Manufacturing Company's Derry Plant. Building B of the plant, now the Clay Preparation Building, includes the earlier brick company's building as well as several new additions constructed by Westinghouse. The original one-story structure was built of red brick, common bond, with original storage bins still extant.

HISTORY: The Derry Brick Company opened in 1902. Located next to the Derry China Company, W. J. Harvey, Keeling and Ridge owned and operated the brickyard. About 1908 both the Derry Brick Company and the Derry China Company were acquired by the Pittsburgh High Voltage Insulator Company, which made porcelain electrical insulators. Pittsburgh High Voltage used the existing kilns of these two facilities to fire its insulators. Eventually the company connected the two facilities. The Westinghouse Electric & Manufacturing Company (Derry Works) acquired the plant in 1927.

Sources:

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Derry China Company

I.D. No.: 198

333 Third St.

Latrobe

Construction Date: 1902

DESCRIPTION: The original buildings constructed by the Derry China Company were purchased by the Pittsburgh High Voltage Insulator Company and eventually incorporated into the Westinghouse Electric and Manufacturing Company of Derry (see entry). Factory: red brick, common bond; one story; flat roof with monitor; original arched window with double voussoirs now infilled with glass blocks or casement windows; a series of seven circular "beehive" kilns now replaced by yellow brick tunnel kilns.

The following rooms were present in the original factory: mold shop, pressing, bisque, dipping, glazing, packing, decorating, drying and storage. Now Building A of Industrial Ceramics Inc., the structure continues to function as a manufacturing facility.

HISTORY: The Derry China Company opened at Derry Station in 1902 with seven kilns making semiporcelain and hotelware, dinner sets, toilet sets and short sets of odd dishes. Derry China Company ceased operation in 1905, and the Sevres China Company from East Liverpool, Ohio, occupied the site

Manufacturing and Bulk Products

until 1908. At that time the company was acquired by the Pittsburgh High Voltage Insulator Company, which also purchased the adjacent Derry Brick Company. The kilns of the Derry China Company and the Derry Brick Company were used to fire the porcelain electrical insulators produced by Pittsburgh High Voltage Insulator. The Westinghouse Electric & Manufacturing Company (Derry Works) acquired the plant from Pittsburgh High Voltage in 1927, and Industrial Ceramics Inc. (I. C. I.) purchased the plant from Westinghouse around 1984. I. C. I. fabricates electrical porcelain insulators and is the second largest manufacturer of porcelain electrical insulators in the United States. The largest manufacturer of electrical insulators is housed in a former Westinghouse plant located in Baltimore.

Sources:

Sanborn Map Company. Derry, Pennsylvania. New York: Sanborn Map Company, 1911.

Sanborn Map Company. Derry Station, Pennsylvania. New York: Sanborn Map Company, 1903.

Lehner, Lois. The Complete Book of American Kitchen and Dinnerware. Des Moines: Wallace -Homestead Company, 1980.

Derry Glass Sand Company

I.D. No.: 090

T 850 (Masc Rd.) at juncture with T 849 (Millwood St.)

Derry

Construction Date: ca. 1900

DESCRIPTION: The Derry Glass Sand Company is located in Peach Hollow on the Pennsylvania Railroad between Derry and Millwood. Only partially extant buildings and archeological remains are present at the mill site. Two Chestnut Ridge quarries are associated with the company, both approximately two miles above the plant at elevations of 970' and 850'. Beds of 45' to 50' of quartz sandstone were mined in the quarry, with a tram railroad transporting the raw material to the plant, and an electric hoist returning the cars to the mountain quarry. An electric air compressor operated the drills at the quarry site. The plant had two 6' chaser mills and produced 250 tons of sand per day.

HISTORY: The American Window Glass Company (Derry Sand Works) operated at Derry from about 1900 until its closure around 1928, producing sand and gravel products at this site. The firm employed 133 workers in 1916.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

Fettke, Charles Reinhard. "Glass Manufacture and the Glass Sand Industry of Pennsylvania", Topographic and Geologic Survey of Pennsylvania, Report No. XII, Harrisburg: J.L. Kuhn, 1918.

Sanborn Map Company. Derry, Pennsylvania. New York: Sanborn Map Company, 1928.

Sanborn Map Company. Derry Station, Pennsylvania. New York: Sanborn Map Company, 1903.

Dillinger & Sons Distillery

I.D. No.: 036

Railroad St. off old Rt. 119

Ruffs Dale, East Huntingdale Twp.

Construction Date: 1882, ca. 1940s

DESCRIPTION: The Dillinger & Sons Distillery is oriented to Buffalo Run and the Southwest Pennsylvania Railroad located adjacent to the northeast sides of the warehouse and distillery. Distillery: red brick, common bond; the original building for fermenting and redistilling now enclosed by a complex of new additions, added stories and connections with original buildings; two yellow brick kilns open on

northwest elevation. Grain Dryer: now connected to the distillery; red brick, common bond; two stories; measures 50' x 38'; flat roof; two large doors with iron lintels; twenty-pane casement windows with porthole windows on upper floor; rubble stone foundation repaired with concrete; brick bearing walls; a four-story brick office building added to southwest elevation; two-story rear ell addition. Warehouse C: red brick, common bond; one story; measures 122' x 52'; roof demolished; cast-iron double doors with iron lintels; windows infilled with brick; "Dillinger Distilleries" painted on brick; large hole in wall. Barrel Shop: red brick, common bond; two stories; measures 47' x 40'; flat asphalt roof with timber rafters; large arch over double iron clad wooden door; six-over-six-light double-hung windows with vertical bars and interior board-and-batten shutters; brick bearing walls with timber post-and-beam structural system; iron tables on first floor. Bottling House and Warehouse A: red brick, common bond; four stories with full coursed rubble stone foundation; measures 213' x 84'; gable roof of slate with brick corbelling at eaves; eighteen bays on southwest side with stone steps leading to door; four double metal doors on northeast side open onto railroad; windows replaced with sixteen-pane casements; brick bearing walls with timber post-and-beam construction; "Warehouse H, Building 8, Bottling Warehouse" painted on brick on northeast elevation. Other: Four cylindrical storage tanks at railroad; a large concrete stack behind grain dryer; and reservoir to north of Bottling House. The original office and warehouses B, D, E, and F are no longer extant. All buildings are abandoned and for sale.

HISTORY: Samuel Dillinger, with his two sons, Daniel and Samuel, Jr., erected a three-story frame distillery at Bethany Station and began distilling rye and malt whiskeys in 1882. (Samuel Dillinger was also involved in other local business enterprises, including directorship of the board of the Southwest Pennsylvania Railroad and ownership of extensive coking operations at Hawkeye Station, Tarr, Pennsville, and Alverton.) The Dillinger & Sons distillery had a mash capacity of 536 bushels per day, with an average yield of four-and-a-quarter gallons per bushel, producing fifty barrels per day. The facility had six warehouses with a combined capacity of 55,000 barrels of whisky. The distillery changed its name from Dillinger & Sons to the Dillinger Distillery ca. 1900. Machinery at the distillery was steam-powered from coal (steam heat in the numerous storage warehouses maintained the temperature at 75 degrees), with lighting provided by lard oil lanterns. Water for the making of whiskey was obtained from driven wells and from Buffalo Run Creek. By 1947 the distillery was called the Ruffsdale Distillery and was employing seventy workers.

Sources:

Albert, George, Dallas. The History of the County of Westmoreland, Pennsylvania.

Philadelphia: Lippincott and Company, 1882.

Boucher, John N. History of Westmoreland County, Pennsylvania. New York: Lewis Publishing Company, 1906.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

Eureka Brewing Company

254 2nd St. at B & O Railroad
Smithton

I.D. No.: 166

Construction Date: 1907-present



Photo 61. Eureka Brewing Company, Smithton. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: The Eureka Brewing Company in Smithton is situated on a terrace above the Youghiogheny River and adjacent to the Baltimore and Ohio railroad. 1907 Brew House: red brick, common bond; five stories; flat roof of tar paper; concrete foundation; at cornice, corbelled pilasters linked by a series of arches with triple voussoirs; exterior corn tanks. Interior: cellars on each floor; on second floor, original copper kettle engraved on doors "Eureka Brewing Company" and "Goetz and Flodin Mfg Co.- Makers Chicago"; early fermentation tanks and malt mixer; third floor has early fermenting cellar, ground malt hopper and cereal crusher; fourth floor has early malt bins, scale, hot water tanks and starting cellar; fifth floor has opening for grain elevator. Original Bottling House: attached to brew house on corner of 2nd St. and the railroad; red brick, common bond; flat roof with steel trusses; concrete foundation; beer loaded directly from conveyor to vehicles from loading platform; now used for storage. Boiler and Engine Houses: attached to brew house and facing railroad; red brick, common bond; one and two stories; flat roof with tall brick chimney on boiler house section; pilasters topped with stone caps form battlements at roof line; corbelling at cornice; brick bearing walls with pilasters supported by steel beams; original coal-fired system removed and new gas power installed. Office: red brick, common bond, painted gray; two stories; hipped roof of asphalt; glass blocks infill original arched windows with double voussoirs; other alterations to fenestration. Bottle Storage: red brick, stretcher bond; one story; concrete foundation. New Bottling House (ca. 1978): located across the street and connected by an enclosed conveyor belt; concrete block.

The brew house, bottling house, office, and boiler and engine house are original structures with more recent brick additions or connections to other buildings. The buildings retain their original functions with the exception of the bottling house that is now used for storage. Of particular importance is the 1907 engraved copper kettle. Materials continue to be shipped to the brewery by railroad, and water is obtained from deep wells located across the river.

HISTORY: William B. "Stoney" Jones, a Welsh immigrant, opened the Eureka Brewing Company in 1907. (Jones would rename the business the Jones Brewery after buying out his early business partners, and would eventually turn over the operation of the firm to his four sons.) The Eureka Brewing Company employed thirty-six workers in 1916, eleven in 1935, forty-four in 1941 and thirty-five in 1947. Called the Jones Brewing Company by the 1970s, the brewery's packaging capacity was tripled when a new \$2 million bottlinghouse was opened across the street from the original plant. The brewery was recently acquired by Gregory and Gabriel Podlucky of Upper St. Clair (near Pittsburgh) for several million dollars. Producers of Stoney's Beer, Stoney's Light Beer, Esquire Premium Beer, Fort Pitt and Old Shay Cream Ale, the Podlucks are close to an agreement to ship 100,000 cases of Stoney's and Stoney's Light to Japan. The new management hopes to increase the brewery's capacity to 500,000 barrels a year, which represents a five fold increase. Jones Brewery is currently the twelfth largest brewery in the United States.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

French Dye Works

I.D. No.: 227

762 S. Main St.
Greensburg

Construction Date: 1920

DESCRIPTION: A two-story building constructed into hillside; red brick, stretcher bond; flat roof of concrete; storefront has three sets of large windows, one expanded to accommodate a new garage door; door with stone keystone set into double voussoirs; multipane windows with concrete sills.

HISTORY: The French Dye Works was originally located at 114 West Second Avenue, Greensburg. Founded as a clothing manufacturer, the firm employed twelve workers in 1916, twenty-three in 1931, seventeen in 1935, and twenty-three in 1941. The firm had relocated to 800 South Main Street by 1931, and became involved in the cleaning and dyeing of clothes. As late as 1947 the firm was operational at the South Main location. The brick building is currently unoccupied.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

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Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Galley Brothers Carriage Factory

I.D. No.: 254

900 Washington St.
Mt. Pleasant

Construction Date: ca. 1890s

DESCRIPTION: This one-and-a-half-story brick building measures 86' x 70'; hipped roof of slate with two brick chimneys and two dormers with slate roofs; coursed rubble stone foundation; eight by eight bays of multipane double-hung windows separated by brick pilasters; garage door and addition added to north side.

Part of the Galley Carriage Factory reportedly burned in 1918, and the remaining building was then used by C. M. Galley Auto Parts Company. The structure has been gutted and is now used by an automobile restoration firm.

HISTORY: The Galley Brothers Carriage Factory made wooden carriages and buggies by the late nineteenth century, and later diversified in the 1930s to produce automobile, truck and trailer bodies in both wood and metal. The firm employed five workers in 1931, and four in 1935. By 1935 the firm was renamed C.M. Galley. The company was not listed in the 1941 Industrial Directory of Pennsylvania.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

Sanborn Map Company. Mount Pleasant, Pennsylvania. New York: Sanborn Map Company, 1908.

Gem Roller Mills

I.D. No.: 265

32 West Pittsburgh St.
Delmont

Construction Date: 1856

DESCRIPTION: Three-story structure with two basements; wood, clapboard, covered by red steel siding; L-shaped and measures 69' x 41' with an addition; slate roof with timber rafters; coursed rubble stone foundation; timber post-and-beam structural system. Machinery: early steam-powered machinery in basement, including a hammer mill. The Delmont Agway has a retail outlet in the original Gem Roller Mills.

HISTORY: This mill first opened in 1856. By 1909 C. J. Shuster was the owner of the Gem Roller Mills. Grain was ground on the first floor of this three-story structure, the second floor was used for bolting while the third floor was used for cleaning. Lights were gas-powered, and one coal stove was used to heat the building. The following machinery was used at the mill in 1909: four stand rolls, one separator, two smutt machines, one plan sifter, two bolting reels, two buckwheat reels. C. J. Shuster

operated the mill during the 1930s, employing only one worker in 1931 and in 1941. By 1947 the Shuster Mill was no longer listed in the Industrial Directory of Pennsylvania.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Sanborn Map Company. Delmont, Pennsylvania. New York: Sanborn Map Company, 1909.

General Electric Company: Sprague Division

I.D. No.: 312

Constitution Boulevard, 7th St., and Freeport Road
New Kensington

Construction Date: 1900

DESCRIPTION: Located north of 7th Street between Constitution (Stanton) Boulevard and Freeport Road, the former General Electric's Sprague Division plant in New Kensington contains buildings dating from 1900 through the 1940s. The Pipe-threading, Pickling, Enameling, and Galvanizing Departments were housed in two large brick and steel-frame buildings fronting Constitution. Now owned by the Metalworking Machinery Company's Spin Blast Division, these adjoining buildings are tall one-story structures measuring about 180' x 60'. They were built in the 1940s and are in good condition. At the corner of Constitution and 7th Street stands the old office of GE; it has been extensively remodeled. The oldest extant building is the Millwright and Carpenter Shop, erected about 1900. It consists of two adjoining brick buildings with gable roofs. One of the two buildings has been partially enveloped by a steel-frame addition by the Metalworking Machinery Company. The most impressive structure on the site is the tall red-brick chimney on Freeport Road. This chimney contains the letters "G E CO" in yellow brick. It was probably erected in the 1940s.

HISTORY: The New Kensington Manufacturing Company was established in 1893, and was completely destroyed by fire in 1898. The American Conduit Manufacturing Company, producer of enameled conduit, was established at this site in 1898. As the electrical industry expanded, new products designed by the company placed the firm among the leaders in conduit manufacturing. In 1916 the company started to make conduit products for the Sprague Electric Company, a subsidiary of the General Electric Company of Schenectady. By 1919 American Conduit's work force had expanded from 104 to 216 persons. Sprague purchased American Conduit in 1919, and by 1931 the firm employed 219 workers. The firm employed 144 workers in 1935 and 231 workers in 1947. The plant was sold to Jones & Laughlin Steel Corporation's Conduit Division, and operated continuously until its closure in the late 1960s. Part of the plant is currently occupied by the Metal Working Machinery Company.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.

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Lore of Yore: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington: New Kensington Women's Club of New Kensington, 1986.

Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1918, 1921, and 1948.

Gibson Distilling Company: Distillery and Gibsonton (company houses)

I.D. No.: 263

north side of Rt. 906 at Gibsonton
Monessen

Construction Date: 1857-1920

DESCRIPTION: Distilling Complex: The power house is the only remaining structure from the extensive Gibson Distillery complex. Access to the site, now part of the Sharon Steel Corporation, was not possible. A steel truss bridge over the railroad has a wood guard house on the west side, but the structure is now closed and locked. From the railroad bridge, the one-story red-brick power house with gable roof could be distinguished. When Wheeling-Pittsburgh Steel Corporation purchased the property, all other buildings were razed. Eight of the distillery's company houses were moved to the other side of Rt. 906. The period of occupation by Wheeling-Pittsburgh is represented by a partially demolished large steel-frame structure that once housed an overhead crane.

Gibsonton Company Housing: Eight double houses; wood, clapboard; two stories; gable roof with central brick chimneys on front and back of roof, some covered with concrete; tile foundation; four bays; modifications include the application of new siding materials over original clapboard; enclosed porches, room additions, altered fenestration, ca. 1890. The company housing for the Gibson Distillery was moved by the Wheeling-Pittsburgh Steel Corporation from the original site across Rt. 906. New tile foundations replaced the original stone foundations of these late nineteenth-century structures.

HISTORY: John Gibson Son & Company was founded in 1857, and by the 1880s had become the largest rye distillery in Pennsylvania. John Gibson, the founder of the distillery, died in 1864, and the firm was renamed John Gibson's Sons & Company, with ownership assumed by Henry Gibson, Andrew M. Moore and Joseph Sinnott. Rye, wheat, and malt were shipped to the facility by rail to the west side of the Monongahela River and then ferried across. The distillery employed 75 workers in the 1880s, with company housing provided near the distillery. In the 1860s distillery capacity was 250 bushels daily, increasing to more than 775 bushels daily in the 1880s. The distillery made its own barrels. There were eight bonded warehouses, of two or three stories, ranging in size from 50 to 200 feet in length with a total capacity of 40,000 barrels of whiskey (1882). Also at the site were five other warehouses, a four story malthouse, mill-house, boiler-house, two carpenter shops, an ice house, cooper shop, and drying kiln. The warehouses were heated by steam power. The firm employed fifty-one workers in 1916 and thirty-nine workers in 1919. The distillery closed with the passage of the Eighteenth (prohibition) Amendment the following year, and never reopened after prohibition was repealed in 1933. Some former company housing remains and the boiler-house is the sole remaining distillery building as of January 1989.

Sources:

Albert, George, Dallas. The History of the County of Westmoreland, Pennsylvania.
Philadelphia: Lippincott and Company, 1882.

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
 Harrisburg: State Printer, 1919.
Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

Greensburg Brewing Company

I.D. No.: 228

305 Alwine and Brewery Lane
 Greensburg

Construction Date: ca. 1910

DESCRIPTION: The Greensburg Brewing Company, located on Sewickley Creek in Greensburg, was constructed in five sections. The original building, the Bottling House and Cellars, was built into the hillside and has a loading dock that opens on Alwine Street. Bottling House and Cellars: red brick, common bond; four stories; measures 68' x 34'; gable roof of slate with two monitors; rubble stone foundation; large arched door on first floor; multipane double-hung windows with triple voussoirs. Brewery: red brick, common bond; three-story Stock House, four-story Brew House, two-story Boiler House, one-story Storage Cellar; measures 118' x 75'; flat roof with tall brick chimney; coursed rubble stone foundation; brick labels over hinged windows; brick corbelling and geometric brickwork; all machinery including the large copper kettle removed. Office: located at the end of Alwine Street; wood; one story; mansard roof; concrete-block foundation; converted to a duplex. The structures are in very good condition and now owned by Laurel Hill, a wholesale food company.

HISTORY: The Greensburg Brewery Company opened ca. 1910. A work force of six was employed at the brewery when it was bought by Frank A. Maddas in 1916. (Maddas was also owner of the Victor Brewing Company of Jeannette.) Maddas built a new seventy-five-ton ice plant at the site, and by 1935 the Greensburg Brewery was employing thirty workers. Old Reliable Brewing Company acquired the Greensburg Brewing Company in 1941, but Old Reliable was out of business by 1947. Laurel Hill Food Broker now occupies this site.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
 Harrisburg: State Printer, 1916.
 Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
 Harrisburg: State Printer, 1919.
Old and New Westmoreland County. New York: The American Historical Society Company, 1918.

Greensburg Glass Company

I.D. No.: 225

S. Main St. north of Rt. 30 bypass
 Greensburg

Construction Date: 1870s, 1946

DESCRIPTION: After a major fire in 1945, only a single building from the original Greensburg Glass Company has survived. Beginning in 1946, a complex of metal and concrete-block buildings was constructed to replace the earlier glass plant. The building is bracketed by the old southwest branch of the Pennsylvania Railroad and a branch of Sewickley Creek. Mold Room and Blacksmith Shop: red brick, common bond; two-and-a-half stories; measures approximately 70' x 30'; coursed rubble stone foundation; gable roof of asphalt shingles; arched windows with double brick voussoirs, now all infilled; first floor used as blacksmith shop, second floor as mold room/machine shop. The building is now vacant and owned by the Scott Electric Company.

Manufacturing and Bulk Products

HISTORY: Gillender & Sons established the Gillender Glass Works ca. 1870. A manufacturer of pressed and crystal glassware, Gillender maintained factories in both Philadelphia and Greensburg and exhibited its glassware at the Centennial Exhibition at Philadelphia in 1876. The company moved to a factory formerly owned by the L. E. Smith Glass Company of Mount Pleasant in 1888. From 1916 to 1931 the firm was called the Greensburg Glass Company and specialized in the production of glass bottles. The company changed its name to the Greensburg Glass Works in 1931, and to the American Glass Corporation in 1935. At this time the company began to manufacture glass and tableware. The Imperial Lighting Company of Greensburg was one of the company's largest retail customers. This bottle manufacturer/glassware company employed 275 workers in 1916, 376 workers in 1919, 210 workers in 1941, 307 workers in 1947 and 300 workers by 1949.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Gregg, James. editor, History of Greensburg Sesquicentennial 1799-1949. Greensburg: 1949.
- Innes, Lowell. Pittsburgh Glass 1791-1891: A History and Guide for Collectors. Boston: Houghton Mifflin Company, 1976.
- Papart, Emma. The Illustrated Guide to American Glass. New York: Hawthorn Books, Inc. 1972.
- Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Greensburg Lumber and Mill Company

127 S. Urania Ave.
Greensburg

I.D. No.: 230

Construction Date: 1938

DESCRIPTION: This brick building dates from 1938; two stories with full basement; measures 140' x 60'; flat roof; double brick piers form storefront with windows; hinged multipane windows; second floor houses the planning mill and original 1918 tools including shapers, planers, joiners, molders, and strikers.

HISTORY: Harry H. Millen, Sr., established the Greensburg Lumber and Mill Company in 1918 at a site on East Pittsburgh Street. When a fire destroyed the facility, the company moved its original tools and machinery for the planning mill to this new location. The company employed seven workers in 1935, twelve in 1941 and twenty-two to twenty-five workers in 1962. The company was still operational as of December 1988.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.
- Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Greensburg Machine Company

I.D. No.: 231

North side Route 30 Bypass
Greensburg

Construction Date: 1926

DESCRIPTION: One-and-a-half-story building; red brick, common bond; measures 60' x 20'; gable roof of slate and aluminum; brick foundation; brick pilasters and corbelling above bays and at eaves; garage door added.

The Greensburg Machine Company has been integrated into a complex of new buildings composing the C. A. Walter Moving and Storage Company. The structures are located on the north side of the Route 30 Bypass at Greensburg.

HISTORY: The Greensburg Machine Company was founded in 1921 by Thomas and Fred C. Snedden under the name of Greensburg Tool and Machine Company. The company was first located at 1620 Poplar Street, South Greensburg. Originally dealing in general machine work, the firm later expanded its operations to include the repair of mining machinery. The company moved from the Poplar Street location in 1926 to Seaboard Shaft in Southwest Greensburg and a brass foundry was added. In 1938 the firm was renamed the Greensburg Machine Company and began manufacturing storage battery locomotives for coal mines, metal mines, and industrial plants, as well as automatic timbering machines for mines. The firm employed forty-two workers in 1947 and seventy-five workers in 1949. C.A. Walter's Storage Company now occupies the former site of the Greensburg Machine Company.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Gregg, James. editor, History of Greensburg Sesquicentennial 1799-1949. Greensburg, 1949.

Greensburg Storage and Transfer Company

I.D. No.: 288

Depot Street near Pennsylvania Railroad Freight Station
Greensburg

Construction Date: 1887

DESCRIPTION: Four-story building with full basement; red brick, common bond; measures 135' x 40'; flat roof with turret; rock-faced masonry foundation; molded ashlar stringcourse projects at foundation; moldings embellish cornice; windows with ashlar lintels and sill.

The Greensburg Storage and Transfer Company is located across Depot Street from the Pennsylvania Railroad Freight Station in Greensburg and is now vacant.

Greensburg Swing Company

I.D. No.: 217

Off Theobald Ave. at the railroad
Greensburg

Construction Date: ca. 1910

DESCRIPTION: One-story L-shaped building that measures 150' x 125'; red brick, common bond and metal siding; brick courses added to top of building and new flat roof applied; casement windows with double voussoirs and stone sills now all infilled.

Manufacturing and Bulk Products

The Greensburg Swing Company has been remodeled and now functions as a storage site for the D and G Service Company.

HISTORY: This firm made furniture and planing mill products. Greensburg Swing employed twenty workers in 1916, twenty-three workers in 1919 and twelve workers in 1931.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Hockensmith Wheel and Mine Car Company

I.D. No.: 248

Railroad Street
Penn

Construction Date: 1878, 1901

DESCRIPTION: The Hockensmith Wheel and Mine Car Company is adjacent to the railroad in Penn. The buildings reflect the evolution of the company from the original foundry and blacksmith shop constructed in the late nineteenth century to the recent concrete block and sheet metal alterations and additions dating post-1945. Office: red brick, stretcher bond; two-and-a-half stories; hipped roof with dormer and brick chimney and boxed cornice; rubble stone foundation now stuccoed with cement; one-over-one-light double-hung windows with stone sills and lintels; 9 x 3 bays; Georgian Revival. Foundry: red brick, common bond; gable roof with monitor of sheet metal; multipane double-hung and casement windows; two stories; attached to flask casting house and sheet metal casting house. Blacksmith Shop: red brick, common bond; one story; gable roof. Receiving House: frame; one story; gable roof; tile foundation; six-over-six-light double-hung windows. Machinery: Early exterior crane; original anvil used by Franklin Hockensmith in 1875 on exhibit in new office building; other original machinery was recently removed, according to plant manager.

HISTORY: James Hockensmith, a former blacksmith for Lauffer-Hurst & Company of Irwin, established the Hockensmith Wheel and Mine Car Company in 1878. The company was incorporated in 1900, moved to Penn in 1901, and erected a new factory to make cast mine car wheels for the expanding coal industry in Westmoreland County. Penn was the shipping point for coal in this district as it traveled eastward by rail to Portage, Pennsylvania, then transferred to canal boats for shipment to the East.

By 1940 the company had created two new divisions: the Penn Body Division, which made parts for trucks (Penn Dump Bodies, Penn Special Bodies and Penn Hydraulic Hoists), and the Superior Mold and Iron Company, which made ingot molds, ingot mold stools and iron castings (weighing up to 20,000 pounds) for the steel industry. The company employed 133 workers in 1916, 133 in 1931, 87 in 1935, 205 in 1947 and 160 workers in 1982.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
The Diamond: Irwin's 75th Anniversary Celebration 1864-1939. Irwin, Pa.: 1940.
Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.

"History of Jeannette: Industries of Jeannette." Jeannette: Bicentennial Committee, 1976.

"Jeannette Pa. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.

Keystone Consolidated Publishing Company. The Catalog, Including Directory of Mines. Pittsburgh: Keystone Consolidated Company, 1914.

Hyde Park Brewing and Ice Manufacturing Company

I.D. No.: 152

SR 4095 at Railroad St.

Hyde Park

Construction Date: ca. 1915

DESCRIPTION: The Hyde Park Brewing and Ice Manufacturing Company is now located within the boundaries of the Hyde Park Foundry property but on the southern border of the railroad. All that remains is a one-story red brick, common bond building with a gable roof and metal addition. This structure may have functioned as a storage building. Adjacent to this structure is a series of concrete pads that were once part of the complex. A corrugated metal building with concrete-block foundation is a later addition to the original complex. No other evidence of the site is extant.

HISTORY: The Hyde Park Brewing and Ice Manufacturing Company was established ca. 1915. This brewery employed forty-three workers in 1916, thirty-one in 1919 and thirty workers in 1935. By the late 1930s the brewery had ceased operations.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

Jeannette Glass Company

I.D. No.: 146

Chambers Avenue on Brush Creek

Jeannette

Construction Date: 1898

DESCRIPTION: While this site has recently been razed, at the time of the survey the following structures were extant: Manufacturing Building No. 1: red brick, common bond and corrugated metal; three stories; triple gable roof with thirteen ventilators across each of two roofs, four ventilators on third roof, and tall brick chimney on second roof; steel trusses and steel structural system; multipaned casement windows; additions attached to this main structure includes a tall reinforced concrete storage building. Manufacturing Building No. 2: red brick, common bond; two stories; gable roof with metal monitor and tall brick chimney; "Jeannette Glass" in white tile; steel trusses and structural system; interior kiln and machinery can be seen through broken windows; tile, concrete block, and brick additions to both sides. Storage: red brick, common bond; one story. Mold Cleaning and Engine Room: red brick, common bond; two stories; flat roof; hinged windows; arched windows with brick voussoirs; exterior brick piers and corbelling at cornice. Carton Storage and Shipping: located on railroad; red brick, common bond; two stories; arched windows with single and double voussoirs. Old Carton Storage Building: attached to Building No. 1; burned in 1988 and left only exterior brick walls; red brick, common bond; one story; single, double and triple voussoirs over arched windows. The entire factory was demolished in 1992.

Adjacent to the east facade of the Jeannette Glass Company on Chambers Avenue is a single row of workers' housing constructed ca. 1920. Rowhouses: red brick, stretcher bond; two stories; flat roof has

Manufacturing and Bulk Products

brick parapet with geometric brickwork and corbelling at cornice; concrete block foundation; three-over-one-light double-hung windows with soldier course for lintel and concrete sills; front porches share a common roof with brick columns as support posts; a single roof extends across the rear facade to cover back porches; modifications include enclosed rear porches and minor alterations in fenestration.

HISTORY: The Jeannette Glass Company was incorporated in 1898. Originally called the Jeannette Bottle Works, this firm made hand-blown glass bottles and flint glass tableware that have since become collectors' items. With the introduction of automated bottle-blowing and glass making equipment the firm developed new products, including sidewalk glass and prism tile for store fronts, as well as "depression glassware" in the 1930s. Products made by the Jeannette Glass Company were sold throughout the United States and ninety foreign countries. Maurice L. Stonehill, a Cleveland industrialist, acquired the Jeannette Glass Company in 1960 and merged it with the McKee Glass Company in 1962. Forming the Jeannette Glass Company, he closed the Chambers Avenue plant and merged all production into the Bullit Avenue plant of the former McKee Glass Company.

The firm employed 243 workers in 1916, 226 workers in 1919, 394 workers in 1935, 588 workers in 1947 and 300 workers in 1960. The Jeannette Glass Company became the Jeannette Corporation in 1971, and in 1989 American Architectural Metals Inc. of New York acquired the Jeannette Glass factory site.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

"History of Jeannette: Industries of Jeannette," Bicentennial Committee, 1976.



Photo 62. Jeannette Glass Company. Manufacturing Building No. 2.
Photo by Jet Lowe.

"Jeannette Pa. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.



Photo 63. Jeannette Glass Company. Workers' housing on Fifth St. Photo by Jet Lowe.

Jeannette Shade and Novelty Company

N. 4th St.

Jeannette

I.D. No.: 171

Construction Date: ca. 1900

DESCRIPTION: The Jeannette Shade and Novelty Company, located on a narrow terrace above Bull Run, is a long building composed of the office, factory, and several additions. Office: red brick, stretcher bond, two stories; flat roof; multipaned double-hung windows with wooden frames. Factory: red brick, stretcher bond; one story; gable roof with three monitors; corrugated metal roof; casement windows. Additions: red brick, stretcher bond; one story; casement windows; flat roofs. The company continues to produce specialty glass at the factory.

HISTORY: Originally established as the Empire Glass Company at the turn of the century, the firm was acquired, reorganized and renamed the Jeannette Shade and Novelty Company by a group of glass workers in 1910. Thomas R. Crock and three business partners acquired the glass company in 1919, and Crock served as the president of the Jeannette Shade and Novelty Company from 1919 to 1935. The firm made molds for bowls that were sold to such eastern glass manufacturers as Majestic Metal & Stamping in Brooklyn, Kupferburg in the Bowery, and Grand Brass, Center Lighting, and the Paris Lighting companies. The bowls were used in gas and electric lighting, as ceiling fixtures that hung on chains, and as cut shades. Opal glass used in office and school lighting was also manufactured by the firm and sold to large retail chain stores such as Sears, Montgomery Ward, Woolworth, and Kresge. During the 1930s

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the firm created gasoline pump globes for gas companies, advertising glass for dairies, drug stores, and cigar stores, as well as a variety of hand painted lamp shades. The firm employed a variety of workers, including artisans, decorators, pressers, hand-blowers, blockers, and ball gatherers. Jeannette Shade employed thirty-nine workers in 1916, ninety-four in 1935, and 195 workers in 1947.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

"History of Jeannette: Industries of Jeannette," Bicentennial Committee, 1976.

"Jeannette PA. 50th Anniversary Issue," Daily News-Dispatch, 2 May 1938.

Jersey Cereal Company

I.D. No.: 004

S. side of Hahntown-Wendell Rd.

Irwin

Construction Date: 1903

DESCRIPTION: The Jersey Cereal Company has been modified and renamed the Banco Industrial Park. The original complex consisted of a large four-story factory and two adjacent buildings, one two-story and one three-story. The common bond red brick building has been painted, the fenestration altered by infilling and new window forms, and the interior gutted to accommodate the new small businesses that now use the factory for office space.

