FAYETTE COUNTY, PENNSYLVANIA:
AN INVENTORY OF HISTORIC ENGINEERING AND INDUSTRIAL SITES

America's Industrial Heritage Project
National Park Service
Other HABS/HAER publications produced in conjunction with America's Industrial Heritage Project include:


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


THE HAER INVENTORY PROGRAM

The objectives of the 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 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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In March 1989 the Historic American Engineering Record (HAER), which, along with the Historic American Buildings Survey (HABS) is a Division of the National Park Service, commenced an inventory of historic engineering and industrial sites in Fayette County, Pennsylvania. This effort, part of a larger series of historic resource studies administered by America's Industrial Heritage Project (AIHP), National Park Service, in Hollidaysburg, Pennsylvania, focused on sites associated with iron and steel, coal and coke, and transportation. However, the inventory also addressed such industries as milling, glass-making, brewing, distilling, and textile manufacturing, in addition to such engineering works as dams and bridges.

The primary objectives of the HAER Inventory of Fayette County were to identify nationally significant resources, and document a wide range of regionally or locally significant resources. The latter part of the study, it is hoped, will enable historians, planners, and preservationists, to assess the historic qualities and preservation potential of other locally or regionally significant resources that may be identified in the future.

Under the general direction of HAER staff member Gray Fitzsimons, HAER Historians Frances Robb, Rolla Queen, and Christine Davis initiated the inventory of Fayette County with Mr. Queen and Ms. Davis conducting much of the field work. Historian Sarah Heald served as editor of this volume and wrote many of the inventory entries. Mr. Fitzsimons and HAER Historian Kenneth Rose conducted additional field work and writing on coal and coke sites identified as having the most extensive remains of the 200 or so that were initially investigated. The work was carried out in concert with AIHP and its Director, Randall Cooley, and under watchful the eye of Robert J. Kapsch, Chief, HABS/HAER Division.

A number of residents of Fayette County greatly aided the HAER inventory work. Anthony J. Graziani of USX Resource Management Division in Uniontown provided HAER with information on the coal and coke industry, as well as numerous Frick Coke Company documents and maps. Max Noble shared his considerable knowledge of the county's coal and coke industry, and granted HAER access to his Shoaf Coke Works, the best preserved beehive-coke plant in the region. Many other individuals shared their knowledge of specific sites and communities where they worked and lived; special thanks to J. Harold "Hap" Arnold, of Vanderbilt, Andrew Duke of Brier Hill, John A. Carl of Vestaburg, Frank Gondek of Allison No. 1, Walter Tomaczech of Adah, and Donald Morrison of Dunbar. Research for the project was greatly assisted by Michael D. Grego and Blaine Sphar of the Fayette County Tax Assessors Office, Myra J. Giziano of the Fayette County Planning Commission, and Barbara Henderson of the Uniontown Public Library. In addition, Dan Diebler, Greg Ramsey, Diane Kallman, and William Sisson, all of the Bureau of Historic Preservation, Pennsylvania Historical and Museum Commission, in Harrisburg, graciously shared their files on Fayette County's historic sites.

Several people reviewed parts of the manuscript for this volume, including Walter J. Storey, Jr., writer and retired editor for the Uniontown Herald-Standard, William Balsley of the Connellsville Area Historical Society, Vickie Leonelli of the Fayette County Historical Society, and Dr. John Sink of the Penn State University, Fayette Campus. The reviewers, particularly Mr. Storey, provided HAER with helpful comments; however, any errors in fact or interpretation rest with HAER.
Introduction

To the casual observer Fayette County, in southwestern Pennsylvania, seems a rugged, mountainous, and isolated area. Its many small communities, at first glance, appear forbidding and drab. Perched on hilltops or nestled in hollows these towns are characterized by narrow streets lined with uniform-looking wooden houses -- in various states of repair -- huddled closely together. Piles of mine refuse dominate the landscape in many of the towns, and old decaying mine buildings, often situated near rows of deteriorated brick coke ovens, stand along abandoned railroad lines. The county's two largest cities, Uniontown and Connellsville, though containing on the outskirts the familiar fast-food restaurants, gas stations and shopping malls, possess downtowns dominated by old brick and stone buildings, recalling an earlier grandeur and vitality. The traveler unacquainted with the area might conclude that apart from the splendid scenery of mountains and rivers, or perhaps the history of colonial America as seen at Fort Necessity, or even possibly the early days of the young Republic reflected in the historic markers along the old National Road (Route 40), Fayette County had little more to offer.

With such a limited view of the county one would fail to understand not only the rich ethnically diverse culture, which emerged in the late nineteenth century with the development the nationally renowned Connellsville coke region, but also many of the difficult social, culture, and political issues that faced the rapidly industrializing region, as well as the nation. This inventory of the county's historic industrial sites aims to serve as a guide to those buildings, structures, and objects, by which the outsider and resident alike may begin to understand the kinds of industry that shaped the county's social and economic development, as well as its physical landscape. An overview of the county's industrial history provides a framework from which individual sites may be more clearly understood as part of a larger pattern of industrialization within the county. The many entries for the various industries include a basic description of the site's current appearance, and a brief history on the site's development over the course of its operation.

While the sites included in this volume do not account for every industrial and engineering resource in Fayette County, they provide the reader with a comprehensive picture of the variety and nature of the county's multitude of industries. A number of sites identified during the research for the project were found in the field to have few above-ground remains. These sites were recorded nonetheless and appear in Appendix C: Archeological Sites at the end of this study. In accordance with the criteria established by the National Register of Historic Places which generally observes a fifty-year cut-off date for its historic properties, virtually all of the industrial sites HAER recorded were established prior to 1945.

As with most guides to historic sites, this volume is largely a descriptive work leaving many questions and issues to be explored by future researchers and historians. The most outstanding scholarly work thus far produced on Fayette County's industry, John A. Enman's doctoral dissertation, "The Relationship of Coal Mining and Coke Making to the Distribution of Population Agglomerations in the Connellsville (Pennsylvania) Beehive Coke Region," was written nearly three decades ago and is still an important starting point for the social and technological historian. This study examines the rise of what was the county's major industry,
looking not only at technology and business developments, but also at the communities established by the coal and coke companies to house employees and their families. Though Enman's work remains a valuable place to begin, more recent scholarship addressing such wide-ranging issues as workers' response to changing technology, the persistence of certain old technologies, ethnicity and its role in shaping the work place and the community, the role of men and women in industrial communities, and the relation between management and workers in company-controlled towns, could be applied in this region with great potential for new insights. Indeed, much good history work in the county remains to be done.

Research for the HAER Inventory of Fayette County included, in addition to Enman's dissertation, numerous historic maps -- namely fire insurance maps and surveys of coal properties -- along with tax records, company literature, state bureau of mines reports, and industrial directories. Franklin Ellis' History of Fayette County, the standard late-nineteenth century county history produced through the subscription of the area's influential citizens, was helpful for identifying the county's earliest industry, commerce, and entrepreneurs. For the late nineteenth and early twentieth century, celebratory histories produced by the larger communities helped fill in a few gaps or establish dates of construction and operation of certain industrial concerns.

One of the most important resources for both locating remnants of historic industrial sites, as well as providing information concerning dates of operation and physical changes to industrial works, was oral history. The HAER field surveyors conducted numerous informal interviews with workers and managers alike, and gained much insight into the county and its industrial development. While managers tended to provide outstanding information in the areas of business and technology, a number of retired workers shed light on the conditions of the work place, the ethnic makeup of the workforce and communities, and the struggle to organize unions. Unfortunately, time did not permit the organization of a formal oral history program; however, the Pennsylvania Heritage Affairs Commission has begun such a program in southwestern Pennsylvania and it will likely include Fayette County. This undoubtedly would be a rewarding endeavor for, as the HAER Inventory team learned, many of Fayette County's residents are both knowledgeable and willing to share their recollections of the area's rich industrial heritage.
Historical Overview

Fayette County’s location and natural resources, a changing economy, and new transportation and communications networks, have been the most significant factors contributing to its industrial history. Natural resources in the mountainous region of southwestern Pennsylvania had attracted the first inhabitants, native-American peoples, as well as the first white settlers and land speculators in the eighteenth century. The area from which the county was carved possessed an abundance of forest, arable land, and rivers, which provided a means of transportation, as well as sufficient flow to power eighteenth century technologies. These resources, in fact, have played a vital role throughout the region’s history. The beehive coke era -- 1860s to 1910s -- transformed the county from a diversified economy to a single-industry economy and, ultimately, with change in coking technology, this brought hardship for Fayette residents. While the county is best known for its prominence during the beehive coke era, when the Connellsville coke region produced more coal and coke than any area in the nation, its earlier history also made it an important region in American History.

With the population of southwest Pennsylvania steadily increasing, Fayette County was established from a portion of southern Westmoreland County in 1783. In the late eighteenth and early nineteenth centuries, as settlers continued to stream west, the county’s economy and industry began to grow and diversify, accommodating not only local needs but those of the frontier further west as well. Until the mid-nineteenth century the county’s economy, like most of the nation, was an agrarian one with its population scattered about a rural countryside. The Allegheny Mountains posed an obstacle to trade between western Pennsylvania and the East. The isolation of this region forced it to develop its own industries; in Fayette County these included iron, boat, and glass manufacture, grist milling, and brewing and distilling.

Early Iron

Iron ore had first been discovered in the county by surveyors and explorers such as Colonel William Crawford, the first judge of Westmoreland County and later a surveyor for Virginia’s claims to southwestern Pennsylvania. In 1780 Crawford had recorded an ore bank near the Youghiogheny River.¹ Shipment of heavy iron products over the mountains was impractical, particularly because the region to the west had such an abundance of the three ingredients necessary to manufacture iron on their own -- iron ore, limestone, and forested land from which charcoal could be made. Circumstances were thus conducive to the emergence of an early iron industry. The origins of western Pennsylvania’s iron industry are found in Fayette County, the western center of iron production from 1789 through the early nineteenth century. Fayette was the site of the first iron furnace, Union Furnace, west of the Alleghenies. By 1810 more charcoal furnaces smelted iron

in Fayette County than any other county in Pennsylvania. These early furnaces were cold-blast, water-powered operations, employing large bellows (tuyeres) or cylindrical tubs to propel the blast into the furnace at the base of the stack. Not until the 1850s was steam power used in Fayette County, and apparently only when rebuilding an earlier furnace (Fairchance, Union No. 2, Springhill, Wharton). By the 1870s, Fayette County had four coke-fueled hot-blast furnaces: Dunbar No. 1 and No. 2, Lemont, and Oliphant. The iron furnaces were typically part of industrial "plantations" with the ironmaster's house, such as Isaac Meason's magnificent stone dwelling south of Connellsville, the most prominent structure on the property. The classic ironworks settlement pattern had housing distributed in clusters over hundreds of acres of land both adjacent to the furnace and near sources of raw materials such as ore mines, coal mines, limestone quarries, collieries and saw mills. Gristmills and iron forges were also frequently a part of these plantations. Despite the speculative nature of the early iron industry, which typically had more failures than successes, the county iron industry grew rapidly because demand was so great. Before the first decade of the nineteenth century, twelve Fayette County furnaces had produced iron: Alliance, Little Falls, Union, Laurel, Springhill, Mt. Vernon, Fairfield, Redstone, Mary Ann, Fairchance, Pine Grove, and St. John.

The majority of Fayette County furnaces, including the earliest county iron works at Alliance, Union and Little Falls, were associated with charcoal forges. Since forges required additional charcoal production, many were situated away from the furnace sites near timber tracts and adjacent to navigable streams so finished iron bars and anconies could be shipped to the western markets. By 1810 the county had eight forges valued at $99,999 which produced 765 tons of blooms per year. The prominent iron families in Fayette County, the Measons, Oliphants, and Gibsons, operated both furnaces and forges. Isaac Meason constructed a series of forges near Dunbar and at his Plumslick Works in Upper Middletown. Pig iron cast at Fairfield and Fairchance Furnaces was fabricated into billets and blooms at the Oliphant's Sylvan Forge. Thomas and Joseph Gibson, whose father John had helped construct Meason's Union Furnace, operated both the Etna Furnace, near Connellsville, and the Yough Forge at Connellsville.

The success of the early iron works stimulated other ironmaking concerns. Jacob Bowman constructed the first nail factory west of the Alleghenies at Brownsville before 1800. Between 1816 and 1817, Isaac Meason was the first ironmaster in America to construct a rolling mill to puddle iron and roll iron bars. Meason's chief engineer, a Welshman, Thomas C. Lewis, appears to have brought the new technology from his native land. Five months after the mill was placed

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2 Tench Coxe, **A Statement of the Arts and Manufactures of the United States of America for the Year 1810** (Philadelphia: 1814), xxxi-xxxii. Ten iron furnaces and one air furnace were reported. The air furnace, a predecessor of the cupola, was used to resmelt pig iron in sand, flask, or loom castings into such finished products as hollow ware, stoves, forge hammers and hardware.


4 W. David Lewis, **Iron and Steel in America** (Greenville, Delaware: The Eleutherian Mills-Hagley Foundation, 1976), 30.

in operation Meason died and the site was offered for sale in August of 1818. At that time, the land was advertised as the "most valuable property on the western side of the mountains... 350 acres of land with forge, rolling mill, grist mill, saw mill, large brick dwelling house finished in a handsome style." The mill fabricated iron until 1824 when a flood destroyed the building and the machinery was moved to Brownsville. In its new location the mill expanded and continued to operate until the early 1850s.

Early rolling mills, three of which were in Fayette County, rolled only sheet iron and nail plates. John Gibson, who was a part owner in Union Furnace No. 2, was another Fayette ironmaster to construct an early rolling mill for sheet iron. In 1829 the enterprising F. H. Oliphant extended his investments outside the county and constructed the Wayne Rolling Mill at the foot of Wayne Street in Pittsburgh. Within five years Oliphant found it more profitable to transfer the mill, which fabricated pig iron to nails and bar iron, to his Fayette County Fairchance Iron Works. By 1859 the mill was fabricating 600 tons of bar iron and nails per year and had two puddling furnaces, two heating furnaces, three trains of rolls and three nail machines.

The county's short-lived steel industry began in the early nineteenth century. One early steel furnace, built in Bridgeport (South Brownsville) by 1805, was owned by Morris Truman and Company. Steel furnaces had small capacities of one to ten tons, were about 12' high, and had two stone or brick pots. Alternate layers of forged iron bars and charcoal were placed in the pots, and the furnace placed in blast for seven to eleven days. Such steel furnaces were used to make specialized objects such as tools and clock springs. Truman and Company manufactured edge tools and, in the machine shop tooled engines for steamboats, until 1825. In 1837, Oliphant experimented with a steel furnace as part of his Fairchance Iron Works, but production lasted only one season since Americans continued to buy the cheaper imported British steel.

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7 J.P. Lesley, *The Ironmanufacturer's Guide to the Furnaces, Forges and Rolling Mills of the United States* (New York: John Wiley, 1859). The Brownsville Mill had eight fires, three trains and ten nail machines. In 1847, the works were sold by the sheriff; and, by 1853, the mill was abandoned.

8 Cox.

9 Ellis.


12 Ellis, 475-76.

13 Ellis, 585.
Fayette County's premier position in the early western Pennsylvania ironmaking business continued until mid-century when the tariff of 1849 and the ensuing depression crippled the industry. By 1850 only five iron furnaces were listed in operation in Fayette County. The county's forges also curtailed production, and by 1856, only one, an older forge at Oliphant's Fairchance Ironworks, was still running. 14

Despite intense interest in coke and coal as fuel sources, it was not until mid-century that iron furnaces were successfully built or refurbished exclusively for the manufacture of iron using the more efficient coke. In 1849 no coke-fueled hot-blast systems were in operation in Fayette County. Within the next decade, however, both the Union and Springhill Furnaces became steam hot-blast operations. Fairchance Furnace was rebuilt in 1850; Dunbar Furnace added a hot-blast and blowing engine around 1852. 15 In 1854 Springhill added another furnace, and, in the same year, the Union Furnace was rebuilt. Both Coolspring and Wharton Furnaces were back in blast before the opening years of the Civil War.

As the nation's economy improved, and as the use of coke grew, construction of two new Fayette County coke furnaces at Lemont and Oliphant began in 1875, and both were put in blast in 1876. Springhill Furnace continued to smelt iron using the old charcoal method. 16 During this period, the Dunbar Furnace Company reorganized and, in 1877, invested $173,000 in improvements to the works. By 1879 hot-blast coke furnaces at Lemont, Fairchance, Oliphant, and Dunbar were in production. The Dunbar furnaces produced the most iron in the county with nearly three times that of the next largest furnace which was at Lemont. 17 The rise of the coke industry ultimately meant a shift to urban iron and steel production because the new fuel traveled easily thus allowing manufacturers to locate in transportation centers rather than along transportation lines near the source of raw materials. The Dunbar Furnace Company was the only Fayette County iron works to survive into the twentieth century.

Early Transportation

Like early iron manufacturing, Fayette County's transportation industry also dates to the late eighteenth century. Along the Monongahela River at the western border of the county, river trade and traffic grew with westward expansion. Brownsville, where flatboat and keelboat manufacture

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15 Morrison, 27.

16 Pennsylvania Board of Centennial Managers.


<table>
<thead>
<tr>
<th>Furnace</th>
<th>Number of tons of iron produced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunbar</td>
<td>24,824</td>
</tr>
<tr>
<td>Lemont</td>
<td>8,850</td>
</tr>
<tr>
<td>Fairchance</td>
<td>5,148</td>
</tr>
<tr>
<td>Oliphant</td>
<td>615</td>
</tr>
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</table>
began in the 1780s and 1790s, emerged as Fayette County's industrial and commercial center. The entire region received a tremendous boost when it was decided that the National Road would extend through Fayette County.

The first traders and explorers in the region, had used the Nemacolin Path, a native American route between the Upper Potomac River and the forks of the Ohio River. During the French and Indian War, General Braddock expanded this trail to accommodate the military. It became known as Braddock's Road. Once western Pennsylvania and Ohio were open for permanent settlement, the Braddock's Road route was selected as the site for the new National Road, and contracts were let in 1811. After a series of delays, the stone road finally opened to Brownsville in 1817; it was completed to Wheeling in 1820.

During the next decades the National Road served as a conduit for thousands of travelers heading west. The unexpectedly high volume of traffic on the National Road meant that repairs had to be made sooner than anticipated. In 1831, in an effort to secure regular maintenance, the government turned jurisdiction of the road over to the individual states through which it passed. At this time, Pennsylvania constructed six toll houses on the National Road, including Searight's Tollhouse, and cast iron mile markers were placed along the route.

When the Baltimore and Ohio Railroad was completed to Cumberland, Maryland, travel on the National Road increased because travelers were now able to go by train to Cumberland, take a stage to Brownsville, and complete their westward journey by steamboat. In 1826 the B&O initiated a plan to continue its railroad through Fayette County, but local entrepreneurs expressed fear that rail transportation would ruin National Road travel. Opposition to the railroad was so vehement that the proposed transportation system was abandoned.

Brownsville, Uniontown, Hopwood, and other towns on the road continued to prosper until 1852, when the Pennsylvania Railroad was completed to Pittsburgh. Having bypassed Fayette County, the railroad drew business and industry away to other areas of southwest Pennsylvania, and Brownsville especially suffered. Fayette County's manufacturers also turned to the efficient new railroad systems, and the National Road was soon used solely for local transportation.

Glass

Fayette County's glass industry, while substantial and the oldest in western Pennsylvania, was never as large as it was in neighboring Westmoreland County. Early modes of travel posed problems for the transport of glass, particularly when travelling a great distance or crossing a mountain range. Like iron products, there was a need for window and bottle glass west of the Alleghenies, and hence, the early western glass industry developed. In 1797 Albert Gallatin, the wealthy southwest Pennsylvania landowner and future statesman, brought five German glassmakers to New Geneva to

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19 Ibid.
establish a glass plant, and on January 18, 1798 they produced the first glass bottles and window panes west of the Alleghenies. Using wood for fuel and ashes for alkali, the glassworks manufactured green window glass, whiskey and porter bottles, and both fancy and utilitarian hollow ware. In addition to having the ingredients for glass readily available, there was also plenty of clay in the New Geneva area that was used to make the pots which contained the glass batch while heating in the furnace. In 1806 Gallatin relocated his factory across the Monongahela River in Greene County and the Fayette glass house was abandoned.

During the first quarter of the nineteenth century, four glass works operated in the county, three in the Brownsville area and one in Perrypolis. The mountains which had created the need for glass in the west now served as a protective barrier against competition from the East. In 1833 a glass plant opened in Fayette City, and in the following year, Belle Vernon's first plant manufactured glass. Within the next decade at least two more glass factories opened along the Monongahela River in Fayette County. As transportation improved, the window and green glass products from these factories found markets in Baltimore, Philadelphia, and the West. Both coal and wood were used for fuel in glass making, and some of the glass companies hired coal miners full time to procure the fuel.

By 1870 Pennsylvania had became the nation's leading producer of glass, commanding 52 percent of the market value. Four factories operated in Fayette County during that year. Coal remained the major source of fuel for glass production until 1883 when factories began to use natural gas.

At the turn of the century, Point Marion emerged as a center for Fayette County glass production with a number of cooperative glassworks started by Belgian immigrants. Four glass plants -- Jeannette Glass, Houze Convex Glass Company, Morris Company, and Federated Glass Company -- were situated on the floodplain between the Monongahela River and Main Street in Point Marion. A number of other glass factories opened in the county as the twentieth century progressed, although only two -- Anchor Glass Container and Houze Glass -- remain in operation today.

**Distilling and Brewing**

While no distilleries nor breweries operate in Fayette County today, the industry has a 150-year history in the county. The origins of this industry are rooted in Fayette County's agricultural past. Settlers planted rye because it grew easily in newly cultivated soils, but in the late eighteenth and

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In the early nineteenth century, transporting perishable grains to market was an expensive and risky proposition. While one packhorse could carry only four bushels of grain, it could instead transport the equivalent of twenty-four bushels of rye, distilled into whiskey. The distilling industry, thus, was a particularly efficient means for settlers to sell their produce, since whiskey served as a medium of exchange for goods such as corn, salt, and tobacco.

In 1791 the new federal government passed a tax on whiskey. The Whiskey Rebellion, initiated in a meeting in Brownsville in late July, is testimony to the vital importance of this industry to southwest Pennsylvania during this period. Fayette, Westmoreland, Allegheny, and Greene Counties created committees to resist the new tax, judging it an unfair levee imposed by easterners which unduly penalized western industry and did not have great impact on eastern business. The Whiskey Rebellion eventually failed, and, again in Brownsville, on August 29, 1794 the county committees met to end their resistance and to agree to abide by state and federal laws. Nearly all farmers owned or had access to a still, and by 1820, distilling was so widespread that census enumerators were unable to separate it from agriculture.