HISTORY: The Jersey Cereal Company was established in 1903 for the manufacture and distribution of a breakfast cereal called "Jersey Wheat Flakes." The village was later named "Cereal" after the company's product. Employees of the company built houses near the factory along Hahnstown road on "Cales Meyers Hill" and three company houses were still extant in 1923. The firm produced such breakfast cereals as Jersey Corn Flakes, Jersey Wheat Flakes, Rice Flakes, Bran Flakes, Rice Puffs, and Wheat Puffs and also packaged cereal under private labels. A candy factory on the fourth floor of the plant produced molded chocolate Christmas candy with crushed cereal in it. The company also became involved in raising hogs and pedigreed dogs, and was active in natural gas well drilling. All these activities were business failures. Plant facilities were expanded in 1908, 1912, and 1920, but by 1922 the firm was bankrupt. The company was successfully reorganized and employed more than 200 workers by the late 1920s. The firm employed forty-six workers in 1919, 174 in 1931, 191 in 1941 and 186 workers in 1947. A second plant was opened at St. Joseph, Missouri, in 1935. The business office of the Jersey Cereal Company moved from Cereal, Pennsylvania, to Chicago in 1937. The company was sold to a New York firm in 1947.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.

The Diamond: Irwin's 75th Anniversary Celebration 1864-1939. Irwin, Pa. 1940.

Rach, Bernie. 10 Score North Huntingdon Township 1733-1973. Private Printing, 1973.

(W. G.) Keck Beverage Corporation

I.D. No.: 039

Kecksburg Rd. (SR 2021) and Water Street
Kecksburg

Construction Date: 1937

DESCRIPTION: The original clapboard Kecksburg bottling plant, constructed in 1907, has been replaced by a two-story stone structure built in 1937. Bottling Plant: stone, ashlar; two stories; flat roof of tar and gravel; coursed rubble stone foundation; a boiler room of brick and rubble stone with tall brick stack now incorporated in this building. Concrete-block additions and a Quonset hut have been added to original building. All the original machinery has been removed and replaced with new equipment.

HISTORY: Will G. Keck arrived in Westmoreland County in 1905 from Germany and opened the W. G. Keck Beverage Corporation in 1907. This was a family-owned bottling firm from 1907 until 1959. The company produced and marketed a complete line of popular soft drinks under Keck's own "Big Stick" label, including orange, cherry, grape, and ginger ale. Keck's became the Pepsi-Cola Bottling Company of Kecksburg in 1937, making Keck's operation the largest family-owned franchise soft drink operation in Pennsylvania. Keck's bottled beverages and Pepsi-Cola are sold throughout Westmoreland, Greene, Fayette, and Indiana counties, and in portions of Allegheny county. The Keck family sold the firm in 1960 to John A. Robertshaw, Jr., and John D. Reese, both of Greensburg. The new owners introduced modern equipment and production methods, and by 1962 the facility was producing nearly one million cases a year. The Laurel Vending Company, a subsidiary of the Kecksburg operation, provides a full line of industrial and commercial vending services in addition to cigarette, coffee, and soft drink vendors. The firm employed twenty-eight workers in 1931, twenty-one in 1935, fifty-two in 1941 and seventy-three workers in 1947.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Duda, Tony. Pepsi Cola Corporation, Informant.
- The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.
- A Town that Grew at the Crossroad. Scottdale: Laurel Group Press, 1978.

Keystone Clay Products Company

I.D. No.: 286

North Broad Street
Greensburg

Construction Date: 1906

DESCRIPTION: The Keystone Clay Products Company once occupied a complex of buildings and kilns on North Broad Street in Greensburg. All that remains of the plant is a 58' x 30' reinforced-concrete and concrete-block ramp with a large platform. According to local informants, the ramp was utilized to transport clay products across North Broad Street to the factory.

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HISTORY: The Keystone Clay Products Company was founded in 1906 as a manufacturer of bricks for construction purposes. The plant was leased to the Greensburg Brick Company in 1932 and sold to the Westmoreland Construction Company in 1945. Clay used for the manufacture of the bricks was obtained across North Broad Street by means of a steam shovel. The plant employed fifty-three workers in 1916, twenty-nine in 1941, and thirty to forty workers in 1949.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Gregg, James, ed. History of Greensburg Sesquicentennial 1799-1949. Greensburg: n.p., 1949.

Keystone Dairy Company

I.D. No.: 312

Depot and West Otterman Streets
Greensburg

Construction Date: 1926

DESCRIPTION: This L-shaped three-story brick building has a full basement; flat roof; foundation of rock-faced masonry; ashlar quoins; double-hung windows with double voussoirs, stone lintels and sills.

A one-story brick building ca. 1945, was added to the Depot Street facade and is now used by the West Penn Candy Company.

HISTORY: The Keystone Dairy Company was founded by John McCartney Kennedy, Ben King and Frank Alter in 1903. The original dairy was located at a rented building on Fourth Street but the firm moved to a larger facility in 1908 where a cream separator was added to the dairy equipment (although bottles were filled by hand). After moving once again, Keystone built a new plant in 1926 which produced milk, cheese, ice cream and buttermilk. A York refrigeration system was also installed at this plant, and Keystone began to pasteurize its milk in this building. The firm employed seven workers in 1931 and twenty-three workers in 1941.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Lore of York: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington: New Kensington Women's Club of New Kensington, 1986.

Kier Fire Brick Company: Salina Works

I.D. No.: 123

SR 1040 under bridge over Kiskiminetas River
Salina, Bell Twp.

Construction Date: 1875, 1920s

DESCRIPTION: The earliest extant building is now covered by a large corrugated-steel building with a one-story monitor with multipane casement windows and a yellow-brick chimney. The exterior of the original building was constructed of yellow brick, common bond. New structures with steel siding have been added to the original buildings. Still extant in the complex are the following: two early tunnel kilns ca. 1924 and 1926; 8 1/2' Clearfield tempering pan, part of a Clearfield dry pan, pug mill, belt lines, elevators, and dust collectors.

During the 1924-26 remodeling the tops of the original periodic kilns were knocked in, the area was filled in with blast furnace slag, and the site elevated approximately fifteen feet to the level of the Pennsylvania Railroad. Entrances to company coal and clay mines were located on the site.

HISTORY: Samuel M. Kier inherited his father's salt wells along the Kiskiminetas River but began his own career as partner with Benjamin F. Jones in a shipping line on the western division of the Pennsylvania Mainline Canal. About 1846 Kier invested in an iron furnace near Armagh and a few years later in a fire brick works at Bolivar in Westmoreland County. In 1875 he and his three sons built a brick works at Salina, plotted the town, and opened a company store. Samuel Kier died soon after and the firm became Kier Brothers. The name was changed to the Kier Fire Brick Company in 1900, and the company established a sales office in the Oliver Building in Pittsburgh. Between 1900 and 1915 the firm erected fifty-five company houses for its employees on the hill near the plant. Kier Brothers manufactured Salina, Gas, S.C. and Etna Brands of fire bricks, as well as tiles and fire clay products prepared to order. To produce the steam and heat that powered the machinery and heated the brick factory, the firm maintained its own coal mine. In 1930 it employed six miners who worked 306 days and produced 10,412 tons. The General Refractories Company of Philadelphia purchased the company from the Kier Fire Brick Company during the 1930s and operated it until its closure in the early 1980s. General Refractories employed 102 workers in 1935, 206 workers in 1941 and 143 workers in 1947.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- "History . . . Salina Plant," GREFCO Press 1 (July 1947), 1-3.
- Mitchell, Danny. "Samuel Martin Kier: Pioneer Industrialist," unpublished paper, June 9, 1966.
- Pittsburgh of Today. Pittsburgh: Consolidated Illinois Company, 1896.
- Tax Assessment Records, Bell Township.
- Wallace, Kim E. Brickyard Towns: A History of Refractories Industry Communities in South-Central Pennsylvania. Washington, D.C.: Historic American Buildings Survey/Historic American Engineering Record, 1993.
- Whitesell, B.E. "A Tunnel Kiln Refractories Plant," paper presented for the annual meeting of the American Ceramic Society, February 1928.

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Kier Fire Brick Company: Salina (company houses)

I.D. No.: 124

Stewart and Whitesell Streets, SE of Rt. 819
Salina, Bell Twp.

Construction Date: 1910

DESCRIPTION: The company houses built by the Kier Fire Brick Company are located on a hill above the manufacturing complex and in the southern part of the town of Salina. Houses: three rows of approximately twenty-five houses; wood, clapboard; singles; two stories; two-bays; L-shaped; gable roofs with central brick chimneys; tile foundations; porches with turned posts.

HISTORY: Refer to Kier Fire Brick Company: Salina Works

Sources:

Refer to Kier Fire Brick Company: Salina Works

Kiskiminetas Distillery

I.D. No.: 300

Avonmore

Construction Date: ca. 1908

DESCRIPTION: One-story structure with full basement; red brick, common bond; measures 39' x 36'; shed roof with new exterior brick chimney; coursed rubble stone foundation; six-over-six-light double-hung windows; central front door with transom, sidelights, and wood paneling; front porch with wood pediment. The single structure that remains from the Kiskiminetas Distillery functioned most recently as a residence but is now vacant.

HISTORY: Situated near the National Roll and Foundry Company, the firm's slogan was "Kiski Whiskey Makes You Frisky." The distillery made whiskey between 1908 and 1912, and may have operated for short periods of time between 1900 and 1907. The company was not included in the 1913 Sanborn Insurance Map of Avonmore.

Sources:

Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

Sanborn Map Company. Avonmore, Pennsylvania. New York: Sanborn Map Company, 1913.

Wolford, William. President of the Indiana County Historical Society. Informant.

Latrobe Brewing Company

I.D. No.: 296

119 Ligonier Street
Latrobe

Construction Date: 1939

DESCRIPTION: Current capacity of the brewhouse is 1.3 million barrels a year, with a 1.1 million barrel capacity for the packaging department. The fermenting and aging tanks have a capacity of 930,000 barrels, but there are plans to install six new 3,000-barrel Enerfab Uni-Tanks to bring capacity up to 1.2 million barrels. These new tanks, whose operation will be largely automated, will be installed across the street from the brewery, and connected by a second-story bridge.

At Latrobe Brewing's bottling facility there is a 7-oz. bottle line with a capacity of 1,200 bottles per minute, a 12-oz. paper label non-returnable line with a 1,000 bottles per minute capacity, a long-neck bottle line capable of producing 800 bottles per minute, and a 1,100 cans per minute line.

HISTORY: The facility opened in 1939, and by 1941 the Latrobe Brewing Company employed fifty-seven workers. The work force stood at sixty-five by 1947. By 1974 the company was at its peak of productivity, producing a record 724,000 barrels of beer. In 1983 there was a strike at the Latrobe plant, and by 1985 production had fallen to 420,000 barrels. The Latrobe Brewing Company was acquired in 1987 by Labatts, a Canadian brewer with U.S. headquarters in Connecticut. By 1991 production at the plant had exceeded the record 1974 mark. Maker of Rolling Rock, Rolling Rock Light and Rolling Rock Light-n-Low, a low alcohol beer, this nationally known company has 196 distributors throughout the United States.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Reid, Peter V.K. "Message In A Bottle," Modern Brewery Age, 11 May 1992.
- Trainer, Timothy R. "Latrobe Brewing Sold to Connecticut Firm," Pittsburgh Post-Gazette, 3 April 1985.

Latrobe Ice and Provision Company

I.D. No.: 139

523 Lloyd Avenue
Latrobe

Construction Date: ca. 1910

DESCRIPTION: This one-story brick building measures 253' x 94'; partially painted gray; gable roof with steps on facade; coursed rubble stone and concrete foundation; thick brick bearing walls; arched bays have double, triple and quadruple brick voussoirs; brick piers and corbelling at cornice; railroad spur enters on north side; the building steps down on rear facade to floodplain of Loyalhanna Creek; large concrete tank at rear of building; alterations include new hinged windows and infilling of others. The central section of building burned ca. 1964 and was replaced with a new sheet metal segment.

The narrow-gauge Ligonier Valley Railroad runs beside the ice company. Both narrow and regular gauge tracks are present on the right-of-way, and a spur enters the complex on the north side. Abutments in the creek may have been associated with the ice procurement process.

HISTORY: Latrobe Ice and Provision Company operated at 501 Lloyd Avenue at Latrobe from approximately 1910 until 1946. The firm employed nine workers in 1916, six workers in 1931, and two workers in 1941. Latrobe Ice and Provision Company also owned and operated a coal mine in Latrobe Borough, which ceased operations in 1932. The ice building was later occupied by the Dilworth Company, a firm specializing in coffee and spices, that employed ten workers in 1947. Latrobe Pattern Company-K Casting, the present owner of the building, has occupied this site since 1961. The building has been renumbered and is now located at 523 Lloyd Avenue.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

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Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
Washington County Department of Environmental Resources. Mining Records. McMurray: Washington County Pennsylvania.

Ligonier Mill

I.D. No.: 313

10th Street at the foot of Walnut Street
New Florence

Construction Date: ca. 1870s

DESCRIPTION: This two-and-a-half-story mill is constructed with a heavy timber frame and contains a cross-gable roof, wood siding, and a concrete-block foundation. It was originally steam powered; however, a gasoline engine was installed in the early twentieth century which in turn was replaced by a General Electric DC generator in 1955. All of the old milling machinery has been removed and replaced with more modern electric-powered feed mill equipment, including a hammer mill, corn cracker, mixers and an elevator. A one-story addition adjoins the mill to the west. It is a wood-frame structure with a gable roof and was built in 1960.

HISTORY: Constructed in the 1870s, this mill in New Florence continued to produce flour as late as the 1930s. By this time several mills in Westmoreland County, including the mills at Mount Pleasant, Smithton, and Ligonier, were operated as franchises of either the Central Soy Company or the Master Mix Feed Company, both of Fort Wayne, Indiana. The original Ligonier Mill, located near Loyalhanna Creek in Ligonier, was demolished in the 1950s as part of the improvement of U.S. Route 30. The operator of this mill, I. R. Duncan, moved into the mill at New Florence and ran the Ligonier Mill under the banner of the Central Soy Company. In 1955 Frank Greshok, the present owner, leased the mill from Duncan. Greshok carried out a number of improvements to the mill and its equipment. The feed milling operation is now carried out with equipment installed after 1955.

Sources:

Greshok, Frank. Owner of Ligonier Mill. Interview with Gray Fitzsimons and Ken Rose, HAER, April 26, 1991.
Pennsylvania Historical and Museum Commission. Historic Resource Survey Form for Ligonier Mill prepared by Helen Smith, March 1980.

Ligonier Stone Company

I.D. No.: 100

Rt. 30 West, 2000' W of Longbridge
Ligonier

Construction Date: ca. 1920

DESCRIPTION AND HISTORY: A large concrete loading bin, located on the north side of Rte. 30 west, was attached to a conveyor belt that transported the raw materials from the quarry site on the hillside to the loading bins for sorting. Materials were then distributed into the railroad cars below. The stone piers for the Ligonier Valley Railroad bridge where the right-of-way crossed the Loyalhanna Creek at Longbridge are still present. The roadbed for Rte. 30 West covers the original tracks for the railroad which was used by the company to transport materials. The site continues to be mined by the Latrobe Construction Company, and vaults of over one mile in length are present at the quarry.

Lycippus Blacksmith Shop

I.D. No.: 253

Juncture of Rt. 130 and 982
Lycippus, Unity Twp.

Construction Date: 1840

DESCRIPTION AND HISTORY: Two-story frame structure; measures 60' x 20'; coursed rubble stone and tile foundation; gable roof of tin; rafters with wooden dowel connection; structural system of timber, post-and-beam; six-over-six-light double-hung windows; no machinery or tools extant. The Lycippus Blacksmith Shop, now used as a warehouse, is situated near the juncture of Routes 130 and 982.

Markle Paper Company

I.D. No.: 076

119 N. Water St.
West Newton

Construction Date: 1880

DESCRIPTION: One building from the Markle Paper Company on the Youghioghney River is still extant; the remaining buildings have been demolished. Factory: Red brick, stretcher bond; one story; measures 300' x 53'; gable roof of sheet metal with ventilator and brick stepped pediments on north and south facades; coursed rubble stone foundation; three by twenty-seven bays with one bay expanded to accommodate a garage door; brick dentil work and cross motifs at eaves; four-over-four-light double-hung arched windows with double brick voussoirs and stone sills; timber rafters and timber truss with mortise and tenon connection; addition of concrete loading dock and garage door.

This structure was once part of the U.S. Radiator Company and is now occupied by the Wrap-a-Round Company.

HISTORY: General Joseph Markle first built a paper mill in 1811 near West Newton at Millgrove. His sons, S.B. and Cyrus P., later took over the business and built another paper mill in South Huntingdon Township. Business boomed and in 1859 C.P. Markle and Sons built a mill at West Newton, most likely at the site of the present building. At first paper was made from rags, but later wood pulp was used. In order to supply the plants with wood pulp C.P. Markle & Sons bought about 5,000 acres of timberland in Somerset County. After rebuilding several times after fires, the present building, known as "Mill A," was constructed about 1879. "Mill B" was constructed in 1881 in the north part of the complex.

By 1884 the West Newton Paper Company occupied the complex. Inside "Mill A" were six pulp engines and on the north side was a pulp mill connected by a bridge. By 1889 the site was operated by the Westmoreland Paper Company and both mill buildings had calenders and beater engines inside. Water from the Youghioghney River was important in the manufacture of paper at the site. However, excessive mine runoff led to the end of paper manufacture at the site by 1893. In 1895 the site complex was still owned by the Westmoreland Paper Company, but the plant itself was vacant and the machinery removed from the buildings. In 1900 the United States Radiator Company was using "Mill A" as a warehouse (the buildings adjacent to it had been razed). It continued to function as a warehouse until at least 1925, when it was used as a machine shop. "Mill B" during that time served as a machine shop and foundry. By 1905 the company had become the U.S. Radiator and Boiler Company after merging with several other smaller companies. During World War II tank doors and other metal items were produced at the site in significant numbers for the war effort. In 1955 the United States Radiator Company merged with the National Radiator Company of Johnstown and thereafter this site became known as the West Newton

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Plant of the National U.S. Radiator Company. Fabco Products, a division of Townsend & Company of Ellwood City, manufactured screws for construction metal at this site during the 1960s and 1970s. During this time the wood plank floor was replaced with concrete. P. Ben Stork and Harry J. Knopp bought the building in 1984 after it had been empty for four years. Soon after, Wrap-A-Round, USA, a division of Gratton's Fabricating and Welding Company of Adamsburg, occupied this building. The company manufactures machines that wrap plastic around bales of hay. "Mill B," located adjacent to the extant concrete slab, was demolished in 1987. It had been enveloped by additions over the years.

To the north of the building once stood many related historic industrial buildings. Presently the site is occupied by two buildings containing both offices and stores, a large metal industrial structure, Bolttech, Inc, and a large building containing Classic Car Wash and Custom Kitchen factory outlet. On the west side of the railroad tracks somewhat in front of the large metal industrial building is a concrete foundation from one of the original industrial buildings.

Sources:

Albert, George Dallas. History of the County of Westmoreland, Pennsylvania. Philadelphia: L.H. Evert and Company, 1882.

Albig, Florilla W. West Newton...Memories of an Old Town. Privately printed, n.d.

Boucher, John N. History of Westmoreland County, Pennsylvania. New York: Lewis Publishing Company 1918.

Knopp, Harry J. West Newton, Pennsylvania. Telephone Interview, 20 April 1992.

Oliver, John. History of American Technology. New York: Ronald Press, 1956.

Pugh, Edwin and Mulkearn, Lois. A Traveler's Guide to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh 1954.

Sanborn Map Company. West Newton, Pennsylvania. New York: Sanborn Map Company, 1884, 1889, 1895, 1900, 1905, 1910, and 1925.

J. Mathias and Company Distillery

I.D. No.: 066

Brush Creek Road and Penn Streets
Manor

Construction Date: 1878, 1940s

DESCRIPTION: Warehouse and Office: both buildings are now connected by a metal addition; original warehouse of red brick, common bond; two-and-a-half stories; measures 100' x 100'; gable roof of asphalt; concrete-block foundation; alterations include the infilling of windows with brick and the enlargement of some bays for double doors; new windows and a porch added to office. Distillery: On the site of the distillery is a remodeled building with aluminum siding, concrete-block foundation and large two-story addition. This structure could incorporate the original distillery but the alterations are so extensive that the original building could not be delineated. No machinery is extant.

HISTORY: Producing "Old Westmoreland" and "Old Manor Whiskey," whiskeys made from the sweet mash process, this distillery opened in 1878. Owners Daniel Fry and Jacob Mathias maintained corporate offices at 1339 Oliver Building, Pittsburgh, and maintained a work force of four men in 1916 and three men in 1919. The firm's capacity was fifty bushels with a yield of four gallons per bushel. Operating five months each year, the plant utilized steam from coal to run its machinery. The distillery was renamed the Manor Distilleries, Inc., in 1947, and corporate offices were moved to Louisville. Twenty-three workers were employed that year.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- Rach, Bernie. 10 Score North Huntingdon Township, 1773-1973. 1973.
- Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York, 1894.

Mathews Flour & Feed Mill

I.D. No.: 314

SR 31 E of SR 381 and 711

Jones Mills, Donegal Twp.

Construction Date: ca. 1850



Photo 64. Mathews Flour & Feed Mill. Photo by Ken Rose.

DESCRIPTION: This two-and-a-half-story flour mill, of heavy timber construction, contains a gable roof, wood siding, and a stone foundation. It retains its nineteenth- and early-twentieth century milling machinery and its overshot waterwheel. Located in the basement where a steel penstock extends into the wheel pit, the waterwheel has not operated for many years but remains in fair condition. The first floor contains a ca. 1920 milling machine manufactured by the Robinson Mfg. Company of Muncy, Pennsylvania; it was last operated ten years ago. Also on the first floor are several reels and a ca. 1870s weighing scale manufactured by the Howe Mfg. Company. The second floor contains a late-nineteenth

Manufacturing and Bulk Products

century flour dresser, manufactured by the Case Company, a rotary drier, and another set of reels manufactured by the S. Howes Company. Wood elevators extend from the first floor to the attic. Adjoining the mill to the west is a two-story wood frame building with a gable roof (partially collapsed) and a stone foundation. A wood-frame shed roof addition is connected to the east facade.

HISTORY: Located in Jones Mills, a small rural community in the mountainous southeastern corner of Westmoreland County, Mathews Mill was built about 1850 by the Mathews family. A low dam was erected on nearby Indian Creek, from which water was conveyed to an overshot wheel that powered the mill. Its major product was buckwheat flour. More recently, a gasoline engine was used to power the mill's machinery. The current owner, Gene Mathews, a grandson of the founder of the mill, last operated Mathews Mill in 1989; however, even then, no flour was produced. Gene Mathews simply dried buckwheat flour using the gasoline-powered rotary drier. The last flour produced at the mill was in about 1980. Mathews Mill is one of the best preserved nineteenth-century flour mills in the region.



Photo 65. Mathews Flour & Feed Mill. Roller Mills. Photo by Ken Rose.

Sources:

Mathews, Gene. Owner of Mathews Mill.

Interview with Gray Fitzsimons and Ken Rose, HAER, April 26, 1991.

McFeely Brick Company

SR 1020 E of juncture with SR 981
Loyalhanna, Derry Twp.

I.D. No.: 092

Construction Date: 1901

DESCRIPTION: A single building, constructed of the terra cotta produced on the site, and the foundations of several other structures represent the original McFeely Brick Works. The site is located on Saxman Run adjacent to the Penn Central railroad. One large foundation of Flemish bond with coursed

rubble stone once housed the large brick kilns, but a recent fire has destroyed the structure. Other foundations of terra cotta and red brick are present on the site. The single remaining one-story building is painted green, has a gable roof, and multipaned windows with wooden architraves. Several new metal buildings have been constructed on the site to accommodate the new owners, the Pennsylvania Container Corporation.

HISTORY: Originally called the McFeely-Wheeler Brick Company, the McFeely Brick Company was established by F.B. McFeeley, J.H McFeeley and G.Y. Wheeler in 1901 with capitalization of \$30,000. Producers of fire bricks for the steel, copper and glass industries, the firm employed eighty workers in 1916, 135 workers in 1919, 147 workers in 1931, 135 workers in 1935, and 150 workers in 1941. McFeely operated a second brickyard at Bolivar making pottery, terra cotta and fire brick products. This site employed seventy workers in 1916. The brickyard plant maintained four rectangular kilns with a capacity of about 50,000 bricks each, and buildings to house the molding and drying equipment. After the company modernized its operations by installing fifteen round down-draft kilns, capacity was increased to about 75,000 bricks each. McFeely produced 15 million bricks in 1954, marketing its bricks under the "Vulcan" and "Vultex" names. The firm erected company housing for its employees on Latrobe-Derry Road. In addition to its brick operations, the McFeely company also operated two coal mines: the McFeely mine at Bolivar (which employed fourteen miners producing 1,800 tons of coal operating ninety-five days in 1929), and the Superior mine at Superior.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- This is Our Town, 100 Years 1854-1954. Latrobe, Pennsylvania, 1954.
- Sanborn Map Company. Latrobe, Pennsylvania. New York: Sanborn Map Company, 1909 and 1927.
- Coal Field Directory. New York: McGraw-Hill Catalogue and Directory Company, Inc. 1928.

McFeely Brick Company: Latrobe (vic.) Company Houses

I.D. No.: 093

Latrobe-Derry Rd., S of SR 1020
Loyalhanna, Derry Twp.

Construction Date: 1915

DESCRIPTION: The McFeely Brick Works company housing once included three rows of unique duplexes constructed of the terra cotta bricks produced by the company. During construction of SR 1020, two rows were removed. Twelve houses remain on Latrobe-Derry Road. Houses: one row of painted terra cotta duplexes; one-and-a-half stories with full basement; gable roof of asphalt with dormer and central corbelled red-brick chimney; terra cotta foundation; one-over-one-light double-hung windows; roof, dormer, and porch have roof returns; porches with turned posts; modifications include conversion of duplexes to single-family dwellings.

HISTORY: Refer to McFeely Brick Company

Manufacturing and Bulk Products

Sources:

Refer to McFeely Brick Company

McKee Glass Company

S. 6th. St. at Bullit Avenue

Jeannette

I.D. No.: 147

Construction Date: 1888-1973

DESCRIPTION: The McKee Glass Company occupies a level floodplain and terrace adjacent to Brush Creek in Jeannette. Buildings continued to be constructed on the site until the late 1960s. Security guards for the present owners, American Architectural Metals of Mineola, New York, denied access to the complex. Outside of the original glass complex, which is vacant and surrounded by a metal fence, the new owners have constructed a metal building to house their new facility. From a vantage point behind the fence, the following observations were made: A series of early red brick and stone buildings, several with large roof monitors, are extant. Corrugated metal and concrete materials have been utilized on newer buildings or as alterations on existing structures. A large one-story office building of red brick, common bond, painted white, is present on the border of the complex. The building has a hipped roof and a concrete-block addition. Located on the railroad is the original mold shop that dates to the McKee Company period. Mold Shop: two-and-a-half-story building with hipped roof of slate and a hip-roofed monitor with multipane windows; single and paired multipaned double-hung windows; exterior walls of first floor are ashlar with arched windows with single voussoirs; second floor is red brick, common bond, with arched windows with single brick voussoirs. At least two recent fires, including one in 1982 and one in 1987, have damaged the buildings, but the extent of this damage could not be determined.

According to the plant supervisor, all the machinery and patterns for the company are still present in the buildings. Plans to restart the factory are under way at this time.

HISTORY: James and Frederick McKee and James Bryce established the Bryce, McKee Company in 1853, and began producing pressed flint tableware, lamps, apothecary glassware and bottles. After the dissolution of their partnership with Bryce in 1854, the McKee Brothers opened a new factory at the foot of 18th Street in Birmingham near Pittsburgh called McKee and Brother. A third brother, Stewart McKee, joined the firm in 1865 and the glass company was renamed McKee & Brothers. The firm left Pittsburgh and opened a facility at the new village of Jeannette 27 miles east of Pittsburgh. McKee and James Chambers believed that the village of Jeannette, named after the wife of glass baron H. Sellers McKee, could be turned into an "American workshop" for glassmaking, and the two purchased 100 acres of land in the area, constructing the Chambers-McKee Window Glass Company. Located on the mainline of the Pennsylvania Railroad, the town successfully attracted new industries including Jeannette Glass Corporation, Jeannette Shade and Novelty Company, Victory Glass and, in nearby Grapeville, the Westmoreland Specialty Glass Company. The rapid growth of Jeannette was equalled only by the building booms of Vandergrift and Monessen.

The McKee Glass Company was incorporated in 1888, and began producing glass at Jeannette in September of that year. Covering six acres with six furnaces of 105 pot capacity, the plant employed from five to six hundred men by 1910, 514 in 1916, 860 in 1935 and 979 workers in 1947. Eighty percent of the pressed glass produced by the firm was sold in America, with the rest sold in Europe. Soon after opening, McKee was absorbed by the National Glass Company, a glass trust. The National Glass

Company included nineteen glass companies representing about one-half of the national production of tumblers, novelties, and tableware. Even with \$4,000,000 in capital and 678 pots this trust was unsuccessful because its stronger competitor, the United States Glass Company, dominated the market. By 1902 only twelve factories were associated with the National trust, and McKee and Brothers left National in 1903 and formed the McKee Glass Company. The McKee Company had sales offices in twenty-two American and Canadian cities by 1938, producing a variety of glass products including glass ovenware, opaque dinnerware, crystal dinnerware, boundary globes, bar and soda glassware, glass coffee makers, American Prescut tableware and marine fresnell glassware. Thatcher Glass Manufacturing Company acquired the McKee Glass Company in 1952 and operated the glass factory until 1962, when it was purchased by Jeannette Glass. American Architectural Metals of New York acquired the former McKee factory in 1989.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- "History of Jeannette: Industries of Jeannette," Bicentennial Committee, 1976.
- Innes, Lowell. Pittsburgh Glass 1791-1891 A History and Guide for Collectors. Boston: Houghton Mifflin Company 1976.
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- McPhee, Sandra M. The Complete Book of McKee Glass. North Kansas: Trojan Press, 1972.
- "100 Years for Jeannette," Pittsburgh Post Gazette, 18 June 1988.
- Papart, Emma. The Illustrated Guide to American Glass. New York: Hawthorn Books, Inc., 1972.
- Revi, A.C. American Pressed Glass and Figure Bottles. New York: Thomas Nelson, Inc., 1973.

McKee Glass Company: Workers' Houses and Union Hall/Colombe Hotel I.D. No.: 211
 5th., 6th. and Mill Sts.
 Jeannette Construction Date: ca. 1900

DESCRIPTION: The McKee Glass company housing is located on three streets adjacent to the rear entrance of the plant. Mill Street: eight two-story rowhouses; red brick, stretcher bond; flat roofs with cast concrete cornices; brick dentil work at eaves; one-over-one-light double-hung windows with brick lintels and sills. 400 block of Fifth and Sixth Streets: two-story rowhouses; red brick, stretcher bond, some units painted; flat roofs with tin cornices and brick chimneys; cornices embellished with bullets and floral motifs; veneer of concrete over rubble stone foundations; windows with stone lintels and sills; back porches now enclosed; new concrete porches on facades. 200-300 Block of Fifth and Sixth Streets: double houses; red brick, stretcher bond on facade with red brick, common bond on sides; some units painted; flat roof with three small pedimented roof brackets with floral motifs and brick supports; coursed rubble stone foundations, some with concrete veneer; windows with gauged flat arches; dentil work at eaves;

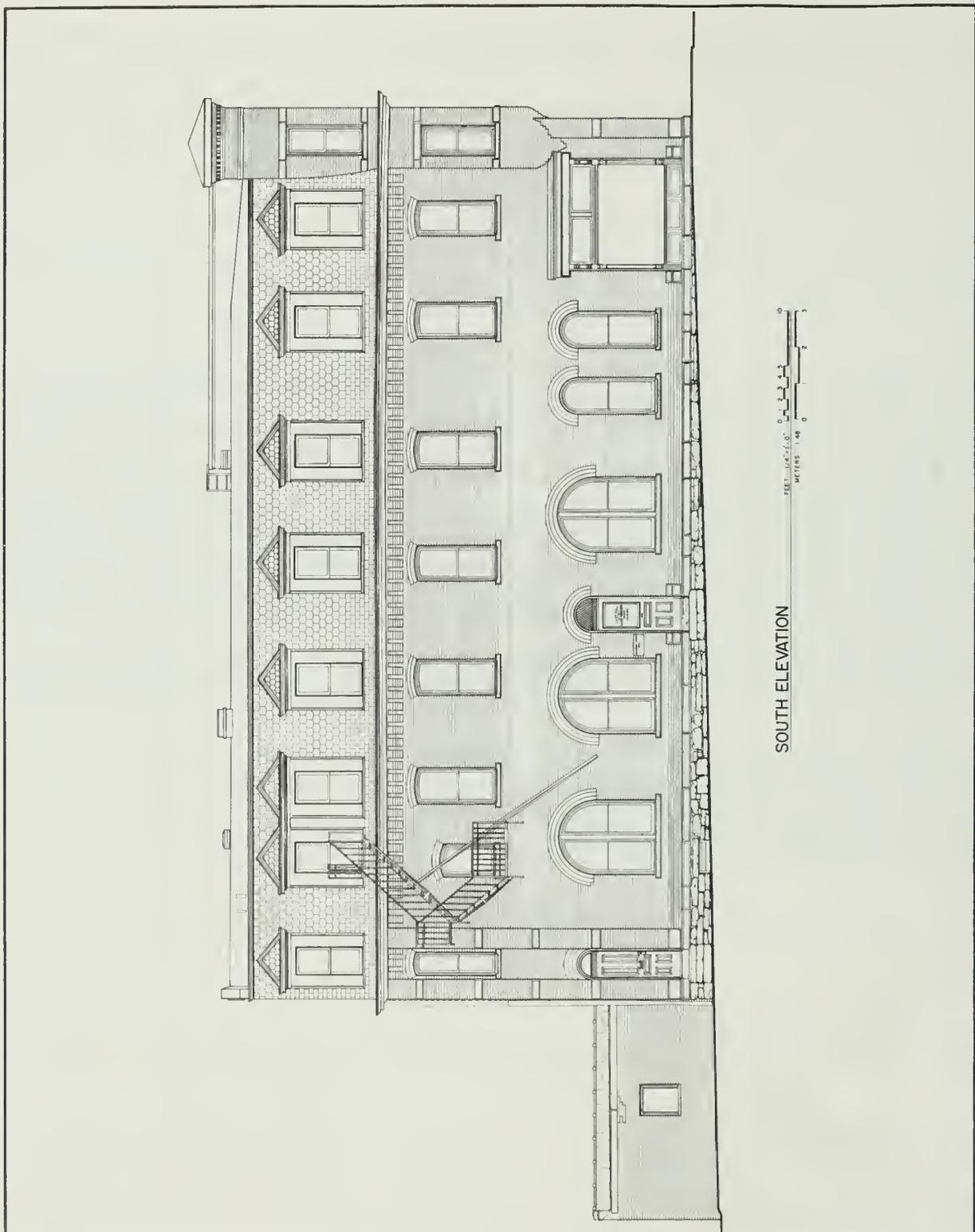


Figure 66. Hotel Columbe, South Elevation. Delineated by Einat Kirchman.

embellished tin cornices; front porches with brick piers and molded cornices. The Columbe Hotel: brick, stretcher bond, painted yellow; three stories; mansard roof of slate and dormers with pediments; tower with flat roof on corner; ashlar foundation; paneled store front with two levels of large windows, one surrounded by small square stained glass windows; wood panelling on facade painted red; etched in front window "Colombe Hotel"; arched entrance with triple voussoirs; dentil work at roof matches the adjacent company housing; side door has "Local 534, Memorial Union Hall, American Flint Glass Workers" etched in glass. A local landmark in Jeannette, this Second Empire Style building was razed in 1991.

The housing was constructed in several building phases with the Mill Street tenements as the last structures completed. One row of tenements is occupied by tenants while the majority of other units are privately owned.

HISTORY: Refer to McKee Glass Company

Sources:

Refer to McKee Glass Company

Mennonite Publishing Company

I.D. No.: 120

S. Grove St. and Walnut Avenue
Scottdale

Construction Date: 1921

DESCRIPTION: This three-story brick building measures 110' x 80'; flat roof; concrete foundation; glass block and hinged windows; storefront of green marble and aluminum; large new addition of red brick, stretcher bond.

HISTORY: The Mennonites moved to the Jacobs Creek valley more than 150 years ago. Aaron Loucks established a Mennonite printing plant in Scottdale in 1905, and after the publishing efforts of the Mennonite Church were unified in 1908, Scottdale became the publishing center for the Mennonite Church. In 1921 construction began on a new printing facility--a three-story fireproof brick building with basement. An addition was appended to the original building in 1948, and was used to house a new bookstore and the editorial and executive offices of the Mennonite Church. Mennonite Church books, pamphlets and periodicals are published at the Mennonite Publishing House. The company employed twenty workers in 1916, thirty-one workers in 1935, and ninety-eight workers in 1949.

The Mennonite Publishing House continues to function as a printing company.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

"Scottdale: Out of the Past--Into the Present, 100th Anniversary," Scottdale: 1974.

Scottdale's 75 Years of Progress. Scottdale: 1949.

Manufacturing and Bulk Products

Millwood Glass Sand Company: Quarry

I.D. No.: 091

N. of Mill St. and T-849 (Millwood St.)
Derry

Construction Date: ca. 1900

DESCRIPTION: The Millwood Glass Sand Company is located on the Pennsylvania Railroad at Millwood. Only partially extant buildings and archeological remains are present. Extensive coursed rubble stone and reinforced concrete walls outline the large complex that operated on the site. One of the stone walls extends from the main complex area to the railroad. The quarry site associated with the complex is located 2,000 feet above the plant on the northeastern side of the valley. A narrow-gauge railroad transported the raw material to the jaw crusher, seven-foot chaser mill, screens and four screw washers below. The railroad cars were carried by gravity to the mill, and mules pulled the empty cars back to the quarry. All machinery was powered by electricity.

HISTORY: In the early 1900s the Millwood Company prepared building and grinding sand from the friable quartz sandstone of the Connoquenessing member of the Pottsville formation.

Sources:

Fettke, Charles Reinhard. "Glass Manufacture and the Glass Sand Industry of Pennsylvania," Topographic and Geologic Survey of Pennsylvania, Report No. XII, Harrisburg: J.L. Kuhn, 1918.

George Mowery & Company

I.D. No.: 201

W. Fourth and Mentor
Derry

Construction Date: ca. 1905

DESCRIPTION: This one-and-a-half-story building has clapboard siding; one-and-a-half stories; L-shaped but modified; measures 115' x 108'; gable roof of metal with rafters; concrete block and tile foundation; large sections of multipaned casement and double-hung windows; additions to rear of building.

Archeological remains of concrete storage bunkers and the sand tower for Mowery and Company are located on the northeastern corner. The southwestern corner is occupied by the original office, now remodeled into a barber shop.

HISTORY: George Mowery & Brother Lumber, Coal & Builders Supplies opened ca. 1905. The lumberyard employed only a single worker during the 1930s. The firm expanded during the 1940s, employing forty-seven workers in 1947. Mowery sold lumber, planing mill products, sand, gravel and wooden boxes. The Spano Lumber Company was the last owner of the facility, and the site has been abandoned since the 1970s. The former company office, located across the street, now serves as a beauty shop and apartment building.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Sanborn Map Company. Derry, Pennsylvania. New York: Sanborn Map Company, 1911 and 1928.

Sanborn Map Company. Derry Station, Pennsylvania. New York: Sanborn Map Company, 1903.

J.E. Myers Planing Mill

North Railroad and Emma Streets
Penn

I.D. No.: 246

Construction Date: ca. 1910

DESCRIPTION: A three-story brick building; L-shaped and measures 136' x 115'; flat roof; concrete foundation; steel frame structural system; twelve-over-twelve-light double-hung windows with concrete sills; brick pilasters and corbelling at eaves.

The earlier wood buildings associated with the Myers Planing Mill in Penn were demolished during renovation by the present owner, the Bell-Vue Pickle Company. The only extant structure was built ca. 1920 and is now partially utilized by a cabinet maker.

HISTORY: This planing mill and lumber yard employed seventy-six workers in 1916, ninety-five workers in 1919 and thirty-one workers in 1931. Bell-Vue Pickle Company occupied the site in 1943. The present occupant of the single brick building is a kitchen cabinet maker.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

National Lead and Oil Company

SR 4087 on S. side of 6th. St.
New Kensington

I.D. No.: 051

Construction Date: 1911

DESCRIPTION: The National Lead and Oil Company is located adjacent to the Allegheny River in the Parnassus section of New Kensington. Lead Corroding Building (erected in 1911): concrete walls and reinforced-concrete frame; one story with walkway; measures approximately 200' x 40'; numerous small skylights in concrete roof; no machinery extant. At the northeast corner of this large concrete structure is a two-story office with decorative fretwork inscribed in the concrete parapet wall along the roof. Grinding, Mixing, Drying Building (erected ca. 1892): measures approximately 130' x 50', common-bond red-brick bearing walls; three and four stories; flat roof; ashlar and concrete foundation; wooden doors; multipane double-hung and fixed casement windows; timber post-and-beam structural system; concrete-block addition to south facade. Painted along the east facade is "White Lead and Red Lead." Attached to the Grinding, Mixing, Drying Building is a small two-story brick building. Extending off the south of this brick building is a tall one-story brick and steel-frame warehouse with a flat roof.

The Burrell Concrete Mixing Company now manufactures and stores concrete blocks in the original buildings. Other recent concrete block and metal buildings have been added to the complex.

Manufacturing and Bulk Products

HISTORY: The National Lead and Oil Company was established in 1891 with capitalization at \$2 million. In 1892 National acquired Armstrong McKelvy Lead & Oil Company, Beymer-Bauman Lead Company, and Fahnestock White Lead Company. About 1900 National Lead and Oil acquired works of the Sterling White Lead Company in New Kensington. Established in 1892, the Sterling White Lead works included a corroding house and a grinding, mixing, and drying building. The white leads and lead oxides produced at New Kensington were used in paints and babbitts, as well as for soldering.

After National Lead and Oil acquired the New Kensington works it expanded parts of the plant, building a machine shop and an office building. This large lead-producing company maintained facilities in both Pittsburgh and New Kensington in 1919, and produced Dutch Boy White Lead and Oxides. At this time the plant had an annual output of 7,000 tons of Dutch Boy White Lead, 10,000 tons of Oxides (Litharge and Red Lead), 2,000 tons of Lead Pipe, 1,500 tons of Sheet Lead, and 2,000 tons of solders and babbitts. These products were distributed in Pennsylvania, Eastern Ohio, Maryland, and West Virginia from the Pittsburgh office. Presently the works is occupied by the Burrell Concrete Mixing Company, producers of building materials.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Lore of Yore: A History of Parnassus, New Kensington, Arnold and Lower Burrell. New Kensington Women's Club of New Kensington, 1986.
- Sanborn Map Company. New Kensington, Pennsylvania. New York: Sanborn Map Company, 1895, 1918, 1921, and 1948.
- Story of Pittsburgh. Pittsburgh: The First National Bank at Pittsburgh, 1919.

National Roll and Foundry Company

I.D. No.: 295

Railroad Avenue (Rt. 156)
Avonmore

Construction Date: 1891

DESCRIPTION: The National Roll and Foundry Company is situated on Railroad Avenue (Rt. 156) on a terrace above the Kiskiminetas River in Avonmore. The survey team was not permitted access to the complex. Six buildings, either of brick construction or steel construction with metal siding, are visible from outside the complex.

HISTORY: There were two foundries located at Avonmore in the last decade of the nineteenth century: the National Roll and Foundry Company and National Cast Steel Company. National Roll was founded at Avonmore in 1891, renamed West Penn Foundry and Machine Company in 1898, and was called the National Roll and Foundry Company by 1916. The National Cast Steel Company was established adjacent to National Roll, and operated until 1912. National Roll acquired this foundry ca. 1915, and specialized in making cast iron, cast nodular iron and cast steel rolls and sleeves. The firm employed 116 workers in 1916, 150 workers in 1919, 88 workers in 1931, 86 workers in 1935 and 262 workers in 1947. By 1982 the firm was owned by the General Steel Industries and was using the following equipment: a forty-ton and a one-ton electric arc furnace; one thirty-ton air furnace, one forty-ton, three thirty-ton, and one three-and-a-half-ton induction furnace. The foundry is presently owned by a Swedish firm called Rolls Technology.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
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- Directory: Iron and Steel Plants. Pittsburgh: Association of Iron and Steel Engineers, 1982.

Norvelt

I.D. No.: 061

40 miles E of Pittsburgh on Rt. 981
Norvelt, Mt. Pleasant Twp.

Construction Date: 1934

DESCRIPTION: Original Federal housing at Norvelt was constructed in three circular patterns of 250 single-family dwellings. Houses: cypress siding on exterior; one-and-a-half-story Cape Code single-family dwellings; gable roof of cedar-stained shingles with two gable dormers; concrete block foundations; three bays with central door; modifications include rear ell additions, attached rooms, altered fenestration, new roofs, and a variety of new siding materials.

HISTORY: Norvelt was a government-financed and planned community created during the Depression. Named after Eleanor Roosevelt by combining the final syllables of her first and last name, Norvelt represented an attempt by the Roosevelt administration to offset the effects of the drastic retrenchment of the coal and coke industry in the county. A similar government project was instituted at Arthurdale near Morgantown, West Virginia. With capital provided by the federal government, the construction of housing and of a clothing factory was begun by local "homesteaders" in 1934. Each homestead occupied on average some two-and-a-quarter acres. From 1934 until 1937, 250 one-and-a-half-story Cape Cod-style frame houses with cypress siding and red cedar stained shingles were constructed. The completed houses had four, five or six rooms, a concrete basement, warm air furnace, individual septic tank, electricity, indoor plumbing and running water. Rents ranged from \$12.65 to \$14.33 a month and the original occupants of these houses included stranded miners and wage-earners with an annual income of less than \$1,300.

The men's clothing factory employed 220 persons during the 1930s, and by 1941 the Westmoreland Garment Company employed 226 workers. There is no listing of this factory in the 1947 Industrial Directory. A garment factory was operating at this facility as of December 1988.

Sources:

- American Guide Series. Pennsylvania: A Guide to the Keystone State. New York: Oxford University Press, 1940.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- Coode, T. and Fabbri, D. "The New Deal's Arthurdale Project in West Virginia," West Virginia History 36 (July 1975).
- Hoagland, Alison K. and Mulrooney, Margaret M. Norvelt and Penn-Craft, Pennsylvania: Subsistence-Homestead Communities of the 1930s. Historic American Buildings Survey/Historic American Engineering Record, 1991.
Pittsburgh Press Roto, October 28, 1979.

Manufacturing and Bulk Products

Old Fort Distillery

Hahntown-Wendell Rd. at Fairmount
Irwin

I.D. No.: 080

Construction Date: 1904

DESCRIPTION: Original building of five stories with three two-story additions; measures 123' x 58' including additions; red brick, common bond; gable roof of slate; coursed rubble stone foundation partially covered with concrete; original building has central arched double metal and wooden doors with double brick voussoirs on the north and south facades and brick corbelling at the eaves. The three additions have been constructed along the Hahntown-Wendell Road in front of the original distillery. Double and single metal doors open onto this street-side facade. The third addition has decorative roof brackets, a stepped gable roof, and windows with stone sills and lintels. The buildings are surrounded by an iron fence.

The Old Fort Distillery is situated on a hillside adjacent to Tinkers Run. Attached to the southern facade is a large three-story residential structure that may have been a hotel that pre-dated the distillery. The building is covered with new aluminum siding, and has an ashlar foundation and a mansard roof with four peaked gable windows. The distillery is vacant, and the residential building houses several families.

HISTORY: Across the highway from this concern were two other distilleries: the Lawrence Synder Distillery (abandoned and dismantled ca. 1900) and J.R. Scott Distillery (abandoned and dismantled ca. 1910). The buildings of this distillery were removed from the site. The Old Fort plant ran daily four to six months per year, producing rye and corn whiskey using the sweet mash process, and making fruit wines. Coal-powered steam engines produced power and heat, and office and distillery lighting was by natural gas. Water for the distillery came from the borough water works and a local well.

Sources:

Sanborn Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

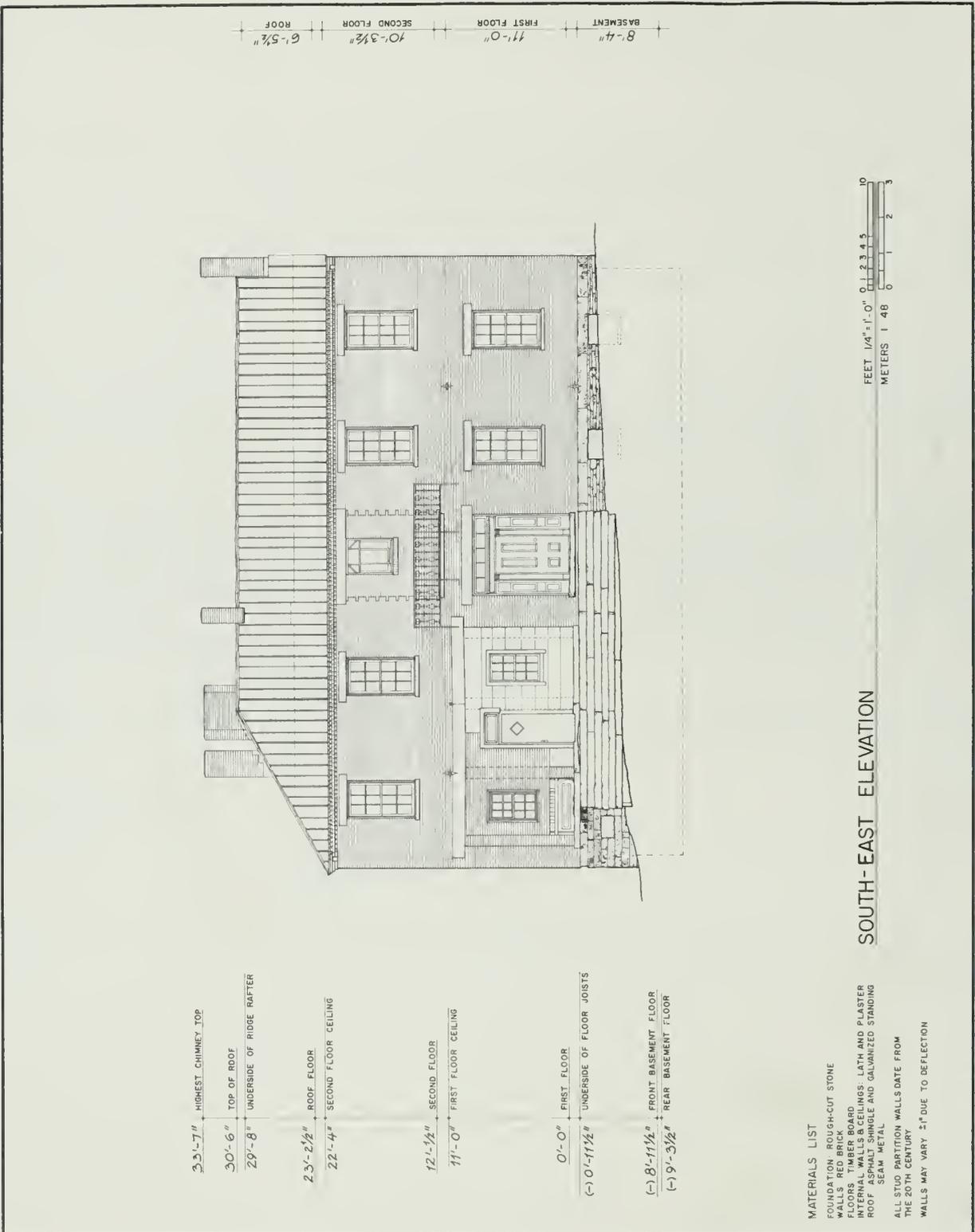
Overholt Company: Distillery, Grist Mill and Town

West Overton

I.D. No.: 056

Construction Dates: 1837, 1859

DESCRIPTION: Seven brick company houses, the company store, the B.F. Overholt residence and the Overholt Homestead and Stock Farm compose the West Overton historic District. Company Store and Residence: red brick, Flemish and common bond; two stories; L-shaped; measures 58' x 58'; gable and hipped roofs; brick corbelling at eaves; seven brick chimneys; coursed rubble stone and ashlar foundation; six-over-six-light double-hung windows with stone lintels and sills; five-bay commercial facade with large central bay now infilled; original stone steps lead to front door; style is Greek Revival. Company Houses: red brick, Flemish bond; two stories; L-shaped; gable roofs, most with corbelled eaves; brick chimneys; three bays; coursed rubble stone foundations; central doors with transoms; most windows six-over-six-light double-hung with wooden lintels and sills; brick and clapboard rear ells; one house covered with asphalt siding; style is Greek Revival. B.F. Overholt Residence: red brick, Flemish bond; two-and-a-half stories; hipped roof; ashlar and coursed rubble stone foundation; three by three bays; six-over-nine and six-over-six-light double-hung windows with stone lintels and sills; recessed two-story porch; style is



33'-7" HIGHEST CHIMNEY TOP
 30'-6" TOP OF ROOF
 29'-8" UNDERSIDE OF RIDGE RAFTER
 23'-2 1/2" ROOF FLOOR
 22'-4" SECOND FLOOR CEILING
 12'-1 1/2" SECOND FLOOR
 11'-0" FIRST FLOOR CEILING
 0'-0" FIRST FLOOR
 (-) 0'-11 1/2" UNDERSIDE OF FLOOR JOISTS
 (-) 8'-11 1/2" FRONT BASEMENT FLOOR
 (-) 9'-3 1/2" REAR BASEMENT FLOOR

MATERIALS LIST
 FOUNDATION - ROUGH-CUT STONE
 WALLS - RED BRICK
 FLOORS - TIMBER BOARD
 CEILINGS - LATH AND PLASTER
 INTERIORS - ASPHALT SHINGLE AND GALVANIZED STANDING SEAM METAL
 ALL STUD PARTITION WALLS DATE FROM THE 20TH CENTURY
 WALLS MAY VARY 2" DUE TO DEFLECTION

SOUTH-EAST ELEVATION

FEET 1/4" = 1'-0"
 METERS 1:48

Figure 68. Christian S. Overholt House, South-East Elevation. Delineated by Janet Chen, Vicki A. Fleming, Robert G. Colosimo.



Photo 69. Overholt Distillery. Photo by Christine Davis/Carmen DiCiccio.

Greek Revival. Overholt Homestead: red brick, Flemish and common bond; two-and-a-half stories; gable roof with corbelling at roof line; end chimneys; coursed rubble stone foundation with ashlar cornerstones; five-by-five bays with center hall; central stone stair with iron bannister; datestone in gable "1837"; nine-over-six and six-over-six-light double-hung windows with stone lintels and sills; central door with transom and paneled surround; central hall; carved end blocks over interior windows and doors; most interior doors are eight panel; style is Greek Revival. Overholt Springhouse (Frick birthplace): stone, one-story; gable roof of wooden shingles; end chimney; coursed rubble stone foundation; central paneled doorway; six-over-six-light double-hung windows; restored. Overholt Farm: Includes brick summer kitchen, brick carriage house, stone smokehouse, brick storage building; two brick barns with louvered windows; and two additional outbuildings.

HISTORY: Henry Clay Frick, coke baron and industrialist, was born at this site in 1849. The village was largely owned by Abraham Overholt, Frick's grandfather, who operated a distillery, a steam-powered flour mill, malt house and coal bank. Abraham Overholt built the distillery building that now houses the Westmoreland-Fayette Museum in 1859. The distillery was locally known as the "Old Farm Distillery," and produced a brand of rye whiskey under the "Old Farm" label. A second Overholt distillery, established at Broad Ford, Fayette County, produced and bottled "Old Overholt" whiskey. No original buildings remain at the Broad Ford site.

This multi-building complex is owned by the Pittsburgh-based Helen Clay Frick Foundation and maintained by the Westmoreland-Fayette Historical Society. The complex is listed on the National Register of Historic Places.

Manufacturing and Bulk Products

Sources:

Davis, A.M. New Illustrated Atlas of Westmoreland County, Pennsylvania. Reading, PA: Reading Publishing Company, 1876.

National Register of Historic Places Inventory-Nomination Form: West Overton Historic District.

United States Department of the Interior, National Park Service. Survey of the Whiskey Warehouses of Pennsylvania, West Virginia, Maryland, New Jersey, New York. 1894.

Overmyer Mould Company

I.D. No.: 229

604 Highland Avenue at corner of White St.
Greensburg

Construction Date: 1935

DESCRIPTION: A one-story brick structure with full basement; measures 105' x 93'; stepped gable roof of asphalt; brick, stretcher bond foundation; brick soldier courses at foundation and above windows; multipaned hinged windows; no original machinery is extant. The building has 11,000 square feet of floor space.

HISTORY: In 1933 C.P. Overmyer established the Overmyer Mould Company in Greensburg to service the glass industry in the eastern part of the United States. The Greensburg facility was a branch office of the Winchester, Indiana, home plant established in 1920. Originally situated in a building located at the corner of Mount Pleasant Street and Highland Avenue, Overmyer moved to Welty Street in South Greensburg after acquiring the Greensburg Mould and Machine Company. In early 1935 the company moved to its Highland Avenue location, where it employed about twenty workers. The firm had a work force of seventy-two in 1947 and nearly 100 by 1949. Primarily concerned with the production of glassware molds, the company also makes molds for footballs, basketballs, and softballs. These products are exported throughout the United States and to England, Turkey and South American countries. The building is now occupied by Digital Doctor, a computer repair shop.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.

Gregg, James, ed. History of Greensburg Sesquicentennial 1799-1949. Greensburg: 1949.

Painter Grist Mill

I.D. No.: 025

Center Avenue (old Rt. 119) off Shelton Dr.
New Stanton

Construction Date: 1853

DESCRIPTION: The Painter Grist Mill is located on a terrace above Sewickley Creek on the old South West Railroad. Mill: red brick, common bond; four-and-a-half stories; ell addition on northeast facade; gable sheet-metal roof; ashlar foundation; six-over-six-light double-hung windows some infilled with brick; two limestone datestones as lintels above windows on the third story of the southwest facade, inscriptions read "1853 Israel Painter" and "Thomas Pollock, Architect"; painted on brick on northeast elevation, "A.R Helper and Son" and "Hepler's Town and Country Enterprise, Stanton". A one-story addition of red brick with a flat asphalt roof and concrete block foundation served as the loading dock. The structure is vacant and in good condition.

HISTORY: The Painter grist mill was designed by architect William Pollack and constructed by Israel Painter in 1853. Colonel Israel Painter was the original occupant of this mill with the Stantons and Helpers subsequently operating the mill after Painter died. James F. Stanton and Sons was operating the mill in 1903 when a major flood damaged machinery and destroyed a large quantity of stored flour and some fifty shocks of wheat. Israel Painter maintained extensive and diverse business interests, including ownership of thirty-two farms in Fayette, Indiana, and Westmoreland counties, investments in oil and coal properties, and ownership of seventy-four coke ovens in Bullskin Township, Fayette County.

Sources:

Albert, George, Dallas. The History of the County of Westmoreland, Pennsylvania. Philadelphia: Lippincott and Company, 1882.

Boucher, John N. History of Westmoreland County, Pa. New York: Lewis Publishing Company 1918.

Swetnam George and Smith, Helene. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.

Pearce Manufacturing Company

Harrison Avenue West at Wilkens

Latrobe

I.D. No.: 138

Construction Date: 1904



Photo 70. Pearce Manufacturing Company, Latrobe. Photo by Jet Lowe.

DESCRIPTION: The Pearce Manufacturing Company complex includes one large building composed of the original three main buildings and the wool store house. These structures are now all interconnected

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with new additions. The maintenance house (now a garage) and a twenty-two bay wooden garage are also extant. The central office building with octagonal tower, the boiler house and tanks have been demolished. Factory A: first floor for weaving, second floor for mule spinning, third floor for carding and card grinding; red brick, common bond with brick buttresses; three stories; measures 200' x 50'; flat roof with rafters; rubble stone foundation; arched windows with double and triple brick voussoirs; corbelling above bays and fret work at eaves. Storage and Shipping B: first floor for shipping, warping and dressing; second and third floors for storage; red brick, common bond with brick buttresses; measures 200' x 50'; three stories, flat roof with rafters, rubble stone foundation; arched windows with double and triple brick voussoirs; corbelling above bays and fretwork at eaves. Finishing, Drying, Washing and Dying Rooms E: red brick, common bond; one story; measures 165' x 50'; addition of one story; flat roof; corbelling at eaves and over bays; decorative brick work at eaves; arched windows with double brick voussoirs. Maintenance/Garage: red brick, common bond; one story; measures 28' x 20'; hipped roof; arched windows with double brick voussoirs. Wool Storage House: connected to main building by new one-story addition; red brick, common bond; one-and-a-half stories; metal roof; remodeled when Strike-a-light Corporation used the building. Interior: The structural systems of the main buildings were originally timber post-and-beam construction and were reinforced ca. 1940 with iron beams and steel Belgian and Fink trusses. No original machinery is extant. Garage: timber; multipaned windows on double garage doors; twenty-two bays; asphalt roof. Houses: On the south side of Harrison Avenue are two, two-story frame houses with rubble stone foundations that were part of the original complex.

The Opco Company now uses the buildings for the production of polystyrene boxes and insulation. The garage, once an important perquisite for the workers, is abandoned. When repair work was completed to the floor of the wool storage house, brick beehive coke ovens were found.

HISTORY: The Pearce Manufacturing Company moved to Latrobe in 1904 after a fire destroyed its facilities in Greenville. Founded by the Harmonite Society, the Pearce Company had established the oldest blanket mill in America at Harmony, Pennsylvania. The firm maintained its facilities there from 1805 until 1884, when Pearce moved to Greenville. The wool for Pearce's primary product, the all-wool blanket, came primarily from the Latrobe vicinity, a major sheep producing area. In 1904 the company relocated in Latrobe, occupying the factory of a former agricultural implements manufacturer. Joseph Pearce was president of the Pearce company from 1904 until 1928, at which time he was succeeded by his son Joseph and the Woolrich Company acquired the firm. The firm expanded its product line during the 1930s to include felt goods, worsted, and other woolen products. Woolrich made men's topcoats, overcoats and sports wear and ladies' and children's jackets. The firm employed 150 workers (seventy-three men and seventy-seven women) in 1916, 102 workers (fifty-five men and forty-seven women) in 1919, 201 workers in 1935 and 237 in 1947. Toyad Corporation of Pittsburgh, a producer of rubber products, occupied the Pearce facility after the firm moved to New York state.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.

Industry (Magazine of Commerce & Finance). July, 1907.

"Pearch Mfg. Co., Latrobe, PA.," surveyed by W. J. Fennell and drawn by F.L. Mays, Revised May 21, 1931.

Sanborn Map Company. Latrobe, Pennsylvania. New York: Sanborn Map Company, 1909.

This is our town, 100 years 1854-1954. Latrobe, Pa. 1954.

Pennsylvania Aluminum Company

I.D. No.: 222

Alley off Theobald Avenue at railroad
South Greensburg

Construction Date: 1910

DESCRIPTION: Large one-story building; measures 275' x 125'; brick walls painted beige; interior steel frame; gable roof of composition paper. The building originally housed the assembling and manufacturing shop, plating room, and machine shop for the aluminum company. The Penn Aluminum Company in South Greensburg was incorporated first into the Railway and Industrial Engineering Company (see this entry) and is now part of the D and R Industrial Center.

HISTORY: Pennsylvania Aluminum Company was located next to the Greensburg Swing Company. The company was closed, according to the Sanborn Insurance Map of Greensburg, by 1927. The single brick building of the Pennsylvania Aluminum Company was acquired by the Railway and Industrial Engineering Company. The single brick structure was later physically connected to the Railway and Industrial Engineering plant.

Sources:

Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Penn-Rillton Company

I.D. No.: 243

.2 miles W. of bridge over Rt. 30
Irwin

Construction Date: 1893, 1950s

DESCRIPTION: The original buildings and tower owned by the Penn Rillton Company, located on Tinker's Run in Irwin, have been demolished with the exception of three walls of one structure. This section has been remodeled and a new clapboard facade applied. The concrete-block buildings that have been added to the original walls date to ca. 1960.

HISTORY: Originally the Penn Facing Mills Company, this firm was founded in 1893 at Irwin with its corporate office in New York City. A leading manufacturer of mine and quarry equipment and foundry faces, the firm's products were distributed throughout the United States, Canada, and Mexico. The company was renamed Penn-Rillton during the 1920s. The firm employed sixteen workers in 1916, twenty-one workers in 1919, seventeen workers in 1935 and nineteen workers in 1947. During the 1950s the company ceased operations.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.

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- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- The Diamond: Irwin's 75th Anniversary Celebration 1864-1939. Irwin, Pa. 1940.

Pennsylvania Rubber Company

Chamber Avenue
Jeannette

I.D. No.: 214

Construction Date: 1903, 1910s

DESCRIPTION: The Pennsylvania Rubber Company consists of a complex of buildings situated within a 30.90 acre site on Brush Creek in Jeannette. Building No. 6: general offices, manufacturing, and storage facility; buff and red brick, stretcher bond, constructed with horizontal bands of buff brick separated by red brick courses and bands of multipaned windows; originally six stories with three penthouses for elevators, seventh floor added later; originally L-shaped and measures 200' x 140'; flat roof of gypsum and reinforced concrete; concrete foundation; structural system of concrete-encased steel support columns to sixth floor; decorative frieze at cornice includes rectangular, circular and diamond geometric motifs in red brick; brick corbelling above the second and fifth floor windows. Modifications include construction of the seventh floor; partial alteration to fenestration including insertion of smaller insulated windows on upper floors. Additions include a one-story building with roof monitor in 1920 (Bldg 10); a three-story manufacturing plant in 1944 (Bldg 6A); a three-story warehouse in 1967 (Bldg 6B). Building No. 5/Power House: buff and red brick, stretcher bond; one high bay bracketed by two low bays, two basement levels; measures 129' x 70'; flat roof with monitor on high bay; concrete foundation; two walls of multipane casement windows; upper windows covered with sheet metal; massive concrete piers in basement; geometric brick motifs reproduced from main building; modifications include removal of large smoke stack; Power House Machinery: steam driven hydraulic pump by Hall Steam Pump Company of Pittsburgh; steam-driven booster air compressor by Bury Compressor, Erie; steam engine and three-cylinder hydraulic pump and flywheel by Ball Engine Company, Erie, ca. 1915; steam-driven hydraulic pump by Union Steam Pump Company, patent date 2/21/1893; switchgears and DC generators (direct current and synchronous motor) by General Electric; booster air compressor by Westinghouse Air Brake in Wilmerding; electric-driven air compressor by Chicago Pneumatic Company; Bury Electric compressor ca. 1932; Aldrich hydraulic pump. Building No. 4/Tennis Ball Manufacturing: red brick, stretcher bond; three stories; L-shaped; flat roof; windows infilled with cement block; pilastered walls; structural system of steel frame with concrete posts; addition of Bldg 4A in 1948; now used for storage; constructed in 1913. Building No. 3: Washing/Drying: now covered with reinforced concrete; two stories; measures 102' x 52'; constructed in 1905. Building No. 3A: Machine Shop: reinforced concrete; one story, measures 85' x 50' with 62' x 30' ell; constructed in 1905. Building No. 11/Pipe Shop: red brick, stretcher bond; one story with rear wall of stone; constructed in 1944; once attached to two factory buildings that have since been demolished; Building No. 12/Rubber Storage: reinforced concrete; one story; measures 125' x 50'; constructed 1919. Building No. 13/Cement House: red and buff brick, stretcher bond; one story; measures 80' x 22'; steel trusses and brick pilasters; functioned as the Oil House, then cement mixing and fabric cleaning house, and finally the mixing house to prepare rubber adhesives for tires; constructed in 1918. Building No. 17/Auto House: brick; one story; measures 140' x 63'; now used for storing equipment; constructed in 1919. Stone structure: built before

the construction of the complex and may have been associated with the Penn Gas Coal Company buildings located near here ca. 1876; one story with addition; arched windows with single stone voussoirs. Management Clubhouse: corner of Agnew and Lewis Avenues; aluminum siding, painted yellow; two-and-a-half stories; L-shaped, but modified; coursed rubble stone foundation; multiple gable roofs; remodeled into apartment complex.