Monongahela rye became an internationally recognized whiskey in the early to mid-nineteenth century. This full-flavored rye whiskey required a longer aging process than Scotch and Irish whiskeys and was distilled from a fermented mash containing at least 51 percent rye grain. Such brands as Old Overholt from Broad Ford and G.W. Jones Monongahela Rye from the Hamburger Distillery in Brownsville made significant contributions to the county's economy. Hamburger produced his "American Whiskey for Americans" and advertised that there was, "Joy in every drop, a laugh in every glass and not a head-ache in a barrel."

By 1870 distilling was among the largest industries in Fayette County with seven operations in business. Grain milling, which operated in close association with the distilling business, was the second largest industry. Only the manufacture of coke commanded a higher dollar value. However, the distilling business required a smaller capital investment than the coke, pig iron, or glass industries; the number of employees was smaller too, with distilling ranking only eleventh. By the late nineteenth century, small local distilleries characteristically consisted of a single frame or brick distillery including grain bins and mash tubs, one or two bonded warehouses for aging barrels of whiskey, a boiler room, and several storage sheds. Most operations also included a retail outlet house for distributing products. Depending upon the size, the rural bonded warehouses had the capacity to hold 350 to 1,500 barrels. Distillers situated their buildings adjacent to streams from which the water supply could be drawn and stored in tanks. Most of the smaller distilleries operated only part of the year with production keyed to harvest time. Fairchance, Stewart, White

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24 Ellis, 157-180.


Rock, and Messmore Distilling Companies, for example, ran daily for only four to six months each year. 28

In addition to rye, several small distillers made corn whiskey or malt whiskey. Local distillers also used fruit for distilling liquor. One famous brand was an applejack distilled by Bateman Goe on Whiskey Run in Jefferson Township. Later, the Perry Distillery in Connellsville maintained a fruit warehouse, indicating they too distilled fruit for liquor. 29

The counterpoint to Fayette County's commercial distilling industry was the notorious and illegal county "moonshining" operations. Unlike commercially produced whiskey, moonshine is not aged. Well before prohibition and continuing after the repeal of 1933, such popular brands as Bill Pritts' Pure Mountain Dew were produced throughout the county. This cottage industry thrived as farmers avoided the heavy taxes imposed by the Federal government.

Commercial brewing began west of the Alleghenies as early as 1795 when George Shiras opened a brewery on the site of Fort Pitt. Although there were forty-eight breweries in Pennsylvania by 1810, production was low and within ten years, the increase in consumption of whiskey severely depressed American commercial brewing. It was only after the Civil War that lager beer became the preferred malt beverage in America and the industry began to flourish. The German process differed from British stout and porter not only in its chemical composition and brewing methods, but also in that this style of beer required several months of "lagering" or aging in a cool place. For this purpose, extensive caves or underground vaults were used by the brewers to age their beers. Although underground, the brew still required ice in the summer months to maintain a consistent temperature.

Refrigeration was a prerequisite to the shift from local commercial breweries to national breweries. The first refrigerated railroad cars were demonstrated at the Philadelphia Centennial Exhibition in 1876. The introduction of steam machinery in the breweries began as early as 1865. New technology included the use of grain elevators, grain separators, keg scrubbers and cooling devices. As technology advanced, electric power was introduced to the brewing industry. By 1906, for example, the Connellsville Brewery had converted from steam power to electric power and installed four boilers of eighty-horse power each.

Three components of the brewery included the elevator where the batch was prepared and weighed; the brew house where the wort was produced; and the storage cellars for settling, fermenting and storing stock. The typical brew house was a three-to-five-story building of brick with characteristic brick corbelling, arches, and pilasters. The brewing kettles were normally situated on the second floor beneath the mash tub, the starting and fermenting cellars, malt bins, hot water tanks, and malt hoppers. The grain elevator was located on the fifth or top floor. The beer was "lagered" or stored in caves, cellars or underground vaults that were located in adjacent hillsides or basements.

28 Sanborn's Surveys of Whiskey Warehouses, 1894, corrected 1913.

In the late 1870s bottle manufacturers responded to rapidly increasing beer and liquor sales. By law, bottling could not take place in the brewery or anywhere on brewery premises, thus brewers did not bottle their own beer but were associated with a bottler. A Fayette County example of this may be seen in the Labor Brewing Company whose bottling house was situated behind the brewery and across the street. The inconvenience of this system was somewhat alleviated in 1890 when the Internal Revenue Act permitted the construction of pipe lines from the brewery cellars to the bottling houses.

The number of brewers continued to increase during the late nineteenth and early twentieth centuries. Most breweries were small, local enterprises that delivered their products by horse-drawn wagon or motor car. As production and transportation systems improved, the industry developed the means to serve a broader market. Nationally recognized brews were created, and intense competition promoted consolidation. In southwestern Pennsylvania in 1898, twenty-one firms, including Fayette County's Connellsville and Uniontown Breweries, consolidated under the name of the Pittsburgh Brewing Company. In 1908 the national per capita consumption of beer peaked at 21.8 gallons per person. Not surprisingly, it was during this first decade of the twentieth century that most commercial breweries in Fayette County were constructed. The larger county cities, Connellsville, Brownsville, and Uniontown, all had breweries as did several of the smaller towns.

At least two of the distillers and brewers provided company housing for their employees. The Overholt Distillery owned four two-story houses adjacent to the plant, and the Johnson Brewery in New Salem owned the brewmaster's house, managers' house, and four employees' residences. At the Perry Distillery, housing was provided on the second floor of the office building. By 1915 the brewing and distilling industries comprised 11 percent of the total value of all Fayette County manufacture, but because the industry was not as labor intensive as others, only 2 percent of the 12,011 county workers were employed in production.

As the national consumption of alcoholic beverages increased at the turn of the century, temperance organizations escalated their activities. The "drys" were eventually victorious on January 16, 1919 when Congress passed the Eighteenth (prohibition) Amendment that would take effect one year from ratification. For the thirteen year period from 1920 through 1933, the production of all alcoholic beverages was legally banned although illegal operations flourished across the nation. Many of the nation's breweries and distilleries were able to stay in business, however, by

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32 Sanborn Insurance, Brownsville.
33 Pennsylvania Bureau of Statistics and Information, No. 12, (Harrisburg: Department of Labor and Industry, 1915), 31. The total value of all county products in that year was $18,747,700. The number of workers totaled 12,011, of which 309 (2 percent) worked in the distilling, brewing, and ice manufacture. The brewing and distilling industries were valued at $2,195,300 or 11 percent of the total.
either continuing in production or shifting to related products. Some of the nation's larger breweries brewed a "near beer;" in Fayette County, only the Overholt Distillery, operating under a special government contract, remained in production through prohibition. Some commercial brewers retained their buildings and used their refrigerated areas for manufacturing ice; the Brownsville Brewery added four stories to its ice plant during this time. The Johnson Brewery in New Salem retained forty-seven employees by shifting to the production of both near beer and distilled vinegar. They also added a new sugar refinery between the old brewery and bottling house, but the business failed and by 1928, the brewery had been taken over by the New Salem Ice Company. Other brewers, including the Yough Brewing Company of Connellsville, turned to the soft drink business as a strategy for survival.

The end of prohibition was heralded by the passing of the Cullen Bill that permitted the production and sale of 3.2 percent beer in states without prohibition laws, and with the ratification of the Twenty-First Amendment in 1933, some federal restrictions on alcoholic beverages were removed. Although the number of breweries was reduced by one-half during prohibition, beer sales reached pre-prohibition levels in only seven years. The Yough Brewery in Connellsville soon recommenced brewing "The Beer that's Relished by the Best of Man," and within two years, two Fayette County companies, the Brownsville Brewery and the Pittsburgh Brewing Company's Uniontown plant, had refurbished their operations and returned to the production of malt beverages. The Brownsville Brewery maintained business for only three or four years, however, and, the majority of Fayette companies never returned to the brewing business at all. During World War II, a barrel tax that had increased from $5.00 to $8.00 within four years put these remaining local breweries out of business. The Overholt and Hamburger Distilleries (originally the G.W. Jones Distillery and later the Park and Tilford Distillery) were the only local distilleries that survived prohibition, and no new breweries were constructed in the region after prohibition.

Coal and Coke Industries

From the outset the American iron industry struggled to meet the need for iron in the colonies and through the first half of the nineteenth century faced continual competition from British manufacturers who were technologically more advanced and, as a result, could cheaply export both pig and bar iron. Charcoal, although expensive, was used to produce much of America's iron. With the coming of the railroad and its attendant need for miles of iron, and later steel, rail, the need for a cheaper fuel became acute. Experiments with new fuel sources for the production of iron were encouraged by both government legislation and such scientific organizations as the Franklin Institute. To employ coke to fire an iron furnace required a hot-blast system and a stack designed specifically for this fuel. The first furnace built to use coke was reportedly the Bear Creek Furnace in Armstrong County, Pennsylvania around 1818.  

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34 Pennsylvania Board of Centennial Managers, 1878; Thomas Lewis, the engineer for Isaac Meason's rolling mill, supervised the furnace's construction in 1818 or 1819. Because the blast was too weak, only several tons of poor quality pig iron were smelted. In the same year, Fayette County ironmaster F. H. Oliphant experimented with coke at the Fairchance Furnace and claimed that this was the first pig iron regularly manufactured from bituminous coke. The venture was not successful, however, and Oliphant reverted to the old charcoal fuels. Myron B. Sharp and William H. Thomas, A Guide to the Old Stone Blast Furnaces of Western Pennsylvania (Pittsburgh: The Historical Society of Western Pennsylvania, 1966). Sharp and Thomas concluded that the first furnace to use Connellsville coke was
coal began to be used to fuel iron furnaces in the east, but coke, when used at all, was employed almost exclusively at foundries and forges. It was not until the 1840s and 1850s that coke began to be accepted in making iron and steel. As this transition occurred, the significance of those portions of the Pittsburgh coal-bed underlying Fayette County took on new meaning.

The existence of coal in southwestern Pennsylvania had been known to white settlers since the pre-revolutionary era. In fact, the earliest recorded use of coal west of the Alleghenies dates to September of 1759 in Fayette County. Colonel James Burd, who was leading troops in opening a road connecting Braddock's Road to the Monongahela River at the site where Brownsville is today, noted in his journal that he burned some coal that was outcropped in Coal Run in his fire one evening. The county's first burning of coke, made from local coal, occurred at a forge in the early nineteenth century. At Isaac Meason's Plumsock Iron Works in 1817 the mill used coke exclusively in its production of bar iron. As an 1818 advertisement in Uniontown's Genius of Liberty noted, "three men with a horse and a cart are sufficient to raise the coke and haul to the forge all the coal necessary for keeping the works in full operation." Other early use of coke in Fayette County has been noted previously; the county also had a handful of attempts to manufacture coke in beehive ovens in the 1830s and 1840s. Fayette County's earliest verified use of ovens to make coke was by Provance McCormick and James Campbell with John Taylor in 1841. Using coal from Taylor's mine, the coke production was apparently a success, yet when they attempted to sell the coke in Cincinnati there was no market for it.

Because the Pittsburgh seam contained soft, porous, bituminous coal which was easily destroyed in transit, it was of no use outside its immediate locale. Not until 1843 did Fayette County see its first economically successful beehive coke works. John Taylor's ovens on the Youghiogheny River were purchased by James and Sample Cochran; they, in turn, produced 13,000 bushels of 24-hour coke and sold it for 7c a bushel in Cincinnati. Once beehive coking had been established, and as the reputation of what came to be known as Connellsville coke spread, the number of coke ovens in the county began to rise. Converted to coke, the coal from the Pittsburgh seam could then easily be transported from the region.

Following the Cochran's success in selling Fayette beehive coke in Cincinnati in 1843, construction of beehive coke ovens gradually began in the county. Stewart Strickler built a few ovens in the

Oliphant's Springhill Furnace.


36 Ellis, 241.

37 As quoted in Morrison, Dunbar, 8; Ellis, 242.

38 Ellis, 243-44. The first coke ovens constructed in Pennsylvania, if not the United States, may have been at the Little Falls Furnace in Fayette County, sometime between 1830 and 1836. Although Ellis mentioned this, he presented the information guardedly.

39 Ellis, 244.
county prior to 1850 and about a decade later the Fayette Works, located at Sedgewick, had thirty ovens in operation. By the mid-1860s Fayette County's beehive oven industry was established. Cochran & Kiester opened forty ovens on Hickman Run in 1864 and sent their coke by tram to Pittsburgh. The following year the well-established iron concern, Schoenberger & Co., invested in the Connellsville coke industry, purchasing a one-third interest in the Fayette Works.

The Connellsville coke region, one portion of the vast Pittsburgh coal-bed which underlies southwest Pennsylvania, extended from southwest to northeast through Fayette and Westmoreland counties and contained the best coal in the nation for the manufacture of beehive coke. As John Enman pointed out in his 1962 work on the Connellsville coke region, the 137-square-mile coal-bed had the advantages of having a high fixed carbon content, being thick, relatively near the surface, and containing a low percentage of impurities such as ash, phosphorous, and sulphur. 40 West of Chestnut Ridge, Fayette County's portion of the famed coal-bed consisted of the surface of about 60 to 70 square miles, which was 25 miles long, ranged from 2.5 to 3 miles wide, and was 6 to 10' thick. The county's other coal region, significant in the later years of the beehive-coke era, was known as the Lower Connellsville region, or the Klondike; it underlay the western side of the county, bounded by the Monongahela River and an area with no coal on its east. 41 By the mid-nineteenth century, then, the convergence of an increasing demand for iron and steel, new technologies that employed coke rather than charcoal to make iron and steel, and the development of a beehive coke industry, had led to a steady growth of coke oven operations in Fayette County. By the late 1870s, with American iron and steel manufacture burgeoning, Fayette and neighboring Westmoreland Counties were catapulted into the limelight of the booming coal and coke industry. By 1876, about 3,000 beehive ovens had been built in the Connellsville coke region; output that year was recorded at 900,000 tons of coke. Less than a decade later, in 1882, the number of ovens in the region had tripled, while the amount of coke produced had surpassed 4 million tons per year, almost five times more than in 1876. 42

The changes that this new industry brought to Fayette County can be comprehended by comparing the industrial make-up of the pre-beehive era with that of a half century later. Within fifty years the county had been transformed from a largely agrarian economy to one dominated by a single industry. In 1840, with a total county workforce of about 750, housing construction was listed as the largest single category of labor, claiming about 30 percent. The iron industry was the only other to account for more than 100 workers; the remainder was distributed across a range of job categories. 43

40 John Aubrey Enman, "The Relationship of Coal Mining and Coke Making to the Distribution of Population Agglomerations in the Connellville (Pennsylvania) Beehive Coke Region," Ph.D. dissertation (University of Pittsburgh, 1962), 2,48. The name Connellsville Coke Region seems to have first been used in 1879 in The Keystone Courier, the Connellsville newspaper; prior to this, the area had been referred to as the Youghiogheny Coke District.

41 Franklin Piatt, Special Report on the Coke Manufacture of the Youghiogheny River Valley in Fayette and Westmoreland Counties (Harrisburg: Board of Commissioners, 1876), 120; Enman, 25, 183.

42 Ellis, 244, 295.

43 Enman, 106.
By the end of the century Fayette County's landscape and economy had been transformed; after 1880 more than three-quarters of the Connellsville coke region's work force was employed in coal and coke manufacture. As E. Willard Miller noted in 1953, "no other area in the United States was more completely dominated by a single industry."  

While the emergence of the Connellsville coke region could not have occurred without the changes in the iron and steel, and coal and coke industries, the expansion of the American railroad system played an equally critical role in Fayette County's transformation. Railroads not only generated demand for iron and steel, they made shipment of Connellsville coke economically feasible. Fayette's earliest ovens had clustered along waterways in the northern part of the county, but with the extension of the railroad into the county, coal and coke operations began to locate along these lines, ensuring ease of transport of their product out of the region to Pittsburgh or Ohio. As the demand for and success of the coke business grew, railroads began to compete for the lucrative beehive coke load, building extensions into the region in anticipation of future coke development. Fayette County's coke industry thus mirrors not only the increasing need for the new fuel but the expansion of the railroad in the region as well.

By the 1870s, as the promising future of the beehive industry was just emerging, most Fayette coke yards were located in the northern part of the county between Uniontown and Connellsville and along the north bank of the Youghiogheny River in an area serviced by railroads. Regional rail companies had begun operation in 1855, and the first railroad line to open in Fayette County was the Pittsburgh and Connellsville Railroad Company's system that extended from Pittsburgh along the Monongahela and Youghiogheny Rivers to Connellsville. Following the Civil War, construction resumed on a railroad from Connellsville to Falls City, and in the same year, the Pittsburgh and Connellsville Company purchased the Fayette County Railroad Company which had been organized to provide a link between Fayette County's two urban areas, Connellsville and Uniontown.  
The Pennsylvania Railroad, incorporated in 1846, completed a line from Philadelphia to Pittsburgh by 1852. Paralleling the old Pennsylvania Canal route, this significant transportation link had bypassed Fayette County. To connect the southwest counties with the Pennsylvania Railroad, the Southwest Pennsylvania Railway Company was established in 1871; its line extended from Greensburg in

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Ellis, 274-76.
Westmoreland County through Uniontown. By purchasing another local rail company, service on the line was extended to Fairchance in 1877. Finally, in 1881 the trunk line of the Pennsylvania Railroad Company was brought to the west side of the Monongahela River at West Brownsville. In 1875 the Baltimore & Ohio Railroad secured access to Fayette County when it leased lines from the Pittsburgh and Connellsville Railroad, the Fayette County Railroad, and the Mt. Pleasant and Broad Ford Railroad. By 1882, with most of the early smaller lines consolidated, the B&O and the Pennsylvania had a virtual monopoly on Fayette County's coal and coke trade. In the last two decades of the century the P&LE became the other major railroad to figure in the region's transportation network.

In the early years of the beehive coke boom, most coal was mined via slope and drift entries which allowed the cheapest, quickest access to the Pittsburgh bed. Coke works were located adjacent to the mines, and operations tended to be small. Nationally, the average coke yard employed fewer than twenty-five workers during the 1870s. By 1880 Fayette County already dominated the American coke industry. The county had fourteen coke works with a total of 4,188 ovens that year and over 1,000 more were in the process of being built. Fayette was by far the largest producer of coke, making 45.8 percent of all coke produced in the United States. (Westmoreland County, with the northern part of the Connellsville coke region, was the county with the second greatest output with 27.4 percent.) Because these mines and coke yards were scattered around the perimeter of the Pittsburgh bed where it outcropped and did not conform to extant population patterns, coal and coke operators began to build towns in hopes of attracting and accommodating a more stable workforce. Interestingly, as the county's economy became less diverse, its population grew more varied; immigrants from eastern and southern Europe flocked to the area, providing the operators with the cheap labor they desired, and in the twentieth century black Americans moved north to the region.

The character of these company towns changed as the coke industry grew. At first operators usually only built company stores for their workers, but their profit-oriented perspective soon led them to construct entire communities; in fact, by 1880 construction of a company town had become a standard component in establishing a coal and coke works. As elsewhere, in Fayette County the company -- or "coal-patch" -- towns, consisted of the minimum of accommodations needed to house the primarily immigrant work force. Often coming from much worse living situations in Europe, the Italians, Hungarians, and Slovaks -- to name a few of the largest immigrant groups -- were willing to accept the living conditions in company towns because they had few options. The

46 Ellis, 274-76.
48 Ellis, 246.
50 Enman, 137. This had been the common pattern in the anthracite mining region in eastern Pennsylvania beginning in the 1840s. Early twentieth century studies revealed that anthracite towns were usually not as isolated as bituminous communities, and the hard-coal towns often contained only houses with no stores or other community buildings.
standard Fayette County coal and coke patches were typical bituminous-coal towns, in many respects reminiscent of the isolated early iron plantations. They consisted of a store, rows of company-built houses, and often a church, a school, and sometimes other community buildings. Typically, the towns were designed and constructed by engineers. Important only in their relation to the mines and coke yards, company towns were considered temporary settlements. In most towns the bulk of the residences consisted of two-story, wood-frame, semi-detached buildings -- a cheap and efficient approach to housing a sizable workforce. Such housing was designed to accommodate families (a more stable population) and avoid the fire hazard inherent in boarding houses and multiple-family dwellings. The interior of these houses was symmetrically laid-out, with each half of the double mirroring the other. Typically, each side had four rooms, two rooms upstairs and two rooms downstairs. Housing was constructed for company officials as well. This housing reflected their higher status and was larger than workers' dwellings. 51 Outhouses and coal sheds were usually placed to the rear of each dwelling's lot. Coal to heat the dwellings was obtained from the mine, although it varied from company to company as to whether workers paid for this. Likewise, at least in later years, the domestic water supply was tapped from the water used to quench the coke ovens, with pumps distributed throughout town.

Proximity to the mine and coke yard appears to have been the most important concern in designing the company towns. Management housing more often than not was located closest to the work area so foremen and superintendents could be near the ovens or mine in the event of problems or emergencies. The location of the company store does not appear to fit such a regular pattern; sometimes they were situated close to the mine, others were constructed in the town.

In Fayette County the mining and coke industries almost always went hand-in-hand. An early mine complex usually consisted of a timber-braced entry to the mine, a tipple and loading platform, a small storage building, and sometimes a stable if the operation was large. By the turn of the century these complexes were both larger and more mechanized, often with more than one mine opening, a tipple, a series of small buildings -- fan, compressor, oil, boiler, engine, lamp, wash, and supply houses -- stables, scales, blacksmith shop, and structures for storing coke machines. 52 Mechanization, however, came slowly to the industry. As late as 1930, one-third of Fayette County's coal was still mined with a pick. 53

The rows of beehive ovens, arranged according to a site's terrain and connected to a rail line, were situated as close to the mine site as possible, minimizing transport of the coal and efficiently using the space available. Those ovens aligned in a single row and built into the side of a hill were known as bank ovens, while those which were free-standing were block ovens. For efficient use of space, block ovens were often constructed in double rows with one line of ovens flush against

51 Virtually all extant management houses in the HAER survey were single-family dwellings, however, according to Enman, (p. 265), most management housing in the Connellsville coke region was constructed of brick. In our study, however, the only brick manager's dwelling was the superintendent's house at Leisenring No. 2.

52 Enman, 207-208.

53 Report of the Department of Mines of Pennsylvania Bituminous Region, 1929-30 (Harrisburg: William Stanley Ray, State Printer, 1932), 404. Sixty-three percent of the county's coal was mined using electrical machines, "mechanical mining" accounted for 3 percent of the product, and compressed air machines for less than one percent.
the back of another. While the fire-brick lined ovens were actually hemispherical in shape, they did not appear so from the outside. Thick retaining walls of brick and stone, filled with clay or loam, not only contained and insulated the heat of the ovens, but also supported the larry, or charging, cars which ran on tracks on top of the ovens, delivering coal to the charging hole. The ovens were generally 12' to 14' in diameter and 8' high. The rows of ovens were usually not more than 100 ovens long; alternate ovens were fired so that while half were cooking the coal, the others were being drawn. The residual heat from the flanking ovens helped ignite the newly charged beehives. In a six-day work week, a battery of ovens would have four 48-hour charges and two 78-hour charges, the longer charges burning through Sunday. 54

To make coke, coal was dumped into an oven and leveled from the door or above. The doorway was then closed and the residual heat, along with the controlled flow of air, began the burn as the gases ignited above and the coal burned from the top down. The burn had to be closely monitored to cook evenly and adjustments to this end were made at the doorway, with the smoke and gases of the impurities burning off and escaping out the charging hole. At the end of the burn period the coke was quenched with water inside the oven and the product manually drawn with long-handled rakes through the door where it was loaded onto horse-drawn cars and transported to the railroad spur. (As early as the 1930s, many operators installed coke-pulling machines at their beehive plants. This eliminated the need for much manual labor at a time when the beehive coke industry was well in decline and a regular market for beehive coke uncertain.) Connellsville coke was characteristically hard and silvery, retaining its luster once exposed to outside air; from such high carbon-content coal, the resulting coke was virtually pure carbon.