The W. G. Wilkens Company of Pittsburgh designed the power house while the other buildings were designed by the Pennsylvania Rubber Company's engineering department. Landscaping once surrounded the main entrance, and the words "Penn Craft Park" were sculpted in shrubbery. In 1976, when a new office and manufacturing building of yellow brick and siding was constructed on the Chambers Avenue elevation, the earlier office and hospital buildings were removed. Two wooden factory buildings, No. 1 and No. 2, were demolished in 1988.

HISTORY: Herbert DuPay, a steel operator and financier from Pittsburgh, founded the Pennsylvania Rubber Company in Erie, Pennsylvania, in 1899. The Erie plant made belts, hoses, packings, bicycle tires and a complete line of mechanical rubber goods. DuPay moved the company to Jeannette in 1901-1902, and diversified Pennsylvania Rubber's production to include jar rings, tennis balls, rubber tile, solid baby tires and carriage tires. The growth of the automobile industry increased the demand for pneumatic tires. Pennsylvania Rubber had been producing the "Q.D." (quick dismountable) tires in a process that cemented rubber from several different molds into a single unit. On the crushed-rock roads of the period these tires often unravelled. In 1910 Pennsylvania Rubber began making the new Vacuum Cup pneumatic tire, which boasted an 8,000-mile guarantee. The success of this new tire taxed the existing 90,000 square foot factory. A new seven-story factory was erected in 1913-1915 enabling the firm to triple its tire production. The firm during World War I provided tires and tubes for the war effort. Pennsylvania Rubber Company also made diaphragms for depth bombs, navy shell timing caps, gas masks and adhesive tape. The company concentrated on making tires and tubes for light/heavy trucks and buses after the war. The motto of the firm during the 1930s was "Fine Craftsmanship in Rubber." The Pennsylvania Rubber Company merged with Mansfield Tire and Rubber Company of Mansfield, Ohio, in the 1940s. The General Tire and Rubber Company of Akron, Ohio, purchased the Jeannette factory in 1945. General Tire and Rubber Company was incorporated in 1915 with its first factory at Akron. The Pennsylvania Rubber Company employed 900 workers in 1916, 1,180 workers in 1935, and 2,282 workers in 1947. A \$1 million expansion for the Jeannette plant was undertaken in 1969. The company made tennis balls and related tennis equipment at the plant under the Penn Athletic Products Division of the General Tire and Rubber Company. The Penn Division of General Tire and Rubber also made wooden and metal rackets, covers, presses, equipment bags, shoes, socks, and hats in 1976.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- "Jeannette Pa. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.
- "History of Jeannette: Industries of Jeannette." Bicentennial Committee, 1976.
- Stevens, Sylvester. Pennsylvania Titan of Industry. vol. 3. New York: Lewis Publishing Company, 1948.

Manufacturing and Bulk Products

Peters Paper Mill Company

Rt. 30 W. at SR 217
Latrobe

I.D. No.: 088

Construction Date: 1902

DESCRIPTION: The Peters Paper Company is located east of Latrobe and adjacent to the old right-of-way for the Ligonier Valley Railroad at Kingston. After Kennametal purchased the property in 1945, one building and the brick chimney were removed. The original structures were then enclosed by new metal siding, and the complex was converted to a manufacturing plant for the company. The paper company complex includes a series of one-, two-, and two-and-a-half story brick buildings in a linear plan along the railroad. The buildings all had gable roofs, and the factory building had a monitor with multipaned windows. A very tall brick chimney with decorative brickwork at the top rose from the gable roof of the boiler house. Multipaned double-hung windows had double brick voussoirs. Other features include brick corbelling at the cornices, and bays separated by brick piers with corbelling above. A tram railroad operated at the rear of the structures.

New buildings and additions to earlier structures were completed from 1945 through 1976 by Kennametal. One one-story brick building with a roof monitor was painted gray and remains uncovered.

HISTORY: The Loyalhanna paper mills were established in 1865 at Latrobe by Bierer, Watt and Company. The Metzgar Brothers acquired the firm in the fall of 1870, then merged with James Peters & Company. In 1879 the facility burned down but was rebuilt. Utilizing 250 tons of machinery and four boilers measuring 40' x 28', the new mill produced roofing, manilla and wrapping paper and paper products from rags, straw and rope. These products were sold in Baltimore, Chicago, Pittsburgh, and Philadelphia. The firm opened a new paper mill at Kingston in 1902. It was the largest in the state until it closed in 1919. The company also operated the Peters coal mine, which produced 25,722 tons of coal and employed thirty-seven miners in 1906, and 14,107 tons of coal and thirty-two miners in 1919. Coal was used by the firm to heat and operate the machinery at the paper mill. It took 350 bushels of coal each day to run the mill in 1882.

Sources:

- Albert, George Dallas. The History of the County of Westmoreland, Pennsylvania. Philadelphia: Lippincott and Company, 1882.
- Boucher, John N. History of Westmoreland County. New York: Lewis Publishing Company, 1906.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Sanborn Map Company. Latrobe, Pennsylvania. New York: Sanborn Map Company, 1909.

Pittsburgh Brewing Company:

Mt. Pleasant Brewery

112-116 Depot St.
Mt. Pleasant

I.D. No.: 047

Construction Date: ca. 1890

DESCRIPTION: Of the four original buildings that composed the Pittsburgh Brewing Company at Mt. Pleasant, only the brick brewery is extant. Brewery: red brick, common bond; two stories on northern facade, one story on southern facade; roof currently being replaced; concrete foundation; six-over-six-

light double-hung windows, some infilled; brick bearing walls with steel girders and timber post-and-beam structural system; some bays enlarged for insertion of garage doors.

The offices, cooper shop, ice plant, ice house, and storage buildings have been demolished or incorporated in new construction. The building now functions as a store house, and all machinery was removed during remodeling.

HISTORY: The Mount Pleasant branch of the Pittsburgh Brewing Company had a capacity of 150 barrels per twenty-four hour period in 1895. Machinery was operated by steam power generated from coal, and the complex included an office, cooper, ale, and portage storage building. The Pittsburgh Brewing Company enlarged the brewery by adding a chip house, a boiler house and bottling house by 1908, and was able to produce 200 barrels of beer per twenty-four hour period. The brewery was operational as late as 1919, employing forty-eight factory workers and six office workers.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Sanborn Map Company. Mount Pleasant, Pennsylvania. New York: Sanborn Map Company, 1895, 1901, and 1908.

Porcelier Manufacturing Company

I.D. No.: 223

220 Huff Avenue
South Greensburg

Construction Date: ca. 1930

DESCRIPTION: Original brick building is painted white and partially covered with turquoise siding; two stories; measures 280' x 280'; flat roof recently reconstructed of felt, foam glass and pitch; brick foundation; six-over-six-light double-hung windows in horizontal bands on first floor; multipane casement windows in horizontal bands on second floor; extensively remodeled with additions to original buildings and the construction of new buildings. The kilns and original machinery have been removed. The Porcelier Manufacturing Company is now owned by PPG Industries.

HISTORY: The Porcelier Manufacturing Company acquired the former manufacturing facility of the Pittsburgh American China Company in 1930, and began manufacturing ceramic products, lighting fixtures, percolators and bowls. These products were sold to such large department store chains as Sears Roebuck and Montgomery Ward. The firm employed 307 workers in 1935, 292 workers in 1941 and 359 workers in 1947. Pittsburgh Plate Glass Company acquired the 80,000-square-foot facility in 1954, and added new buildings in both 1955 and 1956. PPG Inc. maintained a work force of 100 in 1954, primarily producing curved laminated windshields for automobiles and trucks. The former Porcelier Manufacturing Company plant building is now used by PPG as a warehouse and distributing depot for automobile glass parts.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

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Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.
Gregg, James, ed. History of Greensburg Sesquicentennial 1799-1949. Greensburg, 1949.

(H. M.) Pringle & Son Planing Mill

I.D. No.: 013

Rt. 993 (Water St.) and Beynard Way
Irwin

Construction Date: ca. 1890

DESCRIPTION: The H. M. Pringle & Son Planing Mill is located at the juncture of Tinker's Run with Brush Creek in Irwin. Mill and Warehouse: German siding, asphalt and particle board over original vertical clapboard; two stories; measures 56' x 48', attached warehouse measures 115' x 42'; gable roof of metal with rafters; rubble stone foundation; timber post-and-beam structural system; six-over-six-light double-hung and six-pane casement windows; several early board-and-batten doors with hardware; attached warehouse has open first floor with wide overhangs for storage and post-and-beam supports; multipane casement windows on second floor. Machinery: early sabre saw. Office: original one-story tile building with the addition of a full second story with stepped gable roof; concrete-block addition to east elevation. The E. W. Otterman Lumber Company now uses the mill for storage, and the office for a shop and store.

HISTORY: The H. M. Pringle & Son Planing Mill opened in 1890 and was operational as late as 1947. The firm also manufactured concrete blocks at the planing mill ca. 1939.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
The Diamond: Irwin's 75th Anniversary Celebration, 1864-1939. Irwin, Pa.: 1940.
Sanborn Map Company. Irwin, Pennsylvania. New York: Sanborn Map Company, 1925.

Railway and Industrial Engineering Company

I.D. No.: 220

Theobald Avenue
South Greensburg

Construction Date: 1914

DESCRIPTION: The Railway Industrial Engineering Company is located on the Pennsylvania Railroad in South Greensburg. Foundry: yellow brick; two stories; sawtooth roof; casement windows with concrete lintels. Drafting and Engineering Department: red brick, common bond, painted and partially covered with siding. Shipping Department: red brick, common bond, painted blue; one and two stories; turret on gable roof; concrete foundation; brick pilasters and corbelling at cornice; double-hung windows. Assembly Room and Machine Shop: reinforced concrete; one story; tile roof, partially sawtooth; steel trusses; wood floor. Steel Shop: reinforced concrete; two stories; flat roof with steel trusses; steel frame structural system; multipane casement windows.

New additions of concrete and metal, painted blue, complete the complex that has now been converted to the D and R Industrial Center.

HISTORY: The Railway and Industrial Engineering Company was founded in 1910 with facilities first located at Ligonier and later at Wilkinsburg. In 1914 the company moved to South Greensburg and occupied a site on Theobald Avenue and Broad Street. The firm manufactures high-voltage switching equipment, including a variety of metal, ceramics and plastics products used in electrical switchgears for both outdoor and indoor use. The company had district offices in New York, Philadelphia, Cleveland, Seattle, Boston and other American cities, and in 1949 furnished about 75 percent of the 230,000 volt switches used in the United States and Canada. In October 1947 Railway and Industrial Engineering Company merged with the I-T-E Circuit Breaker Company of Philadelphia. The plant employed eight workers in 1910, thirty-four workers in 1916, ninety-six workers in 1935 and 529 workers in 1947.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.
- Gregg, James, ed. History of Greensburg Sesquicentennial 1799-1949. Greensburg, 1949.
- Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Reese Hammond Fire Brick Company: Bolivar Works

I.D. No.: 184

On Conemaugh River W. of Rt. 259 underpass
Bolivar

Construction Date: 1857

DESCRIPTION: Buff brick, common bond, painted and stuccoed; one-and-a-half stories; measures 80' x 40'; gable roof; rubble stone foundation; arched windows with double brick voussoirs; interior remodeled and two new garage doors added to exterior. This single building remains from the original No. 1 Works of the Reese Hammond Fire Brick Company. The structure is now used as a garage by the Burkett Auto Shop. All other buildings including the kilns and storage structures have been demolished.

HISTORY: In 1866 Bolivar native James Hammond purchased the brickyard in which he was employed as superintendent. It had been founded in 1857 by Robinson and Benny. Hammond was assisted by other investors including Hammond's brother Thomas and by Isaac and B.F. Reese. The company was incorporated as the Reese-Hammond Fire Brick Company in 1898. By 1900 the company operated four brickyards in Bolivar and one across the river in Garfield, later renamed Robinson, and had interests in the Curwensville Fire Brick Company in Clearfield County and in the Hammond Fire Brick Company in Fairmont, West Virginia. In addition to refractories it manufactured paving brick, face brick, and fancy enameled brick. After about 1909 Reese-Hammond's properties in Bolivar and Robinson were taken over by Garfield Fire Clay Company, which was controlled by James Hammond's son, J.B. In 1913 J.B. Hammond consolidated some of his holdings with the Joseph Soisson Firebrick Company based in Connellsville, Fayette County. The McFeely Brick Company of Latrobe also owned a Bolivar brickyard during the 1910s. Garfield Refractories became the longest running brick manufacturer, but by the 1960s it was struggling to survive by diversifying its product line, and closed in the early 1970s.

Manufacturing and Bulk Products

Sources:

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- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.
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Robertshaw Thermostat Company: Scottdale

I.D. No.: 116

310 Crescent Street
Scottdale

Construction Date: ca. 1910

DESCRIPTION: Red brick, common bond, painted; one and two-and-a-half stories; ashlar and poured concrete foundations; asphalt roof; timber post-and-beam structural system with exterior brick piers; arched windows with double brick voussoirs; original six-over-six-light double-hung windows, most replaced or infilled; extensive remodeling includes additions, raising of roof, removal of original walls, altered fenestration.

Several companies have occupied the Robertshaw Thermostat foundry buildings, including the Lincoln Soap and Chemical Company. In order to accommodate the new plants, many alterations and additions have taken place. The structures currently serve as a garage for the Tiger Trucking Company.

HISTORY: Robertshaw-Fulton Controls Company was founded by F. W. Robertshaw (1853-1941) of Pittsburgh. While it was known that when heat was applied to different elements they expand in a greater or lesser degree, F. W. Robertshaw invented the first practical thermostat, applying this principal to a device he installed on the hot water heater in his home. Robertshaw created the Robertshaw Thermostat Company, and moved to Youngwood in 1914, occupying a site with 6,500 square feet of floor space, and later acquiring the Reynolds Metals Company buildings at Youngwood in 1928. A series of mergers and acquisitions over the next several decades greatly increased the size of the company: Robertshaw acquired the American Thermometer Company of St. Louis and Grayson Heat Controls Ltd. of Lynnwood, California, in 1937 and 1938, the Paragon Manufacturing Company of New Derry in 1943, and the Fulton Sylphon Company of Knoxville, Tennessee, and Bridgeport Thermostat Company Inc. of Bridgeport, Connecticut, in 1946 and 1947. In 1948 the company was reorganized and renamed the Robertshaw-Fulton Controls Company with John A. Robertshaw, the son of the founder, as President. The Company's executive offices moved from Youngwood to Greensburg in the same year. The firm employed 176 workers in 1931, 182 workers in 1935, and 2,466 workers in 1947 at its Youngwood plant. Robertshaw Thermostat Company also operated a foundry and assembly plant at Scottdale from 1942 to 1960. Robertshaw opened a new plant in the summer of 1960. This ultra-modern building is on

268 acres of land bordering the Pennsylvania Turnpike 3 miles south of Youngwood. The new facility at New Stanton is a 7.5-acre plant that has consolidated under one roof the facilities previously located at Youngwood, Scottdale, and Irwin.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
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Harrisburg: State Printer, 1931.
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Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
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- Stevens, Sylvester. Pennsylvania Titan of Industry. vol. 3. New York: Lewis Publishing Company, 1948.

Robertshaw Thermostat Company: Youngwood Plant

I.D. No.: 280

Third and Locust Streets
Youngwood

Construction Date: 1914

DESCRIPTION: The Robertshaw Thermostat Company is situated on the railroad at Third and Locust Streets in Youngwood. The complex has expanded north from the original assembling room, foundry and machine shop to include a range of one-story concrete-block buildings with gable roofs. Original Corporate Headquarters: wood, German siding; one story; L-shaped and attached to new one-story frame addition; gable roof of asphalt with brick chimney; concrete-block foundation, partially exposed basement has two-over-two-light double-hung windows. Foundry: concrete block and brick; gable roof of sheet metal with multipaned monitor. Other concrete-block buildings, one with a sawtooth roof, complete the complex. The buildings are now an industrial park.

HISTORY: Refer to Robertshaw Thermostat Company: Scottdale.

Sources:

- Refer to Robertshaw Thermostat Company: Scottdale.

St. Vincent's Monastery Grist Mill

I.D. No.: 134

SR 1045, N. of St. Vincent's College
Latrobe

Construction Date: 1854

DESCRIPTION: Insulbrick siding over original clapboard; three stories with full basement; L-shaped and measures 190' x 75'; gable roof of tin with rafters; one tall brick chimney and one smaller brick chimney; ashlar and common-bond brick foundation; timber post-and-beam structural system of chestnut



Photo 71. St. Vincent's Monastery Grist Mill. Photo by Christine Davis/Carmen DiCiccio.

and oak; six-over-six-light double-hung windows and six-light fixed casement; oak floors with original ladders and staircases; early Dutch door of oak; massive interior beams. Machinery: three sets of French stones, one 1883 burr stone replaced in 1954; George T. Smith Middlings Purifier ca. 1885 with silk screens and brushes; one large and one small Eureka Horizontal Double Wheat Scourers by S. Howes Company, July 1908; 1854 sifting bolt with silk screen and iron auger; several Chicago scales; 1913 cockel seed remover; original nineteenth-century carts, screens, and bins.

St. Vincent's Monastery Grist Mill consists of the original 1854 building and two nineteenth-century additions including a drive-through loading bay for wagons. The gristmill continues to grind grains for the St. Vincent's Archabbey and for local residents. To power the machinery, coal was mined on the property by the lay brothers of St. Vincent's. Since 1952, electricity has replaced the original steam and coal power system.

HISTORY: St. Vincent's Monastery Grist Mill was built in 1854, with the original four-story building measuring 45' x 40'. There have been two alterations to this structure: A 40' x 35' addition in 1855, and an addition measuring 45' x 45' in 1883. Constructed as a steam mill rather than a water-powered mill, electric motors were not installed until 1952. The gristmill has been in continuous use since 1854 and is owned and operated by the Benedictine Society, a religious order established in Westmoreland County in 1846. (Saint Vincent was the first Benedictine Monastery in the United States.) There is a complex system of bucket elevators, belt conveyors, and sifting machines at the mill, and the original three-ton French flint mill stones are still in use. Nearby are the remains of the brewery that operated from 1860 until about 1920. Only the foundations of the brewery and malt house survive.

Sources:

National Register of Historic Places Inventory-Nomination Form, United States Department of the Interior.
 Sanborn Map Company. Latrobe, Pennsylvania. New York: Sanborn Map Company, 1909.

Scottdale Flouring Mills

I.D. No.: 115

N. Broadway and Mulberry Streets
 Scottdale

Construction Date: 1880

DESCRIPTION: Frame, insulbrick and concrete block; three stories; measures 68' x 58'; gable roof of tin; rubble stone foundation; timber post-and-beam structural system; six-over-six-light double-hung windows; fenestration altered on facade; additions to east elevation; south elevation opens onto railroad; no original machinery.

The Scottdale Flouring Mills was damaged by fire in the 1950s and has been extensively remodeled. The building is now used as a feed store.

HISTORY: Erected in 1880 by W.A. Kifer, the Scottdale Roller Flouring Mills was sold to H.C. Best of Latrobe in 1887. Best had initially formed a business partnership with Albert Keister in 1888, but by 1889 Keister had formed a new business partnership with Jacob Loucks of Scottdale and the flour mill was renamed Keister & Loucks. This firm erected a large grain elevator adjacent to the mill which was completed in 1892. Loucks retired from business in 1897 and Keister continued to operate the mill, installing additional rolls and changing the bolting process to double the capacity of the mill. The new Universal Bolter produced a high grade granular flour used for the baker's trade. Flour produced at the mill was shipped on the PRR to Pittsburgh, Allegheny City, McKeesport, Homestead and other places. Production capacity of the mill by 1899 was 100 barrels daily, and the adjoining grain elevator had a storage capacity of 20,000 bushels. A fire in 1922 completely destroyed this flour and feed store. The facility was rebuilt the next year but a fire destroyed the mill in the late 1940s. George Altman is the current owner of this feed store located at North Broadway. The Altman family has been in the grain and milling business for three generations (in 1939 the Altman's operated sixty-one retail feed stores and two grist mills.)

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
The Diamond: Irwin's 75th Anniversary Celebration 1864-1939. Irwin, Pa.: 1940.
 Luker, J. Harvey (editor). Historical Souvenir of Scottdale. Scottdale: Independent Press, 1899.

Shupe Steam Grist Mill

I.D. No.: 023

E. Main St. at the railroad
 Mt. Pleasant

Construction Date: 1845

DESCRIPTION: The Shupe Steam Grist Mill is located on Shupe Run in the town of Mt. Pleasant. Mill: aluminum siding over original clapboard exterior; three-and-a-half stories with full basement; measures 80' x 40'; slate gable roof; wooden roof truss with shiplapped rafters pinned with wooden dowels; finished ashlar foundation; nine-over-nine- and six-over-six-light double-hung windows; timber post-and-

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beam structural system; small two-story addition on west facade functions for retailing. Machinery: four sets of roller mills on first floor; cleaners and sifters on second and third floor; original steam machinery, sifting machines and sieves stored on fourth floor.

The mill continues to function as a feed mill and retail store. The original Shupe family residence, now a candy store and residence, is adjacent to the mill.

HISTORY: Isaac Shupe and his son Daniel opened the first steam grist mill built in Westmoreland county in 1845. After Isaac's death Daniel Shupe and his business partner James R. Wade operated the mill, as well as acquiring substantial oil holdings and a profitable whisky distillery. Shupe's mill had the second largest flour operation in East Huntingdon Township in 1850, producing 6,000 bushels annually. (The largest flour facility in the township was the mill operated at West Overton by Abraham Overholt.) Upon Daniel Shupe's death in 1878, Oliver Perry Shupe, the eldest son of Daniel, converted the facility into a roller process flouring mill--the first such facility erected in Pennsylvania. Power for the three grinding stones was provided by steam derived from coal. William Pritt purchased the business in 1940 from the heirs of O.P. Shupe.

Sources:

- Albert, George Dallas. History of the County of Westmoreland, Pennsylvania. Philadelphia: L.H. Evert and Company, 1882.
- Boucher, John N. History of Westmoreland County, Pa. New York: Lewis Publishing Company, 1918.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Sanborn Map Company. Mount Pleasant, Pennsylvania. New York: Sanborn Map Company, 1886, 1891, and 1927 editions.
- Stevens, Sylvester. Pennsylvania: Titan of Industry. New York: Lewis Historical Publishing Company, 1948.
- A Town that Grew at the Crossroad. Scottsdale: Laurel Group Press, 1978.

Silvis Blacksmith Shop

I.D. No.: 270

1 mile W. of Rt. 66 on Silvis Rd.

Export

Construction Date: 1892

DESCRIPTION: Wood, board-and-batten, clapboard, and corrugated sheet metal; one story; L-shaped; original building is 42' x 20' with addition of 28' x 22'; gable roof of slate with two brick chimneys; rubble stone and ashlar foundation, partially removed; stone forge with associated corbelled brick chimney extant; six-over-six- and two-over-two-light double-hung windows; "JMS" in hand-wrought iron over two-board front door; "J M Silvis" in white paint on side of building; interior hand-hewn beams and sill plates may have been taken from an earlier shop.

HISTORY: The Silvis Blacksmith Shop was constructed in 1892 to replace a ca. 1830 gunsmith and blacksmith shop at the same locality. In addition to farm equipment and hardware, Silvis crafted twelve guns each year. The shop is one component of a archetypal nineteenth-century farmstead with nearly all building types represented.

Sources:

Davis, A. M. New Illustrated Atlas of Westmoreland County, Pennsylvania. Reading, Pennsylvania: Reading Publishing Company, 1876.

Metzgar, Thomas. Personal communication.

(L. E.) Smith Glass Company

I.D. No.: 046

1900 Liberty Street

Mt. Pleasant

Construction Date: 1907, 1970s

DESCRIPTION: One building, the old boarding house, remains from the original 1907 Smith Glass company. The remainder of the complex consists of buildings dating after 1913. A railroad spur once passed between the two factory buildings. Gift Shop/Boarding House: red brick, painted white, stretcher bond; two-and-a-half stories; gable asphalt roof; stone foundation; windows infilled with brick have wooden lintels; remodeled as gift shop; sawtooth warehouse buildings attached to rear elevation. Machine Shop: red brick, common bond; one-and-a-half stories; gable roof of corrugated tin; steel framing; concrete block addition. Office: stone, rock-faced ashlar; one story; completely remodeled with new one-story additions to both sides. Warehouse: sawtooth buildings attached to gift shop, wood post-and-beam construction; stone foundation. Factory No. 1: brick, common bond; one story; sawtooth roof of asphalt; one-over-one-light double-hung windows with brick voussoirs and sills; timber post-and-beam support system with brick bearing walls; early machinery and original molds, masks, and patents stored in attached warehouse of timber post-and-beam construction. Factory No. 2: brick, common bond with corbelling at eaves and arched brick voussoirs on sides of building, the remainder is steel frame; gable roof with monitor. Machinery: continuous and day tanks, hydraulic press, furnaces, and glazers as well as original molds, masks and patents.

Glass continues to be produced at the Smith Glass Company. The original complex has experienced extensive alterations with large additions and remodeling. A concrete block warehouse, now the shipping department, was added to the rear of the complex.

HISTORY: The L. E. Smith Glass Company was formed in 1907 when several businessmen from Greensburg and Jeannette opened a factory on the former site of the unsuccessful Acme Lumber Company. The Smith Company purchased the Anchor Glass Company during the economic panic of 1907. L. E. Smith Glass Company manufactured mustard jars and other small glass items at the new factory, and prepared and bottled "Smith's German Mustard." A major fire in 1913 destroyed all the original 1907 buildings except for the company's boarding house, which now serves as a gift shop and visitors' center. The Smith Glass Company made glass dinnerware (commonly called Depressionware) that was given away at movie theaters as premiums in the late 1920s. The firm also made automobile lenses for the Ford Motor Company for twenty-two years until Ford began making its own lenses after World War II. The company employed 100 workers in 1916, 118 workers in 1919, 300 workers 1931, 365 workers in 1935, 242 workers in 1941 and 299 workers in 1947. L. E. Smith Company makes flint glass from molds and has never made crystal glassware.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

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- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
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- Sanborn Map Company. Mount Pleasant, Pennsylvania. New York: Sanborn Map Company, 1886, 1901, and 1927 editions.
- A Town that Grew at the Crossroad. Scottsdale: Laurel Group Press, 1978.

Standard Railway Fusee Corporation

I.D. No.: 078

adjacent to the railroad and Youghiogheny River
West Newton

Construction Date: 1924

DESCRIPTION: Rock-faced ashlar and concrete block; one-and-a-half stories; measures 100' x 53'; gable roof of asphalt; eight bays on east side; double metal doors; six-over-six-light double-hung windows with brick lintels; wood shingles on gable; addition of a metal building to south facade. No original machinery is extant.

HISTORY: Standard Railway Fusee Corporation began operations at West Newton in 1924, making explosives, fuses, and railway torpedoes for railroad corporations. The firm employed thirty-one workers in 1931, thirty in 1941 and seventy-five workers in 1947. Although still in operation, the plant has been put on a four-day work schedule.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
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Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- The 160th Anniversary of West Newton, 1797-1957. West Newton, 1958.

Stoyson Brickworks

Kingston, Derry Twp.

I.D. No.: 191

Construction Date: ca. 1890s

DESCRIPTION AND HISTORY: The Stoyson Brickworks at Kingston occupied two sites, one at the Kingston dam and an earlier site one-half mile east of the dam. A series of large brick kilns, crushers, sorters, and industrial buildings once stood along Route 30 West. Several walls of the original buildings are incorporated into the more recent concrete block and corrugated steel buildings now utilized by the Union Mining Company.

Stupakoff Ceramic & Manufacturing CompanyHillsview Avenue
Latrobe

I.D. No.: 188

Construction Date: 1940

DESCRIPTION: The Stupakoff Ceramic Manufacturing Company in Latrobe is a complex of original buildings incorporated into newer concrete-block and metal structures. Manufacturing Plant: red brick, common bond; one story; gable roof of tarpaper with two monitors; arched windows with double brick voussoirs. Power House: red brick, common bond; flat roof with large square chimney. Addition: Added to the rear elevation; red brick, stretcher bond; two stories; flat roof; concrete foundation; casement windows; string courses of concrete; another one-story concrete block building with casement windows added to west side. Railroad spur enters building on north elevation.

A large new building covered with sheet metal has been added to the Hillsview Avenue facade and is now occupied by Pakco. According to the Pakco supervisor, no original machinery is extant.

HISTORY: The Stupakoff Laboratories was founded by German immigrant Simon H. Stupakoff in 1897 in the East Liberty section of Pittsburgh. Semon Stupakoff took over the management of the company after his father's death, and renamed the firm Stupakoff Ceramic & Manufacturing Company. By 1940 the firm had outgrown the Pittsburgh plant, and the company moved to a larger facility in Latrobe. Stupakoff Ceramic & Manufacturing Company employed ninety-nine workers in 1941 and 761 workers in 1947. The company produced electrical and electronic products, including printed circuits used in television sets, and small parts used in telephones, miniature radios, hearing aids, and automobiles. The Carborundum Company acquired Stupakoff Ceramic & Manufacturing Company in 1954. The facility is currently owned by the Pakco Company, a manufacturer of wear-resistant materials, plastics, and silicon carbide products.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Sanborn Map Company. Latrobe, Pennsylvania. New York: Sanborn Map Company, 1925.
- This is Our Town, 100 Years 1854-1954. Latrobe, 1954.

U.S. Casket CompanyUptegraff Drive
Scottdale

I.D. No.: 114

Construction Date: ca. 1905

DESCRIPTION: Red brick, stretcher bond; one-and-a-half stories; gable roof; measures 100' x 40'; most bays infilled; geometric brickwork on gables; pilasters at corners. The U.S. Casket Company once used the building as a warehouse, and the structure is now the Oppman Auto Parts retail store.

HISTORY: The United States Casket Company began operations in 1905 on the former site of the Ferguson Planing Mill. This firm employed thirty-eight workers in 1935 and seventy-five workers in 1947, and sold its products to undertakers throughout the United States. In 1919 the firm was sold to the National Casket Company, and operations moved from Scottdale to Youngwood in 1971. The Scottdale

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plant was razed in 1974, although a former brick storage building of the casket company remains. This building is currently occupied by the Oppman Automotive store.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- Scottdale: Out of the Past-Into the Present, 100th Anniversary. Scottdale, 1974.
- Scottdale's 75 Years of Progress. Scottdale, 1949.
- Story of Pittsburgh. Pittsburgh, 1919.

U.S. Radiator Company

119 N. Water St.
West Newton

I.D. No.: 077

Construction Date: 1894

DESCRIPTION: Red brick, common and stretcher bond, painted white; one-and-a-half stories; measures 175' x 98'; double gable sheet metal roof with monitors; most original multipaned arched windows with double brick voussiors now infilled; brick corbelling at eaves; modifications include an addition to the west facade, expansion of bays to accommodate larger doors, brick infilling of bays. The old radiator factory currently houses the Townsend Company and the Custom Kitchen Factory.

HISTORY: The United States Radiator Company was first established in Saltsburg, then moved to West Newton in 1894, where it briefly occupied the site of an abandoned stove factory. In 1895, the firm purchased the buildings of the Markle paper company after Markle moved to New England in 1893. After a merger with other companies in 1910, U.S. Radiator Company became the chief industry and employer of West Newton during the 1920s. The firm employed 262 factory workers with seventeen office workers in 1919 and 204 workers in 1931. The chief manufactured products of the firm were radiators and hot water boilers, although the company produced tank doors and other war materiel during the Second World War. The firm employed sixty-five workers in 1947. The company merged in 1955 with the National Radiator Corporation of Johnstown and became known as the National U.S. Radiator Corporation.

Sources:

- Boucher, John N. History of Westmoreland County, Pa. New York: Lewis Publishing Company, 1918.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
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- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- The 160th Anniversary of West Newton, 1797-1957. West Newton, 1958.

Victor Brewing Company

11th and Penn Streets
Jeannette

I.D. No.: 250

Construction Date: 1907

DESCRIPTION: The Victor Brewing Company consists of two large buildings separated by a narrow alley through which a railroad spur once passed. Brewery Building: complex building constructed in several phases housing beer cellars, brew house, boiler room, tap room, rotary dryer, hop room, stock cellar, and warehouse; red brick, common bond, partially covered with a concrete and fiberglass veneer; one to seven stories; measures 399' x 180'; flat roofs of asphalt, composition paper and chips; concrete foundation; brew house has arched windows with gauged brick voussoirs with stone keystones and brick labels or triple brick voussoirs on the first floor; other floors have rectangular windows with stone sills or arched windows with either gauged or plain brick voussoirs; top floor has six-over-six-light double-hung windows with fan lights; arched entry of stone now infilled with brick; ashlar string courses; brick corbelling and geometric motifs; series of brick arches at cornice; seventh floor consists of a yellow brick one-story chapel with mosaic tile ceiling. Bottling House/Warehouse/Machine Shop: red brick, stretcher bond; one to three stories; measures 330' x 135'; concrete foundation; rectangular windows now replaced or infilled with glass blocks; entrance has fluted pilasters of concrete with circular motifs.