The early years of Fayette County’s coke industry were characterized by numerous small companies and entrepreneurs running the operations. In 1870 Henry Clay Frick entered the industry, opening fifty beehive ovens at Broad Ford. Two years later, with two plants in operation, Frick had increased his number of ovens fourfold to 200. By the end of the decade the H. C. Frick Coke Company was operating six coke works in the Connellsville coke region, and Henry Clay Frick had become a millionaire at the age of thirty. Throughout the beehive-coke era many smaller firms also reaped profits from the industry, which was a fairly easy one to enter for a small entrepreneur because of the relatively low capital costs required in beehive manufacturing.

In the 1880s the Frick Company swiftly consolidated its operations in the region, acquiring eighteen coke works. A pool formed by Frick in 1884 which included smaller companies as well as the region’s three other largest companies, McClure, Schoonmaker, and Connellsville Coke & Iron, kept the price of coke over $1.00 per ton. By 1895 the Frick Coke Company had acquired these businesses, securing its dominance of the coke industry in Fayette County. Most small operators began to sell their coke directly to the Frick Company, which could control the market and assure stable prices. The W. J. Rainey Coke Company remained as Frick’s largest single competitor, but with only nine mines in the Connellsville coke region, Rainey never posed a real threat to Frick. Ironically, as the Frick Coke Company dominated the Connellsville coke region, it, in turn, was a virtual pawn of its parent corporation, Carnegie Steel. Throughout the closing decades of the nineteenth century, with the beehive-coke industry at its height, Henry Clay Frick continually

fought with Andrew Carnegie to extract greater profit from his Connellsville coke works which fueled Carnegie Steel's Monongahela Valley blast furnaces. In 1901, with the H. C. Frick Coke Company possessing at least fifty-three plants in the Connellsville coke region (only four of which the company had built from scratch, such as Shoaf and Smiley in Fayette County), the United States Steel Corporation was formed. As a consequence, Henry Clay Frick was no longer directly associated with the company which bore his name, and which continued to reap tremendous profits from Fayette County mines, ovens, and workers.

The Frick Coke Company's years in the Connellsville coke region coincided with the area's period of greatest activity and followed it through its years of decline. During the 1880s, the entire industry expanded in the county's original coke area -- in the north around Connellsville and the Youghiogheny River, and along the eastern outcrop of the coal seam -- and into new territory south of the Youghiogheny between Connellsville and Uniontown, the central portion of the Connellsville coke region in Fayette County. In 1882, industrial magnate Cornelius Vanderbilt's, Pittsburgh, McKeesport, and Youghiogheny Railroad (later taken over by the P&LE) provided rail service through this area, running from Pittsburgh to New Haven (West Connellsville). Numerous deep-shaft mines, such as two of the Leisenrings, opened during these years, as larger companies with capital to afford the more costly deep-mining operations increased their investments in the region.

While most beehive-coke industry workers had been white Americans in the early years of the era, the late nineteenth century saw the rise of southern- and eastern-European immigrant workers. In Fayette County, as elsewhere, nativist sentiment was strong. In 1880 the Connellsville Keystone Courier claimed that, "the importation of foreign labor would certainly be detrimental to the interests of both operators and [native] miners, and we are glad to know that no such action is contemplated." In fact, by 1880 at least 1,000 immigrants were working in the region.

The last decade of the century saw a decline in the number of new plants opening in the Connellsville coke region, but mine output continued to increase, and new operations tended to be larger than those of previous years. As firms consolidated and established larger operations, it became increasingly more difficult for a small operator to enter the field. New Fayette County plants in these years included the Olivers and Lemont No. 2. Many of the new works, like the Olivers, were along the western side of the Connellsville coke region, an area not previously mined because it was thought to contain inferior coal. Increasing scarcity of land to the east, as well as new railroad access and a relative dearth of competition to the west, combined to prompt the opening of the plants along the western side of the region.

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56 As quoted in Enman, 201.

57 Enman, 161-171.
Throughout the late nineteenth century workers in Fayette County's coal region formed unions, although no organization lasted for a significant length of time. In the late 1880s, the county experienced its first large-scale labor unrest. In early 1886 Hungarian workers in Broad Ford, probably at the H. C. Frick Coke Company's Frick plant, marched to assemble in protest, "forcing every coke drawer from work along their route." Other organized labor protest at the Frick, Connellsville Coke & Iron, McClure, and Schoonmaker Companies' mines occurred in 1887 with workers demanding a 12.5 percent raise. More strike activity occurred in the county in 1889. 58

Larger coal and coke operations provoked more labor protests in Fayette County in the 1890s. In neighboring Westmoreland County in 1891 agitation began for the eight-hour work day, and in 1894 Fayette County's first United Mine Workers chapter formed in Uniontown. That year, the miners at the Oliver mines, immediately to the north of Uniontown, were not paid for about three months. Protest spread at least as far as Davidson, north of Connellsville, where strikers and a company official were killed; families of striking miners were evicted from their company-owned dwellings in the course of the protest. The strike ultimately ended in a truce and the UMW group dissolved. Not until the 1922 national strike did the UMW gain membership again in the Fayette County coal and coke towns. 59

In 1900 with 35.9 percent of the nation's ovens (down from 58.3 percent twenty years earlier), the Connellsville coke region still remained America's premier beehive coke producer. Yet it was also clear that the unchecked expansion of the coal and coke industry in Fayette County would not continue. Coke oven technology was changing -- foreshadowing the end of the beehive era -- and the Connellsville coke region, although far from exhausted, was already honeycombed with mines. Still, the county continued to witness the opening of new mines and coke plants and the actual decline of the industry did not come until after the first World War.

Developed in Belgium in the late nineteenth century, but not adopted in the United States until the early 1900s, rectangular ovens were based on the beehive coke oven principle but were mechanically leveled, quenched, and drawn. In the newly opened Lower Connellsville region (also known as the Klondike) in the western part of Fayette County, rectangular ovens were installed as early as 1900 at the Griffin works. The Klondike went on to have a number of rectangular plants. In the older Connellsville region of Fayette County the first rows of the new ovens were built in 1908. 60 The Rainey Company's 650 new ovens, added around 1912 at Revere, were the only other rectangular ones built in the Connellsville coke region. 61

Because of their mechanized components, rectangular ovens had a different configuration than beehive ovens, although when viewed from the exterior a row of rectangular ovens looked

58 Seattle Daily Call 26 February 1886; Walter J. Storey, Jr., "Brief History of Coal & Coke in Fayette County" (Unpublished essay, 1982); New York Times 23 July 1887; Weekly Courier, 1914.

59 Storey, 1982.

60 The region's last beehive oven installation occurred in 1907 at the Frick Company's Phillips coke works.

61 Enman, 356.
essentially like a row of double-block beehive ovens. Rather than having a hemispherical interior, the new ovens were rectangular inside with the standard charging hole above but with two doors at either end of the long, arched coking chamber. The mechanical pusher moved on tracks along one length of the ovens, pushing the coke out the opposite door to be quenched and loaded for shipment. Similar to the by-product ovens which would soon displace both rectangular and beehive ovens, most rectangular ovens recovered at least some of the waste gases burned off as the coal cooked.  

Ironically, although all coke ovens constructed in Fayette County after 1907 were rectangular, the by-product ovens installed at Dunbar in 1895 were actually of the type which would soon accelerate the decline of the entire beehive-coke industry. While the Dunbar Furnace Company may have seemed technologically advanced in opening its Semet-Solvay ovens -- only the second by-product coke works to operate in the United States -- other Fayette County operators recognized that by-product ovens were not worth the expense: the regions' coal resources would not last long enough nor would sufficient heavy industry, which used by-products, locate in such remote areas. In fact, while operators as large as the H. C. Frick Company could certainly afford the capital outlay, Frick Coke never embraced the rectangular or by-product oven technology for its Connellsville coke region plants (although Frick did later purchase at least one rectangular plant, the Bridgeport works in the Klondike region, and did construct 100 rectangular ovens at Broad Ford, probably just for experimentation). No doubt the Frick Coke Company -- only a portion of the giant United States Steel Corporation -- had an entirely different set of criterion for making decisions about its operations in Fayette County. Primarily concerned with steel manufacturing, Frick's parent corporation, U.S. Steel, constructed its first by-product ovens at Clairton around 1916, just up river from the blast furnaces of the Monongahela Valley; 63 U.S. Steel, and by extension Frick Coke, chose not to construct rectangular ovens in Fayette County and instead installed by-product ovens close to its steel mills to the north.

The 1899 start-up of mining in the Lower Connellsville region probably spurred the last developments in the southwestern part of the Connellsville coke region. In the Klondike's first year of production output was low, producing about 4 percent of that made in the neighboring Connellsville coke region, but by 1905, the Lower Connellsville region was yielding about 30 percent of the Connellsville coke region, becoming a serious rival to the older field. Thus new mines and coke works were established in both Fayette County coal regions, Connellsville and Lower Connellsville, in the early twentieth century. In the Connellsville coke region this included the Continentals, Shoaf and Smiley, and Oliver No. 3, and in the Klondike, the Allisons, Buffington, Royal, and Republic were among the new works.

The W. J. Rainey Coke Company, headquartered in New York City, provides an intriguing counterpoint to the coke manufacturing approach of the H. C. Frick Coke Company in the final years of abundant coke production in Fayette County. In addition to operating at least ten mines in Fayette County, as well as others outside the county, Rainey owned the Cleveland Rolling Mill

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Company in Ohio. Nonetheless, while Rainey remained a somewhat smaller concern in comparison to Frick, it was not bound, as was Frick Coke, to a huge firm like U.S. Steel. 64 Therefore, the Rainey Company seems to have more eagerly adopted the new rectangular ovens in hopes of reaping greater profits from its Fayette County holdings. In at least three of Rainey's Fayette County coke works rectangular ovens were installed. By 1912 Rainey's 440 beehive ovens at Mt. Braddock had been replaced with 360 rectangular ones, another 650 rectangular ovens had been built at Revere, and, while it is not known exactly when they were installed, the Allison No. 1 and No. 2 coke works in the Klondike also employed rectangular ovens.

Interestingly, the Rainey company towns associated with the Allisons and Revere had an unusually high percentage of single-family workers' housing. (Unfortunately most of the houses at Mt. Braddock have been destroyed, so it is not known if the company's dwellings there fit the pattern exhibited at its other towns associated with rectangular oven coke works.) Writing about the Connellsville coke region, Enman noted at least ten communities where there was a sizeable number of single-family workers' houses; half of them were in Fayette County: this included Youngstown, Lemont, Leisenring No. 2, Elm Grove, and Revere. In four of these towns single-family houses outnumbered double, and three of these four were Rainey towns, Elm Grove and Revere in Fayette, and Acme in Westmoreland. Because Enman's study did not include the Lower Connellsville region, it did not include the Rainey towns Allison No. 1 and No. 2, both of which contained a high proportion of single-family workers' dwellings. While Enman neglected to mention that as the twentieth century progressed the Frick Coke Company also built a fair number of single-family houses -- at the Leisenrings, the Continentals, Hiller (in the Klondike) with rectangular ovens, and Lemont, for example -- Rainey's competitive position vis-a-vis the Frick Company seems to have prompted the smaller concern to construct more single-family dwellings, at least at its plants which had rectangular ovens, to help retain a more content, stable, workforce. While in the short run it was less expensive for operators to construct semi-detached housing, the Rainey Company seems to have been motivated by other, long-term, considerations. A former Rainey Company official noted that there had been a heightened demand for individual houses about the time Revere was built in 1900, and that the company moved to respond to this worker interest. Rainey's construction of large numbers of single-family houses at Revere actually predated the installation of rectangular ovens, yet, regardless of the immediate reason for building so many single-family dwellings, the Rainey Company clearly attempted to make itself distinct from the Frick Company, as well as other operators in the county. 65 In fact, in the town of Chestnut Ridge, where only beehive ovens were used at the Royal coke works, Rainey built a significant number of single-family workers' dwellings.

In a 1913 article, "Modern Coke Works of W. J. Rainey," the Rainey approach to company housing was revealed:

With the coming of the rectangular oven a somewhat more skillful class of labor has been required in the yard, which taken together with the


65 Enman, 266-73.
greater efficiency secured from intelligent men determined some two years ago a policy of improving living conditions at the various plants. A large amount of money has been spent at the older plants in rebuilding houses, installing electric lights, porches [and] general improvements to streets and sanitary conditions.  

Regardless of the efforts of Rainey and other coal and coke operators in Fayette County, by the 1910s the age of beehive coke production was waning. National production had peaked in 1906 when 532 plants had 93,901 ovens in operation; even with a temporary surge caused by World War I, by the end of the war 60 percent of American coke was manufactured in by-product ovens and by 1922 the number of beehive ovens had fallen to 63,957; less than a quarter of all coke made in America was the beehive type.  The national coal strike of 1922 only hastened the decline of this industry in Fayette County.

During the national coal strike of 1919, the Connellsville and Lower Connellsville coke regions had only non-union operations and their mine and coke works continued to operate. To the surprise of the coal operators, however, this was not the case in 1922. The preceding year had been a bad one in the industry as an inflated market collapsed and demand for coal and coke dropped. In the first half of 1921 operators in the Connellsville coke region cut wages; the Frick Coke Company's wage scale, though dropping like the rest, still remained the highest throughout the period. In late August, the Rainey Company reduced pay still further and the workers walked out. Joined by others at independent operations, workers struck, demanding that the non-Frick employers match Frick's August 1st pay scale of $2.38 per 100 bushels of pick-mined coal (the rate had been $3.24 per 100 bushels at the beginning of the year). After one month, the strikers' demand was met and work resumed. By late winter 1922, however, the UMW was protesting the 40 percent wage reduction its members had been given. On April 1st, UMW workers went out on strike, and in Fayette County's non-union fields a handful of U.S. Steel's Frick Coke Company mines, Leckrone, Ronco, Gates, and Edenborn, stopped work as well. Within just two weeks, about half of Fayette County's Klondike region had gone on strike, and, while work stoppage was not as widespread in the older Connellsville region to the east, it appeared to be picking up momentum there too. The operator's trade journal, Coal Age, reported April 13, 1922, that in the Uniontown area, "many plants are being enclosed by barbed wire and hundreds of special deputees have been sworn in to guard mine property." Fayette County's first outbreak of violence occurred on April 29th in the Republic District at Tower Hill No. 1. A day earlier a number of women had been arrested for trying to stop workmen entering the mine; the state sent a detachment of police to the works. The next morning a group of about 500 men and women,

66 Enman, 273.  
67 Savage, 33-34.  
68 The following section on the 1922 strike is based on weekly articles and reports in Coal Age from April through October, 1922.  
protesting for higher wages at the mine opening, engaged in fighting with company and state police, and, while no one was killed, one striker was shot and many were injured by club-wielding police.

U.S. Steel's huge by-product plant at Clairton, which had received a significant portion of its coal from the mines of southwest Pennsylvania, including those in Fayette County, began getting coal from West Virginia and Kentucky in May of 1922, enabling it to continue production. By late May there were signs that the strike in the non-union fields was starting to waver, as more mines began to reopen. As a June 22nd Coal Age report noted, "...the operators are using more aggressive action. Evictions are now proceeding daily and in large numbers." Strike breakers were brought in to reopen the mines. The journal went on to say that at the Pittsburgh Steel Company's town of Alicia, forty-three families had been evicted in a single day, and, in many cases, the new workers watched the eviction and then moved in.

On July 1, 1922 a national railroad strike began. This strike deliberately hampered transport of coal, and mines in Fayette County, as elsewhere, reduced output in response; over a thousand Pennsylvania national guard were dispatched to the southwest Pennsylvania coal fields. Two weeks later, President Harding ordered mines back in operation, offering military protection for strike breakers. By the end of August the UMW had reached an agreement and had established an "advanced wage scale." A settlement was reached in the Connellsville coke region as well, and the new scale that was implemented was virtually identical to the high level during World War I, with pick-miners again making $3.24 per 100 bushels of coal. The UMW made few inroads in Fayette County, however, as the coal operators decided not to recognize the union. Mines resumed work employing a combination of returning strikers and strike breakers, while many strikers left Fayette County to work in union mines.

Analysis of the Connellsville coke region’s role in the 1922 strike in Coal Age indicated the miners would "have to pay for the strike" because in the future operators would view the region as an unreliable source of coal. While this may have been the case, the decline of Fayette County's coal and coke industry was imminent nonetheless. Even prior to the strike, the Frick Coke Company in 1921 had blown-out all of its beehives in the Connellsville coke region for four months and shipped its coal to the by-product plant in Clairton. Although many thought that Frick Coke might be converting to by-product ovens in the Fayette County region, this was not the case. More likely, U.S. Steel was testing the possibility of switching most of its coke production to by-product ovens in the more urban region to the north of Fayette County.

While mines had closed as early as the 1880s there was an escalation of closures in the Connellsville coke region during the 1920s with thirty-nine operations shutting down, presumably at least half of which were in Fayette County. While some mines were exhausted or closed due to flooding, the rise of the by-product coke oven was the chief cause of these closures. In a number of instances coke works closed, yet mines remained open until thoroughly exhausted.

The shift from coking the county's coal in ovens adjacent to the mines, to by-product plants near Pittsburgh was facilitated by a new coal-handling system. To expedite its transport from the mine to the by-product plant, U. S. Steel's Frick Coke installed two conveyor systems in Fayette County in the 1920s. Consolidating coal mined from their properties and transporting it by underground conveyor to the Monongahela River, the coal was then shipped by barge upriver to Clairton. The Colonial coal dock, southwest of Fayette City, opened in 1924 and the Palmer coal dock, further
south on the Monongahela River, in 1927. Initially the Colonial dock conveyed coal from the
three Colonial mines, while the Palmer dock was fed by Filbert, which consolidated coal mined
there as well as at Buffington, Lambert, Footedale, and Ralph. As U.S. Steel shifted more and
more to by-product coking, the mines from which the Colonial dock drew increased; in 1930 the
Frick Company’s newly acquired Washington mines were added to the conveyor system, and in 1944
all of the Leisenring mines were linked as well.

Although coal and coke production in the Klondike region remained relatively strong, by 1937 only
6 percent of American coke came from beehive ovens. Fayette County’s coal and coke industry
reflected this decline. 70 Many of the county’s beehives reopened during periods of increased
demand, chiefly World War II and the Korean War, but by 1950 most of the Connellsville coke
region had been worked out and the beehive-coke industry was effectively obsolete. In many
instances company towns and manufacturing sites were demolished as the mines and coke yards
closed, saving money for the operators who still owned the land and paid taxes on their property.
Other operations and towns were destroyed for strip mining, and still other communities were sold
in large sections to real estate speculators who then sold the houses off individually.

By 1959, 29 percent of all the Connellsville coke region’s company towns remained although not
all were completely intact. From its peak population of 200,900 in 1940, Fayette County’s
population had dropped 15 percent by 1960 -- with 27 percent unemployment in 1961 -- and
another 10 percent to 154,667 by 1970. In the most recent census on record, 1980, the county’s
population had increased slightly to 160,395. 71 The beehive coke industry’s tremendous boom had
ended in an equally tremendous bust, and the county began to try again to build a more diversified
economy. Interestingly, natural resources continue to be important to Fayette County’s economy.
Coal reclamation has become a significant industry, and a number of small businesses with
nineteenth or early-twentieth century roots continue to operate in the county.

70 Savage, 33.

Alliance Iron Works
Current Name: State Gamelands No. 296
Construction Date: 1789
1 mile off SR 1002 on unmarked road into gamelands, about 2000' W of juncture with SR 4038, Perry Twp.

DESCRIPTION: The Alliance Iron Works is situated on a floodplain and cliff adjacent to Jacobs Creek two-and-one-half miles west of the Youghiogheny River. The works consist of a deteriorating stone iron furnace with a partially exposed stone-lined bosh. A tree protrudes from the top of the stack and the upper walls have collapsed. A stone-lined raceway passes from the stack upstream to Jacobs Creek. On top of the cliff and above a stone retaining wall are the two coursed-rubble stone walls of the charcoal house that once measured 25’ x 20’ and was 40’ tall.

HISTORY: The Alliance Iron Furnace has been cited as the first iron furnace west of the Allegheny Mountains. This designation derives from a letter written by F.H. Oliphant and published in Pennsylvania in the Centennial Exhibition in 1878. "Mr. Oliphant thinks this [Alliance] was the first furnace" erected west of the Allegheny Mountains in "about 1790." Fayette County historian, Franklin Ellis, also believed Alliance was the first furnace based on a Fayette County Road Docket that listed a furnace on Jacobs Creek in June of 1789. However, the furnace noted in the document was only under construction and not yet in blast.

On July 13, 1789, William Turnbull of Pittsburgh patented 821 acres of land including the 301-acre tract upon which Alliance Furnace was constructed. Turnbull and two partners, John Holker and Peter Marmie, who had previously established a mercantile business in Pittsburgh, had actually begun construction of the stack prior to this land transaction. In the fall of 1788 the dam and race were excavated. Nearly two years later, the head and tailraces, hearthstones, and casting patterns were still not ready even though workers had cut 3,000 cords of wood for charcoal production. Additionally, limestone had been quarried, and iron ore mined in preparation for the furnace’s first blast. In the spring of 1790, the company had experimented with iron smelting at Alliance’s forge, situated across Jacobs Creek in Westmoreland County, and the forge produced enough iron to supply workers with the necessary materials to construct the blast furnace and other ancillary buildings. But, "no pigs had been produced" at the furnace; and the charcoal house and workers’ houses were not under construction until December 12, 1791. During the Revolution, Turnbull had served as a purchasing agent and commissary for Pennsylvania troops. The war brought John Holker to America as Consul General of France and Agent General for the French navy. Holker's confidential secretary and partner, Peter Marmie, arrived in America in 1778 from Rouen, France, and later came to manage the Alliance Iron Works.

The blowing-in of the furnace appears to have been imminent in late 1791. On December 12, 1791, Turnbull wrote that he expected the furnace to be in blast but that weather had prohibited it, and the workers were still making alterations to the water wheel and pit. Another letter, written in January of 1792 by Major Isaac Craig, Commandant at Pittsburgh, suggests the works may have been functioning, as it requested proposals for "cast shot, shell, cannon, howitzer, etc." from the iron works. By the early summer, however, the furnace clearly was in blast; on June 29, 1792, Turnbull reported that the iron works’ production was underway but that he remained dissatisfied with the product.
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During Mad Anthony Wayne’s campaign of 1794, shot and shell were fabricated, and, in addition, the company produced stoves, pots, grates and skillets. The company was known by many names besides the Alliance Irons Works, including Jacobs Creek Furnace, Turnbull’s Iron Works, and Colonel Holker’s Iron Works.

After Turnbull retired from the company in 1797, Holker became sole owner and Marmie continued as manager until 1802 when the furnace went out of blast. According to local tradition, Peter Marmie, distraught over the company’s deteriorating financial condition, climbed to the furnace’s tunnelhead, sounded his hunting horn, and leaped into the melting iron with his two favorite hunting dogs. However, Marmie died in 1823, eleven years after the furnace went out of blast, and is buried in a local cemetery.

Sources:
John Holker Papers. Historical Society of Western Pennsylvania Archives.

Breakneck Furnace
In abandoned reservoir on N bank of Breakneck Run, 2000’ east of town of Breakneck, Bullskin Twp.
Construction Date: 1818

DESCRIPTION: When the Breakneck Reservoir was constructed, it inundated the Breakneck Furnace site. Several years ago the reservoir was drained, exposing the site which is now covered by a dense growth of shrubs.

HISTORY: Breakneck Furnace (Finley Furnace) was constructed on Breakneck Creek in 1818 by prominent Fayette County citizens and property-owners, Colonel William Miller, James Rogers, and James Paull. David Barnes eventually became a partner and in 1824, the company was bought by Boyd and Davidson. Miller, who originally managed the furnace, gained control of the works in 1831. Several years later David B. Long and Company produced iron there until the furnace went out of blast ca. 1837. During its later years of production, when its water supply failed, the furnace shifted to steam power. The Breakneck Furnace produced about 70 tons of iron per month, although had it worked at capacity it could have produced 100 tons monthly. While it is not known how many people worked at the furnace, four to six moulders worked at the foundry. Stones from the furnace were reportedly used to construct the dam at Breakneck.

Sources:
Primary Metals

Center Furnace
Current Name: State Gamelands No. 51
NE of juncture of Glade Run and Dunbar Creek, Dunbar Twp.

Construction Date: ca. 1815

DESCRIPTION: The Center Furnace site, located at the juncture of Dunbar Creek and Glade Run, is protected within the boundaries of State Game Lands No. 51. The partially extant furnace of ashlar construction is on a steep bank adjacent the run. The west wall has been destroyed by flooding, but the remainder of the structure, including the sandstone bosh and salamander, are intact. The remains of the charcoal house, constructed in 1807, consist of coursed rubble stone walls with ashlar quoins. The foundation for the casting house as well as the stone-lined wheel pit, dam, and raceway are present. A quarry site is situated near the charcoal house.

A single building from the Center Furnace complex is also present. Located approximately one mile northwest of the furnace, it is a one-and-one-half story ashlar house which rests on a coursed rubble foundation. Measuring 30' x 22', the building has a post-and-beam structural system and a gable roof of tin with wood rafters.

Company housing at Hogrocks was one of several clusters of housing associated with the furnace.

HISTORY: The Center Furnace, originally known as the Dunbar Furnace, was constructed ca. 1815 by Isaac Meason and his sons, Isaac and Thomas. Operated by Meason, and later by his sons, Center Furnace was in blast until 1830. By 1859, the site was owned by Ewing and Woods but the works had been abandoned.

Sources:

Coolspring Furnace
Current Name: Coolspring Stone Supply Company
T 684 off SR 2021, North Union Twp.

Construction Dates: 1816, 1855

DESCRIPTION: The Coolspring Furnace is situated at the headwaters of Shutes Run and in a secondary woodland adjacent to two large stone quarries. The exterior masonry of the furnace's upper stack has been removed exposing the firebrick-lined bosh. A stone raceway leads from the furnace to the creek.

HISTORY: The Coolspring Furnace was constructed in 1816 by Thomas McKean on land patented to McKean, John Smart, and William Paull. The original furnace was 33' high, had an 8' bosh, and one tuyere. Raw material for Coolspring was excavated from mines extending along
an outcrop of Umbral ore located several miles from the iron works. The cost of transporting the ore may have been the reason the furnace eventually failed, although according to one source, an uncertain water supply caused the furnace to cease operations.

In 1842, this cold-blast stack was purchased by Joseph Wiley, who formed a partnership with Eleazer Robinson to continue the furnace operation until the works failed in 1847. Two years later, F. H. Oliphant had leased the furnace and production for the year was 200 tons. After Wiley moved from the area in 1854, Robinson continued to manufacture iron at the furnace until 1856. Levi Springer maintained the property for many years after the furnace went out of blast.

According to one source, the exterior masonry of the furnace was used to construct an adjacent water reservoir.

Sources:

Dunbar Furnace Company
E of juncture of SR 1030 and SR 1055, Dunbar

DESCRIPTION: The Dunbar Furnace Company owned extensive properties in the Dunbar area. In the early twentieth century the furnace complex was purchased and expanded by the American Manganese Company. It is likely that some of the features of the earlier furnace are now under slag deposits. A one-story brick weigh station, now abandoned and in ruins, and a steel trestle for the New Haven and Dunbar Railroad Company, which passed through the complex on ashlar piers reinforced with concrete, are the only structures that remain from the once-extensive complex.

HISTORY: Although the first furnace known as Dunbar Furnace was constructed around 1815; it was soon known as Center Furnace (see Center Furnace) and at a different location than the site which hosted Dunbar Furnace for many years in the nineteenth and twentieth centuries.

In 1844 Union Furnace No. 2 was renamed Dunbar Furnace, and when the Youghiogheny Coal and Iron Company purchased it in 1860, they moved the furnace downstream to a new site (see Union Furnace). The following year, the Dunbar Furnace Company acquired the property and continued to improve the complex. In 1874, Beeson and Hogsett owned the works and employed 325 workers including a manager, six clerks, two weighmasters, eight coal miners, four engineers, four mining managers, two machinists, three carpenters, 127 ore miners, and 170 laborers.

In 1873 annual production had been 10,701 tons, but by August 1, 1875, Dunbar Furnace had increased production to 13,494 tons of foundry, mill, mottled and white iron. Earlier in 1875, E.C.
Pechin, manager and later president of the Dunbar Furnace Company, had developed a laboratory for the analysis of iron ore; both Lake Superior and native carbonate ores were used. In that year, the company owned a large coke furnace that was 58' high and had a 15 1/2' bosh. Pechin gave "great attention to [the] newest improvements and is well known in the iron trade for his enterprise and ability." Two years later, in February of 1877, Dunbar became the first Pennsylvania furnace to install a Whitwell hot-blast, a type of regenerative stove in which the blast is heated as it passes through a series of firebrick walls. (The Whitwell hot-blast was never widely adopted, however other types of regenerative stoves were widely used by the mid-1880s.) By 1879, the company had constructed another 78' stack at Dunbar but only one furnace was in blast.

At this time, the company was using Cornwall magnites from Virginia and cinder for the production of forge and foundry iron. To produce one ton of iron at Dunbar, 88-7/8 bushels of Connellsville coke, 2-1/2 tons of iron ore, and 1-1/3 tons of limestone were required. The Dunbar Furnace Company controlled over fifteen miles of ores that underlaid both the Pittsburgh Coal Bed and the Sera Conglomerate.

In 1895 Semet-Solvay coke ovens were constructed at the Dunbar Furnace Company complex. Semet-Solvay by-product ovens had been introduced in America in 1887, but the first recording of actual production dates to 1893. The Dunbar Furnace Company's ovens were the second by-product ovens built in the United States. Their location in Dunbar was unusual because their by-products were used in the steel industry and hence most by-product ovens were constructed near steel plants rather than, as in Dunbar, close to the coal source.

The Semet-Solvay by-product ovens had horizontal movable flues and were erected for the recovery of ammonia. The system included a detached building with gas washers, an ammonia container, and two engines. The Dunbar ovens were connected to the rail system by a one-track line. By 1903, another gas washer was installed and another bank of coke ovens was constructed north of the original bank. Tar and ammonia tanks were situated south of the original ovens. The newly constructed Continuous Press Glass Company used the ovens' producer gas in its glass manufacture (see Pennsylvania Wire Glass Company).

Between 1897 and 1903, the company introduced electricity to the plant and the power house was expanded to include eight new generators. In 1900, and again in 1906, the Dunbar Furnace Company constructed two 80' high furnaces. The latter furnace was equipped with a modern skip hoist. Also in 1906, the New Haven and Dunbar Railroad Company constructed a line through the property. By 1908 the company had, in addition to these two blast furnaces, seven hot stoves and two dust collectors that stood east of the casting gardens. Two blowing engine houses, a pump house, power house, sheet iron shop, machine shop, blacksmith shop, oil house, pig machine, and carpenter shop were situated on Dunbar Creek immediately north of the furnaces. Four reservoirs, with a combined capacity of 40 million gallons, supplied the furnace complex from mountain streams located south of the plant.

On July 1, 1914 the American Manganese Company acquired the Dunbar Furnace Company; included in this purchase was the Semet-Solvay plant with its 110 coke ovens, a coal washer, by-product house, and tar and ammonia tanks. American Manganese later expanded the Semet-
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Solvay complex to include additional buildings -- a draining bin, washery, warehouse, oil house, and store house. They re-lined the 1906 furnace and continued using both furnaces in their operations. The new company also began production of manganese alloys, ferro-manganese, spiegeleisen, high manganese iron, and various grades of pig iron. The 80 percent ferro-manganese manufactured at Dunbar was, reportedly, the highest quality produced in the United States. The American Manganese Company owned 5,000 acres of land providing access to raw materials in the Dunbar area including coal, iron ore, limestone, sand, clay, bluestone and timber. Coal for the coke ovens was mined two miles west of the furnace complex where the company additionally operated 225 beehive ovens. Three large dams located upstream on Dunbar Creek provided water for coke quenching.

American Manganese had corporate offices in Philadelphia, and employed 328 people at Dunbar by 1916. In 1922, the number of employees had increased to 523 people including thirty-two office workers; that spring however, about two weeks after the United Mine Workers strike began, American Manganese's supply of raw materials ran out. The company closed until May of the next year. Although American Manganese did reopen in 1923, it seems to have never fully recovered from the strike, and in December of 1924 the Dunbar Corporation purchased the site. Within months the works were sold for scrap.

Sources:
Fayette County Tax Assessment Office, Dunbar Tax List, 1925.

Dunbar Furnace Company: Company Housing
Connellsville Road, Dunbar

Construction Dates: ca. 1810, ca. 1840

DESCRIPTION: The Dunbar Furnace Company also constructed a variety of houses in the town of Dunbar and on the northern side of the creek on Furnace Hill. The remaining company houses are: a fourteen-room L-shaped, 75' x 36', frame supervisor's house with German siding, painted white, and a slate double-gable roof and brick chimney on an ashlar foundation; three four-bay semi-detached common-bond red brick manager's houses with slate gable roofs and two brick chimneys on stone foundations; Brown Row -- (only a portion of which remains) -- two semi-
detached two-story common-bond red brick buildings with slate, gable roofs on stone foundations and, at the opposite end of the row, a two-story clapboard house.

HISTORY: See Dunbar Furnace Company.

Fairchance Iron Works: Ironmaster's House
Current Name: Liberty Hall Health Center
N of SR 3014 on T 512, W on unmarked road, Fairchance

DESCRIPTION: Liberty Hall is a three-bay, two-and-a-half story gable-roofed structure with a 1-1/2 story side addition with dormers; it rests on a coursed rubble stone foundation. The house has aluminum siding and its stone springhouse still stands.


John Oliphant had acquired Liberty Hall from Christian Whiteman in April of 1802. Oliphant expanded the small log house, constructed by the original land owner, Randolph Freeman, by an additional four rooms.

Liberty Hall was later the home of Lee Klingensmith, a mine superintendent for the H.C. Frick Coke Company. The building now functions as a health-care center.

Sources:

Fairview Furnace (Mary Ann No. 2) and Ironmaster's House
0.7 miles S of junction of T 510 and T 345 on Bartons Hollow Run, Georges Twp.

DESCRIPTION: The remains of the Fairview Furnace (Mary Ann Furnace No. 2) are situated on a narrow terrace south of Bartons Hollow Run, a branch of Mountain Creek. The lower portion of the furnace's walls still exist and the sandstone bosh is partially exposed. There are two arches on the furnace, a pyramidal arch on the south side and a stilted arch on the west side.

Northwest of the furnace, built ca. 1800, is the ironmaster's house. This two-and-one-half story building is made of hewn log and rests on a coursed rubble stone foundation. It contains two interior gable-end brick chimneys. Both the front and rear have single-story twentieth-century additions.
HISTORY: The original Mary Ann Furnace was constructed ca. 1800 by Richard Lewis and John Martin. Ten years later, Captain James Robinson owned the property. In 1818, Joseph Victor purchased the site and, two years later, constructed a second cold-blast iron furnace. Victor then changed the name to the Fairview Iron Works. The works employed approximately fifty men and its pig and cast iron products were transported by wagon to New Geneva on the Monongahela River and then on to Pittsburgh and the western markets by boat. This furnace went out of blast in 1840, but Victor retained ownership until 1876, residing in the loghouse until this date as well. Much of the stone from the furnace stack was removed by the Works Project Administration in the 1930s and used for a local bridge.

Sources:

Fayette Furnace
110' S of T 685 on S side of Buck Run, Springfield Twp. Construction Date: 1815

DESCRIPTION: Fayette Furnace is situated on a floodplain on the south side of Buck Run approximately 100' southeast of the juncture of the creek with T 685. Although the furnace is not maintained, it is in very good condition with all walls of the stack intact. The work arch rises in three steps, each supported by an iron lintel.

HISTORY: Fayette Furnace was a cold-blast iron furnace constructed in 1815 by Freeman, Linton and Miller, a local mining company. In 1819 the site became known as Rogers’ Mills, named after Joseph and George Rogers who purchased the works in 1834. Using local ores, the furnace employed fifty to sixty men and had an annual production capacity of 500 tons. Products, including kettles and cooking utensils, were sold at the furnace store or shipped by wagon to Connellsville, from which goods were transported by flatboat to Pittsburgh. The furnace ceased production ca. 1840 and the works was abandoned.

Sources:
McCarins Foundry
Current Name: Baker Machine and Welding Company
225 North Sixth Street, Connellsville

Construction Dates: ca. 1910, ca. 1940

DESCRIPTION: The McCarins Foundry is situated near the Youghiogheny River in Connellsville. It is a common-bond, red brick structure, one-and-one-half stories high and measuring 161' x 61'. The building has a shed roof with a monitor, covered with asphalt and supported by wood rafters. With a timber, post-and-beam structural system, the structure has paired multipane double-hung sash windows with single voussoirs separated by pilasters, and corbelling at eaves and windows; most of the windows have been infilled and there is a small concrete-block addition.

HISTORY: In 1916 McCarins Foundry was in business, employing nine people in the manufacturing of iron and steel castings. The pattern shop, storage building and other structures that were present ca. 1920 have been demolished. By the 1930s, then known as the Munson-McCarins Heater and Foundry Company, the concern employed fifteen people. And, by 1941, the company's employment had increased to twenty-six. The railroad once bisected the property with a siding connecting the foundry to the main line.

In the 1960s, all the original machinery was removed from the building. The Baker Machine and Welding company now produces wire containers at the site.

Sources:
Archival photograph ca. 1920, owned by Baker Machine and Welding Company.

Isaac Meason Ironmaster's Complex
Rte. 119, 660’ S of the Connellsville Airport, Dunbar Twp.

Construction Date: 1802

DESCRIPTION: The Isaac Meason Ironmaster's Complex includes a main dwelling house, a blacksmith shop, a detached summer kitchen, and a barn situated on a promontory overlooking Chestnut Ridge in Dunbar Township. The house is a coursed ashlar two-and-one-half story building with a full basement and timber post-and-beam structural system. The Meason House measures 112.8' x 93.15', has a gable roof with central pediment and lunette, six-over-six-light double-hung sash windows with decorative voussoirs, and a central portal with Ionic columns, broken pediment and fanlight. In the Georgian style, the house is symmetrical in plan with one-story kitchen and office wings connected to the main house by a pantry and hall. Inside, the house has four rooms flanking its wide central hall and staircase, ten fireplaces -- including elaborate living room and dining room fireplaces -- and original doors, architraves, dadoes and coving. The grounds include a circular formal garden with stone walls and gates, and the mounting and hitching blocks are extant. A rectangular signature stone which reads, "Isaac Meason 1802," is also extant. The
coursed ashlar blacksmith shop is one story with a full basement; measuring 20' x 20', it has a gable roof and rests on a stone foundation. The summer kitchen is also of coursed ashlar and one-story high with a full basement; measuring 20' x 20' it has a gable roof and a stone chimney.

HISTORY: Built in 1802, the Isaac Meason House is an example of high-style Georgian architecture. Meason had moved to the county from Virginia in 1770, served in the Revolution, and eventually sat on the Supreme Executive Council of Pennsylvania. In 1791, he was an associate justice.

Photo 1. Isaac Meason house. Photograph by Jet Lowe.

Meason was among the county's most prominent citizens; in 1784, his holdings were taxed at an amount five times larger than any other resident in the district. In 1789, he constructed the Union Furnace, the first to produce iron west of the Allegheny Mountains. Meason also had an interest in the Maria and Union Forges, the Plumsock Rolling Mill, and six iron furnaces, including the Mt. Vernon Furnace in Bullsink Township and the Union Furnace and Center Furnaces near Dunbar. At Plumsock, Meason experimented with coke production in ricks, the forerunners of beehive coke ovens. By 1799, Meason had become the wealthiest man in Fayette County, and he eventually owned over 20,000 acres of land. In 1802 he built this mansion, designed by Adam Wilson, on
lands once owned by the well-known trader and explorer, Christopher Gist.

After Meason died on January 23, 1818, the family's wealth declined, but the estate remained in the family until 1878. In 1932, the H.C. Frick Coke Company acquired the house and offered the property to the county for use as an historic site; the offer was declined, however, and the property sold to private owners. Peter and Terry Kriss acquired the house in 1977 and continue to maintain the residence. The Meason House was placed on the National Register in 1971.

Sources:

Merrittstown Blacksmith Shop
0.1 miles W of SR 4020, Luzerne Twp.

DESCRIPTION: The Merrittstown Blacksmith Shop is a single-story gable and hipped-roof building of common-bond red brick with a German-siding ell at its south end. The shop sits on
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a coursed-rubble foundation, and its north end contains pierced, geometric brickwork and brick corbelling. Most of the windows are boarded over, although two six-over-six-light double-hung sash windows are extant on the back side of the structure; there is a board-and-batten door with strap hinges on the front.

HISTORY: The Merrittstown Blacksmith Shop is just south of a small stream and west of the Merrittstown crossroads. The building was used by the Moore family as a blacksmith and woodworking shop.

Source:
Local informant, 1989.

Mt. Vernon Furnace
T 819, 0.3 miles N of SR 1044, Bullskin Twp.

DESCRIPTION: The Mt. Vernon Furnace is situated on a narrow terrace adjacent to a small stream at the headwaters of Mountz Creek. The furnace is constructed of ashlar, has a triangular work arch, and is approximately 33' high. Inscribed on an iron lintel above the main opening is "MT VN 1801."

HISTORY: Isaac Meason constructed the Mt. Vernon Furnace ca. 1795 for his son, Isaac, and then rebuilt the structure in 1801. Ore from the furnace was mined at Ore Mine Hill located three-quarters of a mile south of the site on the west face of Chestnut Ridge. Meason sold the property to David Barnes and David B. Long, who continued using charcoal to produce pig iron and castings until the furnace was blown out ca. 1825. By 1858, the property was owned by George E. Hogg.

Sources:

New Laurel Furnace
0.75 miles on T 792 tc State Game lands 51; on S bank of Morgan Run, Dunbar

DESCRIPTION: The New Laurel Furnace, which is roughly 28 1/2' square in plan, is situated south of Morgan Run, formerly Laurel Run, in Pennsylvania State Gamelands No. 51. The work arch and western corner of the furnace have collapsed, there are a few small trees growing out of the tuyere arch side, and there is one vertical line of separated stone on both the tuyere and charging bench sides; otherwise, the furnace is in good condition. Walls from the head and tail races, and the wheelpit are also extant running between the furnace and the hillside to its south,
from which the charging materials were brought. The tuyere arch, on the furnace's northeast side, is 8' wide at ground level and about 12' high; the work arch appears to have been 2' higher than the tuyere arch. Small mounds of slag break the surface of the ground both north and south of the furnace.

HISTORY: The Old Laurel Furnace was constructed ca. 1797 by Joshua Gibson and Samuel Paxon who later sold the works to Reuben Mochabee and Samuel Wurtz, owners of the Hampton Forge. In 1812, the Old Laurel Furnace had been blown out, and the masonry was later used by Colonel James Paull and Sons ca. 1827 to construct the New Laurel Furnace. In 1834, the New
Laurel Furnace was sold to Daniel Kaine who continued production until 1838 when the furnace failed and was abandoned. In 1858, the site was owned by William Walker.

Sources:
Ricks’ Foundry
Miller Avenue off South Mt. Vernon Street, Uniontown

DESCRIPTION: Ricks’ Foundry is situated on a terrace above Lick Creek in Uniontown. The creek passes between the buildings, and a railroad siding is associated with the foundry. The foundry is a one-and-one-half story building of common-bond red brick, which sits on a reinforced-concrete foundation that covers the original stone. The gable roof is covered by composition paper and has a monitor. Supported by steel trusses, the foundry walls contain arched multipane windows with double brick voussoirs. Originally constructed around 1900, the structure saw major repair after fire destroyed the roof in 1928. There is an addition to the rear of the building. Also of common-bond red brick, the pattern shop is two stories high and attached to the foundry. The shop has arched multipane double-hung sash windows with double brick voussoirs, and two sets of double wood-panel doors with triple voussoirs. The single-story machine shop is partially covered by a gable roof and partially by a flat roof, both with composition paper on top. Its windows are multipane, double-hung, and there is a one-story concrete-block addition at the rear, constructed ca. 1940 to house machinery for coke ovens. The complex also has a single-story, board-and-batten radiator shop and, built in 1947, a two-story, concrete-block office with a gable roof.

HISTORY: Ricks’ Foundry was constructed ca. 1900 and has remained in the Ricks family since that time. The small foundry originally produced iron castings and completed finish work for the pressed-glass molds manufactured by Evans Mold and Machine Company which, ca. 1916, was located on South Beeson Avenue. In addition, the firm fabricated manholes and doors for coal shoots. In 1935, only three people were employed by the company; World War II gave the business a boost, however, and Ricks’ Foundry manufactured the first 4 1/2” rocket warhead for the Allegheny Ballistics Company. As the wartime need for coke escalated, the old Frick coke works located several blocks south of the foundry was repaired and placed back in service. Ricks returned to his home town of Covington, Virginia, and purchased machinery from the Covington Machine Company to produce a coke-drawing machine. In addition, Ricks designed and produced new doors for the coke ovens and a steel vibrating screen for coal. Aluminum airplane parts for the TBY2 bombers were also fabricated at the plant during World War II. Until 1955, fifty people were employed by the company.