The first building on the site was the brew house. Other sections were added later. The bottling house is a different architectural expression and appears to date from the 1910s. When the brewery vacated the buildings, all machinery and materials associated with the brewery were sold. The bottling house now functions as the offices and shop for the Laurel Mold Company, while the brewery is currently undergoing a remodeling that is potentially very damaging to the integrity of the structure. Exterior brick walls have been partially covered with concrete, and the owner has plans to fill the brew house with a resin to be utilized for the manufacture of plastics.

HISTORY: Frank Antonio Maddas opened the Victor Brewing Company in Jeannette at a cost of \$40,000 in 1907. Maddas also owned a brewery at Masontown called the Masontown Brewing Company, and acquired the Greensburg Brewing Company in 1916. The Victor Brewing Company shipped beer to twenty-seven states. This brewery's storage tanks, the largest in the world in 1930, were made in New Kensington. The Elliott Company of Jeannette made much of the machinery used in this brewery. Victor Brewing Company ceased operations during prohibition and resumed production in 1933, producing 100,000 barrels of beer per year. By 1963 Mike Beradino owned the brewery, and production had increased to 300,000 barrels. The Victor Brewing Company was later renamed the Fort Pitt Brewing Company. Labor problems hastened the demise of this brewery, and the Fort Pitt and Old Shay labels were sold to a brewing company in Baltimore.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

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History of Jeannette: Industries of Jeannette. Jeannette: Bicentennial Committee, 1976.

"Jeannette Pa. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.

Old and New Westmoreland County. New York: The American Historical Society Company, 1918.

Walworth Company

Adjacent to SR 119
Greensburg

I.D. No.: 221

Construction Date: 1887

DESCRIPTION: With the exception of two buildings, the original Walworth complex has been demolished and replaced by a commercial development of restaurants, hotels, and small businesses. Only the Wellington Square building remains from this once significant industrial complex. Across the street is the cafeteria located on the southeastern corner of Route 119 and Huff Avenue. Wellington Square: cast concrete; four stories; flat roof with tall water storage compartment; completely remodeled and converted to an office complex. Cafeteria: red brick, Flemish bond; one story; measures 173' x 63'; gable roof of asphalt; bays have casement windows and timber lintels; arched doors with triple voussoirs; brick pilasters; addition of concrete loading dock; now used as a garage. This brick building is owned and occupied by the Moore-Moreford Company of Greensburg. The Walworth buildings were the first cast concrete buildings east of the Mississippi and, despite protests by the local historians, they were demolished ca. 1980.

HISTORY: Kelly & Jones Company, manufacturer of brass and bronze valves, plumbing supplies and steam fittings, moved its facilities from Jersey City to Greensburg in 1887. By 1916 the company was employing 1,382 men and 93 women. The Walworth Company, established in 1842 and the oldest valve manufacturer in the United States, purchased Kelly & Jones Company in 1925. The Greensburg Works of the Walworth Company manufactured iron, bronze, and steel valves. Valves produced by this company are used throughout the world and are installed in nuclear submarines, oil refineries, power plants and missile support installations. The firm employed 2,435 workers in 1947 and 1,028 workers in 1935. The Walworth complex, located adjacent to Route 119 in 1962, occupied 31 acres. There are only two remaining buildings from this large industrial complex. The rest were razed ca. 1983.

Sources:

Collins, Peter. Concrete: The Vision of a New Architecture. New York: Horizon Press, 1959.

Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

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Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

The Greater Greensburg Profile. Greensburg: Chas. Henry Printing Company, 1962.

Gregg, James, ed. History of Greensburg Sesquicentennial 1799-1949. Greensburg, 1949.

Sanborn Map Company. Greensburg, Pennsylvania. New York: Sanborn Map Company, 1927.

Westinghouse Electric Company: Derry Works

I.D. No.: 196

Third Street
Derry

Construction Date: ca. 1908

DESCRIPTION: The Westinghouse Electric Company in Derry incorporated the Pittsburgh Insulator Company (originally Derry China Company), the Westmoreland Railway Company's Power Plant, and the Derry Brick Company into a single industrial complex. Building A/ Factory: Derry China Company building (see entry); now used to manufacture porcelain insulators. Machinery: early hand turning lathes and humidity-controlled dryers that have been converted from steam. Building D/Shipping and Testing: added to Building A by Westinghouse. Building F/Boiler House: Westmoreland Railway Company's power house (see entry). Machinery: Monarch Machine Tools Company lathe; Buffalo Forge Company drill press; original forge and many tools from the original blacksmith shop. Building B/Clay Prep: Derry Brick Company's building (see entry) now enclosed in new additions including silos to store dry clay materials; Machinery: Simpson Intensive Mixers by National Engineering Company; glaze makers with large fly wheels; drum-type crusher. Building C: constructed by Westinghouse; red brick, common bond; one story; sawtooth roof removed and flat roof applied; steel frame structural system with rivet connection; overhead crane. Building E: constructed by Westinghouse ca. 1930; one of the earliest welded steel frames; red brick, common bond; one high bay bracketed by two low bays; walls of multipane casement windows; Machinery: Westinghouse motor generator set and air circuit breaker DK 25 ca. 1920; engine lathe by Lodge and Shiple Machine Company of Cincinnati. Office: red brick, common bond; two story; flat roof of concrete; hinged casement windows with concrete sills; concrete foundation; denticulated and geometric brick work; ca. 1920.

In 1985, Industrial Ceramics Incorporated purchased the plant and continued producing porcelain insulators. The power house, early machinery, and early welded steel frame structural system of Building E are of particular interest in this complex.

HISTORY: The Pittsburgh High Voltage Insulator Company opened in Derry ca. 1908 after acquiring the facilities of both the Derry China Company and the Derry Company. A producer of porcelain electrical insulators, the firm employed 122 men and thirty-five women in 1916 and 217 men and thirty-six women in 1919. The Pittsburgh High Voltage Insulator Company had become a subsidiary company of Westinghouse by 1914, and Westinghouse had taken over the Derry works by 1927. Westinghouse, formed in 1886, operated twenty-four plants in twenty-two American cities, employing 47,000 workers in 1930. By that date the Westinghouse Derry plant was employing 556 workers, primarily making porcelain insulators. The Derry facility employed 341 workers in 1935 and 466 workers in 1941. During World War II, the firm made army and navy radio and radar parts, and received the Army and Navy "E" for excellence award. The former Westinghouse Derry facility is now owned and operated by Industrial Ceramics Inc., a fabricator of electrical porcelain insulators. Industrial Ceramics Inc. (I. C. I.) is the second largest manufacturer of porcelain electrical insulators in the United States.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916. Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935. Harrisburg: State Printer, 1935.

Manufacturing and Bulk Products

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

The Diamond: Irwin's 75th Anniversary Celebration 1864-1939. Irwin, Pa.: 1940.

Engineers' Society of Western Pennsylvania, Pittsburgh 1880-1930. Pittsburgh: Cramer Printing, 1930.

Sanborn Map Company. Derry, Pennsylvania. New York: Sanborn Map Company, 1911 and 1928 editions.

Sanborn Map Company. Derry Station, Pennsylvania. New York: Sanborn Map Company, 1903.

Westmoreland Brewing Company

I.D. No.: 106

2nd. Street on Railroad

Sutersville

Construction Date: 1899

DESCRIPTION: The only remaining structure at the Westmoreland Brewery Company is a one-story tile warehouse now extensively altered for use as a garage. The distillery has been demolished.

HISTORY: The Westmoreland Brewing Company was one of two breweries located at Suterville. The first had been established ca. 1875 in the ravine on the west side of Seventh Street, south of what is now Fourth Street. Opening in 1899, the Westmoreland Brewing Company operated until national prohibition went into effect in 1920. Suterville's Youghiogheny Distillery closed in 1918.

Sources:

Wilson, John. Sewickley Township, 1776-1976. (n.p., n.d.)

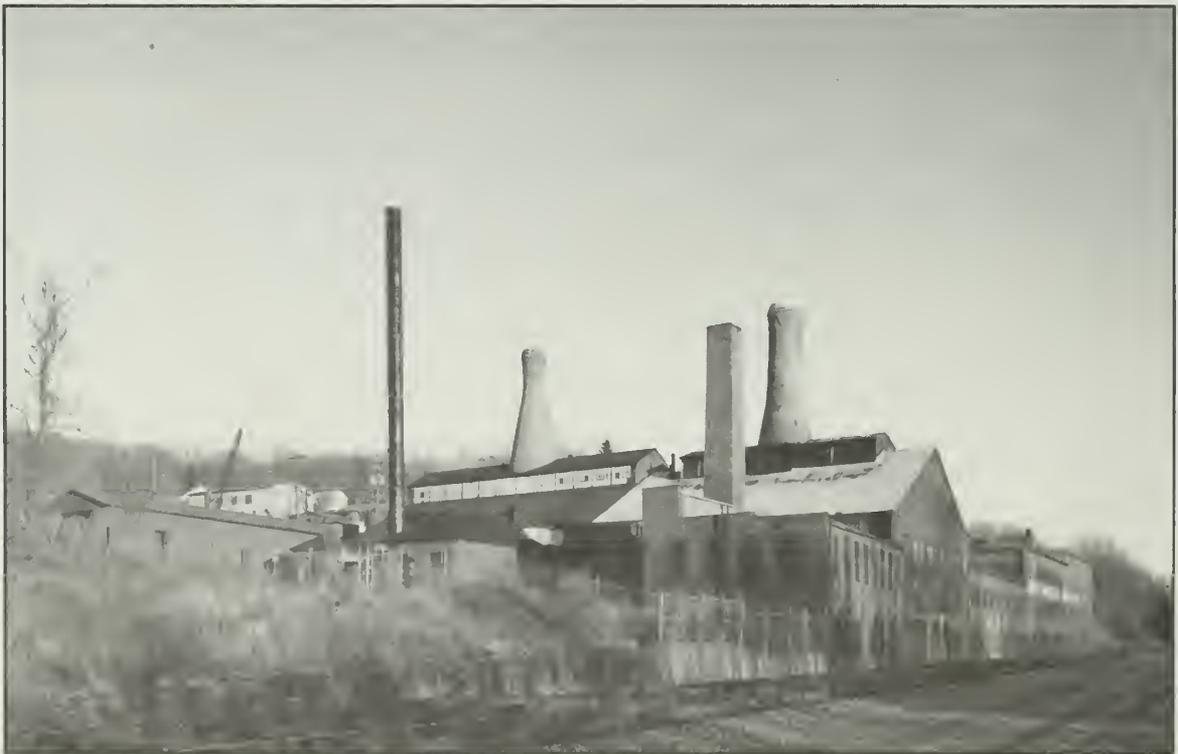


Photo 72. Westmoreland Glass Company. Photo by Jet Lowe.

Westmoreland Glass Company

7th. and Kier Streets
Grapeville

I.D. No.: 148

Construction Date: 1899



Photo 73. Westmoreland Glass Company. Bottle kilns. Photo by Jet Lowe.

DESCRIPTION: The Westmoreland Glass Company complex is situated on Brush Creek and adjacent to the mainline of the Pennsylvania Railroad in Grapeville. Hot Metal Shop: red brick, common bond with corrugated sheet metal covering sides and upper level; one-and-a-half stories with full basement; gable roof of sheet metal has monitor with casement windows; rubble stone foundation; two brick stacks with decorative brick dentil work. Interior: wood trusses and timber post-and-beam structural system in original building; steel Howe and steel frame structural system in addition; two sixteen-pot furnaces of common bond brick, one is original, one was rebuilt in 1950; furnaces supported by massive pilasters in basement; brick floors; glory holes for reheating glass; loft used for formers, fitters and snaps; original molds in the mold cleaning shop. Machinery: H. L. Dixon Company lehrs. Machine Shop/Mold Shop: red brick, common bond; multipaned double-hung arched windows with triple brick voussoirs; brick bearing walls with timber post-and-beam system; roof has timber rafters; pattern shop has many original patterns and an early milling machine. Mixing, Resorting, Warehouse, Packing, and Storage Buildings: three interconnected buildings facing the railroad tracks, one housed the kilns and lehrs, one an office, and one a carpenter shop with original gift shop; red brick, common bond; one story with full basement; rubble stone foundation; brick bearing walls with timber post-and-beam structural system; brick vaults

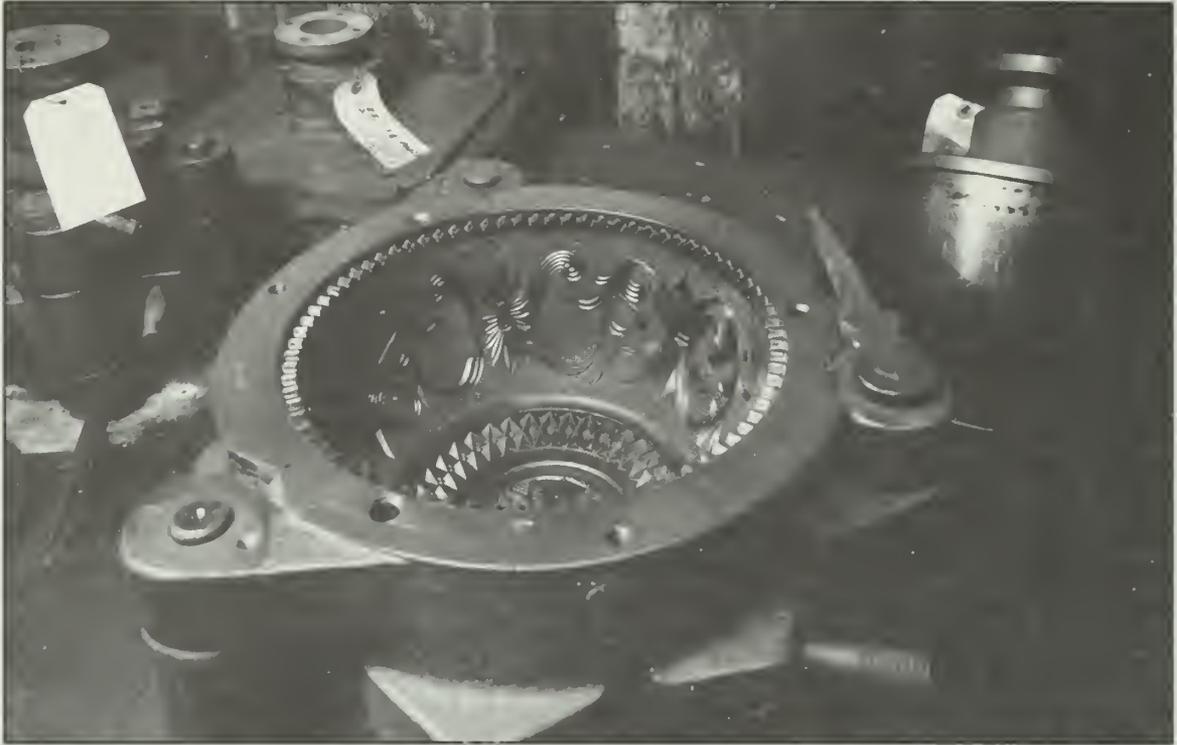


Photo 74. Westmoreland Glass Company. Mold for tableware. Photo by Jet Lowe.

in basement; multipaned casement windows; original kilns from 1889 and pan lehrs from 1940. Decorating Room and Cooper Shop/Gift Shop: red brick, common bond; one story with full basement; multipane double-hung windows with double vousoirs. Mold Storage, Packing, and Printing Buildings: four additions to the rear of original buildings ca. 1920s; red brick, stretcher bond; one story with full basement; Machinery: 1930s decorating lehr. Blower House: red brick, common bond; one story; two Sturtevant #8 Blowers. Structures are vacant or used for storage.

HISTORY: The Specialty Glass Company was organized about 1889 and was originally located at East Liverpool, Ohio. The plant made cream pitchers, goblets, tumblers, and glass novelties. In 1899 Specialty Glass Company moved to Grapeville because of the abundant natural glass supply there. The firm also acquired house-lots that it auctioned off to its employees, and glass workers were allowed to pay out their mortgages in monthly installments from their wages. After the West Brothers and Ira A. Brainard of Pittsburgh gained control of the company, the company's name was changed to the Westmoreland Specialty Glass Company. The company produced condiments, such as vinegar, baking powder, and mustard, and glass items containing candy during the First World War. During its last thirty years the principal products of the Westmoreland Glass Company were milk glass reproductions. The company's chicken and animal covered dishes and other vessels of gleaming milk glass were produced until the factory closed in 1982. The factory employed 309 workers in 1916, 380 workers in 1919, 231 workers in 1931, 197 workers in 1935 and 133 workers in 1947.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Second Industrial Directory of Pennsylvania, 1916.
Harrisburg: State Printer, 1916.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919.
Harrisburg: State Printer, 1919.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941.
Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947.
Harrisburg: State Printer, 1947.
- History of Jeannette: Industries of Jeannette. Bicentennial Committee, 1976.
- "Jeannette Pa. 50th Anniversary Issue," Daily News-Dispatch, May 2, 1938.
- Innes, Lowell. Pittsburgh Glass 1791-1891: A History and Guide for Collectors. Boston: Houghton Mifflin Company, 1976.
- Papart, Emma. The Illustrated Guide to American Glass. New York: Hawthorn Books, Inc. 1972.
- Revi, A. C. American Pressed Glass and Figure Bottles. New York: Thomas Nelson, 1973.

**Westmoreland Glass Company:
Condiment Processing Plant**

I.D. No.: 213

end of Chambers Avenue Extension
Grapeville

Construction Date: 1899

DESCRIPTION: Brick, stretcher bond; two-and-a-half stories with full basement and addition to rear; pavilions on facade; mansard roof of slate; ashlar foundation; one-over-one-light double-hung windows with stone lintels and decorative keystones; brick quoins; remodeled front porch with in antis portico. Style: Second Empire.

The condiment processing plant for Westmoreland Glass Company was located in this residential structure situated west of the glass complex and on the opposite side of the railroad.

HISTORY: Refer to Westmoreland Glass Company.

Sources:

Refer to Westmoreland Glass Company.

Yough Clay Manufacturing Company

I.D. No.: 015

SR 3039 N. of railroad
near juncture of Sewickley Creek and Youghiogheny River
Gratztown

Construction Date: 1910

DESCRIPTION: None of the buildings at the Yough Clay Manufacturing Company are still extant, although the remains of several brick structures and one rubble stone and brick kiln survive. The brick walls are common bond with arched bays.

Manufacturing and Bulk Products

HISTORY: This brick refractory employed sixteen workers in 1931 and thirteen workers in 1935. The corporate office of the Yough Clay Manufacturing Company was located in Monongahela City. Specializing in bricks used in the construction of beehive coke ovens, Yough bricks were used to construct the coke ovens for Pittsburgh Coal Company's Eureka mine.

Sources:

- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931.
Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Eighth Industrial Directory of Pennsylvania, 1935.
Harrisburg: State Printer, 1935.

Utilities

American Reduction Company

I.D. No.: 311

Reduction Circle (T 431)
South Huntingdon Twp.

Construction Date: 1900, 1920s

DESCRIPTION: Once located on a hill above the Youghiogheny River, the plant of the American Reduction Company has been demolished. Only the company-built houses survive. These include about six wood-frame dwellings and eight brick dwellings. The frame houses have one-story and a full basement. They contain hipped roofs, brick chimneys, and hollow clay-tile foundations. The brick houses also have one story and a full basement, and contain gable roofs, a brick chimney, and concrete-block foundations.

HISTORY: In the early 1900s, the American Reduction Company constructed a large incinerator and processing plant in South Huntingdon Township, south of West Newton. This concern handled much of Pittsburgh's refuse and had another plant in that city near the Bloomfield Bridge. Rail cars delivered garbage to the plant in South Huntingdon Township. Between 1900 and the 1920s, the company built a number of houses for its workers near this facility. Called Reduction, this unincorporated village contained no commercial buildings. In 1940 the city of Pittsburgh's Department of Public Works began trash collecting and processing, which curtailed the operations of the American Reduction Company. By 1952 this private concern ceased operations at Reduction and its plant was subsequently demolished. The only associated component of the plant is the settling pond. Currently the land is used for agricultural purposes and the houses are privately owned.

Sources:

Malone, John. Department of Environmental Services, Bureau of Refuse, City of Pittsburgh. Telephone interview, 13 April 1992.

Thompson, Lloyd. Resident of Rostraver Township, Westmoreland County. Telephone interview, 21 April 1992.

Haymaker Gas Well

I.D. No.: 282

S. of Norbatrol Avenue
Murrysville (vic.), Washington Twp.

Construction Date: 1878

DESCRIPTION: The Pennsylvania History and Museum Commission has erected a plaque on Route 22 at Murrysville that commemorates the Haymaker site. Also commemorating the Haymaker Well is a sandstone and bronze plaque at Carson and Norbatrol Streets near Turtle Creek at Murrysville.

HISTORY: Michael Haymaker and his brother Obediah brought in the first natural gas well in Westmoreland county at Murrysville in 1878. While drilling for oil, the brothers discovered gas at 1,400 feet on the bank of Turtle Creek. The gas well burned out of control for nearly a year and a half, with flames from the well visible at a distance of 18 miles. The Haymakers and H.J. Brunot erected a large lamp-black works in 1880 and carried on the manufacture of lamp-black on an extensive scale until their works burned down in September 1881. Until a gas pipe line was attached to the well in 1883, the Haymakers lost some 35 million cubic feet of gas a day for five years. Pipes were carrying gas to Pittsburgh by 1884--the first gas delivered to a large city. The gas pipeline from the Haymaker well was later extended to Johnstown, Greensburg and other places. Joseph Newton Pew, founder of the Sun Oil Company, eventually acquired ownership of this well.

Utilities

Sources:

Boucher, John N. History of Westmoreland County, Pennsylvania. New York: Lewis Publishing Company, 1918.

Foley, Helene and Berger, Marion L. This Is Murrysville. Murrysville: Woman's Club of Murrysville, 1959.

Historic plaque erected at Murrysville, 1961.

Pittsburgh Press, 5 August 1934.

Pugh, Edwin and Mulkearn, Lois. A Traveler's Guide to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh, 1954.

Swetan, George and Smith, Helene. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pennsylvania, 1976.

Mount Pleasant Water Company: Bridgeport Works

I.D. No.: 040

Water Street (SR 2001), dam crosses Jacob's Creek

Bridgeport

Construction Date: 1886, 1929



Photo 75. Mount Pleasant Water Works: Bridgeport Works. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: The Mt. Pleasant water company complex consists of a brick and concrete filtration plant constructed in 1929, and a dam spanning Jacobs Creek. Filtration plant: red brick, common bond; two-and-a-half stories tall with full reinforced concrete basement; measures 60' x 60' with attached filtration tanks measuring 64' x 60'; roof no longer extant; concrete double staircase with arches and concrete newel posts on facade; interior brick bearing walls; datestone "Mt. Pleasant Water Company 1929"; interior and exterior filtration troughs; extant machinery on first floor and in basement. Dam: Spans Jacobs Creek from pumping station to opposite bank; coursed rubble masonry with ashlar cap.

Pump House: red brick, common bond; one-and-a-half stories with finished ashlar basement; measures

79' x 35'; sheet metal replacement roof; eight large arched windows on the north side with brick voussoirs and keystones are now infilled with brick; bays separated by brick pilasters; datestone on north wall read "1886 R. Ramsey Engineer"; metal garage door added to east wall. The pump house was recently demolished.

HISTORY: The Mount Pleasant Water Company erected a brick generator house in 1886 at the village of Bridgeport. The facility was located at the breast of the dam on Shupe Run creek located two-and-a-half miles southeast of the Post Office. Coal-powered steam generators produced power at the plant, which ran day and night. One Wilston-Snyder and two Gordon steam pumps were operating in the building in 1914. A water filtration plant was opened across the street in 1929. The facility ceased operations in 1965.

Sources:

Sanborn Map Company. Mount Pleasant, Pennsylvania. New York: Sanborn Map Company, 1908 and 1914 editions.
A Town that Grew at the Crossroad. Scottsdale: Laurel Group Press, 1978.

Mountain Water Supply Company: Tower Works

I.D. No.: 216

SR 4004, .85 miles W. of 4002 in Grapeville

Jeannette

Construction Date: 1910

DESCRIPTION: Ashlar, broken course; one story; circular; peaked roof of wood shingles; wood door with stone lintel; belt course of ashlar.

The Mountain Water Supply Company Tower was recently restored and is associated with a large reservoir located north of the structure.

HISTORY: The Mountain Water Supply Company was a Philadelphia-based company. The company employed nine workers and eleven office workers in 1919 at Greensburg.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Transportation

Baltimore and Ohio Railroad: West Newton Passenger Station

Vine and S. 1st Streets
West Newton

I.D. No.: 075

Construction Date: 1900

DESCRIPTION: Gray wooden shingles and vertical wood siding; one story; measures 115' x 28'; gable roof of asphalt with hipped gable, brick chimney, and wide overhang forming a porch; decorative roof brackets and exposed rafters under the porch; original doors with six panels and transoms, others of board and batten with transoms; three arched louvered windows in gable; multipaned double-hung windows with wooden muntins. Although the building no longer serves as a passenger station for West Newton, the Baltimore and Ohio Railroad continues to use the space for railroad crews.



Photo 76. Baltimore and Ohio Railroad: West Newton Passenger Station. Photo by Christine Davis/Carmen DiCiccio.

HISTORY: The Pittsburgh & Connellsville Railroad Company was incorporated by an act of the General Assembly of Pennsylvania in 1837. The contract for building the line between Connellsville and Pittsburgh was awarded in 1854, and by 1855 the Pittsburgh & Connellsville was operating between West Newton and Connellsville. The line was extended to Guffey in 1856. The line into Pittsburgh was completed by 1857. In 1912 the Pittsburgh & Connellsville Company merged with the Baltimore & Ohio, which had furnished considerable capital to construct this railroad. A train left Connellsville at 6:00 A.M. for West Newton and connected with the steamer Aeolians at 8:30 A.M.--in time to reach Pittsburgh at 1:00 P.M. By 1918 three railroads, the Pennsylvania, B & O and Lake Erie, all made stops at West Newton. The Baltimore & Ohio Railroad enters Westmoreland County in the southwest part of South

Transportation

Huntingdon township and runs northward along the Youghiogheny River past West Newton, then continues into the western part of Sewickley Township. It leaves the county north of Robbin's Station at North Huntingdon township.

Sources:

- Boucher, John. Old and New Westmoreland. New York: American Historical Society, 1918.
Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Bells Mills Covered Bridge

I.D. No.: 272

crossing Sewickley Creek
Yukon (vic.), Sewickley Twp.

Construction Date: 1850

DESCRIPTION: The Bells Mills Covered Bridge spans the Sewickley Creek. Burr arch truss; horizontal clapboard siding, painted red; oak 2" plank floor boards and 2" plank runners; roof replaced with corrugated iron covered with wooden shingles; originally a 90' span, the bridge is now 107' long; interior width 13', exterior width 16'; ashlar abutments of sandstone; plain pilasters and pedimented gables; bridge restored using original timbers or exact duplicates, deck timbers and two arch trusses replaced.

HISTORY: This bridge, designed and constructed by Daniel McCain in 1850, is the last surviving covered wooden truss bridge in Westmoreland County. As late as 1949 there were 2,000 covered bridges in the United States, with 300 of them in Pennsylvania. This bridge was placed on the National Register in 1979. There were 221 of these bridges remaining in Pennsylvania in 1986. The Bells Mills bridge was removed and reconstructed by the Beamery, a Bolivar firm specializing in reconstruction of old structures. The bridge was removed from the stream, taken apart, and new oak timbers from Ohio were used to replace weakened or decayed pieces. The project was completed in June 1988.

Sources:

- "Bolivar Firm Helped Rebuild County's Last Covered Bridge," The Ligonier Echo, 24 August 1988.
National Register of Historic Places Inventory-Nomination Form, United States Department of the Interior.
"Sunday Roto Magazine," Pittsburgh Press, 21 August 1949.
Zacher, Susan. The Covered Bridges of Pennsylvania. Harrisburg: Pennsylvania Historical and Museum Commission, 1986.

Brush Creek Bridge

I.D. No.: 299

spans Brush Creek S.W. of Ardara
S.W. of Ardara, North Huntingdon Twp.

Construction Date: 1910

DESCRIPTION: Reinforced concrete single arch; length of span is 65'; exterior width is 13'; superstructure and substructure of reinforced concrete.

HISTORY: This concrete bridge was constructed by H. Geary, H and C. F. Murray from 1909-1910.

Sources:

- Name plate on girder.



Photo 77. Brush Creek Bridge. Photo by Christine Davis/Carmen DiCiccio.

Charleroi-Monessen Bridge

SR 2018 spanning Monongahela River
Monessen and Charleroi

I.D. No.: 308

Construction Date: 1908

DESCRIPTION: The original portion of the Charleroi-Monessen Bridge is a three-span Parker truss with four ashlar stone piers. With an overall length of 1,812', its truss spans have lengths of (from Charleroi to Monessen) 393', 393' and 192' (this shorter span is not as tall as the two larger ones.) The bridge has a roadway width of 23'. The sidewalk on the north side is 6' wide. Bridge plaques adorn both portal struts and the deck is open-grate. A marking on a steel member indicates the manufacturer was Carnegie. New approach spans consisting of concrete on steel beams resting on paired concrete piers have been added to the structure. Steel beams of the new approach spans actually rest on two of the original stone piers. On the Monessen side the new approach span has three concrete piers while on the Charleroi side there are four.

HISTORY: The Charleroi-Monessen Bridge was constructed in 1908 by the Mercantile Bridge Company and was engineered by Emil Swensson (who also designed the West Newton Bridge.) This bridge that had once carried street cars underwent major renovations in the mid-1980s that included wider approach spans to allow for turning lanes. On the original truss portions new stringers were added, a new concrete deck was constructed, and many of the truss members were repaired.

Transportation

Sources:

Bridge plaques.

Herbert, Don. Assistant District Bridge Engineer, Pennsylvania Department of Transportation, Engineering District 12-0, Uniontown, Pennsylvania. Telephone Interview, 20 April 1992.



Photo 78. Charleroi-Monessen Bridge. Photo by Scott Brown.

Donora-Webster Bridge

SR 1022 spanning Monongahela River

Donora and Webster

I.D. No.: 307

Construction Date: 1908

DESCRIPTION: The Donora-Webster Bridge is a five-span Parker truss with concrete abutments and concrete and ashlar stone piers. With an overall length of 1,547', its main truss spans have lengths of (from Donora to Webster) 185', 187', 188', 518' (the channel span), and 210'. The bridge has a roadway width of 23' and a sidewalk on the north side with a width of 5'. On the Webster side there is a ramp on steel bents up to the first pier. Bridge plaques adorn both portal struts and the channel span is open-grate while the remaining spans are concrete. Piers supporting the channel span are ashlar stone while the remaining piers are concrete.

HISTORY: The Donora-Webster Bridge was in the planning stages for many years before it was actually completed in 1908 as the first-toll free bridge over the Monongahela River. In 1902 a petition was circulated for a bridge to replace the ferry which operated between Donora and Webster. Rendered invalid, a bill was then introduced for Washington and Westmoreland Counties to construct a bridge but it, too, failed to pass. Another petition, however, was successful and in 1905 William Wylie, a civil engineer from Washington, Pennsylvania, was commissioned to draw up plans for the new bridge.

Westmoreland and Washington counties issued bonds and in January 1908 construction contracts were drawn up for the \$190,000 project. The Toledo-Massillon Bridge Company was the main contractor, the Drave Contracting Company worked on the piers and concrete, and Dunseath & Son Company of Pittsburgh undertook metal construction work.

It is most likely that the Toledo-Massillon Bridge Company was formed by a merging of the Toledo Bridge Company and the Massillon Bridge Company. The Toledo Bridge Company was established as the Smith Bridge Company in 1870 and was sold in 1890 and renamed the Toledo Bridge Company. In 1901 the Toledo Bridge Company was sold to the American Bridge Company, along with twenty-three other bridge companies. The Massillon Bridge Company was established in 1869 as the Massillon Iron Bridge Company.

The Donora-Webster Bridge, first known as the Donora-Webster Free Bridge, was constructed in record time and was dedicated in December 1908. Work continued, however, for two more months. At the time of the bridge's completion its channel span was second only to the Wabash Bridge in Pittsburgh in terms of length on the Monongahela River. In 1961 the Donora-Webster Bridge underwent a \$372,320 renovation and was taken over by the state highway department from Westmoreland and Washington counties.

In 1986 another renovation of the bridge was completed. Reopening ceremonies were held seventy-eight years and one day after the original dedication.

Sources:

Bridge plaques.

Buckley, Christopher. "Donora-Webster Bridge reopening ceremonies to re-enact the original," The Valley Independent. Thursday, 4 December 1986.

Buckley, Christopher. "Donora-Webster span opens amid nostalgic theme," The Valley Independent, 8 December 1986.

Darnell, Victor C. Directory of American Bridge-Building Companies 1840-1900. Washington, D.C.: Society for Industrial Archeology, Occasional Publication No. 4, 1984.

Herbert, Don. Assistant District Bridge Engineer, Pennsylvania Department of Transportation, Engineering District 12-0, Uniontown, Pennsylvania. Telephone Interview, 15 April 1992.

Steen, R. Mitchell. "Donora-Webster First 'Free Bridge,'" The Valley Independent (Monessen), 6 September 1961.