Sources:
Scottdale Machine Foundry and Construction Company
Brown Street, Everson

Construction Date: ca. 1926

DESCRIPTION: The Scottdale Machine Foundry measures 225' x 50', excluding the new addition. Of pin-connected steel frame construction, it has a gable roof and an exterior of corrugated metal and concrete-block on a concrete-block foundation. The neighboring pattern storage building is a one-story structure of concrete-block and wood. The office is a four-bay, two-and-one-half story stretcher-bond red brick building on a concrete foundation. Built in 1935, the Office has a slate hipped-roof and concrete lintels and sills.

HISTORY: In 1904, this site was occupied by the Pittsburgh Seamless Bottle Works. No evidence of this works is present today, however. The Scottdale Machine Foundry and Construction Company was organized in 1926 on the site of the Scottdale Better Brick Company. When the foundry began production, it constructed an addition to the brick company's building, completed in 1929. The company produced steel grain hoppers, railings, and fire escapes. In 1935, thirty-seven people were employed in the foundry, but by 1941, the number had decreased to twenty-three. The company continued in business until 1988 when it filed for bankruptcy. Laurel Steel now leases the building.
Union Furnace
N of Dunbar Creek and W of Irish Run, Dunbar
Construction Date: 1789

DESCRIPTION: Union Furnace No. 1 is situated on a hillslope adjacent to the north bank of Dunbar Creek, about 200’ east of its juncture with Irishtown Run. The furnace’s front wall has collapsed into Dunbar Creek but the side walls and bosh remain intact. Union Furnace No. 2 was located on the south bank of Dunbar Creek, approximately 300’ west of Union No. 1; its site was buried or destroyed when the Dunbar Iron Furnace was constructed.

HISTORY: Union Furnace, constructed by Colonel Isaac Meason in 1789, is believed to be the first furnace to produce iron west of the Allegheny Mountains. (Although Alliance Furnace was constructed in the same year, pig iron was not manufactured there until 1792.) A forge and two sawmills were associated with the furnace and all were valued at £23,984 in 1790.

Unlike most early furnaces, Union’s ashlar stack was built into a steep hillside that terminated at the creek; the hearth rested slightly above the creek’s pool elevation. Within three years, Meason abandoned this furnace and built a second, larger stack on the Dunbar Creek’s more level southern terrace. The company, owned by Meason, Moses Dillon, and John Gibson, also operated two local forges, a gristmill, sawmill, two blacksmith shops and a shoe and harness shop. Ore from the furnace was found in a conglomerate that outcrops more than 80’ above the creek.

On April 10, 1794, the iron works was advertised in the Pittsburgh Gazette, indicating that their furnace had "well assorted castings which they will sell for cash at the reduced price of £35 ($93.33) per ton." Products included tea kettles, fire grates, Franklin stoves, andirons, wagon parts, mill parts, and clock weights. Union Furnace also produced sugar kettles for Louisiana plantations and was known as "one of the most successful [furnaces] in the region." By 1801 Meason had bought out his partners and the company was known as the Union Iron Works.

In addition to the furnace, Meason constructed the second rolling and slitting mill west of the Alleghenies at Dunbar Creek in 1816. The Union Forge south of Connellsville used Union Furnace’s pig iron for the production of bars or anconies. To transport the pig iron and finished iron products to the Pittsburgh markets, the materials were hauled by wagon to Brownsville and then loaded on flat boats to be shipped down the Monongahela River.

When Colonel Meason died in 1818 his son, Isaac, took over the furnace’s operations. Union Furnace went out of blast when Isaac Meason, Jr., "retired," but it was soon revived and, after a series of changes of ownership, by 1844 came under the control of Jones, Miller, and Creigh.
Primary Metals

Under J. D. Creigh's management, the furnace's name was changed to Dunbar, and eight men worked to produce 1-1/2 to 2 tons daily. In 1852 owners Watt & Larmer installed the furnace's first steam-engine and hot-blast stove, and two years later the furnace was completely refurbished by the new owners, Baldwin and Cheny. They, too, employed a steam-powered hot-blast system, and they introduced coke as the new fuel source. At this time, the 32' furnace had a 9' bosh, and had two cylinders, each 3'-6" by 5'; the furnace produced 10 tons of iron per day. In 1860 the furnace again changed hands, and when the Youghiogheny Coal and Iron Company constructed a new furnace downstream in Dunbar (see Dunbar Furnace Company), the old Union No. 2 stack was abandoned.

Sources:
Fayette County 1790 Tax List for 1789.

Vanderbilt Blacksmith Shop
Adjacent to creek at juncture with Rte. 819, Vanderbilt Construction Date: ca. 1890

DESCRIPTION: This one-and-a-half story Blacksmith Shop has a rectangular plan with an ell addition to its rear facade. Built on a rubble stone foundation, the structure's original exterior was clapboard, however most of it is now covered with asphalt shingle or paper. Supported by wooden rafters, the gable roof is also covered with asphalt shingles. Modifications include the addition of a garage door to the front of the structure and a dormer to the roof. A stone wall lines the narrow creek adjacent to the building.

HISTORY: The Vanderbilt Blacksmith Shop served as a small local shop from ca. 1890. The structure was later used as a residence. It has been extensively remodeled and is now used for storage.

Source:

Wharton Furnace

DESCRIPTION: Wharton Furnace is situated on Chaney Run 1.8 miles south of the old National Road. The furnace measures 32' x 30' and is about 32' high. Its work arch is its highest arch, and it contains three horizontal iron supports in its stepped back; it is lined with firebrick at its base in the back. The charging bench is on the opposite side of the furnace from the work arch and two levels of higher ground are present today -- one meets the furnace at approximately the same height as the top of the work arch, and the other, higher level, from which the charging materials
would have been brought on a walk that is no longer extant, has a number of cut stones -- eight lengthwise, spaced about 5' apart, and one on each end -- as if to mark the outline of a large structure, perhaps the charcoal house. Grass and weeds are growing in the tunnelhead, which appears to be intact. The southeast side of the furnace is the tuyere arch; the arch has one horizontal iron support at the base of its stepped back, and it is also lined with fire-brick at its base in the back. The fourth side of the furnace contains a small, rectangular opening at its base in the middle of the wall, about 18" high. A curved stone wall, probably associated with the race, runs south of the furnace, helping to define the lower level of elevation on the charging side. In front of the furnace is an iron ingot with a plaque titled, "One of the last ingots made in this furnace - donated by Lion's Club." Beside the furnace is another plaque inscribed, "Wharton Iron Furnace 1839-1873."

HISTORY: The Wharton Furnace was constructed in 1837 by Andrew Stewart and placed in blast in 1839. Stewart rented the property to John D. Crea of Brownsville and later to Kenedy Duncan who employed Alexander Clair as the furnace manager. The furnace went out of blast before 1850 and was still abandoned in 1855. However, the need for iron during the Civil War prompted the refurbishment of the furnace, and the works produced cannon balls for the Union army. With no access to railroad or water transportation, the isolated furnace failed after the war and was blown out by 1872.
The original operation included a steam- and water-powered cold-blast charcoal furnace with one tuyere. An archival photograph, however, indicates that the system was converted to hot-blast, probably during the Civil War. The photograph shows the blasting machinery located on the work arch side and enclosed in ashlar. In addition, the historic photograph shows that a vertical-board charging house partially covered the top of the furnace and a large pipe projected from the tunnel-head. The Stewart family retained ownership of the property until the early twentieth century, and today the land is owned by the Department of Environmental Resources. In November of 1961, a delegation from the Fort Necessity Lion’s Club met with Myron Sharp of the Historical
Society of Western Pennsylvania to discuss the restoration of Wharton Furnace. At this time, the furnace's work arch had collapsed. Through the efforts of this local coalition, the furnace was restored and preserved.

Sources:
Coal and Coke

Acme: Mine and Coke Works
S of SR 119, E of Smithfield Borough High School, Smithfield, and Georges Twp.  Construction Date: ca. 1900

DESCRIPTION: The Borough of Smithfield is located along State Route 119 with several commercial buildings dating from the early 1900s standing on the south side of the road. The town was laid out on top of a hill, with one main street running north-south. Most of the company-built houses are situated on this main street and consist of two-story wood-frame buildings with gable roofs. Approximately forty company-built houses survive. The easternmost part of Smithfield Borough is bounded by the B&O Railroad. Along the west side of the railroad a section of a single battery of beehive coke ovens, the Acme works, stands. About fifteen ovens remain in place, most of which are severely deteriorated. At its peak in the 1910s there were about eighty ovens; however, the northern two-thirds of the beehive ovens have been demolished. None of the historic mining structures are extant.

The B&O Railroad not only served the coke ovens and mine, but also maintained a large siding to the east. South of the coke ovens the B&O built a wye. One branch extended north through the Smithfield coke works, to Shoaf, Highhouse, and Leckrone, where it joined the Monongahela Railroad in Redstone Township. The other branch extended southwest to West Virginia. (Just south of the Acme Coke Works in the center of the Smithfield wye the B&O constructed a large freight depot; however, it has been demolished.) The only other coal-related structure near the coke ovens and wye is a recently built tipple off Route 119 that was used by trucks and was probably operated in the removal of usable coal from the slate pile from the abandoned Acme mine.

HISTORY: Smithfield is situated in an area of rolling hills with coal seams exposed above stream levels and along valley walls in the southernmost reaches of the Connellsville coke region. Uncertainty over the quality of the coal in this area forestalled its development until the late nineteenth century. Specifically, the completion of the Baltimore & Ohio Railroad's Morgantown and Fairmont (West Virginia) Branch through Smithfield in 1896 hastened the establishment of several coal mines and coke works in the area.

The only substantial remnant of the coal and coke industry in Smithfield is located along the abandoned B&O tracks on the east side of town. Although little is known about this small coal mining and coking operation at Smithfield, it may have been built by the Unontaon Coke Company around 1900. By 1903 Unontaon Coke was operating twenty beehive coke ovens in Smithfield, and employed thirty-seven workers at the ovens in 1903. In addition, the Unontaon Coke Company's mine employed eighteen miners and produced 4,500 tons of coal in the same year. The mine was located east of the coke ovens, both of which were served by the Baltimore & Ohio Railroad. A small stream flowing into Georges Creek, and the B&O Railroad, separated the mine from the coke works which contained twelve beehive coke ovens and employed sixteen workers at the plant.
Coal and Coke

By 1913 Uniontown Coke had gone out of business and the Pennsylvania Coke Company occupied the site which was called the Acme Coke Works. The nearby mine was unable to supply the coke works, with its eighty beehive ovens, with enough coal and additional coal was shipped to the works. It is not known how long Pennsylvania Coke operated the Acme works, though by the early 1920s the coke works and mine were closed. The Acme Coke Works remained idle until World War II when they were re-opened. About eighty hand-drawn beehive ovens were operated for a few years. Coal was trucked to the ovens and the coke was shipped by rail. The ovens have been abandoned since the 1940s. (Also see Burchinal: Mine and Coke Works.)

Sources:

Allison No. 1: Company Town
E of Dunlap Creek, 1 1/4 miles N of Republic, Redstone Twp. Construction Dates: ca. 1910 to 1920s

DESCRIPTION: Allison No. 1 has about 110 houses, and is rectangular in plan with four parallel streets running north-south and two east-west parallel streets at its southern end. Northwest of the mine and coke works, Allison No. 1 has both double and single-family workers’ housing, as well as one multiple-family dwelling; the two kinds of houses are fairly well mixed throughout the town, giving Allison No. 1 a sense of greater variety in its appearance than other company towns in Fayette County.

The westernmost street, T 738, on which the school once stood, is lined with about twenty single-story, wood-frame single-family dwellings; two bays wide at the front, their gable-ends face the road. The next street to the east, T 736, is about three-quarters single-family housing with the remainder, on the northeast end of the street, wood-frame, double-family gable-ended houses with two-bay second floors. Semi-detached houses like this account for the rest of the dwellings in this northern part of town, with the exception of one wood-frame, four-family building. Toward the northwest corner of town, this larger building’s gable roof runs parallel to the street and is eight bays across, sits on a coursed-stone foundation, and has two doors on the front and two on the back which open into the yard that goes up to the alley.

A green concrete-tile, gable-roofed building, which today houses the fire department, stands on the west side of Allison No. 1; this structure may have once served as a company store or community building. A Baptist church, dating to 1949, stands in the southwest corner of town. The southern part of town, perhaps dating to a later period, also contains a mixture of single- and double-family
company housing, although the semi-detached houses predominate; a number of outhouses are extant here as well. The company store for Allison No. 1 and No. 2 is extant near the mine opening (See Allison: Mine and Coke Works).

Photo 7. Allison No. 1, multiple-family dwelling, view from back alley.

HISTORY: Allison No. 1 and Allison No. 2 are coal patch towns built by the W. J. Rainey Coke Company to house employees who worked at the Allison No. 1 and No. 2 mine and coke works. The plant went into operation around 1910, and housing for workers and managers was built over several years following the opening of the operation. By 1912, 125 people were employed at the plants; the operation increased nearly tenfold in the next seventeen years -- 1,037 workers operated Allison No. 1 and No. 2 in 1929.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.
Allison No. 2: Company Town
W of Dunlap Creek, 1 1/4 miles N of Republic, Redstone Twp.  Construction Dates: ca. 1910, 1920s

DESCRIPTION: The company town Allison No. 2 has about 100 houses, which appears to be the majority of its original housing stock. The town is laid out along two sets of three parallel streets, oriented at right angles to one another, with a small loop road at its southern end. The foundations of the town's school are extant along the west side of the patch. The majority of houses in Allison No. 2 are single-family structures -- there are three types extant -- although plenty of semi-detached houses also remain.

Five, large two-and-one-half story wood-frame managers' houses line the street on the northeast side of town, T 944, just west of where the mine entry and coke ovens once stood. With intersecting gable roofs, these structures sit on coursed-ashlar foundations and have one central brick chimney. Parallel to these management houses, running north to south, there are three streets of the typical two-family Rainey company town housing. With their gable-ends facing the road, these wood-frame semi-detached dwellings are four bays downstairs and two bays on the second floor. They rest on coursed-stone or concrete-block foundations and have full shed-roof front porches.
All of the east-west streets in Allison No. 2 have single-family workers’ housing on them. Most of these are narrow, two-bay, two-story wood-frame buildings with one interior brick chimney, shed-roof front porches, and single-story shed-roof rear additions. The southernmost road in Allison No. 2 is a loop on which sit seven larger, two-story single-family houses. These side-gabled two-bay dwellings sit on concrete-block foundations, and have small shed-roof front porches over their off-center doorways.

HISTORY: See Allison No. 1: Company Town.

Allison: Mine and Coke Works
West of the community of Allison No. 1, Redstone Township

Construction Date: ca. 1904

DESCRIPTION: The abandoned Allison mine and mine buildings are located along Redstone Creek north of the road which leads to the town of Allison No. 1. The headframe that stood above the entrance to the vertical-shaft mine has been demolished and the mine entrance has been sealed off. The headframe and mine were located between Redstone Creek and the company store, a two-and-one-half-story brick building that still stands. At least four other brick buildings stand to the east of the company store. One of them, a small one-story building, served as an office. The others housed a stable, a machine shop, a car shop, and a blacksmith shop.

The former company store, now used as a wood-working shop, is a large two-and-one-half-story building with common-bond red brick walls. It measures about 40' x 30' and retains a number of its original one-over-one-light windows at the second-story level. Stone lintels span the window openings. The gable roof is probably supported by riveted steel roof trusses. The original storefront has been removed and two of the three doorways have been infilled with brick and stone. The building rests on a stone foundation.

The former office building is a small one-story structure, measuring about 10' x 15'. It contains common-bond red brick walls, a gable roof, and rests on a stone foundation. A brick chimney
extends through the gable ridge and the building retains its large, narrow one-over-one-light windows.

The three other brick buildings, standing east of the office, are long, narrow structures that housed the stable and shops. All three are similarly constructed with common-bond red brick walls, and steel columns (encased in brick) supporting riveted-steel Fink roof trusses. Decorative brick-work at the gable ends features corbelled brick and pediments. One of the buildings has been partially destroyed, exposing the steel roof truss. This structure contains a large steel tank. Another section of one of the buildings is missing its roof. The buildings vary in size, the largest measuring about 60' x 25'. All of the buildings rest on stone foundations.

Photo 11. Allison No. 1 and No. 2, company store with Allison No. 1 mine and coke works' office to the right.

About 500' to the south of the former mining complex, on the east side of Redstone Creek, stand the coke ovens. Known as the Allison coke ovens, these rectangular ovens extend about 1,000' along the creek. Many of the ovens are still extant. They vary in condition; many are moderately deteriorated, others are severely deteriorated. Nonetheless, this coke works and the one at Shoaf are the best preserved in the county. The Allison No. 2 works, also known as the Luzerne works, probably had one battery of beehive coke ovens. When in full production the Luzerne works contained about 200 operating ovens. These coke ovens have been obliterated by a scrap-metal operation.
HISTORY: The Allison No. 1 coal and coke works were built by the W. J. Rainey Coke Company and placed in operation around 1905. At its peak, the plant had approximately 293 coke ovens available. In 1912, the Allison No. 1 plant had 125 employees, thirteen of whom were engaged in coke production. The coke plant had 167 ovens available and produced 48,616 tons of coke in that year. This plant was adjacent to and east of the Allison No. 2 works. The Allison No. 2 coal and coke works were also built about 1905 by the W. J. Rainey Coke Company. At its peak, the entire Allison mining complex had approximately 500 coke ovens available.
Brier Hill: Mine, Coke Works, and Company Town
S side of U.S. Rte. 40 in Brier Hill, Redstone Twp.  
Construction Date: 1902-04

DESCRIPTION: Listed in the National Register of Historic Places, the Brier Hill Mine retains a few buildings, the most impressive of which are the boiler and powerhouse building and the hoist house. The powerhouse is a tall one-story building, T-shaped, and measures approximately 100' x 40'. Its hip roof is composed of riveted steel roof trusses, supporting a tongue-and-groove sheathing and asphaltic roofing. The grey sandstone walls feature segmental sandstone arches spanning the door and window openings. The hoist house is similarly constructed and measures 30' x 20'. At least three other sandstone buildings with hip roofs stand near the hoist house and powerhouse. The site is heavily overgrown and is replete with some of the largest stands of poison ivy and sumac seen in the course of the HAER Inventory.

Although access to the site was limited--it is on private property, currently being redeveloped--the beehive coke ovens are believed to be located on the east and west side of Fourmile Run. The battery on the east side of the stream stood just south of the boiler and powerhouse building. They are now completely buried beneath a slate pile. On the west side of Fourmile Run most of the beehive ovens are also covered with slate; however, about ten ovens are still visible at the southernmost extent of the battery.

Only about four company-built houses were observed in Brier Hill, a town which contained perhaps as many as sixty coal company houses. One of the houses remains on the west side of Fourmile Run and, with the exception of asphaltic siding, is largely unaltered. It is a two-story wood-frame double house with a steeply pitched gable roof, and a stone foundation.

HISTORY: Around 1903 the Brier Hill Steel Company, of Brier Hill, Ohio established this coke company in Fayette County, west of Connellsville, to supply coke for its blast furnaces. The company operated as many as 470 coke ovens and, by 1912 employed 532 workers, 130 of whom were engaged in coke production. That year the coke plant produced 288,577 tons of coke, most of which was shipped to Ohio. The vertical shaft mine was steam powered, with horses pulling hand-loaded mine cars underground. The Buckeye Coal Company, a subsidiary of Youngstown Sheet and Tube, succeeded Brier Hill Coal in the 1920s. The new owners electrified the mine. At this time the coke ovens were abandoned and slate from the mine was deposited on top of them. Buckeye Coal continued to ship much of the coal produced at Brier Hill to the Cleveland area.

In addition to the Brier Hill Mine, Buckeye Coal also operated the Buckeye Mine on the Monongahela River at Nemacolin, Green County, Pennsylvania. About 1930 Buckeye Coal
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abandoned the Brier Hill Mine and it remained idle until World War II. Around 1942 L. D. Perry, an engineer from Cornell University who had owned a brick works in New York, acquired the Brier Hill property. Perry and his wife operated the mine through the duration of the war, employing about 300 miners, working three eight-hour shifts. Mr. Perry died near the end of the war and was succeeded in the coal business by his wife. Closed shortly after the war, the shaft which had reached a depth of about 700', was sealed. Mrs. Perry directed the early mine reclamation work. Although most of the mine buildings still stand, the site is heavily overgrown.

Sources:
Duke, Andrew. Resident of Brier Hill, Pa., since 1924. (Mr Duke's father, Joseph, worked at the Brier Hill Mine.) Interview, August 1990.
Historic Photographs of Brier Hill Mine, in the possession of Mrs. Helen L. Gallo, Brier Hill, Pa.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.

Brownfield: Company Town
Either side of T 449, W of Rte. 857, 1 1/2 miles S of Hopwood, South Union Twp.

DESCRIPTION: Brownfield has about thirty-five houses, which comprises approximately 60 percent of its original housing stock. Laid out along both sides of the Penn Central and the B&O railroad tracks, single and double-family housing remains. A handful of two-story, salt-box, single-family houses with central brick chimneys are west of the railroad lines; the remainder of Brownfield's company housing is the more common four-bay, two-story, semi-detached frame housing with two brick chimneys and a full front shed-roof porch.

The Brownfield Methodist Church is extant at the southwest end of town. The original structure, resting on a random-coursed foundation with its gable end facing the street, has had a rear addition on a cast-stone foundation and aluminum siding added; the church dates to 1897.

HISTORY: Brownfield was built over a number of years by the J. W. Moore, Redstone, and H. C. Frick Coke Companies to house employees working at the Redstone mine and coke works. The facility opened in 1881 by the J.W. Moore Coke Company, and was acquired by the Redstone Coke Company in 1885. The Moore Coke Company built three single houses and seven double houses in 1882; ten double houses were added in 1884. The greatest number of houses were constructed in 1887 by the Redstone Coke Company, which built thirty-five double dwellings that year.

When the H. C. Frick Coke Company acquired a two-thirds interest in the property in 1889 the Redstone slope mine had 2,052 acres of assigned coal. By 1893 Frick had assumed full ownership of the plant and by 1903 the operation had 445 coke ovens arranged in five batteries of rectangular
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ovens. In that year the works had 363 employees, 137 of whom operated the ovens to manufacture 157,000 tons of coke. In 1922 Brownfield saw at least one incident of violence during the national strike when some homes were dynamited. The mine and coke works closed in 1927.


Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883. Map on File at the Fayette County Campus of Penn State University.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.
Buffington: Company Town
N of SR 4006, about 6 1/2 miles SE of Brownsville, Menallen Twp. Construction Dates: 1900 to 1902

DESCRIPTION: The town of Buffington has about 100 houses, which comprises virtually all of its original housing stock. The town was laid out along five parallel and two intersecting streets. Situated north of the former ovens and mine site, the houses along the northwest side of town are built on a particularly steep hillside. Buffington’s semi-detached dwellings are of the type most common in the region. Four-bay, two-story, side-gabled structures, and they have shed-roofed full front porches and single-story rear additions; some of the houses have been altered and are now only two-bay on the second floor.

The company store was built around 1902 and is in good condition today. Located about one-eighth of a mile southeast of town, the building is two stories high and the exterior material is brick. Rectangular in plan, it has a flat roof, a main facade with three bays, each with sets of three arched windows on the second story. The glazing has been removed. The main offset entrance on the first floor has been altered.

HISTORY: Construction of the company town Buffington was probably begun by the Eureka Fuel Company, the original owners of the plant who opened the facility in October 1900. The Southwest Connellsville Coke Company operated the mine from July 1901 to March 1903 and the majority of the houses were constructed under its direction. The most houses were constructed in 1902, when the Southwest Connellsville Coke Company built eighty-nine double houses and sixteen single houses. The store probably was built about this same time as well. In March of 1903 the H. C. Frick Coke Company acquired the property and the store was turned over to the Union Supply Company.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Buffington: Mine and Coke Works
Along Dunbar Creek, southwest of SR 4006, at Buffington, German and Menallen Twps. Construction Date: 1900

DESCRIPTION: Located along Dunlap Creek on the west side of SR 4006, the long-abandoned Buffington mine comprises several brick and steel-frame buildings including the largest structure on site, the former hoist-house, bath-house, and lamp-house building, the blacksmith shop, the warehouse, and the welding shop. Located 40’ west of the hoist-house, the mouth of the vertical
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shaft is marked by a concrete cap. The hoist-house, bath-house, and lamp-house building measures approximately 170' x 45' and now serves as an electrical repair shop for "Tex's Alternator and Starter Service." Containing common-bond red brick walls and riveted steel Fink roof trusses, the tall one-story building features a large hipped roof. The hipped roof, in fact, is characteristic of all the mine buildings at Buffington. Originally the hoist-house occupied the western half of the building, and the lamp-house and bath-house occupied the other half. No motors or hoisting equipment remain in the hoist-house. The blacksmith shop is also of common-bond red brick construction. It was converted into a residence in 1980 and measures approximately 35' x 25'.

Northwest of the former blacksmith shop is the abandoned warehouse, a one-story common-bond red brick building. It measures approximately 55' x 35' and is in poor condition. The welding shop is located west of the warehouse and consists of a small one-story common-bond red brick building with a hipped roof. A number of mine structures have been torn down since it closed in 1946. These include the steel headframe and tipple, the fan house (a brick building), the barn (a wood-frame building), the office (a small brick building), and the scale house (a small wood-frame building).

East of the mine, between Dunlap Creek and SR 4006, stood two batteries of coke ovens, probably beehive ovens. Now covered with slate from the mine, there were approximately 300 coke ovens in this location. On the west side of Dunlap Creek a battery of double-block beehive coke ovens still stands. Interestingly, the remains of tall, narrow rectangular doors may be seen in the
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northernmost one-third of the ovens. The coke ovens on the west side of the creek are accessible by a riveted steel pony Pratt truss bridge crossing Dunbar Creek south of the mine buildings. The single-span, single-lane bridge is approximately 60’ in length and is in poor condition.

HISTORY: The Buffington coal mine was established by the Eureka Fuel Company and placed into operation on November 16, 1900. The Southwest Connellsville Coke Company acquired the plant on July 31, 1901, and the H. C. Frick Coke Company acquired the mine through a merger on April 1, 1903. The mine had 1,327 acres of assigned coal. A vertical shaft, located next to the hoist house, extended to a depth of 391’.

In addition to the mine, the Eureka Fuel Company probably built the beehive coke ovens at Buffington. Totaling about 425 ovens, two batteries of double-block beehive coke ovens were operated located on the east side of Dunlap Creek and one battery of double-block beehive coke ovens were operated on the west side of the creek. The Connellsville & Monongahela Railroad served the coke ovens and mine. The works produced over 170,000 tons of coke per year in the early 1900s. At its peak in the early 1900s and 1910s, the mine and coke works employed about 440 workers, nearly 100 of whom were engaged in coke production. By 1928, the Buffington mine had been consolidated with the Footedale mine and all coal was shipped underground to a rotary dump at Filbert from where it was conveyed underground to the Palmer Coal Dock on the Monongahela River. U.S. Steel's Frick Coke Company dismantled the ovens, probably in the
1920s. The Buffington mine was closed in 1938, reopened during World War II, and was finally abandoned in 1946.

Sources:
- Tex, owner of Tex's Alternator and Starter Service. Interview, 22 May 1990.

Burchinal: Mine and Coke Works
S of SR 119, NW of the town of Outcrop, Georges Twp.

Construction Date: ca. 1898

DESCRIPTION: When in full production, one battery of approximately thirty-five beehive ovens were in operation. Reportedly several of the ovens remain in place; however they are heavily overgrown. All of the mine buildings, located near the coke works, appear to have been demolished. To the south, the town of Outcrop has a handful of small one-story wood-frame residences that may have been associated with the mine and works. The abandoned B&O Railroad's Morgantown and Fairmont (West Virginia) Branch extends through Outcrop, where a small siding was located. In addition to the few surviving coal miners' houses, the town of Outcrop features a B&O railroad tunnel, about 500' long and accommodating a single track which served the coal and coke site.

HISTORY: The Burchinal Mine and Coke Works were built in the late 1890s by the Smithfield Coal and Coke Company. Named after its superintendent, R. S. Burchinal, the mine employed sixteen workers, four of whom were engaged in coke production, and seven who worked in the mines. The mines produced 1,000 tons of coal in 1903, and the coke works 1,400 tons of coke. At its peak the plant had approximately thirty-five coke ovens available. By 1912 forty-two workers were employed at the site, twelve of whom were engaged in coke production. This property was acquired by the Clark Coke Co. sometime between 1913 and 1921. (Also see Smithfield Coke Works and Mine).

Sources:
Chestnut Ridge: Company Town
5 miles SE of Brownsville,
N of Rte. 40 and W of Franklin Lake, Redstone Twp. Construction Dates: ca. 1908, ca. 1920s

DESCRIPTION: Chestnut Ridge has approximately ninety houses, which is probably the majority of its original housing stock. Laid out along four parallel and one intersecting streets south of the former mine and coke works, the bulk of the houses are semi-detached dwellings with their gable ends facing the road. Of the standard wood-frame construction, they are four-bay on the ground level and two-bay above; they rest on coursed-stone foundations, have shed- or hipped-roof front porches, and their two interior brick chimneys are either on opposite sides of the roof ridge or piercing it. A few of the dwellings in the southwest part of Chestnut Ridge have individual, one-bay shed-roof porches, over each front door.


In the northern part of town single-family houses line two different streets. Running north to south along the road that leads to the plant, there are a number of two-story wood frame dwellings probably constructed for management. On coursed-ashlar foundations, these dwellings have intersecting gable roofs. The other street of single-family houses is to the west and has six one-story, three-room wood-frame workers’ houses with their gable ends facing the road.

Chestnut Ridge’s company store contains more decorative elements than most -- a two-and-one-half story common-bond red brick building, it is located at the end of the row of managers’ houses,
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roughly in the center of town. (It would have been on the way to work for all the Rainey employees.) Four bays wide on its gable ends and six bays long, it has brick pilasters and all of its windows have double voussoirs with white keystones and end blocks. Across the street to the south of the store are two semi-detached side-gabled dwellings.

An open playing field is located in the southeast corner of town.

HISTORY: Chestnut Ridge was built by the W. J. Rainey Coke Company to house the employees working at the Royal mine and coke works. The facility was placed into operation sometime between 1905 and 1908. The plant had 186 ovens in operation in 1908, and by 1912, 373 ovens were available. The company store and the greatest number of houses was constructed in the years following the plant’s opening. In 1912 the plant had 263 employees, mined 299,544 tons of coal and produced 188,783 tons of coke. By 1930 Rainey had closed his coke works at Royal, but the mine continued in operation and, with a workforce twice its 1912 size with 542 employees, produced 668,401 tons of coal.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.

Colonial Coal Dock
S side of the Monongahela River, across from Roscoe, Jefferson Twp. Construction Date: 1924

DESCRIPTION: Located southwest of Fayette City on the Monongahela River, the only remains of the former U.S. Steel’s (Frick Coke Company) Colonial Coal Dock consist of the steel frame of a large tipple, erected ca. 1930s. The Pittsburgh & Lake Erie Railroad runs along the Monongahela River, south of the coal dock. The dock area is accessible via a dirt road that joins a local road north of the town of Lowber.

HISTORY: In 1911 U.S. Steel’s Frick Coke Company expanded its holdings in Fayette County, acquiring from the Pittsburgh Coal Company the Colonial Mines in the Redstone Creek area. This included the No. 1 Mine at Smock, No. 3 Mine at Rowes Run, and No. 4 Mine at Grindstone. About five years later U.S. Steel opened its huge by-product coke plant on the Monongahela River in Clairton. Shipments of Fayette County coal by barge and rail steadily increased over the next few years, but rose dramatically with the completion of the Colonial Coal Dock in 1924. Designed by U.S. Steel’s Frick Coke Company, the Colonial Dock received coal via a large underground conveyor that linked together the Colonial mines. At Colonial No. 3 Frick Coke Company installed a large rotary car dumper that handled coal from the three Colonial mines. (The rotary dumper could handle as many as thirty-five cars.) A conveyor belt carried the coal several miles underground to the Colonial Dock. In 1930 the Frick mine at Washington Run was
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included in this underground system. Fourteen years later the company extended the conveyor nearly one mile east to a shaft that received coal from Leisenring mines. This brought the total length of the underground conveyor system to 5.4 miles, reportedly the longest underground coal conveyor in the United States. The underground conveyor and Colonial Dock remained in operation until 1954 when it was temporarily retired. Although its operation was renewed in 1960, U.S. Steel closed the dock permanently the following year.

Sources:

Continental No. 2: Company Town
N of SR 3009, about 2 miles SW of Uniontown, Georges and South Union Twps. Construction Dates: ca. 1901, 1914

DESCRIPTION: Continental No. 2 has about fifty houses, which comprises approximately 85 percent of the original housing stock. The town was laid out in two distinct sections along parallel streets, northwest of the mine and coke works site. Although a number of single-family houses were constructed in Continental No. 2, none of them remain and only two-family houses are extant.

All of these gable-ended two-story, semi-detached dwellings are wood-frame and have two interior brick chimneys that pierce their gable roof line. In the western portion of town about six of the houses are two bays upstairs; elsewhere in Continental No. 2, all houses are four-bay. Following
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no discernable pattern, front porches on these typical coal and coke town dwellings are covered by either a shed or a hipped roof. The two-and-one-half story, seven-bay, gable-roofed wood-frame company store has burned within the last year. Only its brick and stone foundation now remain, south of SR 3009 at the eastern end of town.

HISTORY: Continental No. 2 is a coal patch town that was built by the Continental Coke Company to house its employees who worked at the Continental No. 2 mine, which was placed into operation in 1901. Housing for workers and managers was built over several years following the opening of the mine. The greatest number of houses was constructed in 1901, when the company built fifty-seven double houses. The company store also was built about this time. The H. C. Frick Coke Company acquired the property in 1903 and added four double houses in 1914 and twelve single dwellings in 1918. The plant closed in 1926.

Sources:


Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.

Continental No. 2: Mine and Coke Works
Continental No. 2 vicinity, Georges and South Union Twps. Construction Date: ca. 1901

DESCRIPTION: Located along Coal Lick Run, on a dirt road just southeast of the community of Continental No. 2, the coke ovens at Continental No. 2 are severely deteriorated and heavily overgrown. A single block of beehive ovens is situated just north of two double-blocks of beehive ovens.

The mine building that remains is in poor condition, located about 100' west of the coke ovens, just south of the company-built houses. The horse stable, a tall wood-frame building with a gable roof and wood siding still stands, south of the ruins of the company store. It measures approximately 40' x 15'. Several concrete piers that stand near the coke works supported a railroad trestle that served the coke ovens. The Southwest Pennsylvania Railroad, Coal Lick Run Branch, extended along the south side of the mine and ovens, serving both operations.

HISTORY: The Continental No. 2 coal and coke plant was built by the Continental Coke Company and placed into operation February 1, 1901. The H. C. Frick Coke Company acquired the mine through a merger on March 28, 1903. The mine had 947 acres of assigned coal and its
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vertical shaft extended to a depth of 255'. Coal was mined from a seam with a maximum thickness of 7.2'. Shortly after it acquired the mine and coke plant the Frick Coke Company employed 275 workers at Continental No. 2. The Southwest Pennsylvania Railroad, Coal Lick Run Branch, served the mine and coke ovens. The coke works contained two rows of double-block beehive ovens and one battery of single-block beehive ovens. At its peak in the 1910s the coke works possessed about 325 ovens, and employed as many as sixty-five men, producing about 130,000 tons of coke annually. Shortly before the mine closed in the late 1920s, daily coal production amounted to 1,200 tons.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Continental No. 3: Company Town

Current Name: Newcomer
N of SR 3009, about 2 1/2 miles SW of Uniontown, Georges Twp.

Construction Dates: 1900, 1901, 1903, 1918

DESCRIPTION: Approximately 60 percent of the original housing stock of Continental No. 3, about forty-five houses, is extant. Laid out along three parallel and two intersecting streets, the patch is about one mile west of Continental No. 2. With the exception of two houses most likely built for plant managers -- three-bay, two-story clapboard single-family dwellings with gable roofs and intersecting roof pediments -- on the west end of town, all extant company housing in Continental No. 3 is the standard two-family type. Continental No. 3's wood-frame semi-detached houses are gable-ended, have the typical four-bay second floor, two interior brick chimneys, and full front shed-roof porches.

Continental No. 3's company store remains as well, facing SR 3009 and located in about the middle of town. Built around 1901, the building is in good condition and is essentially a mirror image of the store that stood in Continental No. 2. The structure is two stories high and the exterior material is clapboard. Rectangular in plan, it has a gable roof, an offset single-bay first floor entrance and a seven-bay second story on its main facade; all windows are double-hung wood sash. A large, one-story, coursed-ashlar mine building, perhaps the stable, stands south of SR 3009 about 100 yards west of the store.
HISTORY: The town was built by the Continental Coke Company to house its employees working at the Continental No. 3 mine and coke works. The mine facility was placed into operation in 1900. In 1901 the company built sixty-two double houses. Two years later, the H. C. Frick Coke Company acquired the property through a merger. At this time the plant had 297 employees, and 974 acres of assigned coal, which was reached by a 250'-slope. Sixty-five of the workers manufactured 121,800 tons of coke in that year.

In 1918 the Frick Company added twenty single dwellings to the town, and by 1928 daily coal production capability was 1,000 tons. The plant had two batteries of bank and two batteries of block beehive coke ovens; at its maximum, Continental No. 3 had 300 ovens available.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Davidson: Company Town
T 700 E of SR 1031, N of Connellsville, Connellsville Twp.
Construction Dates: 1868, 1902, 1903

DESCRIPTION: The town of Davidson consists of about twenty houses built on deep lots along one street and a short intersecting spur street. The extant buildings appear to be most of the housing that made up the portion of town north of the mine and coke ovens. All are double houses, although a few on the spur street have been altered and are now single-family dwellings.

Two types of double-family houses remain in Davidson, reflecting different building periods. On the south side of the main street two of the four buildings are double houses with board-and-batten siding. These houses have a single, central, brick chimney, a front shed-roofed porch, and a brick and rubble-stone foundation. While more substantially altered and aluminum sided, the houses on the intersecting road appear to be this same type. These buildings may date to 1868.
All thirteen of the frame houses on the north side of the main street and two on the south side are four-bay, rest on concrete-block foundations, have gable roofs that run parallel to the street, two brick chimneys, and hipped-roof porches over each front door entry; with the exception of a few replacements, all windows are one-over-one-light double-hung sash with small pediments at the top. All of these houses have shed-roofed porches, most of which are now enclosed, across the back. Small rectangular foundations of concrete at the back of these lots probably once supported outhouses for the homes.

HISTORY: The Davidson coal and coke plant was built by Norton, Faber, and Miskimmer and placed into operation around 1856. The Pittsburgh and Connellsville Gas, Coal and Coke Company, organized in 1860 with $300,000 in capital, sank a shaft and built forty beehive coke ovens at the site. In 1868, the company built a store and increased the number of workers’ houses at the mine. Most of these dwellings (approximately sixteen) were built south of the existing townsite. By 1883, the company had 296 beehive coke ovens in operation.

When the H. C. Frick Coke Company acquired the property on October 1, 1888, the mine had 1,992 acres of assigned coal which was accessed by a 120'-deep shaft. The coal vein was 7.8' thick. The plant had two long, curved, batteries of bank beehive coke ovens. Davidson experienced more violence than most during the 1894 mine protests; four strikers and one company official were killed here. In 1902 the company built ten double houses, and in 1903, added five more semi-
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detached houses. These dwellings were located north of the coke ovens. In 1903 the company had 204 employees working at the plant, sixty-seven of whom were engaged in coke manufacture, producing 93,300 tons of coke in Davidson's 333 ovens in that year.

By 1928 daily coal production capability was 1,000 tons. During World War II Davidson was mined-out and at the end of the war the ovens and mine were abandoned.

Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p., 1883. Map on file at the Fayette County Campus of Penn State University. 
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905-1913. 
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913. 
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921. 

Dawson: Company Housing and Borough
N of Youghiogheny River, opposite Liberty, Dawson

Construction Date: 1904

DESCRIPTION: Most of the buildings in the borough of Dawson are situated on small stretch of river bottom land tightly confined by the Youghiogheny River to the south and a steeply sloping, densely wooded hill to the north. The main road, Railroad Street, parallels the river and the tracks of the Baltimore & Ohio Railroad, which extends at grade through the middle of town. Main Street slopes up a ravine to the north, out of town. Most of Dawson's larger homes and its most architecturally distinguished commercial building -- the former bank of the Washington Coal and Coke interests -- stand at the intersection of Railroad and Main streets. It is this area, on the east side of Dawson, where the larger homes are located. Just two blocks to the west, on Galley Street the houses and lots are smaller, and the buildings are more densely packed together. This layout continues west and south to the river. The houses closest to the river, on the south side of the railroad tracks, are largely wood-frame one- or two-story buildings, set closely together. An unremarkable multi-span girder bridge, constructed in 1968, spans the Youghiogheny and leads up the side of a broad palisade, to the former mining towns of Liberty and Vanderbilt.
A number of miners who worked for the Washington Coal & Coke Company lived with their families in Dawson. Their homes were largely of two types. The most common is the wood-frame two-story double house. Several of these are on Galley Street. The other type, found on Strickler Street, is L-shaped and contains two stories with a cross-gable roof. The borough has about 150 houses in a two-block area on either side of Railroad Street. About fifty of these buildings are the double-family or the L-shaped type.

Photo 21. Dawson, Cochran house on Railroad Street.
In contrast to the smaller workers’ houses, the large houses on the east side of Dawson stand on spacious lots. The most impressive of these large residences is the Cochran House on Railroad Street. Built in 1890, it is an outstanding example of the Queen Anne style, popular in the late nineteenth century. Its exterior form is highly asymmetrical with conical- and pyramidal-roofed towers projecting above the second floor of the wood-frame residence. This asymmetry is enhanced by the use of patterned shingles around the towers, with projecting wood moulding separating the bands of shingles from the building’s clapboard siding. Two ornate brick chimneys extend through
the gable ridge of the roof, and a third brick chimney rises above the east facade. A decorative wood arch, set below a projecting pedimented porch, spans the main entrance. Above the entrance a squared tower with a pyramidal roof contains a recessed second-story porch complementing the entrance porch with yet another decorative wood arch. Behind the large Cochran residence stands a two-story carriage house with an ornamented gable roof.

Across the street from the Cochran house is the former bank building of the Washington Coal and Coke Company interests, erected in 1897. The two-and-one-half-story brick building appears to mirror the large Cochran home, its three-story conical-roofed turret rises above a stone-arched entrance, and its projecting gable dormers intersect with a large hipped roof. The building's stone arches and sturdy brick construction—Dawson has only one brick building from the late nineteenth century, a second Cochran house on Griscom Street—symbolize the wealth and influence exerted within the community by the Cochran family.

HISTORY: Dawson’s significance to the county’s coal and coke industry derives from its role as the general headquarters for the Washington Coal and Coke Company, one of the independent operators in the county bought out in 1930 by U.S. Steel’s Frick Coke Company. Incorporated as a borough in 1872, settlement at Dawson dates to the late eighteenth century when a sawmill operated in town, providing cut-wood for keel- and flat-boats constructed in the area. By the mid-nineteenth century, Dawson residents James and Sample Cochran had produced and sold the first Connellsville coke produced in a beehive oven.
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Some fifty years later, James Cochran founded the Washington Coal and Coke Company, opening Washington No. 1, No. 2, and No. 3 mines and coke works and constructing the coal patch town Star Junction, about six miles west of Dawson (see Star Junction: Company Town). When James Cochran died in 1894 his oldest son, Philip Galley Cochran, inherited the business. Throughout the beehive-coke era and well into the twentieth century, the Cochran family served as benefactors, vital civic figures, and the most important business people in the borough of Dawson. A number of the more impressive houses, churches, and the bank building in Dawson were built by Cochran family members during these years. Philip Cochran's wife, Sarah Boyd Moore Cochran, became owner of Washington Coal and Coke upon her husband's death in 1899, although Philip's cousin, Mark Mordecai Cochran, actually ran the company. In the early 1900s Sarah Cochran was responsible for the construction of Linden Hall, the impressive structure a few miles northwest of Dawson, overlooking the Youghiogheny River.

In addition to Star Junction, Washington Coal and Coke owned a number of other coke works and mines in the county, most of which were in the Dawson vicinity. Rather than build separate company towns for these works near Dawson, the Cochrans developed what is now known as North Dawson to house their workers from the Jimtown coke works, the Clarissa works, and the New Florence mines. Between 1904 and 1907 the Dawson Improvement Company, owned by the Cochrans, constructed a number of workers' houses north of the original borough.

In 1920 the borough of Dawson's population peaked at 956. Dawson has shared the same decline the entire county has experienced with the passing of the beehive-coke era.

Sources:
Lint, Eugene. Dawson resident. Phone interview, 9 September 1990.

Everson: Car and Repair Shops
On Pennsylvania Avenue in Everson

DESCRIPTION: Located on the southern limits of Everson Borough, the Everson car and repair shops contain one large shop building and three smaller storage buildings. Built about 1895, the shop building is the oldest structure on the site. The two-story wood-frame structure contains asphalt siding, a gable roof with metal ventilators, multi-light double-hung wood sash windows, and a stone foundation. A number of one-story additions are attached to the shop building, one of which probably dates from the 1890s. This early addition extends off the east facade of the shop and is of wood-frame construction. It contains a flat roof, asphalt siding, multi-light double-hung wood sash windows, and a stone foundation. A tall brick chimney is attached to this addition. One other historic structure stands near the shop building, a small one-story brick building. Erected in the early 1900s, it has common-bond red brick walls, a gable roof with two
metal ventilators, and a concrete foundation. Most of the other shop buildings have been demolished.

One other historic building, now a private residence, stands outside the fenced-in shops. Known as the cafeteria, it is a one-story structure with stretcher-bond red brick walls, a gable roof covered with slate, multi-light windows, concrete lintels and sills, and a concrete foundation. It was probably built in 1914.

HISTORY: In 1895 the H. C. Frick Coke Company erected its car shops in Everson to fabricate mining cars and rail cars for hauling coal and coke. The site at Everson was probably selected because of its central location to the Frick coal lands in Fayette and Westmoreland counties. It was served by both the B&O and Pennsylvania railroads, and it was near the Frick Company offices in Scottdale. The establishment of the shops at Everson marked the consolidation of three older shops of the Frick Coke Company. These included the Morgan Shop, Frick's first car shop, which was erected at Broad Ford in 1867, the Davidson Shop, established in Connellsville in 1870, and the Sterling Shop, built in 1871 at the Sterling No. 1 Mine near Dawson.

Materials for fabricating mine and rail cars were brought from steel mills in nearby Scottdale and the Pittsburgh area. By 1920 the shops contained the following buildings: Planing Mill and Machine Shop (1895), Boiler and Sheet Iron Shop (1895), Pipe and Tin Shop (1895), Blacksmith Shop (1895), Office and Supply House (1896), Pipe Bending Shop (1896), Power House (1905), Storage House (1906), Plate Bending Shop (1909), Electrical Repair Shop (1916), and Hospital (1917). All of the shop buildings were of wood-frame construction, similar to Everson's only surviving shop building. The cafeteria, a brick building, was constructed in 1914.

The shops continued to manufacture cars for the Frick mines and coke works after the company was absorbed by U.S. Steel. However, in the 1920s car fabrication was discontinued and the shops began to manufacture electric motors, fans, and hoisting equipment. It also became a central repair facility for electric motors and equipment for the Frick mines. The repair facility remained in operation until 1983 when U.S. Steel's Mining Division closed the shops. The property is currently for sale.

Sources:

Filbert: Mine, Repair Shops, and Town
SR 4006, at Filbert, Redstone Twp. Construction Date: 1909

DESCRIPTION: Located along Dunlap Creek between the towns of Filbert No. 1 and Fairbank, the Filbert mine and repair shops consist of several brick buildings, most of which date from the 1910s through the 1920s. A spur line of the Monongahela Valley Railroad served the mine and
Among the mine buildings still standing, the hoist is the most impressive. It is a one-story building with common-bond brick walls, a steel frame, and a gable roof. Near the hoist house is the one-story lamp house, a small brick building, and the slate house, a tall one-story brick building. Underground, near the vertical shaft, U.S. Steel installed a rotary car dumper in 1927; it was removed in 1957 when U.S. Steel ceased operating the rotary dump and coal dock. Also in the late 1950s, U.S. Steel removed the steel headframe serving the Filbert mine.

The main facilities of the Filbert shops included the two machine shops, supply house, boiler house, and stable. The machine shops were probably built in the 1910s and consist of tall one-story buildings with common-bond red brick walls, and gable roofs composed of riveted-steel trusses supporting wood and asphalt roofing. The stable, a large one-story brick building located near the entrance to the shops is perhaps the oldest building on the site. The boiler house is a tall one-story brick building with a steel frame and a gable roof. A trestle extends to a coal hopper, attached to the building, where coal was unloaded for use in the boilers. One other large building, the electric repair shop, stands on the site. It is a steel-frame structure with metal siding which was moved to Filbert from U.S. Steel's Everson Shops in 1987. The machinery in the machine shops is currently being sold and includes lathes, boring mills, and grinders, dating from the 1930s through the 1950s.

HISTORY: The Filbert shops and mine were built by the U.S. Steel subsidiary H. C. Frick Coke Company and placed into operation in 1909. The shops serviced mine cars and equipment from
other Frick mines in Redstone, Menallen, and German townships. Located nearby, the vertical shaft for the mine at Filbert eventually reached a depth of 549'. The mine encompassed 3,063 acres of assigned coal the principal vein of which was 7.2' thick. In 1912, the company had 280 employees at the Filbert shops and mine. The mine produced 252,196 tons of coal in that year.

Initially, coal from the Filbert mines, as with most Frick mines in the county, was coked locally, and shipped to the region’s steel mills via the Monongahela Valley Railroad and the Pittsburgh and Lake Erie. But with U.S. Steel’s 1920s shift from local coking of coal to the conveyance of coal to river docks along the Monongahela, and then for shipment to Clairton, Filbert’s coal was sent underground to the Palmer dock. The Palmer Coal Dock, built in 1927, was linked with the development at Filbert of a large underground rotary car dumper. Daily coal production capability was 5,000 tons in 1928. The dumper had a capacity of thirty-two cars and served not only the Filbert mine, but also the mines at Lambert, Footedale, Buffington, and Ralph. Coal was transported underground from these mines to the rotary dumper where it was deposited on a conveyor, and carried nearly 2.9 miles to the Palmer Coal Dock. This system remained in operation until June 1957 when U.S. Steel closed the mines and dock. Nothing remains of the Palmer Dock, reportedly once the largest river coal docks in the United States.

Although U.S. Steel retired the Filbert mine in the late 1950s, its repair shops were enlarged when U.S. Steel consolidated its mine car and equipment repairs for its Fayette County mines. The steel company closed its repair shop at nearby Ralph and brought some machinery and equipment to
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Filbert. The Filbert shops handled the repair of mine cars, cutter heads, locomotives, conveyors, hydraulic equipment, and electric motors, which were brought to the shops by truck. When U.S. Steel closed the shops in 1989 only eight men were employed at Filbert.

South of the shops are the towns Filbert No. 1 and No. 2 which were built by the H. C. Frick Coke Company to house the employees working at the Filbert mine and shops. Filbert No. 1 is the larger and eastern most of the two, and the town with which the company store was first associated. In its opening year, 1909, the company built seventy-eight double houses and seven single houses at Filbert No. 1 and Filbert No. 2. In both patch towns the company built an additional ten double houses and eight single houses in 1917.

The Union Supply company store, built around 1909, is a two-story building in good condition, standing in the valley between Filbert No. 1 and Filbert No. 2., it contains brick walls and a flat roof. The main facade has three bays, and one-over-one-light, double-hung sash windows.

Sources:
Graziani, Anthony J., Geologist and Field Inspector, Resource Management Division, USX Corporation, Telephone Interview, 10 September 1990.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.

Gates: Mine and Company Town
S of Middle Run on the Monongahela River, German Twp. Construction Date: ca. 1899

DESCRIPTION: No mine buildings survive from the Gates mine, nor does anything survive of the tipple that loaded coal onto barges. The town is situated on a hill overlooking the river. The houses stand along two parallel main streets that run east to west. Some thirty houses survive from the early 1900s. Most of these are two-story wood-frame double houses with gable roofs running parallel to the main facades. About half the double houses have a single brick chimney at the center of the gable ridge. However, a number of the double houses have two brick chimneys extending through the gable ridge. The old company store is currently used by a small metal-fabricating company. It is a two-story brick building featuring an ornamented brick parapet wall, brick segmental arches spanning the window openings, and the remains of a wood cornice at the central entrance on the main facade. The original storefront windows have been infilled with concrete and glass-block. The town's only church, St. Mary's Roman Catholic Church, a former company-built double house, was closed in 1986.

HISTORY: Located on the Monongahela River, the coal mine at Gates was established by the American Coke Company about 1899. Two years later H. C. Frick Coke Company acquired the
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shaft mine. It is not known whether the American Coke Company or the Frick Coke Company
laid out and built the town of Gates. However, the mine employed about 450 workers in the early
1900s, most of whom lived in Gates. The town was fairly isolated, perched above the river in
southwestern German Township. The nearest large town was Nemacolin, located across the
Monongahela, in Green County. Around eighty double houses, six four-family houses, and a
twelve-room boarding house were built in Gates in the early 1900s. The town’s largest building,
a two-story brick structure, was probably built in the 1910s and served as the company store.
(There may have been an earlier company store that was replaced by this larger brick building.)
U.S. Steel’s Union Supply Company operated the store.

The Gates mine was served by the Monongahela Valley Railroad. However, a barge-loading facility
and tipple were built on the Monongahela River, probably in the early 1920s, and coal produced
at Gates was shipped to the U.S. Steel’s huge by-product coke works at Clairton. The Gates mine
suffered two explosions; the first, occurring in 1922, was the more severe. It claimed several lives
and many were injured. The second explosion occurred in 1924 when a new area of the mine was
being opened. Though no one was killed, several miners were injured. The Gates mine operated
until 1948 when it and the barge-handling facility were closed.

Sources:
General Mine Map of the Gates Mine, German Township, Fayette County, Pennsylvania, September 1928. Compiled
by the Engineering Department of the H. C. Frick Coke Company, Scottdale Pennsylvania. Original on file in
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.
Printer 1904.
Tomaczech, Walter F. Resident of Palmer (Adah) who worked in the Buckeye Mine at Nemacolin, Greene County,

Griffin No. 1 and No. 2 Coke Works
Masontown vicinity, Nicholson Twp. Construction Date: ca. 1900

DESCRIPTION: Located along Cats Run just outside the southeast boundary of Masontown
Borough, the Griffin No. 1 coal mine and coke works had one battery of double-block rectangular
coke ovens. When in full production, 310 ovens were in operation. Sections of the ovens remain
in moderately deteriorated condition and the site is heavily overgrown. These and the coke ovens
at Allison No. 1 are the best preserved rectangular ovens in Fayette County.

Virtually nothing remains of the mine except a large slate pile below Fairview Street. Originally
the drift mine led to a tipple that stood just east of the coke ovens. A trestle from the mine
mouth, which was on the north side of Cats Run, crossed the stream to the tipple. In addition to
the mine and tipple, two mine buildings stood just east of the mine mouth. This included the
machine shop and barn. Both have been demolished. East of the coke ovens on the south side
of Cats Run stood a powerhouse and a bathhouse. These were probably brick buildings and are
no longer extant.

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Also located along Cats Run west of Griffin No. 1, the Griffin No. 2 works probably had rectangular coke ovens similar to its sister operation. When in full production, 196 ovens were in operation. Access to the Griffin No. 2 works was limited due to private property restrictions. Just as the sections of the coke ovens at Griffin No. 1 are in moderately deteriorated condition, it is likely that some of ovens at Griffin No. 2 also survive. The latter site has seen little man made change to its landscape; however, it is very overgrown with vegetation and trees.

HISTORY: The Griffin No. 1 coal and coke works were built by the Bessemer Coke Company and placed in operation sometime between 1899 and 1903. In 1903, the plant had 310 employees, 160 of whom were engaged in coke production. The coke plant had 310 coke ovens available and produced 150,142 tons of coke in that year. By 1921 the Hillman Coal and Coke Company acquired the plant.

The Griffin No. 2 coal and coke works were also built by the Bessemer Coke Company and placed in operation between 1899 and 1903. In 1903, the plant had 181 employees, eighty of whom were engaged in coke production. The coke plant had 149 coke ovens available and produced 72,043 tons of coke in that year. At its peak, the plant had approximately 196 coke ovens available. It is not known when the mine and coke works closed.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Hill Farm: Mine and Coke Works
N of SR 1028 along T 703, Dunbar Twp. Construction Date: 1872

DESCRIPTION: The few surviving beehive coke ovens at Hill Farm are located in a heavily wooded area along local road T 703 near its intersection with SR 1028. About six ovens in moderately deteriorated condition remain. Of brick and stone construction, these six coke ovens were part of a battery of double-block beehive ovens. Although the coke works at Hill Farm was established in 1872, it is not certain that the few surviving ovens date from this time. The location of the mine is not known precisely; however, it was probably west of the coke ovens and extended into the hillside.

HISTORY: The coke works and mine at Hill Farm were established in 1872 and remained relatively small throughout its years of operation. No housing was built at Hill Farm for the workers. The mine and coke works were served by Mount Pleasant Branch of the Pittsburgh & Connellsville Railroad, and coke produced at Hill Farm was probably shipped to the blast furnaces at nearby Dunbar. The Hill Farm works was probably abandoned in the early 1900s. The surviving beehive ovens at Hill Farm are among the oldest extant coke ovens in Fayette County.
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Source:

Hoover: Coke Works
Southeast of McClellandtown near Hoover, German Twp.

Construction Date: ca. 1908

DESCRIPTION: The Hoover coke works contains one battery of seventy-nine bank beehive ovens and one battery of 100 double-block beehive ovens. The bank beehive ovens are situated at the foot of a steeply sloping hillside on top of which stands about six wood-frame houses, dating from the 1910s. About twelve wood-frame houses, built about 1910, are located south of the coke works and form the community of Hoover. To the north of the coke works is a deteriorated ca. 1940 tipple. The grade of the Monongahela Valley Railroad, the line that served the works, is still visible. The condition of the batteries of coke ovens ranges from moderately to severely deteriorated. Nonetheless, they are among the best extant examples of bank and double-block ovens in the county. (See also Shamrock: Mine and Coke Works.)

HISTORY: Around 1908 James Hoover, a farmer in German Township, decided to mine coal from the Pittsburgh seam which extended below ground on his property. Hoover opened a slope mine and soon after erected seventy-nine beehive coke ovens, later adding 100 double-block beehives. Throughout their operation the original seventy-nine beehive bank ovens were hand drawn, whereas the double-block beehive ovens were subsequently machine operated. The entrance

Photo 28. Hoover, battery of beehive ovens.
Coal and Coke

to the slope mine was north of the coke ovens. Medium-volatile coal was mined on the Hoover property and brought to the coke ovens.

Hoover subsequently formed a partnership with Messrs. Harah and Parshall of Uniontown, and upon Hoover's death Harah and Parshall retained the business. The Hoover works closed in 1922, about the time of the bituminous coal miners' strike. The works and mine remained abandoned until 1939 when the Pennsylvania Coal Company, headed by the Noble brothers, acquired the property. This company operated the works until 1942. The slope mine was never reopened and instead the land was stripped for coal. After the Noble brothers sold the business, the coke ovens were operated sporadically, finally closing in the early 1950s. They have been abandoned ever since.

Source:
Noble, Max. Former co-owner of the Pennsylvania Coal Company and a resident of Shoaf, Pennsylvania. Interview 9 August 1990.

Juniata: Mine, Coke Works, and Company Town
Located along Bute Run, south of T 625, near Juniata, Dunbar and Franklin Twps. Construction Date: 1880

DESCRIPTION: The only remains of the Juniata mine and coke works are the deteriorated beehive coke ovens that extend along the south side of Bute Run. The ovens are most easily viewed along a power line where the vegetation has been cleared. Two parallel batteries, one bank beehive, and one double-block beehive, extend about 300' in length. They are in a severely deteriorated condition.

Situated on top of a hill overlooking the hollow formed by Bute Run, the company-built town of Juniata was laid out in a small rectangular plan, bounded by two parallel roads running north-south, about 200' long, and two short roads at opposite ends of town, each about 50' long. About thirty of the old company houses survive. These are gable-ended, two-story wood-frame double houses. The original hipped-roof porch extends across the main facade of several of the houses.

HISTORY: The Juniata mine and coke works were built by the Juniata Coke Company and placed into operation on September 16, 1880. By the turn of the century the company had 235 employees at the plant, eighty-five of whom were engaged in coke production. The coke works contained 250 beehive ovens and in 1903 produced 132,946 tons of coke. In 1908 the H. C. Frick Coke Company acquired the plant. At this time the shaft mine had 1,078 acres of assigned coal and extended to a depth of 229'. The Juniata mine and coke works continued operating at least through the 1920s. The ovens and mine have been abandoned for many years.

The largest number of houses were constructed in Juniata occurred in 1891. That year the Juniata Coke Company erected five single houses and twenty-three double houses. Six more double houses were constructed in 1892. The Frick company constructed twelve double houses in 1911, and added six single and three double houses in 1917-18. The company store that once stood in Juniata has been demolished.
Coal and Coke

Photo 29. Juniata, battery of bank beehive ovens.

Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania, n.p. 1883. Map on File at the Fayette County Campus of Penn State University.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.

LaBelle Coal Preparation Plant
On Monongahela River, northwest of LaBelle, Luzerne Twp. Construction Date: ca. 1946-50

DESCRIPTION: The plant is situated along river-bottom land, across the Monongahela from the town of Vestaburg. A large steel-frame and cable suspension bridge, with a span of nearly 1,500’
between the towers, supports a conveyor that linked the mine at Vestaburg with the LaBelle plant. East of the bridge, downriver, the main preparation building stands, which houses the primary and secondary processing vessels, along with the centrifugal driers, and to the east the main plant contains the coal blending bends. Upstream, to the west, stands the slate-handling facility, a massive structure containing reinforced concrete silos and steel-frame conveyor buildings. A large barge-loading area extends about two miles along the river, below the concrete silos and main plant. The one major addition to the original plant is the barge-unloading dock, erected about 1957 and fabricated by Heyl & Patterson of Pittsburgh. The unloading dock is located just upstream from the barge-loading area.

The plant contains several other structures, including the most architecturally distinguished building, the plant office. Dwarfed by the nearby concrete storage silos, the one-story office building features yellow-brick walls with darker, horizontal brick banding. Its projecting main entrance contains double doors and is flanked by two metal lamps. It measures approximately 30' x 20'. The flat roof has a low brick parapet wall wrapping around its perimeter. Located nearby, the one-story wash house has a similar appearance to that of the office, with yellow-brick walls and a darker horizontal brick banding. It measures approximately 35' x 20'.

HISTORY: About 1946 the Vesta Coal Company, a subsidiary of the Jones & Laughlin Steel Corporation, began construction of the LaBelle preparation plant. The site selected was swampy river-bottom land that required a large amount of dirt fill to build the plant and barge facility.
Coal and Coke

The H. C. McGraw Company of Pittsburgh served as principal contractor for the project. The plant took nearly four years to build and finally opened in late spring 1950. Reportedly the largest coal preparation facility in the United States at the time, it featured a state-of-the-art coal preparation building, where much of the primary and secondary washing, as well as blending of different grades of coal, was automated. In addition, the slate handling system (slate is one of the principal impurities removed from the coal) included a mobile stacker manufactured by the Jeffrey Manufacturing Company, the only one of its kind built in the United States.

In its first years of operation the LaBelle Preparation Plant received coal from the Vesta Coal Company's Vesta mines, across the river in Washington County. Coal from Vesta No. 4 and No. 5 was carried underground to a dumping facility below the conveyor bridge on the Vestaburg side of the river. Two rotary dumpers handled coal from the mine cars. From the Vesta No. 4 mine coal was brought to one of the rotary dumpers in 5-ton cars. This dumper could handle four cars. Mine cars from Vesta No. 5 had a capacity of 10 tons and were handled by the second rotary dumper which could accommodate three cars. From the rotary dumpers the coal was crushed and conveyed across the suspension bridge to the main preparation plant, where it was deposited into the primary vessels. Using magnetite as an agent to establish a specific gravity of 1.5, coal was separated from slate. Slate was conveyed as a slurry to the large concrete silos, and then transported by conveyor belt to the Jeffrey stacker on top of the hill above the Labelle plant. Coal was transported from the primary vessels to the secondary vessels where, with a specific gravity set at 1.35, metallurgical coal was separated from steam coal. From the secondary vessels, coal was dried in centrifugal driers, and delivered to the blending bends. Finally, from the blending bends the processed coal was shipped by barge, rail, or truck to the customer.

In the 1950s Jones & Laughlin reorganized Vesta Coal, forming the Vesta-Shannopin Coal Division of the Jones & Laughlin Steel Corporation. At this time, steam-coal mined at the Shannopin mine, near Bobtown in Greene County, was introduced to the LaBelle plant, resulting in the construction of a new barge-unloading facility at LaBelle. With Shannopin and Vesta coal processed at LaBelle, the various blends of the two coals were used at the J&L South Side Works in Pittsburgh and the Aliquippa Works in Aliquippa. And, much of the coal from the LaBelle plant was coked at the J&L by-product coke plant at Hazelwood in Pittsburgh.

Throughout the 1950s, J&L employed about 450 men at the LaBelle plant. This accounted for two eight-hour shifts for processing coal, and one midnight-to-eight a.m. shift for maintenance purposes. Though the plant was designed for a capacity of 2,400 tons per hour, typical production amounted to 2,000 tons per hour. Although J&L had constructed the town of Vestaburg in the early 1900s, by the time the LaBelle Preparation Plant came on line in 1950, workers no longer lived exclusively in company-built housing. Employees at LaBelle, as well as the Vesta mines, commuted from as far away as Washington, Connellsville, and Uniontown.

In 1963 J&L acquired the Hillman Coal & Coke Company's Gateway mine in Washington County. This marked a significant extension of J&L's metallurgical coal holdings and the coal mined at Gateway was processed at the LaBelle plant. Beginning in 1963 LaBelle shipped its coal not only to J&L plants, but also to the by-product coke plants operated by Shenango and Wheeling-Pittsburgh. Following the takeover of Jones & Laughlin by LTV Steel in the late 1960s the plant
continued in operation, receiving coal principally from the Vesta and Gateway mines. However, in 1982 LTV sold the LaBelle processing plant to A. T. Massey Coal Company of Richmond, Virginia. The following year LTV closed the Vesta mines. As a result, the Massey coal cleaning operation relied entirely on the Gateway mine and outside coal producers for its business at LaBelle. Massey installed a new electronically automated system in place of the original mechanical system, which permitted operation of the plant with only a small crew. In fact, presently only about a dozen men, working a single shift, are employed at LaBelle. The daily production ranges from 3,000 to 10,000 tons of coal.

Source: Carl, John C. Maintenance superintendent at the LaBelle plant. Telephone interview, 17 September 1990.

Leckrone No. 1: Company Town
T 383 and T 386 off SR 3013 about 3 miles E of where Rte. 21 crosses Monongahela River, German Twp.
Construction Dates: 1899, 1902, 1922, ca. 1940s

DESCRIPTION: About thirty double-family houses line the street of the company town, Leckrone No. 1, which is on the side of a hill that slopes gently from east to west just south of the former coke works and mine site. In general, the houses south of SR 3013 have been more substantially altered with aluminum siding, shutters, or new roofing, while those to the north display more of the town’s original fabric and include a number of extant outhouses as well. All of these semi-detached houses are gable-ended four-bay wood-frame structures.

Two Mt. Zion Baptist churches stand on a semicircular road also just north of SR 3013. The earlier of the two, dating to 1922, is a simple gable-roofed structure of cast-stone with multipaned casement windows and double brick voussoirs; it appears to be abandoned. Immediately to the west is a similarly simple, larger, aluminum sided church on a stretcher-bond brick foundation; this appears to be the building currently used by the congregation and probably dates to the 1940s.