Idlewild Park/Ligonier Valley Railroad

I.D. No.: 099

Rt. 30 E., N. of Darlington
Ligonier

Construction Date: 1878

DESCRIPTION: The narrow gauge Ligonier Valley Railroad passed through Idlewild Park near Loyalhanna Creek, bringing families from industrial communities such as Pittsburgh and Latrobe to the recreation facility. Surviving structures include the two stations, a carousel, and a dance hall. Park Railroad Station: wood frame, with horizontal siding painted white; one story; 25' x 12'; gable roof with scalloping at eaves; rubble stone foundation now stuccoed; two-over-two-light double-hung windows. Darlington Station: frame with wood shingles, painted white; slate roof with brick chimney and dormers; scalloped rafters exposed at eaves; gable embellished with latticework and spools; rubble stone foundation; railroad platform with post-and-beam construction; commercial facade of large windows and central door; frame one-story addition with concrete-block foundation to west facade; style: Queen Anne. Carousel: white frame; octagonal; asphalt roof with cupola and multipaned windows; stone piers for

Transportation

foundation; forty-eight hand-carved horses and two chariots from the Philadelphia Toboggan Company ca. 1930. Dance Hall: frame with board-and-batten; one story; measures approximately 200' x 120'; gable roof with scalloped rafters at eaves; stone piers for foundation; post-and-beam construction; ca. 1900.

The railroad bed can still be traced through the park. Darlington Station is now maintained as a residence by an employee, while the park railroad station functions as the First Aid Station. The carousel was recently restored and is in excellent condition as is the dance hall. Although the park has continued to evolve with the addition of new rides and facilities, the site has retained its rustic setting, large lake, and several of the original buildings.

HISTORY: Judge Thomas Mellon acquired the Ligonier Valley Railroad line and the heavily wooded tract of 400 acres on both sides of the right-of-way from William Darlington in 1871. The Mellons established a campground with picnic tables, shelter houses, and a large hall, and created an artificial lake for boating and fishing. Idlewild was advertised in the Pittsburgh and surrounding areas as a park with special appeal to churches and schools. The grounds were given to the Idlewild Management Company in 1931. C.C. McDonald, manager of the property, planned and supervised the construction of rides, pavilions, lunchrooms, and band stands. A historic village, Story Book Forest, a general store and two Ligonier Valley Railroad passenger stations, the Darlington and the Idlewild, are located at this facility. The L.V.R.R. closed operations in 1952. Built in 1930, the carousel at Idlewild with its forty-eight hand-carved horses was one of the last solid wood merry-go-rounds built by the Philadelphia Toboggan Company. There were approximately 2,500 hand-carved carousels built in the United States between 1880 and 1930, but fewer than 10 percent of these remain, and new carousels are made of either metal or plastic. Idlewild was purchased by Kennywood Corporation in February 1983, and was designated as a historic landmark by the Westmoreland County Historical Society in 1987.

Sources:

Idlewild Park Centennial Magazine.

Ligonier Echo, 29 July 1987.

Swetnam, George and Smith, Helene. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.

Latrobe Airport

I.D. No.: 207

Rt. 30 at juncture of Rt. 981

Latrobe

Construction Date: 1936

DESCRIPTION: The Latrobe Airport is located at the juncture of Route 30 with Route 981 near Latrobe. One original hangar is still extant. Two other hangars, one of concrete block and one covered with siding, have curved roofs. Another building of sheet metal and one of aluminum siding are located along Route 981. One of the original runways continues in use after being extended from 2200' to 3596'. The second runway, which measured 1,400' x 50', is no longer used. Extending for 8.2 miles from the airport are segments of the innovative Instrument Landing System still utilized by the airport. However, the Portable Tower has been removed and replaced. The airport recently constructed a new runway system and a modern Terminal Building south of the original complex. The early buildings remain in use for smaller aircraft.

HISTORY: In 1936 the Latrobe Borough council took a fifteen year option on the Kerr farm at the intersection of Routes 30 and 981, and obtained financial support from the federal government to construct Latrobe Airport. Two runways, each 50' wide measuring 1,400' and 2,200' in length, were built. The first Portable Control Tower was installed at this airport, and the Instrument Landing System that was put in place was the first non-federal system in the United States. The cost was shared equally by the Pennsylvania Aeronautics Commission and private contributors. The Latrobe Airport represented an investment of \$5.5 million by 1971, and the new terminal that opened in 1972 added an additional \$6 million to this total. There are three commercial airports in Westmoreland county: Latrobe, Belle Vernon and West Newton. Westmoreland County had seven private airports as of 1973: two at Irwin, two at Apollo, one each at Export, Ruffsedale, and Scottsdale.

Sources:

Davis, A.M. New Illustrated Atlas of Westmoreland County, Pa. Reading: Reading Publishing Company, 1876. (Reprinted Edition.)

Ligonier Valley Railroad: Ligonier Stations

I.D. No.: 017

339 W. Main Street
Ligonier

Construction Date: 1887, 1909

DESCRIPTION: Two passenger stations for the Ligonier Valley Railroad, the original 1887 frame station and a later 1909 station, are located in Ligonier. 1887 Station: white horizontal frame; two stories with full basement; measures 60' x 22'; coursed rubble stone foundation; two-over-two-light double-hung window on second floor and six-over-six-light double-hung windows upstairs; windows have green wooden frames and decorative trim on lintels; one story addition added to west facade. 1909 Station: limestone, finished ashlar; two stories; two pavilions; measures 94' x 39'; flat roof; finished ashlar foundation of granite; exterior consists of arcades of two story-arches bracketed by pilasters; arches have decorative keystones and green multipaned windows with molded wooden muntins and panels, windows now covered with aluminum storm windows; entrances of stone with stone lion's head above; carved stone cornice, coving and moldings; interior has oak trim, original oak doors, coved ceiling and red tile floor.

The 1909 station now functions as offices for the Pennsylvania Game Commission while the original building is now used as the Game Commission's shop and garage.

HISTORY: The residents of the Ligonier Valley acquired a railroad charter for the Latrobe and Ligonier Rail Road in 1853. The valley needed the railroad line to ship its lumber, coal and stone products to distant markets. The 16-mile-long Ligonier Valley Railroad began operating in late 1871, and new branch lines were eventually extended to the numerous coal mines situated in this region. Between 1879 and 1951 the Ligonier Valley Railroad transported almost 9,350,000 passengers, 19,200,000 tons of coal, 5,250,000 tons of coke, 4,900,000 tons of stone from local quarries, and 30,123,000 tons of lumber, bark, and ice. The most prosperous period for the railroad was during the First World War. The L.V.R.R., familiarly called the "Doodlebug," closed after eighty-one active years on August 31, 1952.

Sources:

Myers, James M. "The Ligonier Valley Railroad As It Touched The Life of Latrobe," WPHS, Spring-Summer 1955.

Transportation



Photo 79. Ligonier Valley Railroad: 1909 Ligonier Station. Photo by Christine Davis/Carmen DiCiccio.

Northern Turnpike: Toll House

Kistler Road and West Pike
Export

I.D. No.: 074

Construction Date: ca. 1818

DESCRIPTION: Timber, hewn logs with V-notching; two-and-one-half stories tall; measures 22' x 18'; gable roof with rafters; exterior stone single-shouldered chimney with large timber mantle on exterior opening; coursed rubble stone foundation with no basement; three bays with exterior doors on first and second floors; early board-and-batten front door; random width oak floorboards; evidence of associated archeological features present on east and west facades; recently used as a stable. This privately owned toll house is now abandoned and deteriorating.

HISTORY: Work on the Northern Turnpike began in 1787. Toll booths were placed at 12-mile intervals on the Northern Pike, and toll rates on the turnpike depended on the items shipped on the road. The turnpike road entered Westmoreland County west of Blairsville, Indiana County, in 1817, and reached the toll house the next year. Simeon Clark was the last person to operate the toll house, and his daughter was its final resident. The site was owned by Emanuel Viola as of 1976.

Sources:

Boucher, John, N. History of Westmoreland County, Pa. New York: Lewis Publishing Company, 1918.

Swetnam, George and Smith, Helene. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.

**Pennsylvania Mainline Canal:
Bow Ridge Aqueduct and Tunnel**

I.D. No.: 181

2,000' S. of Conemaugh River Dam
Tunnelton, Conemaugh Twp.

Construction Date: 1829

DESCRIPTION: The Bow Ridge Aqueduct and Tunnel, located south of the Conemaugh River Dam, were constructed in 1829 on the Kiskiminetas-Conemaugh Line of the Pennsylvania Canal. Aqueduct: Footings of canal aqueduct, located on west side of Bow Ridge, are visible at low water levels. Abutment on river bank probably buried by later railroad construction. The aqueduct's length was originally 412'; composed of five elliptical arches of ashlar, each a 56' span; four stone piers each 30' x 9'; towing path and berm of 7'-3"; side walls 4'-6" high with cast iron side railings. Tunnel: Army Corps of Engineers has protected the tunnel with a large metal pipe; semi-elliptical ashlar arches at portals; masonry arching continues into the tunnel and abuts with approximately 400' of bedrock limestone; sources place the total length at 817'; width of 22', height of 14'; water channel 15' wide at bottom and 15'-6" at surface. East portal of tunnel submerged by Conemaugh River Lake.

HISTORY: This aqueduct carried the Pennsylvania Mainline Canal over the Conemaugh River on five stone arches. The first contract was issued to J.R. Calhoun, Alexander McFarlan, and D.K. Calhoun. This group forfeited, and the aqueduct was eventually built by William Brown, William Regan, and John Charter. Total cost of the aqueduct was \$56,000. The aqueduct was completed in June 1829, and remained in service until about 1865, when the canal was abandoned.

This tunnel, which was designed to cut off 3 miles of river around Bow Bend, was built by contractors Alonzo C. Stewart, Hart C. Samuel, and Thomas Neel in 1829 at a cost of \$44,000. Construction also included Dam #4, Guard Lock #8 (by which canal boats left the slackwater in the river and entered the tunnel), and an adjacent section of canal. The tunnel was abandoned after the canal ceased operations. Construction of the U.S. Army Corps of Engineers' Conemaugh River Lake in 1952 required the plugging of the tunnel to keep water from surging through from the impounded area.

Sources:

Stephenson, Clarence D. The Pennsylvania Canal: Indiana and Westmoreland Counties. Indiana, PA: A.G. Halldin Publishing Company, 1979.

Pennsylvania Mainline Canal: Lockport

I.D. No.: 238

Lockport, Fairfield Twp.

Construction Date: 1831

DESCRIPTION: The canal prism, stone aqueduct piers and the archeological sites of two lockhouses and locks are present in this isolated floodplain village. The canal prism and tow path can be traced across the floodplain to the site of the aqueduct. In 1936 a major flood destroyed many of the standing structures in the town. The frame Lockport Hotel was demolished in 1988. The canal prism is partially utilized for refuse from a local junk yard. Several early- to mid-nineteenth century houses, including a two-story log house, represent the vestiges of this once important canal town.

HISTORY: Constructed in 1831, the Ligonier Line of the Pennsylvania Mainline Canal passed through the floodplain at Lockport. The town, situated on a narrow meander of the Conemaugh River, was a

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planned community with numbered streets, residences, a hotel, and a warehouse oriented to the canal.

Sources:

Stephenson, Clarence D. The Pennsylvania Canal: Indiana and Westmoreland Counties. Indiana, PA: A.G. Halldin Publishing Company, 1979.

Pennsylvania Railroad: Ardara Bridge

I.D. No.: 244

off Rt. 993

Ardara, North Huntingdon Twp.

Construction Date: 1902

DESCRIPTION AND HISTORY: Cast-iron Warren Truss; single span of 139' over Pennsylvania Railroad at Ardara; wood plank bed with exterior width of 19'; embellished cast-iron posts at each end of bridge; substructure of coursed stone; highway traffic; constructed by the American Bridge Company of New York in 1902.

Pennsylvania Railroad: Bow Ridge Tunnel and Viaducts

I.D. No.: 176

1/4 mile south of Conemaugh River Dam

Tunnelton, Conemaugh Twp.

Construction Date: 1907

DESCRIPTION: The Bow Ridge Tunnel is approximately 630' in length, cut through the predominantly shale ridge. The west portal is 30' in height, 42' in width, and has a single span semicircular arch opening of 29' x 22'. The east portal is similar in design. The U.S. Army Corps of Engineers has placed a massive plug in the tunnel to keep out the waters of Conemaugh River Lake at high levels, and both portals are fenced.

The West Tunnel Viaduct crosses the Conemaugh on five stone arches. Starting in 1907 it carried the main line of the Pennsylvania Railroad until tracks were relocated in the early 1950s as a result of the Conemaugh River Dam project. The viaduct now carries an access road to the powerhouse on the east side of the river below the dam.

The East Tunnel Viaduct crosses the Conemaugh on five stone arches. The bridge was wide enough to carry two sets of tracks, but apparently only one set was run across. During the inventory visit in July 1990 the reservoir waters stood to the top of the arches, about 6' below the top of the bridge.

HISTORY: About 1906 the Pennsylvania Railroad realigned its tracks in this vicinity. A new rail tunnel was constructed a short distance south of the old rail tunnel, and this new tunnel continued in use until about 1952, when tracks were again relocated to avoid the waters of the Conemaugh River Lake.

Built in 1907, under the direction of A. C. Shand, chief engineer, with McMenamin and Sims, contractors, the West and East Tunnel Viaducts remained in service until 1952, when a new high trestle deck girder bridge, 880' long, was placed in service. While the East Tunnel Viaduct is completely submerged at high water, it is still used as an access road to service the intake system for the water sluice through Bow Ridge which serves the powerhouse below Conemaugh Dam.

Sources:

Dzombak, William. "Plan for the Interpretation of Historic and Modern Structures at the Conemaugh River Lake." U.S. Army Corps of Engineers, Pittsburgh District. 1987.

Pennsylvania Railroad: Greensburg Freight Station

I.D. No.: 232

Depot and Ludwick
Greensburg

Construction Date: 1875

DESCRIPTION AND HISTORY: Red brick, stretcher bond; one story; measures 195' x 41'; new gable roof with original rafters; ashlar foundation, partially stuccoed with concrete; structural system of brick bearing walls; dentil work at cornice; most original windows had timber lintels and jambs, or arched openings with brick labels; modifications include the infilling of bays with new doors, all new windows and fanlights; new porch, remodeled as a showroom for building supplies.

The Greensburg Freight Station is located on Depot Street which is still covered with original cobble stones. Unfortunately this 1875 station has been extensively remodeled.

Sources:

The Railroad Station of Greensburg, Pa. Greensburg: Westmoreland Historical Society, 1983.
Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Railroad: Greensburg Passenger Station

I.D. No.: 219

Greensburg

Construction Date: 1911

DESCRIPTION: The Greensburg Railroad Station consists of two buildings designed by William H. Cookman in 1910. Passenger Station: red brick, Flemish bond with stone quoins; one story with full basement; measures 115' x 49'; slate gable roof with dormers replaced with asphalt shingles; dormers have stone scrollwork on pediments; tall square brick clock tower with stone quoins and beltcourses; tower topped by copper domed roof and finial, ornamental parapets with center cartouche and corner finials at dome; tower originally held four clocks set in stone squares, clocks replaced with

Pennsylvania Railroad insignia; labels over arched windows; over-hanging eaves with decorative roof brackets; street entrance enclosed by three-arch porte-cochere; one-over-one-light double-hung windows in pairs or triplets. Baggage Station: red brick, Flemish bond; one story; measures 59' x 26'; hipped roof with large round arched dormer with finials and two smaller round dormers; over-hanging eaves with decorative roof brackets.

An enclosed walkway passes between the two structures to steps leading to the covered waiting platforms. The walkway ends in a tunnel opening onto Harrison Avenue on the other side of the tracks. These two buildings are now vacant and deteriorating.

HISTORY: William H. Cookman constructed both the passenger and baggage stations in 1911. A covered passageway connects these two buildings. The first train arrived at Greensburg in 1852, and in the coming years Greensburg became a principal stop on the mainline of the Pennsylvania Railroad. In 1977 the Greensburg railroad station was listed on the National Register as a historic landmark.

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Photo 80. Pennsylvania Railroad: Greensburg Passenger Station. Photo by Jet Lowe.

Sources:

National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior.

The Railroad Station Greensburg, Pa. Greensburg: Westmoreland Historical Society, 1983.

Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Railroad: Latrobe Passenger Station

I.D. No.: 208

McKinley Avenue

Latrobe

Construction Date: 1903

DESCRIPTION: Yellow brick, stretcher bond, with limestone and terra cotta trim; one story; shingled overhang with decorative roof brackets projects over doors and windows; central gable roof flanked by flat roofs with parapets and recessed panels along the top of each facade; gable end of front facade has pediment with stone finials and terra cotta volutes; gable end of rear facade has chimney stack with stone finials and volutes; gable has four dormers with hoods; three sets of double oak doors with etched glass and transoms; two-over-two-light double-hung windows; belt course of ashlar; Pennsylvania Railroad logo in brick on walkway; main waiting room has open truss gable roof finished with tongue-and-groove walnut panelled ceiling; exterior covered steps lead to waiting platform on elevated tracks.

The Latrobe Passenger Station is situated on the Pennsylvania Railroad (now Conrail) and is entered either via a tunnel beneath the tracks at Depot Street or through the main entrance on McKinley Avenue. By 1985, when the National Register nomination forms were prepared, the building had been boarded up and was vacant. After remodeling ca. 1987, the structure functioned as a theme restaurant for several



Photo 81. Pennsylvania Railroad: Greensburg Passenger Station, detail. Photo by Jet Lowe.

years until the business venture failed, and the buildings were vacated. The railroad station is now for sale.

HISTORY: The passenger station at Latrobe was constructed in 1903, and became one of the most heavily used passenger stations on the Pennsylvania main line between Pittsburgh and Harrisburg. Only the passenger stations at Johnstown, Altoona and Greensburg handled more passenger traffic in the early twentieth century than the Latrobe station. Between 1901 and 1906 the Pennsylvania Railroad expanded its main line between Pittsburgh and Harrisburg from two tracks to four tracks to accommodate new demands for passenger service. Railroad passenger traffic through the Latrobe station diminished greatly after 1950, and by 1970 only a few trains were stopping at the station. The station was converted into a restaurant in the 1980s, but this venture failed and the building has been vacant since 1988.

Sources:

National Register of Historic Places Inventory-Nomination Form, United States Department of the Interior.
 Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Transportation

Pennsylvania Railroad: New Kensington Freight Station

New Kensington

I.D. No.: 053

Construction Date: 1927

DESCRIPTION: The freight station at New Kensington now functions as the office and garage for the New Kensington Municipal Water Authority. Station: red brick, stretcher bond; two stories with one-story receiving area; measures 200' x 38'; reinforced concrete foundation with soldier course; thirteen bays with stone lintels and sills; full-length porch with steel brackets; roof with timber rafters and Howe truss with metal connections; new windows and corrugated steel doors now infill bays; new concrete-block porch provides access to offices. The adjoining passenger station is no longer extant.

HISTORY: New Kensington was created by real estate speculators of the Burrell Improvement Company of Pittsburgh in 1891. In the next five years the town rapidly grew from 200 to 10,000 inhabitants. The Pennsylvania Railroad and the Allegheny River served as the means of transporting both materials and people in these early years, and the Burrell Improvement Company issued free railroad transportation to potential new homesteaders. The Pennsylvania Railroad replaced its freight depot in New Kensington with this brick building in 1927. In addition, the Pennsylvania Railroad Company maintained a railroad station, repair shop and loading dock at New Kensington during the 1930s that were similar to other railroad repair facilities at Derry, Youngwood, and Kiskiminetas Junction. There are extant railroad buildings in all these former railroad facilities except for Derry. The Pennsylvania Railroad employed 288 workers at these facilities in 1931, 166 workers in 1941, and 194 workers in 1947. The passenger station is extant and has been converted into the New Kensington Water Company.

Sources:

Boucher, John. Old and New Westmoreland. New York: American Historical Society. 1918.

Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Railroad: Penn Borough Freight Depot

Penn Borough

I.D. No.: 313

Construction Date: ca. 1870

DESCRIPTION: The freight depot at Penn Borough has been abandoned for many years and is in poor condition. It contains common-bond red-brick walls, timber and iron Howe roof trusses which rest on brick pilasters, a wood floor, and a stone foundation.

HISTORY: About 1870 the Pennsylvania Railroad built this freight depot along its main line that extended through the town of Penn. Located in the Irwin gas coal basin, the town of Penn grew with the Penn Gas Coal Company's development of mines in the 1860s. A number of other industries were subsequently established in Penn. Abandoned by the PRR many years ago, the freight depot later housed



Photo 82. Pennsylvania Railroad: Penn Borough Freight Depot. Photo by Jet Lowe.

a light industrial concern. The building has been vacant for a number of years and part of the roof has collapsed.

Sources:

Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Railroad: Salina Tunnel

Salina, Bell Twp.

I.D. No.: 240

Construction Date: ca. 1883

DESCRIPTION: The portals are constructed of ashlar masonry with rusticated voussoirs around the tunnel opening. Brick and stone line the interior of the portals while the remainder of the tunnel is unlined, as are the interior alcoves used to protect workers when the railroad passed through the tunnel. Engraved in stone at the left side of the southern portal is "B M." A single track originally passed through the structure; later the tracks were widened to a double width. The tunnel is 27' wide, approximately 1800' in length, and approximately 22' high.

HISTORY: The Pennsylvania Railroad Tunnel at Salina was built ca. 1883 after the Northwestern Railroad line, located at a higher elevation, was abandoned. Although currently abandoned, this tunnel remains in good condition and is open through both portals.

Transportation

Sources:

Boucher, John. Old and New Westmoreland. New York: American Historical Society, 1918.

Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Railroad: Trafford Freight and Signal Stations

I.D. No.: 259

Stewart Street
Trafford

Construction Date: 1911

DESCRIPTION: Trafford Freight Station: board-and-batten siding; one-and-a-half stories with full basement; measures 104' x 33'; gable roof of tar paper with decorative roof supports; ashlar foundation; timber rafters; timber post-and-beam structural system; windows with wood architraves; wood addition with concrete foundation; railroad siding enters building. Signal: steel frame with rivet connection.

HISTORY: While searching for oil near Murrysville, natural gas was discovered when the famous Haymaker gas well "blew" in 1878. This was the first natural gas well in Westmoreland County, and other industries and businesses were attracted to the area as a result. George Westinghouse had been one of the most vigorous promoters of railroad construction in the area, and after the Turtle Creek Valley Railroad was completed in the 1880s it was often referred to as the "Westinghouse Road." The Turtle Creek Valley Railroad connected Stewart and Murrysville by 1892, and a year later the railroad was extended to Export. In 1903 this railroad became a branch line of the Pennsylvania Railroad. The North Trafford station was erected in 1911 with passenger service peaking during the 1920s. Although the passenger station was destroyed, the former freight train station remains extant. J.F. Kingston lumber and planing yard currently occupies the former freight station.

Sources:

Trafford Borough-75th Anniversary Souvenir Book, 1904-1979.

Pennsylvania Railroad: Vandergrift Passenger and Freight Stations

I.D. No.: 273

Vandergrift

Construction Date: ca. 1910

DESCRIPTION: The Vandergrift Railroad Complex incorporates a passenger station, freight station and express office. Passenger Station: red brick, stretcher bond; one story; measures 84' x 21'; hipped roof of terra cotta with gables; gables have pediments and port hole windows; stone foundation; paneled doors with transoms; one double door on east elevation; six-over-one-light double-hung windows; boxed cornice with decorative, wooden roof supports braced with stone; double brick belt course; original roof with wide overhang on both sides has been replaced. Freight Station: red brick, common bond; two stories; measures 40' x 20'; gable roof of asphalt; coursed rubble stone foundation; five bays; arched windows with triple brick voussoirs now infilled with brick; alterations include the emplacement of a garage door and altered fenestration. Express Office: yellow brick, stretcher bond; one story; measures 40' x 20'; hipped roof of asphalt; boxed-in cornice; one-over-one-light double-hung windows with ashlar lintels and sills.



Photo 83. Pennsylvania Railroad: Vandergrift Passenger Station. Photo by Jet Lowe.

The freight station and express office have been converted to the Spaniel Beer Distributor while the passenger station, now unoccupied, was recently purchased by a computer company. The original yellow brick and cobblestone streets and entranceway still surround the complex.

HISTORY: The Pennsylvania Railroad operated numerous repair facilities in Westmoreland County, including shops at Derry, Vandergrift, New Kensington, Youngwood and Kiskiminetas Junction. There are extant railroad buildings in all these former railroad facilities except for Derry. The railroad employed 288 workers in 1931, 166 railroad workers in 1941 and 194 workers at these four facilities in 1947. Railroad facilities at Vandergrift were operational ca. 1910, and the passenger station, baggage station and express office here are still extant. The baggage and express buildings are used by a beer distributor while the passenger station is vacant as of November 1988.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.

Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.

Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Transportation

Pennsylvania Railroad: Youngwood Passenger Station

I.D. No.: 024

First and Depot Streets
Youngwood

Construction Date: 1902

DESCRIPTION: Red brick, stretcher bond; one story; L-shaped but modified; measures 57' x 44'; hipped roof with asphalt shingles; rock-faced ashlar beneath windows and as foundation material; eight bays; paneled doors; one-over-one-light double-hung windows with rusticated stone lintels; now functions as the Youngwood Historical and Railroad Association Museum, Penn Central Crossing.

HISTORY: The Youngwood Railroad Station is located on the Southwest Branch of the PRR. From Youngwood it runs southwest through Hempfield Township and Mount Pleasant Township to Unity and Trouyer. Branches of the railroad ran from Youngwood to the coal-mining towns of Mammoth, Humphries, and Klondike. The station at Youngwood was virtually identical to the PRR station at Quakertown, Pennsylvania. Passenger service ceased at Youngwood in the 1950s. Until 1982 Conrail used the building as a dispatcher's office. That year the passenger station was purchased by the Youngwood Historical Railroad Association, which runs a museum in the facility.

Sources:

- Boucher, John. Old and New Westmoreland. New York: American Historical Society, 1918.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Seventh Industrial Directory of Pennsylvania, 1931. Harrisburg: State Printer, 1931.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Tenth Industrial Directory of Pennsylvania, 1941. Harrisburg: State Printer, 1941.
- Commonwealth of Pennsylvania, Department of Labor and Industry. Twelfth Industrial Directory of Pennsylvania, 1947. Harrisburg: State Printer, 1947.
- Saylor, Roger B. The Railroads of Pennsylvania. State College: Pennsylvania State University, 1964.

Pennsylvania Turnpike: Irwin Rest Stop

I.D. No.: 289

through Penn, North Huntingdon, East Huntingdon,
Mt. Pleasant and Donegal Twps.

Construction Date: 1938

DESCRIPTION: Turnpike Rest Stop/Fuel Station at Irwin: ashlar, broken course; one and one-and-one-half stories; gable roof of slate with stone chimney and dormers; central pavilion has fanlight, transom, and multipane windows. Style: Georgian Revival. Exits: Irwin, New Stanton and Donegal.

HISTORY: Governor Earle created the Pennsylvania Turnpike Commission in 1937 and empowered it to issue bonds to pay for construction costs. Bonds were to be paid off through turnpike tolls. Irwin was the original western terminus of the turnpike, which ran to Carlisle 160 miles to the east. Construction began in 1938 and the turnpike between Carlisle and Irwin opened in 1940. Ten rest stops, where motorists could eat and buy gasoline, were located at 25-30 mile intervals along the turnpike. Planners designed these facilities to resemble the stone houses of the region.

The turnpike was later extended from its western boundary to the Delaware River near Philadelphia, and northward to the anthracite coal region near Scranton. With the passage of the Federal Highway Act of 1956, which authorized federal monies to pay for 90% of the cost of new highways linking America's major cities, Pennsylvania embarked on the construction of an interstate system that totals more than

1,500 miles. Interstate 80 (Keystone Shortway) is the exemplar of this project, transversing 15 northern Pennsylvania counties and stretching to a length of 313 miles.

Sources:

- Cupper, Dan. The Pennsylvania Turnpike: A History. Lebanon, PA: Allied Arts, 1990.
Pennsylvania History. Harrisburg: Commonwealth of Pennsylvania. Office of the Chief Clerk, 1984.
 Stevens, Sylvester K. Pennsylvania, Birthplace of a Nation. New York: Random House, 1964.
 Swetnam, George. Pennsylvania Transportation. Gettysburg, PA: Pennsylvania Historical Association, 1964.

Pittsburgh-Philadelphia Turnpike Marker

I.D. No.: 065

Old Lincoln Highway and Southside Road
 Irwin

Construction Date: 1817



Photo 84. Pittsburgh-Philadelphia Turnpike marker. Photo by Christine Davis/Carmen DiCiccio.

DESCRIPTION: A stone turnpike marker for the Pittsburgh-Philadelphia Turnpike is situated in the front yard of the Fullerton House. The marker consists of an arch of cut sandstone engraved "Pgh-Phila Turnpike." This engraving appears to represent a later repair of the original inscription.

HISTORY: The turnpike road from Pittsburgh to Philadelphia, known as Lincoln Highway, was completed in 1817 with funds provided by the State and by popular subscription. The entire journey took about 56 hours to complete and cost \$20, with shorter distances on the road costing 8 cents a mile. The turnpike marker is located on the property of the Fullerton Inn, which was constructed by William Fullerton in 1798. The Fullerton Inn is on the National Register of Historic Places.

Transportation

Sources:

- Swetnam, George and Smith, Helene. A Guidebook to Historic Western Pennsylvania. Pittsburgh: University of Pittsburgh Press, 1976.
- Boucher, John N. Old and New Westmoreland. New York: American Historical Society, 1918.

Torrance Bridge Railroad Overpass

Torrance, Derry Twp.

I.D. No.: 285

Construction Date: 1902

DESCRIPTION AND HISTORY: Steel construction; Warren truss with new metal support to original superstructure; single span of 110' over Pennsylvania Railroad at Torrance; width of 22'; substructure of ashlar; constructed by the American Bridge Company of New York in 1902. Carries local road over the former Pennsylvania Railroad through Torrance.

U.S. Army Corps of Engineers: Lock and Dam No. 4 (Monessen)

.4 miles S. on E. bank of Monongahela River
Monessen

I.D. No.: 262

Construction Date: 1932

DESCRIPTION: The U.S. Army Corps of Engineers Lock and Dam 4 is located .4 miles south of Monessen on the east bank of the Monongahela River. The complex consists of two lock chambers and a "gated" dam that measures 535' in length, with the land chamber of the lock measuring 720' x 56', and the river chamber 360' x 56'. Two small concrete two-story buildings with glass block windows and metal doors are located on the deck. The lock chambers and operations buildings are situated along the right bank of the Monongahela River. These facilities were constructed to increase control of the water level in the navigation pool that continues for 19.7 miles upriver to the Maxwell Lock. The pool is maintained at a depth of at least 9' except during seasonal flooding periods when the dam cannot be operated. Water from the pool is available for both municipal and industrial use.

The machinery, mounted on concrete piers, raises and lowers the gates to control the water flow. The normal lift is 16.6'. The operative mechanisms of the dam are subject to a regular maintenance schedule. Gears, valves, gates, and other machinery are refurbished and replaced at least every ten years. In 1967, the original fixed crest dam was reconstructed and converted to a gated dam.

HISTORY: Lock and Dam No. 4 are located at river mile 41.5 above the mouth of the Monongahela River at Pittsburgh between the cities of Charleroi and Monessen. Construction of the locks and Dam No. 4 was begun in 1931 and completed in 1932 at a cost of over \$2 million. A major reconstruction at the site was completed in 1967 costing about \$15 million. The U.S. Army Corps of Engineers operates and maintains this facility, which is one of nine such structures situated on the Monongahela River between Pittsburgh and Fairmont, West Virginia. Annual traffic passing through this facility amounts to about 19 million tons of freight. The biggest single users of the river are coal barges carrying coal from the mines of Greene County and West Virginia to metallurgical and steam plant operations. The USX Clairton coke plant consumes about a quarter of the metallurgical coal moving through the lower pools on the Monongahela river.

Sources:

United Army Corps of Engineers, 1000 Liberty Avenue, Pittsburgh District.

United Army Corps of Engineers Booklet on Lock and Dam No. 4.

**Western Pennsylvania Railroad:
Bow Ridge Tunnel and Bridge**

I.D. No.: 175

Bow Ridge

Construction Date: 1863

DESCRIPTION: This tunnel is almost intact, but the east end is mostly submerged by the impounded waters of Conemaugh River Lake, and the site is disturbed by the intake system of a water sluice through Bow Ridge that carries water to a powerhouse below the dam on the west side of the ridge. The railroad tunnel is plugged on the interior to keep reservoir waters from passing through the tunnel. The west portal is intact and open. The semicircular arch is 24' wide and 24' high. The tunnel is at the end of a short entrance cut 65' long. Access is prohibited by fencing. Two bridge piers survive on the west side of Bow Ridge.

HISTORY: Work on the tunnel was originally begun by the North Western Railroad, which was reorganized as the Western Pennsylvania Railroad. The original 1863 route was realigned in 1883 to eliminate steep grades. After the new route opened the Pennsylvania Argus newspaper reported that a "train of 40 cars, on the West Penn Railroad at Bow Ridge, could be on two bridges across the same river, in two counties and at the same time be in a tunnel." The tunnel and bridges were abandoned in 1907 when a new tunnel and new bridges were built by the Pennsylvania Railroad a short distance south.

Sources:

Dzombak, William. "Plan for the Interpretation of Historic and Modern Structures at the Conemaugh River Lake". U.S. Corps of Engineers, Pittsburgh District. 1987.

**Westmoreland County Railway Company:
Derry Motor Barn and Powerhouse**

I.D. No.: 200

E. 2nd Street at Railroad
Derry

Construction Date: 1904

DESCRIPTION: Motor Barn: red brick, common bond; one story; measures 157' x 56'; gable roof of tar paper; brick corbelling at cornice; nine pairs of twenty-over-twenty-light double-hung windows with triple voussoirs and stone sills; facade with large multipane circular window at gable; original large openings, one with massive timber lintel, now infilled with red brick and new double garage doors constructed on facade; addition of two small one-story tile buildings; structural system of brick bearing walls; Fan fink trusses. Powerhouse: red brick, common bond; one story; measures 150' x 60'; gable roof with rafters and newer steel fan Fink trusses; paired twenty-over-twenty-light double-hung windows with triple voussoirs; corbelling above bays and brick pilasters between bays; large circular window at gable end on both sides, now infilled with brick; tall yellow brick stack on west elevation; now part of Industrial Ceramics Inc. Powerhouse Machinery: associated with Westinghouse Electric and Manufacturing Company's occupation; original forge and tools for blacksmith shop; Buffalo Forge Company drill press; Monarch Machine Tool Company lathe.

Transportation

The Westmoreland County Railway Company complex at Derry is located on the railroad tracks that pass through the center of town. The motor barn now functions as a garage and storage area for Ralph Smith and Son Inc., while the adjacent Powerhouse has been attached to and incorporated within Building E of the old Westinghouse Electric and Manufacturing Plant (now Industrial Ceramics Inc.) The structure served as the boiler house and blacksmith shop for Westinghouse.

HISTORY: The Westmoreland County Railway Company began railroad trolley service in 1904 after a merger between the Blairsville & Derry Street Railway and the Bradenville & Derry Street Railroad. The firm provided trolley service between Latrobe and Derry along 7 miles of broad-gauge track. By 1919 the corporate headquarters of this traction company was the Oliver Building in Pittsburgh. Financially unsuccessful even with a fare reduction, the line ceased operations in 1932. The route was assumed by the Chestnut Ridge Transportation Company's buses. More trolley companies operated in Pennsylvania than in any other state, and the McGraw Electric Railroad Directory of 1923 listed 104 Pennsylvania companies operating 9,549 trolleys on 4,625 miles of track in the state. Trolley systems were constructed in every major city of Pennsylvania and in fifty-three of its sixty-seven counties. New York exceeded Pennsylvania in track mileage but was second in number of trolley companies. The Commonwealth has only three operating systems: Pittsburgh-Port Authority of Allegheny County; Philadelphia-Southwestern Pennsylvania Transportation Authority; Suburban Philadelphia-Southeastern Arrow Division.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Rohrbeck, Benson. Pennsylvania's Street Railways. West Chester: Ben Rohrbeck Traction Publications, 1984.

Springirth, Kenneth. "Viewing Pennsylvania Trolleys," 1971.

Westmoreland County Railway Company: Latrobe Trolley Station

I.D. No.: 142

118 Ligonier St.
Latrobe

Construction Date: 1904

DESCRIPTION: Red brick, common bond; one story; L-shaped and measures 190' x 51'; gable roof of sheet metal with brick stack; stepped gables on facade and rear; reinforced concrete foundation; tracks run into large opening, now a new garage door; some bays infilled with brick; north facade has fifteen bays and a wide overhang with metal roof supports.

HISTORY: This is the Latrobe terminus for the Latrobe-Derry run. See Westmoreland County Railway Company: Derry Motor Barn and Power Plant.

Sources:

Commonwealth of Pennsylvania, Department of Labor and Industry. Third Industrial Directory of Pennsylvania, 1919. Harrisburg: State Printer, 1919.

Rohrbeck, Benson. Pennsylvania's Street Railways. West Chester: Ben Rohrbeck Traction Publications, 1984.

Springirth, Kenneth. Viewing Pennsylvania Trolleys. 1971.

West Newton Bridge

SR 136 spanning Youghiogheny River
West Newton and Rostraver Twps.

I.D. No.: 306

Construction Date: 1906

DESCRIPTION: The West Newton Bridge is three-span Parker truss bridge with ashlar stone abutments and two ashlar stone piers. With an overall length of 490', its truss spans each have a length of 160'. The bridge has a roadway width of 23' and the sidewalk on the north side has a width of 6'. Bridge plaques adorn both portal struts and the deck is concrete.

HISTORY: The West Newton Bridge was constructed in 1906 for Westmoreland County and was engineered by Emil Swenssen (who also designed the Charleroi-Monessen Bridge.) The West Newton Bridge replaced the Robbstown Bridge, a three-span covered bridge completed in 1833. (Robbstown was the original name for West Newton.) It is possible that the present abutments and piers were originally constructed for the Robbstown Bridge and simply reused for the present West Newton Bridge. The Robbstown Bridge, a toll bridge which cost \$18,000 to build, was owned and operated by the Robbstown Bridge Company, founded in 1831. The contractors for the stone piers and abutments were Alexander Plumer and Isaac Steiner while the contractor for the bridge itself was Jacob Mace. In 1890 the bridge was bought by the county and made toll free.

Sources:

Albert, George Dallas, ed. History of the County of Westmoreland, Pennsylvania, with Biographical Sketches of Many of Its Pioneers and Prominent Men. Philadelphia: L.H. Everts & Co., 1882.

Albig, Florilla W. West Newton: Memories of an Old Town. Privately printed, n.d.

Bridge plaques.

Herbert, Don. Assistant District Bridge Engineer, Pennsylvania Department of Transportation, Engineering District 12-0, Uniontown, Pennsylvania. Telephone Interview, 15 April 1992.

TABLE 1

Priority Ranking, Westmoreland County

Priority Ranking Table, Coal Company Mines, Towns, and Coke Ovens

Rank	I.D. No.*	Name	Location	Date of Establishment	Comments
4	002	Penn Gas Coal Company: Hahntown	Irwin Quad; N. Huntingdon Twp.	ca. 1872	About twenty company-built houses remain, and two Italian miners' social halls survive.
2-3	003	Penn Gas Coal Company: Adams Hill and Mine No. 2	Irwin Quad; N. Huntingdon Twp.	1872	An early mine of the Penn Gas Coal Co.; no machinery extant. Adams Hill, also called Scab Hill, retains two double rows and one single row of thirty houses. The former office building, foundry, engine house, boiler house, and lamp house survive.
3	006	Westmoreland Coal Company: McCullough Mine and Town	Irwin Quad; Penn Twp.	1918	Two mine buildings stand. Company store, school building, and seventy company-built houses remain.
4	008	Westmoreland Coal Company: Biddle Mine and Town	Irwin Quad; N. Huntingdon Twp.	1872	No mining structures remain. The altered company store and about twenty company-built houses survive.
2	010	Cambria Steel Company: Slickville Mines and Town	Slickville Quad; Loyalhanna and Salem Twps.	1916-1922	Originally developed by the Cambria Steel Co. as a model company town. Company store, church, school and doctor's office extant. Houses for the superintendent, foreman, and several rows of workers' houses remain. Seven mining structures standing; no machinery extant.

*Resources were numbered sequentially according to order in which they were visited during the field survey.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	011	Irwin Gas Coal Company: Elrico Mines and Town	Slickville Quad; Loyalhanna Twp.	ca. 1920	Mines active from the 1920s to the 1940s. Only the company store and about thirty company-built houses survive.
4	012	Howard Gas Coal Company: Louise Mines and Patton	Slickville Quad; Salem Twp.	1919	A relatively small mining concern. The company store and about thirty company-built houses stand. No mining structures remain.
4	014	New Alexandria Coke Company: Andrico Mines and Town	Saltsburg Quad; Derry Twp.	1908	Only a handful of company-built houses survive. No coke ovens are extant; a partially demolished mining structure remains.
1/2	016	Ft. Palmer Coal & Coke Company: Ft. Palmer Mine and Coke Works	Wilpen Quad; Ligonier Twp.	1907	Approximately 150 beehive coke ovens survive.
3	018	Shenango Furnace Company: Wilpen Mine, Coke Works, and Town	Wilpen Quad; Ligonier Twp.	1906	Two mine-related buildings and a block of approximately 100 brick beehive coke ovens remain. About sixty-five company-built houses stand, along with the school building.
4	019	Marietta-Connellsville Coke Company: Marietta Mine and Coke Works	Wilpen Quad; Ligonier Twp.	1907	Very little remains of the coke ovens or company-built housing.
3	020	H. C. Frick Coke Company: Standard and Standard Slope Mine	Mt. Pleasant Quad; Mt. Pleasant Twp.	1878	The company store and about 100 houses stand. Nothing survives from the mine.
3	021	H. C. Frick Coke Company: Standard Shaft (Town) and Standard Shaft No. 2	Mt. Pleasant Quad; Mt. Pleasant Twp.	1886	Two double rows of approximately forty houses. One of the largest beehive coking complexes in the world by 1900. Only a few severely-deteriorated ovens still stand.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
2	027	H. C. Frick Coke Company: Mammoth Mines, Coke Works and Town	Mammoth Quad; Mt. Pleasant Twp.	1885	Bosses' row, about 25 workers' houses, school, and church remain. Nearly 300 beehive coke ovens from Mammoth No. 1 survive. One mine building remains. Mammoth mine was the site of one of the worst mining disasters in the region.
2	028	Jamison Coal & Coke Company: Crabtree Mines (Nos. 4 and 5), Coke Works and Town	Latrobe Quad; Salem and Unity Twps.	ca. 1885, 1901	Town was platted in the 1880s, and the houses represent the evolution of the community from 1890-1930. The machine shop, lamp house and a few beehive coke ovens survive.
4	030	Jamison Coal & Coke Company: Luxor Mine No. 1 and Town	Latrobe Quad; Hempfield Twp.	1892	One of the best-preserved mine sites with a few extant coke ovens. A total of forty houses and the school stand near the mine.
4	032	Donohoe Coal and Coke Company: Donohoe Mine and Greenwald	Latrobe Quad; Salem Twp.	1890	Nineteen company-built houses survive, and a ca. 1900 school still stands. Nothing survives from the mine.
4	033	Keystone Coal & Coke Company: Salemville	Latrobe Quad; Salem Twp.	1900	About thirty company-built houses, the company store, and bosses' row survive. Only the foundations of the coal washer remain.
4	034	Jamison Coal & Coke Company: Forbes Road Mine (No. 3) and Town	Mt. Pleasant Quad; Salem Twp.	1900	About sixty company-built houses still stand. Four buildings remain of this Jamison Coal & Coke Company mining complex. No machinery is extant.
4	035	Keystone Coal & Coke Company: Sewickley Mine and Arona Mine	Irwin Quad; Arona Bur.	ca. 1892, 1898	No structures survive from the Arona or Sewickley mines. About a dozen company-built houses stand along Little Sewickley Creek.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	037	H. C. Frick Coke Company: Alverton Mine, Coke Works and Town	Irwin Quad; East Huntingdon Twp.	1906-1940	H. C. Frick Coke Company mine with one building and three ovens remaining. Eight experimental "smokeless" ovens from 1970s extant.
4	043	Westmoreland Coal Company: Criterion Mine and Rillton	Irwin Quad; Sewickley Twp.	1904	A number of mine structures including the engine house, bath house, and mule barn survive. No machinery is extant. About forty company-built houses remain.
2	044	Hecla Coke Co.: Hecla Mine, Coke Works, and Town	Mt. Pleasant Quad; Mt. Pleasant Twp.	1882	A remarkably intact company town with numerous houses surviving, as well as a school and church. In addition, about fifty beehive coke ovens survive.
1	048	H. C. Frick Coke Company: Central and United Mine No. 2 and Coke Works	Mt. Pleasant Quad; East Huntingdon Twp.	1886	Central features row of company-built brick houses--among the few of their type in the region. About twenty beehive coke ovens stand.
3	058	Mount Pleasant- Connellsville Coke Company: Carpentertown Mine and Town	Mt. Pleasant Quad; Mt. Pleasant Twp.	1901	Six two-story duplexes are present. Among the few in the region that housed coal workers. Deteriorated machine shop, mule barn, and beehive coke ovens are extant.
3	062	H. C. Frick Coke Company: United Mine, Coke Works, and Town	Mammoth Quad; Mt. Pleasant Twp.	1881	Company store and about a dozen company-built houses stand. About twenty severely deteriorated coke ovens are extant.
4	064	Jamison Coal & Coke Company: Hannastown Mine (No. 2) and Town	Latrobe Quad; Hempfield Twp.	1899	Only the extensively remodeled mule barn survives. About eighty company-built houses stand.
4	067	Keystone Coal & Coke Company: Keystone (town) and Keystone Shaft	Irwin Quad; Sewickley Twp.	1903	About forty company-built houses stand. No mine structures survive.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	068	Pittsburgh and Baltimore Coal Company: Edna No. 1 Mine and Town	Irwin Quad; Hempfield Twp.	1900	About fifty company-built houses survive.
2	069	Ocean Coal Company: Herminie Mines	Irwin Quad; Sewickley Twp.	1893	Ocean Coal Company was a subsidiary of Berwind-White Coal Company. Four altered and re-used mining buildings stand; no machinery extant.
3	070	Ocean Coal Company: Herminie	Irwin Quad; Sewickley Twp.	1894	The town consists of a superintendent's house, brick company store, brick post office, Catholic church, and 55 workers' houses.
4	071	Southwest Coal & Coke Company: Tarrs	Mt. Pleasant Quad; E. Huntingdon Twp.	1890	About thirty company-built houses survive.
3	073	(A.C.) Cochran Coal & Coke Company: Buckeye Mine and Coke Works	Mt. Pleasant Quad; Mt. Pleasant Twp.	1872	A partial battery of beehive coke ovens remains. Only one company-built house, built ca. 1880, remains.
1	081	Westmoreland Coal Company: Yukon	Smithton Quad; S. Huntingdon Twp.	1908	Yukon is composed of two patch towns. The main one has four four-unit dwellings as well as doubles and singles. The smaller patch has singles.
2	082	Westmoreland Coal Company: Magee Mine and Yukon (company houses)	Smithton Quad; Sewickley Twp.	1908	Still standing are eight buildings of distinctive masonry construction in a vernacular Italianate style. These structures are now abandoned and deteriorating. This is the most outstanding group of historic mine buildings in the region. About thirty company-built houses survive in nearby Yukon.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	084	Westmoreland Coal Company: Hutchinson Mine and Town	Smithton Quad; Sewickley Twp.	1925	About 100 company-built houses survive. All mining structures have been demolished, and the mine reclaimed.
4	085	Youghiogheny & Ohio Coal Company: Osborne Mines and Wyano (company houses)	Smithton Quad; S. Huntingdon Twp.	1902	About 100 company-built houses survive. All mining structures have been demolished, and the mine reclaimed.
4	094	Loyalhanna Coal and Coke Company: Loyalhanna Mines (Nos. 1 and 2, and Pandora Shaft)	Derry Quad; Derry Twp.	ca. 1880	About twenty company-built houses stand in the unincorporated town called Loyalhanna. No mining structures or coke ovens survive.
4	095	Seger Brothers Coal Company: Seger Mine No. 1 and Town	Derry Quad; Derry Twp.	ca. 1915	Deteriorated machine shop stands. No machinery extant. About twenty-five company-built houses remain.
4	097	Atlantic Crushed Coal & Coke Company: Atlantic Mines, Coke Works, and Town	Derry Quad; Derry Twp.	ca. 1903	About twenty company-built houses survive. A small tipple and about 100 beehive coke ovens still stand.
2	103	Keystone Coal & Coke Company: Darragh and Madison Mine	Irwin Quad; Hempfield Twp.	1890	About twenty frame company-built houses, company store, and church remain. A timber and metal tipple stands. Machinery for generator shop and fan house are intact.
2	104	Carnegie Coal Company: Larimer Coke Works	Irwin Quad; N. Huntingdon Twp.	1871	Andrew Carnegie's coke works for producing coke from slack coal. Very old ovens extant.
3	105	Pittsburgh & Baltimore Coal Company: Wendell and Edna No. 2 (towns) and Edna No.2 Mine	Irwin Quad; Hempfield and N. Huntingdon Twps.	1902	These are adjacent towns with a company store, superintendent's house, managers' row, and several rows of workers' houses.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	107	Pittsburgh Coal Company: Euclid Mines and FitzHenry	Donora Quad; S. Huntingdon Twp.	1883	Eighteen company-built houses stand. Along the river below the town bosses' row remains, along with and nineteenth-century school house.
4	108	Keystone Coal Company: Moween Mine and Town	Saltsburg Quad; Loyalhanna Twp.	ca. 1905	Company store, fourteen company-built houses, and manager's house survive. The mine structures have been demolished.
4	110	Roaring Run Mining Company: Roaring Run Mine and Truxall	Vandergrift Quad; Bell Twp.	ca. 1905	Roaring Run Mining Company, a small mining concern, operated the Roaring Run Mine at Truxall. About twenty-five company-built houses survive.
1	118	H.C. Frick Coke Company: Scottdale Offices	Connellsville Quad; Scottdale	1880, 1904	Buildings served as regional H. C. Frick Coke Company offices. The original (1880) building is now used as a warehouse. The adjacent office building, erected in 1904, is now vacant.
4	121	Cochran Coal Company: Tinsmill	Avonmore Quad; Bell Twp.	ca. 1905-1910	The school and about fifty-five company-built houses survive.
4	122	Cochran Coal Company: Mine No. 1	Avonmore Quad; Bell Twp.	1905	Only the fan house and machine shop, converted to a residence, survive.
3	126	Hostetter-Connellsville Coke Company: Whitney Mine, Coke Works and Town	Latrobe/Mammoth Quad; Unity Twp.	1889	School, boarding house, managers' row, nearly sixty houses, and a greatly altered company store are extant. Virtually nothing survives of the mine or coke ovens.
4	127	Bessemer Coke Company: Humphries Mine, Coke Works and Town	Latrobe/Mammoth Quad; Unity Twp.	ca. 1897	About 25 company-built houses survive. Two coke ovens stand. The mine has been reclaimed.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	128	H. C. Frick Coke Company: Marguerite Mine, Coke Works, and Town	Latrobe Quad; Unity Twp.	1897	Company store and about forty houses survive. About forty beehive coke ovens still stand.
3	129	H. C. Frick Coke Company: Dorothy Mine and Town/Monastery Mine	Latrobe Quad; Unity Twp.	ca. 1880	About 25 company-built houses survive in Dorothy. Several are relatively intact, retaining their late-nineteenth century appearance.
3	130	H. C. Frick Coke Company: Puritan Mine and Baggaley	Latrobe Quad; Unity Twp.	1897	At Baggaley, company store and nearly 70 workers' houses remain. The mine and coke works have been reclaimed.
3	131	Hostetter-Connellsville Coke Company: Hostetter Mine, Coke Works, and Town	Latrobe Quad; Unity Twp.	1890	A greatly altered company store, the school, and numerous company-built houses still stand. About twenty beehive coke ovens are extant.
4	132	Mount Pleasant Coke Company: Beatty Mines, Coke Works, and Town	Latrobe Quad; Unity Twp.	1906	Only fifteen company-built houses survive. No mine structures or coke ovens are extant.
4	133	Mount Pleasant By-Product Coal Company: Saint Vincent's Shaft	Latrobe Quad; Unity Twp.	1918	About twenty company-built houses survive.
2	144	Keystone Coal & Coke Company: Crow's Nest Mine and Bovard	Greensburg Quad; Hempfield Twp.	1910	Company store, community center, and 120 frame houses compose this representative coal company town. Three mine structures remain. The tipple, now enclosed in a metal building, is in use.
3	153	Hecla Coke Company: Trauger and Hecla No. 2 Mine and Coke Works	Mammoth Quad; Mt. Pleasant Twp.	1889	Only five company-built houses stand. About 150 beehive coke ovens survive. Trauger features St. Mary's Byzantine Catholic Church, built in 1914 in the Spanish Renaissance style.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
2	156	Jamison Coal & Coke Company: Pleasant Unity and Mine No. 20	Mammoth Quad; Unity Twp.	1917	The motor barn, machine shop, and office survive. No extant machinery. One double row containing about 20 company-built houses remains.
3	158	Westmoreland Coal Company: Export Mines and Town	Slickville and Murrysville Quads.; Export	1892	Company store and two groups of company houses remain. Mine remnants include machine shop and large brick building. No machinery extant.
4	159	Export Coal Company: Star Mine	Slickville and Murrysville Quads.; Export	1910	Opened during a coal strike in the Irwin gas coal basin, this was the only slope-entry mine in Export. Only small quantities of coal were mined here, and the mine closed in 1914. No mining structures survive.
3	162	Pittsburgh Coal Company: Van Meter (company houses) and the Darr and Banning Mines	Donora Quad; Rostraver Twp.	1903	Managers' row, nearly 30 duplexes for workers, remodeled company store, and train station are extant. The Darr mine was the site of one of the worst mining disasters in the nation. A gas explosion in 1907 killed 239 men.
3	164	Pittsburgh Coal Company: Eureka Mine and Jacobs Creek (company houses)	Smithton Quad; S. Huntingdon Twp.	1870s	The town of Jacobs Creek includes about a dozen miners' houses. A building that may have served as the company store survives. Only foundations remain from the Eureka mine.
4	165	Pittsburgh Coal Company: Waverly Mine and Coke Works and Smithton (company houses)	Smithton Quad; Smithton and S. Huntingdon Twp.	ca. 1880	About ten company-built houses and four deteriorated beehive coke ovens are extant. Just south of Smithton approximately 100 beehive ovens survive. These were last operated by a small coal and coke concern in the 1950s.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	168	Whyel Coke Company: Yukon Mine and Coke Works and Upper and Lower Whyel (company houses)	Smithton Quad; Sewickley Twp.	1908	Large battery of bank beehive ovens extends along SR 3012. Only fifteen company-built houses survive at Upper Whyel. No extant mining structures.
2	169	Valley Camp Coal Company: Kinlock Mine and Town	New Kensington East Quad.; Lower Burrell Twp.	1918	Company store, pay station, and community center are now being used for other purposes. Frame singles, doubles, triples and six apartment buildings are extant. Two coal tipples survive. Kinlock mine was the site of an explosion in 1929 that killed forty-six miners.
4	178	Isabella Furnace Company: Cokeville Mine, Coke Works, and Town	Blairsville Quad; Derry Twp.	1872	This is an archeological site within the Conemaugh River Lake flood control project. A greatly-deteriorated bank of beehive ovens stands above the river.
2	179	Westmoreland Mining Company: Brenizer Mine and Town	Blairsville Quad; Derry Twp.	1906	Town displays four building phases and 13 different housing types, the later ones with full utilities. Four mining structures, abandoned and in ruins, remain. Machinery of fan house extant.
4	192	Atlantic Crushed Coal & Coke Company: Snyderstown (company houses)	Derry Quad; Derry Twp.	ca. 1890	Several company-built houses survive.
4	193	Bradenville Coal & Coke Company: Bradenville Mine, Company Houses, and Store	Derry Quad; Derry Twp.	ca. 1914	A company store and about forty company houses stand. No mining structures survive.
4	194	Superior Coal and Coke Company: Superior Mines and Town	Derry Quad; Derry Twp.	1900	Only nine company-built houses survive.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	195	Latrobe-Connellsville Coal & Coke Company: Peanut and Ligonier No. 2 Mine	Derry Quad; Derry Twp.	1902	Company store and about 30 company-built houses survive. The mine has been largely reclaimed.
2	202	Pittsburgh Coal Company: Ocean Mine No. 5 Air Shaft and Powerhouse	Donora Quad; Rostraver Twp.	ca. 1900	Power house and air shaft extant and machinery operating.
4	204	Pittsburgh Coal Company: Somers Mines (Nos. 2 and 4) and Pricedale	Donora Quad; Rostraver Twp.	ca. 1900	About fifty company-built houses and a company store, built in 1927, and a gutted machine shop still stand.
4	209	Jamison Coal & Coke Company: Highland Mine (No. 6) and Town	Greensburg Quad; Salem Twp.	1910	Only the pump house survives from the mine. Management houses and a number of workers' houses still stand.
4	212	Claridge Gas Coal Company: Claridge Mine and Town	Greensburg Quad; Penn Twp.	1891	A few company-built houses survive. The mine has been reclaimed.
4	224	Keystone Coal & Coke Company: Greensburg Mine No. 1 and Haydenville	Greensburg Quad; S. Greensburg	ca. 1870	About forty late-nineteenth century company-built houses stand. No mine structures survive.
4	235	Keystone Coal & Coke Company: Greensburg Laboratory	Greensburg Quad; Greensburg	1910	This facility analyzed coal and coke produced at the company's numerous mines. Building greatly altered.
4	236	Keystone Coal & Coke Company: Carbon	Greensburg Quad; S.W. Greensburg	ca. 1888	About twenty company-built houses survive.
4	241	Ocean Coal Company: Herminie No. 2 Mine and Town	Irwin Quad; Sewickley Twp.	1900	Ten managers' houses and about sixty company-built workers' houses survive. Only the lamp house remains from the mining complex. Early twentieth century school is extant.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	242	Shafton Coal Company: Shafton Mine	Irwin Quad; N. Penn Twp.	1857	This mine site is now occupied by a foundry. About a dozen houses survive that may have been associated with the mine.
4	247	Penn Gas Coal Company: Penn (company houses)	Irwin Quad; Penn	1861	Only five company-built houses survive.
4	251	H. C. Frick Coke Company: Mutual Mine, Coke Works, and Town	Mammoth/Mt. Pleasant Quad; Unity Twp.	ca. 1880	Several company houses and the company store, now substantially altered, still stand. The coke works is largely obliterated.
4	252	H. C. Frick Coke Company: Calumet	Mammoth Quad; Mt. Pleasant Twp.	1888	Numerous company-built houses and a company store, substantially altered, survive.
4	255	Youngwood Coal and Coke Company: Foxtown Mine and Town	Mt. Pleasant Quad; Hempfield Twp.	ca. 1910s	Only twenty company-built houses and a church stand. No mining structures are extant.
3	260	Penn Gas Coal Company: Lowber Mine (No. 3), Coke Works, and Town	Donora-McKeesport Quad; Sewickley Twp.	1870s, 1902	The town consists of a church, school (both now abandoned), and four sections of frame housing. The lamp house and about twenty-five beehive coke ovens still stand.
4	266	New York and Cleveland Gas Coal Company: White Valley	Slickville Quad; Murrysville	ca. 1900	Only five company-built houses stand.
4	267	New York and Cleveland Gas Coal Company: Delmont Mines	Slickville Quad; Franklin Twp.	1910	Only the power house, which now serves as a garage, and a much altered machine shop, remain from the mining complex.
4	268	New York and Cleveland Gas Coal Company: Dunningtown	Slickville Quad; Franklin Twp.	ca. 1900	Contains about twenty-five company-built houses.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	269	New York and Cleveland Gas Coal Company: Ringertown	Slickville Quad; Franklin Twp.	ca. 1900	Only a few company-built houses survive.
4	271	Delmont Gas Coal Company: Trees Mills Mine and Town	Slickville Quad; Salem Twp.	ca. 1915	Twenty company-built houses survive. Nothing appears to survive from the mine.
4	309	Westmoreland Coal Company: Larimer Mines and Town	Irwin Quad; N. Huntingdon Twp.	1854	About a dozen miners' houses from the 1870s survive.
3	310	Westmoreland Coal Company: Irwin	Irwin Quad; N. Huntingdon Twp.	1854	Contains a large group of managers' houses; one of the oldest major coal companies in the region.

Priority Ranking Table, Metals Manufacturing, Foundries, and Fabricating

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	005	Lauffer, Hurst & Company Foundry	Irwin Quad; Irwin	ca. 1870s-1920	Original building, but no machinery intact. Produced stoves and grates at first. Then, produced mine cars, wheel axles, and car castings.
2	050	Alcoa: Wear-ever Building	New Kensington Quad; New Kensington	1914	Beaux Arts building originally served as main offices for Alcoa. Now used as an apartment house.
2	055	Alcoa Aluminum Club	New Kensington West Quad; New Kensington	ca. 1920	Renaissance Revival building originally used as clubhouse. Now used as New Kensington School of Nursing.
3	077	U.S. Radiator Company	Donora Quad; West Newton	1894	Original buildings, but no machinery. No longer in operation. Produced radiators, hot water boilers, and war materials during World War II.
1	079	United Engineering & Foundry Company	Vandergrift Quad; Vandergrift	1901-1984	A complex of 10 buildings, some with machinery. Produced iron and steel castings, especially steel mill machinery. Also produced gate hinges for Panama Canal. Operations ceased in 1984; no early machinery survives.
2	087	Vanadium-Alloys Steel Company	Derry Quad; Latrobe	1910	A complex of several original buildings and some later additions. Unclear how much original machinery remains. Produced high speed alloy steel.
2	111	Scottdale Iron & Steel Works	Connellsville Quad; Scottdale	1870s-1930s	Originally built in the 1870s, the Scottdale Iron & Steel Works was acquired by U.S. Steel's American Sheet Steel Company in 1901. Several buildings and some machinery remain. The Uptegraff Company, which builds electrical transformers, took over the defunct steel mill in 1938.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	112	Duraloy	Connellsville Quad; Scottdale	1874, 1937	A foundry complex of 10 buildings that has experienced few alterations to the structures and shows continuity with its original, 1870s works. None of the early machinery remains. Produced cast iron water and gas pipes and fittings. Plant occupied by Duraloy in 1937. Modern foundry and casting machine continues in operation.
3	113	Scottdale Foundry & Machine Company	Connellsville Quad; Scottdale	1891	One building, no original machinery. Produced mining equipment. Now occupied by a metal fabricating company.
4	117	Crescent Manufacturing Company	Connellsville Quad; Scottdale	1903	Two buildings now vacant. Produced plumbing supplies.
3	137	Vulcan Mold & Iron Company	Latrobe Quad; Latrobe	1923-present	Produces iron ingot molds for tool steel production. Three original buildings with some early machinery. Occupied former industrial buildings.
4	140	Latrobe Die-Casting Co.	Latrobe Quad; Latrobe	1918-present	Occupied a previously constructed industrial building. Produces aluminum and zinc die castings.
4	141	Kennametal Company	Latrobe Quad; Latrobe	1941	No longer manufacturing in the original building, and no machinery is extant. Produced carbide tools and parts for steel mill and other manufacturing.
2	150	Hyde Park Foundry & Machine Company: Works and Houses	Leechburg Quad; Hyde Park	ca. 1900	Seven buildings, some with old machinery. Produced iron castings.
4	172	American Sheet & Tin Plate Company: Scottdale Plant	New Kensington West Quad; New Kensington	1891	Most buildings demolished. Three remain in poor condition.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	173	Union Spring & Manufacturing Company	New Kensington West Quad; New Kensington	1903-1985	Buildings demolished or extensively remodeled. Originally produced coil springs for railroad and steel castings. Plant closed in 1985.
4	183	Bolivar Foundry & Machine Works	Bolivar Quad; Bolivar	ca. 1900-present	Produces iron and steel castings. Surveyors could not gain access to site.
4	185	Standard Steel & Wire Company	Bolivar Quad; Bolivar	1920	Consists of wire mill, storage sheds, and office. Currently used for storage.
2	186	Latrobe Electric Steel Company	Derry Quad; Latrobe	1913	Eight buildings and some older machinery. Produced cutlery and tool steels. Early use of electric furnace. Hand-operated rolling mill still in use.
4	187	Latrobe Foundry Machine & Supply Company	Derry Quad; Latrobe	1933-1984	Buildings remodeled; no machinery is extant. Produced custom iron and steel castings.
4	203	Page Steel & Wire Company	Donora Quad; Monessen	1900-present	Factory building and warehouse, built ca. 1900. Still used. Co-produces aluminized wire and chain link fences.
3	215	Elliott Company	Greensburg Quad; Jeannette	ca. 1890-present	Elliott Co. acquired property in 1913. Produced heaters, boilers, turbines, and motors. No pre-1945 machinery remains. A complex of seven buildings, many altered from original condition. Produces turbines and generators.
4	218	Moore Metal Manufacturing Company	Greensburg Quad; S. Greensburg	1923-present	Produced wrought iron and steel stairways, fire escapes, and ornamental products. Three extensively remodeled buildings. Still in use.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	220	Railway and Industrial Engineering Company	Greensburg Quad; S. Greensburg	1914	Produced metal, ceramics, and plastic industrial electrical switches. Now an industrial park, five original buildings, with alterations, remain.
4	221	Walworth Company	Greensburg Quad; S. Greensburg	1887-ca. 1980	Produced bronze and brass valves, steam fittings, and plumbing supplies. Two buildings remain. It was the site of one of the earliest reinforced concrete buildings in the country. It was demolished about 1983.
4	222	Pennsylvania Aluminum Company	Greensburg Quad; S. Greensburg	1910	One building survives. Company closed in 1927. Acquired by Railway Industrial and Engineering Co.
4	226	Hempfield Foundries Company	Greensburg Quad; Greensburg	1892-present	No original machinery. Buildings altered, especially after 1945-fire. Produced mine car wheels. Owned briefly by Keystone Coal & Coke Co.
4	231	Greensburg Machine Company	Greensburg Quad; Southwest Greensburg	1926	Produced mining, timbering, and industrial machinery. Site now occupied by storage company.
4	233	Overly Manufacturing Company	Greensburg Quad; Greensburg	1888-present	Produced sheet metal products. Some machinery remains.
4	243	Penn-Rillton Company	Irwin Quad; Irwin	1893-1950s	Original buildings demolished. Made mine and quarry equipment.
2	248	Hockensmith Wheel and Mine Car Company	Irwin Quad; Penn	(1878)/1901	Made mine car wheels and sheaves. Later produced truck bodies and parts. Buildings reveal early blacksmith and foundry origins. Some machinery remains but most removed.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	249	American Foundry and Pipe Company	Irwin Quad; Penn	ca. 1900	Originally made pipe and tubing, later, steel and iron castings. No machinery remains; building vacant and deteriorating.
3	253	Lycippus Blacksmith Shop	Mammoth Quad; Lycippus	1840	Post-and-beam frame building now used as a warehouse. No machinery or tools extant.
3	256	Westinghouse Electric Company: Trafford Foundry	Braddock Quad; Trafford	1903	Produced the micarta material airplane propellers, pulleys, and other "formica" products. Buildings vacant. Was part of larger foundry complex, most of which has been razed.
4	258	Westinghouse Inn	Braddock Quad; Trafford	1903	Located near Westinghouse's Trafford Foundry. Remains in use.
2	270	Silvis Blacksmith Shop	Slickville Quad; Export	1892	Built on site of an earlier shop. Stone forge extant. Part of intact 19th century farmstead. Possible archeological site as well.
2	292	Alcoa: New Kensington Research Laboratory	New Kensington	1929	Architecturally significant. Henry Hornbostel of Pittsburgh was the architect. Abandoned in 1985.
2	293	Alcoa: New Kensington Works	New Kensington Quad; New Kensington	1891-1971	Produced cooking utensils and later tubes, foil, and extruded products. Closed in 1971. Buildings re-used as part of an industrial park. Oldest buildings are in the southern section of works and are vacant, deteriorating, and slated for demolition.
3	295	National Roll & Foundry Company	Avonmore Quad; Avonmore	1891-present	Surveyors not permitted access. Majority of original buildings present. Made cast iron and steel rolls and sleeves. Still operating.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
2	296	Apollo Iron and Steel Company: Vandergrift Works and Town	Vandergrift	1895, 1900-1950s	The sheet mill, the buildings housing the annealing and galvanizing departments, and the pumphouse are extant. USX closed the Vandergrift works in 1986, but new owner Allegheny Ludlum Steel has plans to reopen the facility.
1	298	Braeburn Alloy Steel	Lower Burrell	ca. 1893	Equipment surviving at Braeburn includes machines and tools associated with both the 10" and 14" mills, a 12,000 pound and a 6,000 pound hammer, and two six-ton electric-arc Heroult furnaces. The furnaces, which have not been in operation since 1987, date from 1915 and are among the earliest electric-arc furnaces existing in the United States.
2	301	Pittsburgh Steel Company: Monessen Works	Monessen	1902	Equipment includes fifty-six Koppers underjet-type by-product coke ovens, three blast furnaces, a five-stand bloom caster, and a universal rail and structural rolling mill. Two of the blast furnaces date from 1916, and the coke ovens from the 1940s. The blooming, billet, and bar mills, the rod mills, and the wire mills are no longer in operation.

Priority Ranking Table, Iron Furnaces

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	083	Laurel Hill Furnace	New Florence Quad on Baldwin Run	1845-1855	Associated with Reed, Gallagher, and Hale; National Register site; owned by W. Pa. Conservancy.
2	159	Westmoreland Furnace	Ligonier Quad; Rector (Rolling Rock Farms)	1794-1810	Associated with Christopher Lobinger & Bros. First furnace in Westmoreland County; portions removed.
1	160	Mathiot and Cummings: California Furnace	Ligonier Quad; Rector (Rolling Rock Farms)	1852-1862	Associated with Jacob Mathiot and Samuel Cumins. Completely restored by Mellons in 1966.
4	190	Kingston Furnace	Derry Quad; Kingston	1850	Stone dam now covered by concrete. Believed to be part of an early iron furnace complex. Potential archeological site.
2	237	Lockport Furnace	New Florence Quad; Lockport	1844-1858	Associated with Thomas & William McKennon; subsequently with Peter Schoenberger. Archeological site.
1	239	Ramsey Furnace & Forge	Avonmore Quad; Salina	1847-1849	Associated with Frederick Overman and Dr. J. P. Speer. Built near dam #3 of Pa. Canal. Archeological site covered with trees.
1	274	Valley (or Hillsvie Furnace)	Wilpen Quad; Hillsvie	ca. 1850	Associated with L. C. Hall & Co. Nominated to Pa. Inventory of Historic Places.
2	275	Oak Grove Furnace	Wilpen Quad; Oak Grove	1854-1857	Associated with John Clifford. Furnace site destroyed in late 19th century. Archeological site.
1	277	Ross Furnace	Fairfield Twp. (Ross Mt. Park)	1815-1850	1815 Furnace associated with James Paull, Isaac Meason, Jr., and Jacob D. Mathiot. The furnace is in excellent condition.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	278	Washington Furnace	Ligonier Quad; Laughlintown	1812-1858	Associated first with John Bell, then L. C. Hall (also built Valley Furnace). Archeological site.
1	302	Baldwin Furnace	"East of New Florence" on Pennsylvania State Gamelands	1810	Associated with James Stewart and Henry Baldwin. In blast for only brief time.

Priority Ranking Table, Glass, Clay, Brick, Ceramics, and Quarries

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	015	Yough Clay Manufacturing Company	Donora Quad; Gratztown	1910	Only one rubble-stone-and-brick kiln remains. Archeological site. Operated at least through 1935.
2	041	Bryce Glass Company: Mount Pleasant Factory	Mt. Pleasant Quad; Mt. Pleasant	1895-1965	Associated with glassmaker James Bryce, an apprentice with Bakewell, Page, and Bakewell in Pittsburgh in 1827. Firm purchased by Lenox Glass in 1965. No extant machinery from original plant, but several buildings survive and are used as warehouses. Includes office, two factories, a warehouse, and machine shop.
2	046	L. E. Smith Glass Company	Mt. Pleasant Quad; Mt. Pleasant	1907-present	Fire in 1913 destroyed all but one of original buildings. Sole surviving building is now the gift shop/visitors'center. Remainder of complex dates post-1913 and includes office, machine shop, two factories, and a warehouse.
1	052	American Window Glass Company: Arnold Plant	New Kensington Quad; Arnold	1892	This was world's largest single window glass plant in 1905. Firm originally known as the Chambers Glass Company. Complex includes cutting room and flattening house, an office, two melting buildings, a warehouse, a batch plant, a stack, and a producer house.
3	089	Booth and Flinn Company: Quarry	Derry Quad; Ligonier	1874	Associated with important Pittsburgh-area Republican politician, William Flinn. Firm produced quarry stone products. Archeological potential of architectural ruins is good.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	090	Derry Glass Sand Company	Derry Quad; Derry	ca. 1900	Buildings of the plant are in ruins. Sand quarries located on Chestnut Ridge.
4	091	Millwood Glass Sand Company: Quarry	Derry Quad; Derry	ca. 1900	Archeological site plus some architectural ruins. Quarry located above the plant.
4	092	McFeeley Brick Company	Derry Quad; Loyalhanna	1901	A single terra cotta building and foundations of several other buildings remain from the original works. Originally known as McFeeley-Wheeler Brick Company (1901-1903). Produced "Vulcan" and "Vultex" brand fire bricks.
4	100	Ligonier Stone Company	Derry Quad; Ligonier	ca. 1920	Conveyor belt connected quarry site with loading bin on Route 30 West at Loyalhanna Gorge.
4	123	Kier Fire Brick Company: Salina Works	Avonmore Quad; Salina	1875-late 1970s	Founded on this site as S. M. Kier & Company in 1875. Later known as Kier Brothers. Sales office located in Oliver Building, Pittsburgh. Company-erected worker housing located nearby. 1924-26 tunnel kilns are preserved as are Clearfield tempering pan, pug mill, belt lines, elevators, and dust collectors. Earliest extant building yellow brick now covered by metal siding. Company-owned coal mine adjacent to plant.
3	146	Jeannette Glass Company	Greensburg Quad; Jeannette	1898	Established as the Jeannette Bottle Works. Complex includes two manufacturing buildings; a mold cleaning and engine room; a storage and shipping building; and the carton storage building that burned in 1988. Eastern section of complex demolished in 1988. Remainder demolished in 1992.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	147	McKee Glass Company	Greensburg Quad; Jeannette	1888-1973	Associated with James and Frederick McKee. McKee brothers were once in partnership with James Bryce (see Comments for No. 041). McKee firm moved from Birmingham (Southside) of Pittsburgh to Jeannette in 1888. Plant covered six acres and had six glass furnaces. Produced pressed glass primarily for U.S. markets. Firm was then known as McKee-Chambers Glass Company. Access to complex was denied, but some original buildings appear to be preserved. Original equipment and glass patterns also may be preserved.
1	148	Westmoreland Glass Company	Greensburg Quad; Grapeville	1889-1982	Originally known as Specialty Glass Company, later as Westmoreland Specialty Glass Company. Specialized in milk glass reproductions during last 30 years of operation. Buildings include hot metal shop; machine/mold shop; mixing, resorting, warehouse, packing, and storage buildings (3); decorating room and cooper shop; mold storage, packing and printing buildings. Two ca. 1899 furnaces preserved.
1	149	American Window Glass: Jeannette Plant	Greensburg/Irwin Quad; Jeannette	1892-present	See No. 052 (above). Originally known as Chambers Glass Company. Office, batch plant, three furnaces, clay house, finishing room, storage/warehouse are preserved. Current occupant, General Glass Corporation, uses Fourcalt method for glass production.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	171	Jeannette Shade and Novelty Company	Irwin Quad; Jeannette	ca. 1900-present	Established as the Empire Glass Company. Made globes for lamps and lights as well as glassware for national retail chains such as Sears, Kresge, etc. Complex includes office and factory.
4	184	Reese Hammond Fire Brick Company; Bolivar Works	Bolivar Quad; Bolivar	1857-1960s	Manufactured fire brick, ground clay, and tile. Complex later occupied by Joseph Soisson Fire Brick Company. One building remains from the Reese Hammond Company. No original equipment or kilns are preserved.
4	188	Stupakoff Ceramic and Manufacturing Company	Derry Quad; Latrobe	1940-present	Firm originated in East Liberty section of Pittsburgh in 1897 and moved to Latrobe in 1940. Occupied buildings of the former Peerless Foundry in Latrobe. Acquired by Carborundum Company in 1954 and later by Pakco Company. No original equipment preserved according to plant supervisor.
4	191	Stoyson Brickworks	Derry Quad; Latrobe	ca. 1890s	Archeological site. Brick kilns, crushers, sorters, and industrial buildings once stood along Route 30.
1	196	Westinghouse Electric and Manufacturing Company	Derry Quad; Derry	ca. 1908-present	Company occupied site of Pittsburgh High Voltage and Insulator Company (est. ca. 1908) and Derry China Company (est. 1902) in 1927. Westinghouse Company formed in 1886. Plant produced electrical insulators. Currently owned by Industrial Ceramics, Inc. Powerhouse, early machinery and electric-arc welded steel structural system, reportedly the first in the nation, of Building E are of particular interest.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	198	Derry China Company	Derry Quad; Derry	1902-1905	Company produced porcelain and semi-porcelain dinnerware as well as toilet seats. Site taken over by Sevres China Company of East Liverpool, Ohio, from 1905-1908. Site then acquired by Pittsburgh High Voltage and Insulator Company. Building A of the Industrial Ceramics, Inc., complex (the current site occupant) was the factory for Derry China Company.
4	199	Derry Brick Company	Derry Quad; Derry	1902	Site acquired by Pittsburgh High Voltage Insulator Company in 1908 (see Nos. 196 and 198 above). Building B of the Industrial Ceramics, Inc., complex includes the Derry Brick Company building. Original storage bins are extant.
2	213	Westmoreland Glass Co., Condiment Processing Plant	Greensburg Quad; Grapeville (in Jeannette)	1899-1982	See comments for No. 148 above.
3	223	Porcelier Manufacturing Co.	Greensburg Quad; South Greensburg	ca. 1930-1954	Company acquired facility of Pittsburgh American China Company ca. 1930. Made ceramic products, lighting fixtures, etc. Site now owned by PPG Industries. Kilns and original equipment have been removed.
4	225	Greensburg Glass Company	Greensburg Quad; Greensburg	1870s, 1946	Established as Gillender Glass Works ca. 1870. Later known as Greensburg Glass Company (1916-1935). Only a single building of the original complex survived a 1945 fire. Building now vacant and owned by Scott Electric Company.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	229	Overmyer Mould Company	Greensburg Quad; Greensburg	1935	Company began operation on Welty Street, South Greensburg in 1930s where it occupied facilities of the Greensburg Mould and Machine Company. Moved to Highland Avenue at White Street address in 1935. Produced molds for glassware plants and for production of footballs, basketballs, etc. No original equipment extant.
4	286	Keystone Clay Products Co.	Greensburg Quad; South Greensburg	1906	Archeological site. Manufactured construction bricks. Leased to Greensburg Brick Company in 1932 and sold to Westmoreland Construction Company in 1945. Clay obtained from banks on opposite side of North Broad Street. No buildings are extant.
4	297	American Window Glass Company; Derry Glass Sand Plant	Derry Quad; Derry	ca. 1900-ca. 1928	Tram railway connected plant to quarry site on Chestnut Ridge, about 1.25 miles from plant. About 50% of sand produced was used for window glass manufacture. See also comments for Nos. 052 and 149 above.
4	312	General Electric Company; Sprague Division	New Kensington West Quad; New Kensington	1900	Originally established to produce enameled conduit. Currently occupied by a metal working concern.

Priority Ranking Table, Food Processing/Mills

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	004	Jersey Cereal Company	Irwin Quad; Irwin	1903-1940s	Building remodeled for contemporary use.
1	023	Shupe Steam Grist Mill	Mt. Pleasant Quad; Mt. Pleasant	1845-present	Isaac Shupe built first steam grist mill in Westmoreland County. First roller process flour mill in Pennsylvania. Mill and machinery preserves integrity. Mill owner's residence nearby.
1	025	Painter Grist Mill	Mt. Pleasant Quad; New Stanton	1853	Mill designed by Thomas Pollock for Israel Painter in 1853. Datestone appears on building. Israel Painter also owned numerous farms, coal lands, and seventy-four coke ovens in Fayette Township, Bullskin Township. Structure is vacant with no original machinery preserved. Now known as James Stanton & Sons Flour and Grist Mill.
3	115	Scottdale Flouring Mills	Connellsville Quad; Scottdale	1880-present	Built in 1880 by W. A. Kifer. After 1897, bottling process modified to produce granular flour for baking trade. Currently used as a feed store by George Altman. No original equipment.
1	134	St. Vincent's Monastery Grist Mill	Latrobe Quad; Latrobe	1854-present	Buildings and machinery largely intact. Mill continues operation to present.
3	139	Latrobe Ice and Provision Company	Latrobe Quad; Latrobe	ca. 1910-1946	Company made ice from Loyalhanna Creek. Abutments in creek at rear of property may be associated with building's original use as an ice factory. Partially burned in 1964. Now occupied by a pattern and casting company.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
2	265	Gem Roller Mills	Slickville Quad; Delmont	1856-ca.1946	Early steam-powered machinery in basement, including a hammer mill. Mill operated by C. J. Shuster, ca. 1909.
2	281	Byer Grist Mill and Distillery	Mt. Pleasant Quad; Armbrust	1799, 1850	Mill's stone foundation and chimney are extant. Converted from distillery to grist mill by M. M. Byer in 1850. Burned 1890. Archeological site.
4	312	Keystone Dairy Company	Greensburg Quad; Greensburg	1926	After moving to a new facility in 1926, a modern refrigeration system was installed, and the firm began to pasteurize its milk on the premises.
3	313	Ligonier Mill	New Florence Quad; New Florence	ca. 1870s	This mill produced buckwheat flour as late as the 1930s. Currently feed is milled here, using equipment installed after 1955.
3	314	Mathews Flour & Feed Mill	Jones Mills	ca. 1850	Built in the mid-nineteenth century, this mill retains a number of flour milling machines dating from the late-nineteenth century through the 1920s. Fine example of the typical family-owned mills of the late-nineteenth and early-twentieth centuries.

Priority Ranking Table, Distillery, Brewing, and Bottling

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	036	Dillinger & Sons Distillery	Mt. Pleasant Quad; Ruffs Dale	1882-ca. 1940s	Opened 1882 as Dillinger & Sons Distillery. Changed to Dillinger Distillery in 1900. Later (ca. 1941) known as Ruffsdale Distillery. Facilities include distillery, grain dryer, three of seven warehouses, barrel shop, and bottling house. Buildings were abandoned and for sale in 1989.
4	039	W. G. Keck Beverage Corporation	Mammoth Quad; Kecksburg	1937	Bottled beverages under "Big Stick" label from 1907-1937. Rebuilt as franchise for bottling Pepsi-Cola in 1937. Operation left Keck family hands in 1960 and name changed to Laurel Vending Co. Building dates to 1937. No original equipment preserved.
4	047	Pittsburgh Brewing Company: Mount Pleasant Brewery	Mt. Pleasant Quad; Mt. Pleasant	ca. 1890	Brick brewery building is only one of four original buildings to remain. No original equipment remains. Complex originally had an office, cooperage, ale and porter buildings. Complex enlarged in 1908 with addition of a chip house, boiler house, and bottling house.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	056	Overholt Company: Distillery, Grist Mill and Town	Connellsville Quad; West Overton	1859	Complex is owned by H. C Frick Foundation and is part of the West Overton National Register Historic District. Distillery and grist mill built by Abraham Overholt, grandfather of Henry Clay Frick. Produced "Old Farm" rye whiskey. Buildings now house Westmoreland-Fayette Historical Society. Cooper shop and malt house not extant. Overholt houses, workers' houses and distillery remain. One of the best preserved antebellum industrial villages in the region.
4	066	J. Mathias & Co. Distillery	Irwin Quad; Manor	1878-1940s	Complex includes warehouse, office, and distillery, all much altered. No original machinery is extant. Produced "Old Manor" whiskey. Office later moved to Pittsburgh as Fry & Mathias Company.
1	080	Old Fort Distillery	Irwin Quad; Irwin	1904	Produced rye and corn whiskey as well as sweet wines. Building consists of five-story brick construction with three-story residential structure attached to southern facade. Distillery vacant in 1988.
4	106	Westmoreland Brewing Co.	Donora Quad; Sutersville	1899-1920	Brewery building demolished. One extensively altered warehouse is extant.
4	152	Hyde Park Brewing and Ice Mfg. Co.	Leechburg Quad; Hyde Park	ca. 1915-late 1930s	One-story building, possibly a storage building, is all that remains. Firm made liquors and malt.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	166	Eureka Brewing Company	Smithton Quad; Smithton	1907-present	Established by William B. "Stoney" Jones. Name later changed to Jones Brewing Company, which is now 12th largest brewery in the U.S. Brew house, bottling house, engine house, and boiler are original, and, with exception of the bottling house, they retain their original functions.
3	228	Greensburg Brewing Company	Greensburg	ca. 1910-1941	Complex includes bottling house and cellars, brewery, stock house, brew house, boiler houses, storage cellar, and office. Structures in good condition, but all machinery has been removed.
3	250	Victor Brewing Company	Irwin Quad; Jeannette	1907-1970s	Complex includes brewery and bottling/warehouse/machine shop. No original machinery is extant. Opened by Frank Antonio Maddas. Said to have had largest beer tanks in the world ca. 1930. Company produced "Old Shay" and "Steinhaus" brands.
4	263	Gibson Distilling Company: Distillery and Gibsonton (company houses)	Monongahela Quad; Gibsonton /Monessen	1857-1920	Largest rye distillery in Pennsylvania in 1880s, this firm may date to ca. 1837. Complex once included 13 warehouses, malt house, mill house, boiler house, ice house, carpenter shop, cooperage, and drying kiln as well as worker housing. Only some of the company housing and the boiler house are extant. Housing includes eight semi-detached duplexes. Houses were moved to opposite side of R. 906 from their original locations.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	287	Greensburg Coca-Cola Bottling Company: Greensburg	Greensburg Quad; Greensburg	1933	Otterman Street plant opened in 1933. It was later remodeled as Greensburg Institute of Technology. No machinery extant.
4	296	Latrobe Brewing Co.	Latrobe Quad; Latrobe	1939-present	Company produces "Rolling Rock" brand beers and was sold to Labatts, a Canadian firm, in 1987.
4	300	Kiskiminetas Distillery	Avonmore Quad; Avonmore	ca. 1908	Single structure remains but is now (1989) vacant.

Priority Ranking Table, Saw and Planing Mills/Lumber and Wood Products

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	013	H.M. Pringle & Son Planing Mill	Irwin Quad; Irwin	1890-1947	Contains early sabre saw, warehouse, and mill; remodeled early 1900s.
2	076	Markle Paper Company	Donora Quad; West Newton	1880	Building dates to 1880 though Markle firm is much earlier. Only one building of the complex remains. Subsequently occupied by three other firms.
3	088	Peters Paper Company	Derry Quad; Latrobe	1902-1919	Largest paper mill in Pennsylvania until it closed in 1919. Some architectural alterations to building after purchase by Kennametal Company in 1945.
3	114	U.S. Casket Company	Connellsville Quad; Scottdale	ca. 1905-1969	Produced caskets for undertakers. Only a storage building survives.
3	201	George Mowery & Company	Derry Quad; Derry	ca. 1905-1970	Opened as coal and builder's supply company and lumber yard; abandoned since 1970s.
3	217	Greensburg Swing Company	Greensburg Quad; Greensburg	ca. 1910	Produced furniture and planing mill products.
2	230	Greensburg Lumber and Mill Company	Greensburg Quad; Greensburg	1938	Ca. 1918 tools (shapers, planers, joiners, molders, and strikers) on second floor. These were moved to current building following fire at original location of firm.
3	246	J. E. Myers Planing Mill	Irwin Quad; Penn	ca. 1910	Earlier wood buildings demolished by present owner; extant 1920 structure now utilized by cabinet maker.
3	254	Galley Brothers Carriage Factory	Mt. Pleasant Quad; Mt. Pleasant	ca. 1890s	Firm made wood carriages and buggies; later made auto, truck, and trailer bodies.

Priority Ranking Table, Transportation

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	017	Ligonier Valley Railroad: Ligonier Stations	Ligonier Quad; Ligonier	1887-1909	Complex includes 1887 frame station and 1909 stone stations, both occupied by Pennsylvania Game Commission. Railroad carried both passengers and freight from 1871 to 1952.
3	024	Pennsylvania Railroad: Youngwood Passenger Station	Mt. Pleasant Quad; Youngwood	1902	Building now occupied by Youngwood Historical and Railroad Association Museum.
4	053	Pennsylvania Railroad: New Kensington Freight Station	New Kensington West Quad; New Kensington	1927	Now occupied by New Kensington Municipal Water Authority. Adjoining passenger station was demolished.
2	065	Pittsburgh-Philadelphia Turnpike Marker	Irwin Quad; Jacktown, Irwin	1817	Repaired stone marker located in front yard of Fullerton house, built in 1798. Turnpike itself completed in 1817.
1	074	Northern Turnpike Tollhouse	Murrysville Quad; Export	ca. 1818	Log-construction tollhouse on the late-eighteenth century Northern Pike. Tollhouse opened in 1818. Possible archeological associations. Abandoned and deteriorating.
3	075	Baltimore and Ohio Railroad: West Newton Passenger Station	Donora Quad; West Newton	1900	Pittsburgh & Connellsville line began operations in 1855 between West Newton and Connellsville. Merged with B & O in 1912. Now used by CSX for its road crews.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	099	Idlewild Park/Ligonier Valley Railroad	Derry Quad; Ligonier	1878	Idlewild Park was established in 1871 by philanthropist Judge Thomas Mellon for use by churches and schools. The Ligonier Valley Railroad provided rail service from Pittsburgh to the park. Carousel at the park is notable for its hand-carved wooden horses made in Philadelphia.
3	142	Westmoreland County Railway Co: Latrobe Trolley Station	Latrobe Quad; Latrobe	1904-1932	Firm provided service between Derry and Latrobe, a distance of seven miles.
1	175	Western Pennsylvania Railroad: Bow Ridge Tunnel and Bridge	Blairsville Quad; Tunnelton	1863	First railroad tunnel at Tunnelton built in 1863 by West Penn Railroad, which was the successor to the Northwestern Railroad, builder of the bridges across the Conemaugh, leading to the tunnel. Only the piers of the bridges survive. The tunnel is intact.
2	176	Pennsylvania Railroad: Bow Ridge Tunnel and Viaducts	Blairsville Quad; Tunnelton	1907	Keystone marked: "A.C. Shand, Chief Engineer, McMenamin and Sims, Contractors." Tunnel constructed to improve railroad alignment.
1	181	Pennsylvania Mainline Canal: Bow Ridge Aqueduct and Tunnel	Blairsville Quad; Tunnelton	1829	Stone piers of aqueduct stand in the Conemaugh River. Eastern terminus of tunnel was site of slackwater dam and guard lock No. 4. Tunnel is extant.
3	200	Westmoreland County Railway Company: Derry Motor Barn and Power Plant	Derry Quad; Derry	1904	Complex includes motor barn, powerhouse, and powerhouse machinery. See comments for No. 142 above.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	207	Latrobe Airport	Latrobe Quad; Latrobe	1936-present	An original runway and hanger are extant. Site of first portable control tower, which included an early instrument landing system.
2	208	Pennsylvania Railroad: Latrobe Passenger Station	Latrobe Quad; Latrobe	1903	One of the most heavily used stations between Harrisburg and Pittsburgh. Period of greatest activity was 1910-1950. Building converted to a restaurant in 1980s, now abandoned.
2	219	Pennsylvania Railroad: Greensburg Passenger Station	Greensburg Quad; Greensburg	1911	National Register property (1977). Both passenger and baggage depots survive. First Pennsylvania Railroad train arrived in Greensburg in 1852.
4	232	Pennsylvania Railroad: Greensburg Freight Station	Greensburg Quad; Greensburg	1875	Station of brick construction has been extensively remodeled.
2	238	Pennsylvania Mainline Canal: Lockport	New Florence Quad; Lockport	1831	Archeological remains of Pennsylvania Mainline Canal. Some canal-era houses survive.
2	240	Pennsylvania Railroad: Salina Tunnel	Avonmore Quad; Salina	ca. 1883	Currently abandoned but in good condition. Built as part of an 1880s realignment of PRR.
4	244	Pennsylvania Railroad: Ardara Bridge	Irwin Quad; Ardara	1902	A standard single-span Warren truss bridge. Constructed by American Bridge Co., New York.
3	245	Pennsylvania Railroad: Ardara Bridge	Irwin Quad; Ardara	1909	Reinforced concrete, single-arch bridge.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	259	Pennsylvania Railroad: Trafford Freight and Signal Stations	Braddock Quad; Trafford	1911	Also known as the Stewart Railroad Station. Was a station on the Turtle Creek Valley Railroad, which became a branch line of the Pennsylvania Railroad. Passenger station no longer extant. Station and yard now occupied by J. F. Kingston Lumber Company.
4	262	U.S. Army Corps of Engineers: Lock and Dam No. 4	Monongahela Quad; Monessen	1932	Lock dates from 1932, dam rebuilt in 1967.
3	272	Bells Mills Covered Bridge	Smithton Quad; Yukon vic.	1850	Only covered bridge in Westmoreland County. Truss and floor beams replaced in 1988. Burr arch truss; sandstone abutments.
3	273	Pennsylvania Railroad: Vandergrift Passenger and Freight Stations	Vandergrift Quad; Vandergrift	ca. 1910	Passenger and freight stations and the express office are extant. The passenger station stood abandoned in 1988, but the baggage station and express office were used by a beer distributor. Yellow brick and cobble-paved street leads to stations.
4	285	Torrance Bridge Railroad Overpass	Bolivar Quad; Torrance	1902	Standard Warren truss bridge. Built for vehicular traffic over railroad.
3	289	Pennsylvania Turnpike: Irwin Rest Stop	Irwin Quad; Irwin	1940-present	Crosses southern third of Westmoreland County from east to west. Rest stop and gas station at Irwin employ Georgian Revival style stone veneer.
4	299	Brush Creek Bridge	Irwin Quad; N. Huntingdon Ardara vic.	1910	A standard early 1900s concrete arch bridge.
3	306	West Newton Bridge	West Newton and Rostraver Twps.	1906	Typical Parker through truss bridge from early 1900s.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
3	307	Donora-Webster Bridge	Donora Quad; Donora and Webster	1908	When completed, bridge contained second-longest channel span over Monongahela River.
3	308	Charleroi-Monessen Bridge	Monessen and Charleroi	1908	Bridge built to carry streetcars and highway traffic. Renovated in the mid-1980s.
2	313	Pennsylvania Railroad: Penn Borough Freight Depot	Irwin Quad; Penn	1870	One of the oldest surviving Pennsylvania Railroad freight depots in the region, this building is abandoned and in poor condition.

Priority Ranking Table, Utilities

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	040	Mount Pleasant Water Company: Bridgeport Works	Mount Pleasant Quad; Bridgeport	1886-1929	Resource includes 1886 pump house, 1929 filtration plant, and dam. Buildings are in ruin.
4	054	New Kensington Waterworks	New Kensington West Quad; New Kensington	ca. 1900	Complex includes laboratories, treatment plant, and filtration plant. No original equipment. Plant continues as local waterworks.
4	216	Mountain Water Supply Company: Tower Works	Greensburg Quad; Jeannette	1910	Recently restored and part of nearby reservoir.
4	282	Haymaker Gas Well	Murrysville Quad; Murrysville	1878	This was the first natural gas well in the country. Gas piped to Pittsburgh from it in 1884. Site marked by a plaque. Possible archeological site.
4	311	American Reduction Company	S. Huntingdon Twp.	1900, 1920s	This facility handled garbage from Pittsburgh through the 1940s. Only a handful of company houses survive.

Priority Ranking Table, Petrochemical Products

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	051	National Lead and Oil Co.	New Kensington West Quad; New Kensington	1911	Complex includes lead corroding house, office, mill, machine and woodworking shops. No original machinery.
4	078	Standard Railroad Fusee Co.	Donora Quad; West Newton	1924	Firm makes explosives and fuses for railroads. No original equipment preserved.
4	189	American Cyanamid & Chemical Company	Derry Quad; Latrobe	1938	Three storage structures remain from an original complex of fifteen buildings.
1	214	Pennsylvania Rubber Co.	Greensburg Quad; Jeannette	1903	Though some buildings have been razed, many originals remain, including old powerhouse machinery. Made auto tires and war parts.

Priority Ranking Table, Textiles

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	138	Pearce Manufacturing Company	Latrobe Quad; Latrobe	1904 (date of firm in this location)	Pearce Company was the oldest blanket mill in U.S., producing blankets at Harmony, Pennsylvania, from 1805 to 1884, when the firm moved to Greenville, Pennsylvania. A subsequent move was made to Latrobe in 1904, where the firm occupied three buildings previously owned by a mowing and reaping firm.
3	161	Brant Tannery and Mill	Ligonier Quad; Rector	ca. 1850	Archeological site. Located on Linn Run. Some architectural ruins associated.
4	227	French Dye Works	Greensburg Quad; Greensburg	1920	Small producer of garments. Plant now vacant.

Priority Ranking Table, Miscellaneous Industries

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	116	Robertshaw Thermostat Company: Scottdale Plant	Connellsville Quad; Scottdale	ca. 1910/1942-1960	Robertshaw took over Lincoln Soap and Chemical Company in 1942. Building extensively altered.
4	120	Mennonite Publishing Co.	Connellsville Quad; Scottdale	1921 (building) 1948 (addition)	Scottdale became the center for publishing in the Mennonite Church in 1908. Continues to function to present day.
4	280	Robertshaw Thermostat Company: Youngwood Plant	Mt. Pleasant Quad; Youngwood	1914	Produced thermostats. Two original buildings immersed in a larger complex.
4	288	Greensburg Storage and Transfer Company	Greensburg Quad; Greensburg	1887	Red brick Italianate structure, now vacant.

Priority Ranking Table, Miscellaneous Company Towns

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
1	057	West Overton	Connellsville Quad; West Overton	ca. 1837	Representative of early rural industrial complex. Associated with Overholt family distillers and birthplace of H. C. Frick.
1	061	Norvelt	Mt. Pleasant Quad; Norvelt	1934	An important planned community of the New Deal named after Eleanor Roosevelt.
3	093	McFeeley Brick Company; Latrobe Vicinity	Derry Quad; Loyalhanna	1915	Only one row of modified brick duplexes remains.
4	124	Kier Fire Brick Company; Salina	Avonmore Quad; Salina	1910	Three linear rows of wooden single houses.
2	145	Jeannette Glass Company	Greensburg Quad; Jeannette	ca. 1920	Single row of 10 brick houses associated with important company.
4	150	Hyde Park Foundry & Machine Company	Leechburg Quad; Hyde Park	ca. 1900	Eight frame duplexes.
1	170	Aluminum City Terrace	New Kensington East Quad; New Kensington	1941	U.S. Public Building Administration during World War II commissioned Walter Gropius and Marcel Bruer to design workers' housing. Altered in 1962. Now operated by a tenants' association.
3	197	Westinghouse Electric & Manufacturing Company	Derry Quad; Derry	1915	Large, comfortable frame houses for skilled craftsmen.
2	211	McKee Glass Company	Greensburg Quad; Jeannette	ca. 1900	Brick rowhouses and semi-detached duplexes. Nearby is a three-story hotel and glass workers' union hall. (This building was demolished in 1991.)
3	256	Westinghouse Electric Company	Braddock Quad; Trafford	1902	Four-family brick units with 24 brick houses.

Rank	I.D. No.	Name	Location	Date of Establishment	Comments
4	264	Gibson Distilling Company	Monongahela Quad; Monessen	ca. 1880	Eight houses remain, but they have been relocated.
1	296	Apollo Iron and Steel Company: Vandergrift	Vandergrift Quad; Vandergrift	1898	Frederick Law Olmsted's firm designed this company town. It embodies important planning principles and social features of the era.

TABLE 2

Selected Manufacturing Statistics for Westmoreland County,
 Pennsylvania, Compiled from the U.S. Decennial Census
 Manufacturing Schedules

Year	No. of Establishments	No. of Employees	Product Value (\$)	Mean Employees /Establishment	Product Value/Establishment (\$)	Manufacturing Employee as Percent of Total Population (%)
1860 ^a	362	1,071	1,545,387	2.96	4,269	1.9
1870	199	839	1,935,933	4.22	9,728	1.4
1880 ^b	230	2,292	4,664,354	9.97	20,280	2.9
1890	264	6,247	11,473,716	23.7	43,461	5.5
1900	624	16,008	37,285,177	25.7	59,752	10.0
1910 ^c	--	--	--	--	--	--
1920	511	31,066	215,621,666	60.8	421,980	11.4
1930	270	28,810	200,774,690	106.7	743,610	9.8
1940	243	26,556	168,906,433	109.3	695,435	8.8

^a Figures do not include data for coal mining.

^b Figures include coke manufacture.

^c Data not available.

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