About one-quarter of a mile north of Leckrone No. 1 on T 710 there are three community buildings extant. The stretcher-bond red brick Leckrone post office and superintendent’s building is on the west side of the road. Roughly square in plan, it rests on a coursed-stone foundation, has a flat roof and three arched openings with double voussoirs on its front -- a central doorway and flanking pairs of one-over-one-light, double-hung sash windows. Across the street is the six-bay, two-story common-bond red brick company store. This structure also has a flat roof, but includes more decorative brick work with three pilasters, corbelling, and corbelled arches above its second-story windows. A common-bond yellow brick ice house addition adjoins the store on its north side.

Two mine buildings, a square, hipped-roofed, common-bond red brick structure on a coursed-ashlar foundation, possibly the boiler house, and a larger, brick and corrugated-metal, gable-roofed building with multipane casement windows, are extant northwest of Leckrone No. 1 between the town and the store.
HISTORY: The Leckrone No. 1 mine and coke works was placed into operation in 1899 by the Eureka Fuel Company. The H. C. Frick Coke Company operated the mine after January 31, 1902, and acquired the mine through a merger on March 28, 1903. At this time the mine had 2,239 acres of assigned coal, which was accessed by a slope and a drift (100' of cover); the coal vein was 7.6' thick. While the store -- half way between Leckrone No. 1 and No. 2 -- and some houses were constructed prior to the Frick Company taking over, the bulk of the housing at the Leckrones was built after 1901. Most houses were constructed in 1902, when the company built seventy-five double houses and twenty-four single houses. About 35 percent of these dwellings were at Leckrone No. 1, 30 percent at Leckrone No. 2 and the remainder in small clusters near the plant but separate from the main patches.

In 1903 the Frick Coke Company employed 562 workers at the plant, 214 of whom were engaged in producing 417,519 tons of coke that year. In April of 1922, the Leckrone operation was among the first four plants in the Connellsville coke region to shut down during the national strike. By 1928 daily coal production capability was 1,800 tons, and the plant had two batteries of block and one battery of bank beehive ovens, approximately 516 ovens altogether.

Sources:

Coal Age. Vol. 21, No. 14, 6 April 1922.
Coal and Coke


Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Leckrone No. 2: Company Town
Along T 389, T 382 and N of SR 3012, 1 1/2 miles E of intersection of SR 3012 and Rte. 21, German Twp.

Construction Dates: 1899, 1902

DESCRIPTION: Approximately twenty houses remain in the town of Leckrone No. 2, which is located about 1/2 mile northeast of Leckrone No. 1. With the exception of one single-family dwelling on the east side of town, all the dwellings in Leckrone No. 2 are two-family houses. Resting on rubble-stone foundations, painted white, these gable-ended semi-detached houses have a single, central brick chimney, and shed-roofed front porches. An unusually large number of outhouses are also extant.

HISTORY: (See Leckrone No. 1: Company Town)

Leisenring No. 1: Company Town
Current Name: Leisenring
Either side of SR 1039 at intersection with SR 1051, Dunbar Twp.

Construction Dates: 1880, 1899, 1917, 1918

DESCRIPTION: Leisenring No. 1, immediately north of where the mine complex and coke ovens once stood, is comprised of nearly 100 houses, most of which are gable-ended semi-detached two-family homes. Situated on a hillside along seven streets, with alleys between, the bulk of Leisenring No. 1 is east of SR 1039; the majority of the double-houses are saltbox-style with the rear slope of the roof extended further down than the front and an attached shed across the back which was usually the kitchen. The sizeable lots, many with outhouses at the back along the alley, are about 130' x 85'. Other semi-detached houses are near the top of the hill on Highland Avenue and are the more common regional type with a standard gable roof and shed addition across the back. The uppermost street of houses in Leisenring No. 1 consists of ten single-family houses on cast-stone foundations. Built in 1917, they are three-bay, gable-ended, single-story houses with a central brick chimney, and shed roof over the central front doorway.

Two large dwellings, which were probably single-family management houses, are on top of the hill at the northeast corner of town. Two-and-one-half stories tall, they have intersecting gable and hipped roofs and full front porches. These houses have been modified and are now two-family homes. A large, hipped-roof, single-family house is also extant on this side of Leisenring No. 1, across the street from the rows of semi-detached saltbox housing. It, too, was most likely a manager's house. Roughly square in plan, it has a hipped-roof, an off-center brick chimney,
hipped-roof full front porch, and has had aluminum siding and new roofing applied. South of this house is the Leisenring Presbyterian Church, a gable-roofed frame building that has six Gothic-style windows on each side, a raised basement, and a concrete foundation. The Leisenring No. 1 store, still used as a store but housing other small businesses, as well, is southeast of the church and centrally located in town, about 350' north of where the coal tipple once stood. It is roughly rectangular in plan with a gable roof running its length and an intersecting gable on its front at the west end. Recently repainted, it sits on a coursed-stone foundation and has roof brackets and decorative shingling on its intersecting gable.

Steps provide pedestrian access to the western side of Leisenring No. 1, which is at a slightly higher elevation. At the top of its hill the foundation of the Leisenring No. 1's school is extant. The remainder of this portion of town consists of another kind of gable-roofed double house, also frequently found in the region. These houses have central chimneys and are slightly larger than the semi-detached houses on Highland Avenue.

HISTORY: The coal company town Leisenring No. 1 was built by the Connellsville Coke and Iron Company, John Leisenring owner, to house the employees working at the Leisenring No. 1 mine, which was placed into operation in 1880. The original Leisenring tract had 8,500 acres which the
company divided among three mines and towns; it was the largest single tract in the Connellsville coke region. Connellsville Coke and Iron constructed seventy-three double houses and the company store was also built prior to 1890.

When the H. C. Frick Coke Company purchased the property in 1890 the mine had 2,704 acres of assigned coal and a 374'-deep shaft. After acquiring the entire Leisenring tract, the Frick Coke Company engaged the Trotter Water Company to supply water to quench the coke ovens as well as for domestic use in the towns. (Trotter obtained its water from the Youghiogheny River, north of Connellsville, and it was piped by gravity to the Leisenrings.) In 1899 the Frick Coke Company expanded Leisenring No. 1’s housing stock, building ten double houses. In 1903 the company had 410 employees at the plant, 125 of whom were engaged in coke production. The plant produced more than 200,000 tons of coke in that year. The operation continued to grow and at its maximum had approximately 500 ovens. As the Leisenring No. 1 operation grew, more houses were added -- ten single houses in 1917 and three double houses in 1918. A frame recreation hall, bath house and swimming pool -- none of which remain today -- were also built between 1910 and 1911.

The economy of the entire Connellsville coke region, including Fayette County, was slow during the depression years in the 1930s, but World War II created a tremendous demand for coke to fuel the steel mills. The Leisenrings benefited from this renewed demand, and their coke ovens operated at full capacity to ship about 500,000 tons of beehive coke in 1944, an output greater than that of the entire Connellsville coke region in the 1930s. During the war years, in fact, the
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Leisenring mines, were the only ones in the region to export coal, since they mined far more than their ovens' ability to handle.

Leisenring No. 1's mine and ovens closed in the early 1950s following the Korean War, and the town was sold to Cleveland realtor, John W. Galbreath, in 1950. Galbreath, in turn, sold the houses individually. In 1959 and 1960 the mine buildings and coke ovens were disassembled. Today, Leisenring No. 1 is one of Fayette County's largest former company towns.

![Photo 34. Leisenring No. 1, rear view of "salt-box"-style two-family house.](image)

Sources:

Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883. Map on File at the Fayette County Campus of Penn State University.


Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.


Leisenring No. 2: Company Town
Current Name: West Leisenring
W of SR 1051 and Rankin Run, about 4 1/4 miles NE of Uniontown, Dunbar Twp.

DESCRIPTION: Leisenring No. 2’s company town sits on a hill sloping west of SR 1051; the mine and coke works formerly stood immediately to the east. The mine’s headframe, erected ca. 1943, was moved around 1957 to the Maple Creek mine in Monongahela, Washington County. It is the only Fayette County headframe known to survive (today it is used to haul refuse from the Maple Creek mine). Approximately seventy-five houses remain in the town of Leisenring No. 2, the vast majority of which are the region’s typical late-nineteenth, early-twentieth century gable-ended double-family homes.

About seventeen single-family houses are included in Leisenring No. 2 today, and most of these are former workers’ houses lining what was called Community Avenue (SR 1051) as it ran out of town to the north towards Leisenring No. 1. These houses are more recent, ca. 1910s, single-
story frame structures with a central brick chimney and an intersecting gable roof. The remainder of the extant single-family houses were constructed for management. Five of these line the west side of Third Street, the uppermost street in the town. These houses are two-story, three-bay, gable-ended, clapboard structures (most of which are now aluminum sided) with intersecting pediments on the front. They have a brick chimney at each end and a shed-roof porch across the front. The Leisenring No. 2 superintendent’s house also remains. Across the road to the north of the streets of double houses, it is a two-story, five-bay, brick building. The house originally had six rooms; it has been enlarged and is today painted white. It also originally has a spring house associated with it, and was just up the street from the company’s office which once stood on SR 1051. A three-family tenement -- quite rare in the Connellsville coke region -- across the street from the office is no longer standing either.

Two churches, both of which date to before 1909, remain in West Leisenring at the south end of Third Street. A simple wood-frame, recently aluminum sided, Roman Catholic church rests on a cast-stone foundation and has a more recent church building immediately to its south. The Presbyterian church, also on a cast-stone foundation, is a wood-frame structure with a truncated tower on its north side. A rectory with a partially enclosed front porch was added to the original church around 1910. The Leisenring No. 2 school, which stood at the north end of Third Street, is no longer extant.
At the south end of town is the company store and the community hall; the store's warehouse, which was between the two buildings, no longer remains. Built in 1925, the community hall is a two-story, stretcher-bond red brick structure with a basement that is rectangular in plan and runs parallel to the street. All second floor windows have been infilled with brick and the gable ends contain decorative brick work and corbelling. The hall originally had two bowling alleys and showers in its basement, and a gym for basketball and roller skating and a barber shop upstairs;

Photo 37. Leisenring No. 2, headframe, now at Maple Creek mine, Washington County.
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presently, wooden pallets are made in the building. The exterior of the former company store, south of the community hall has been substantially altered. It rests on its original rubble-stone foundation, but has been refaced with aluminum siding and the foundation on the east side has been covered with a veneer of multi-colored, regular-coursed stone.

HISTORY: Leisenring No. 2 was built by the Connellsville Coke and Iron Company to house its employees who worked at the Leisenring No. 2 mine and coke works. The mine went into operation January 1, 1882. The Connellsville Coke and Iron Company had constructed more than fifty houses and a company store prior to 1890 when the H. C. Frick Coke Company purchased the three Leisenrings. Leisenring No. 2 had 2,991 acres of assigned coal which was mined via a 398'-deep shaft. Between 1890 and 1925 Frick built more than forty additional double houses and thirty single houses. About twenty of these double dwellings were constructed east of the mine works in an area referred to as Bute.

In 1903 the company had 423 employees at the plant, 157 of whom were engaged in producing 187,600 tons of coke that year. At its maximum, the plant had 500 ovens available; five batteries of bank beehive coke ovens and one battery of block beehive ovens.

While the Leisenrings seem not to have shut down entirely during the 1922 strike, the mine and works at Leisenring No. 2 were operating at about 90 percent by mid-June. At Leisenring No. 1 the coke ovens were gradually opening in September. The brick community hall was built a few years later in 1925, and by 1928 the daily coal production capability was 1,650 tons and coke production 1,100 tons.

Like Leisenring No. 1, Leisenring No. 2's plant closed in the early 1950s after the World War II and Korean War flurry of production, and the bulk of West Leisenring was sold in December of 1950 to John W. Galbreath. (See Leisenring No. 1 for additional history of the Leisenrings after the 1920s.)

Sources:
Coal Age. Vol. 22, No. 11, 14 September 1922.
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883. Map on File at the Fayette County Campus of Penn State University.
Local informant, 1990.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.
Leith: Company Town
South Uniontown, Union Twp.

DESCRIPTION: Now considered a suburb of Uniontown, the town of Leith was originally on the outskirts of town along the Baltimore & Ohio and Pennsylvania railroad lines. Laid out in a linear plan, the town had about thirty wood-frame double houses of which about twenty-five survive. Each double-house was built with a gable roof, stone foundation, and two brick chimneys extending through the gable ridge. Many, though not all, retain these original chimneys.

In addition to the wood-frame houses, two large brick buildings were erected at Leith. One of them, located to the north at the head of the original main road into town, served as the company store. Now boarded up and unoccupied, this two-story building with a flat roof, contains little ornamentation. A projecting row of bricks forms a cornice for the parapet wall that extends along the main facade. The building has another cornice extending the length of the main facade between the first and second floors. A stone foundation supports the common-bond red-brick walls. The other brick building served as the school and contains a large hipped roof, tall and narrow multipane windows, and a stone foundation. The two-story building features an arched recessed entrance. Now serving as artists' studios, the building is located on the southernmost side of the town.

Two batteries of double-block beehive coke ovens were located along the railroad tracks, just east of Leith. The coke ovens were in parallel rows and extended some 800' in length. Although the railroad line remains in use by CSX the coke ovens have been obliterated.

HISTORY: Leith is a "patch" or coal company town which was built by the Chicago and Connellsville Coke Company to house the employees working at the Leith mine and coke works. The mine and coke works were placed in operation in the 1880s. Housing for workers and managers was built over several years following the opening of the mine. The largest number of houses was constructed in 1880, when the company built two single houses and sixteen double houses. In 1889 the H. C. Frick Coke Company acquired the property. The Leith mine, a shaft operation some 280', deep, possessed 1,542 acres of assigned coal. The coal vein was 7.4' thick and daily coal production capability was 2000 tons. In addition, the Chicago and Connellsville Coke Company initially erected 106 coke ovens as early as 1881--a number that had been expanded to 178 by 1883. Coke produced at Leith in the 1880s was sold to the Joliet Steel Company in Illinois. By the turn of the century the Leith mine and coke works employed 321 workers, 116 of whom were engaged in the production of coke. Leith produced nearly 120,000 tons of coke in 1903, very likely its greatest output during its years of operation. By 1928 the plant had two batteries of block beehive ovens, with a total of 308 ovens in place, and produced 750 tons of coke per day. The coke works and mine were probably closed in the 1930s and never reopened.
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Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania, n.p. 1883. Map on File at the Fayette County Campus of Penn State University.


Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.

Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.


Lemont: Company Town
Current Name: Lemont Furnace

Construction Dates: 1891 to 1918

NE of Uniontown 3 miles, approximately 1/2 mile east of Rte. 119, North Union Twp.

DESCRIPTION: About sixty-five houses remain in Lemont which accounts for about 70 percent of the original housing stock. Stretching up the hill in a grid plan, the town is across the railroad tracks to the southeast of the mine and coke works.

The company store is a large, rectangular, common-bond red brick structure with two parallel gable roofs running its length. Built on the side of a small slope, the store sits on a rubble-stone foundation, has two brick chimneys, and all of its arched windows have double voussoirs that have been infilled with brick; the northeastern section of the building, which has experienced less renovation, retains its round ventilator windows in its gable ends and some of its decorative wooden moulding at the base of its pediment.

The vast majority of Lemont’s extant housing displays one of the common regional types -- gable-ended semi-detached, frame, four-bay houses with two interior brick chimneys, and full shed-roofed front porches. A number of single-family houses remains also. A few three-bay frame houses, with a central brick chimney and gable roof parallel to the road, line the street entering town from the northeast; these were probably management housing. Fifteen smaller, ca. 1910s, single-family houses line a street up the hill near where the Lemont school once stood. These former workers’ houses have intersecting gable roofs, rest on concrete-block foundations and have single, interior, brick chimneys.

HISTORY: The coal patch town of Lemont was built by the McClure Coke Company to house the employees working at the Lemont No. 1 and No. 2 mines, which were placed into operation in 1890. The greatest number of houses was constructed in 1891 when the company built forty-seven double and two single houses. Twenty-three additional double houses were built in 1893. The town had two company stores -- one frame and one brick; both were built before 1900 when
the H. C. Frick Coke Company acquired the property. The Frick Company added ten double houses in 1902, eleven double houses in 1912, seven double houses in 1914, and fifteen single houses in 1917. Ten additional single houses were constructed in 1918. After 1901 the Union Supply Company, like the Frick Company a subsidiary of United States Steel, ran the stores in Lemont.

Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883. Map on File at the Fayette County Campus of Penn State University.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.
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Lemont Mine and No. 1 and No. 2 Coke Works
Lemont Furnace vicinity, Union Twp.  

Construction Date: ca. 1871

DESCRIPTION: Located on the north side of the CSX Railroad tracks, west of the town of Lemont Furnace, very little remains of the Lemont No. 1 coke works. Only three beehive ovens, in moderately deteriorated condition, survive on the site that once contained nearly 300 beehive ovens. Originally at least two batteries of double-block beehive ovens stood here and were served by the Uniontown Branch of the Pittsburgh and Connellsville Railroad. A coal reclamation project, which continues to operate on the south side of the CSX tracks, is apparently responsible for the demolition of the Lemont coke ovens.

The remains of the Lemont No. 2 coke works are far more substantial than those at No. 1. Located on the south side of the CSX line, southwest of Lemont, the No. 2 works feature three batteries of double-block beehive ovens and one battery of bank beehive ovens. Though partially covered with vegetation, these ovens range in condition from moderately to severely deteriorated. They are the best-preserved coke ovens in Union Township.

HISTORY: The Lemont No. 1 coke works was built by the Lemont Furnace Company pursuant to an agreement with Ewing, Boyd, and Company. Construction of the plant began around 1871, and the first ovens probably were built shortly thereafter. Exact ownership is unclear for this early
period, but it appears that Alexander Ewing, James Hanna, and Robert Hogsett exercised controlling interest in the property. By 1883 the property was owned by Robert Hogsett, James Hanna and Thomas Rabe and had 150 ovens. Most of the coke was used to provide fuel to the Lemont Iron Furnace which was also located on this site. Hogsett continued to operate the plant until 1889 when the McClure Coke Company acquired the property.

Beginning in July 1890, the H. C. Frick Coke Company operated the plant. The number of ovens was increased to 294 by 1892 and the Frick Coke Company acquired the mine and coke works in 1903 through a merger. The drift mine had 2,545 acres of assigned coal (shared with Lemont No. 2). The coal vein was 7.8' thick. The coke works had one battery of block beehive ovens. In 1903, the Frick company had 227 ovens in operation at the Lemont No. 1 works, producing about 85,000 tons of coke that year. Frick employed 200 people at Lemont No. 1, sixty-seven of whom were engaged in the production of coke. Daily coal production capability was 2,100 tons and coke production was 900 tons in 1928. In addition, the Lemont operation also included a brick works where refractory bricks for the coke ovens and other mine uses were manufactured.

The Lemont No. 2 coke works was built by the McClure Coke Company and placed into operation in 1890. Coal for the coke works was acquired from outside and much of it probably came from the nearby Lemont No. 1 Mine. The H. C. Frick Coke Company operated the mine after July 1, 1900, and acquired the property through merger on March 28, 1903. The coke works had three batteries of double-block beehive ovens and one battery of bank beehive ovens. At its peak, the coke works had 350 ovens available.

Sources:
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania, n.p. 1883. Map on file at the Fayette County Campus of Penn State University.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Oliphant Furnace: Company Town
W of Rte. 857, about 4 miles S of Uniontown, Georges Twp. Construction Dates: ca. 1880 to 1900

DESCRIPTION: The company town, Oliphant Furnace, has about forty houses, which comprises approximately 60 percent of its original housing stock. The town is laid out along three parallel
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streets. All of the extant houses are gable-ended, semi-detached wood-frame two-family dwellings. Four-bay, with full front shed-roofed porches and central brick chimneys, these houses are the saltbox type with the rear roof sloping down further than the front and meeting the roofline of a single-story rear shed addition. A large, three-story, common-bond red brick building, rectangular in plan, with a flat roof stands at the north end of town. This may have been the company store; today it is a church.

HISTORY: A mine facility was placed into operation by the Fayette Coke and Furnace Company in 1873. The Oliphant Furnace Company constructed a blast furnace on Muddy Run north of Fairchance in 1875. The coke furnace was 50' x 11' and was put into blast in 1876. In the early 1880s the company was purchased by the Fayette Coke and Furnace Company, and between 1881 and 1883 a mine was opened and 130 ovens in two banks were added to the complex. During this period, the Fayette Furnace Company also constructed ten single dwellings and twenty-five semi-detached houses. The works operated under this company until 1899 when the H. C. Frick Coke Company took over the site. By 1903 the plant had 252 coke ovens and 241 employees, sixty-five of whom were engaged in coke production. In that year 146,433 tons of coal were mined and 92,000 tons of coke manufactured. By 1912 employment had increased slightly; with 262 workers, the operation mined 239,229 tons of coal and made 153,890 tons of coke.

Sources:
Fayette County Tax Assessment, 1883.
Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883. Map on File at the Fayette County Campus of Penn State University.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.

Oliver No. 1: Company Town
N of Rte. 119 and E of Rte. 51, immediately N of Uniontown, North Union Twp. Construction Date: ca. 1890

DESCRIPTION: About forty houses remain standing in the company town Oliver No. 1. With the exception of four large single-family dwellings on the northeast end of Hinsey Street, the entire town consists of standard gable-ended, two-family houses, which line two parallel streets.
Of wood-frame construction, they have two interior brick chimneys, hipped-roof front porches and are four-bay on their second floor. Along the east side of one street all dwellings are below street-level and reached by steps from the road.

HISTORY: The town of Oliver No. 1 and its accompanying mine were part of one of the larger tracts of mine land in Fayette County. Together, the four Olivers occupied 3,500 acres. Opened by the Oliver Coke and Furnace Company, which also controlled a tremendous amount of the Great Lakes ore district, Oliver No. 1, a shaft mine, began production in 1890. The bulk of housing in Oliver dates to the early years of the mine and coke works' operations. Because of the plant's proximity to Uniontown many workers no doubt lived there and hence the size and growth of the town of Oliver No. 1 do not reflect the mine and coke works' growth as is the case with most other company towns in the county.

In 1894 the miners at the Olivers were not paid for about a three-month period, and as a result, a United Mine Workers group formed. Worker protest spread from the Olivers (see Davidson), however, the dispute ended in a truce and the local UMW did not survive.

In the 1910s, Oliver No. 1 was owned by the Oliver and Snyder Steel Company with offices in Pittsburgh, and maintained 328 coke ovens and employed 330 people. In 1912, 288,360 tons of coal were mined and 186,551 tons of coke produced at Oliver No. 1. Like most other plants in Fayette County, the Oliver No. 1 mine and coke works closed during the 1922 strike; the Oliver mines, still completely idle in late July, were among those that remained out longest in protest for higher wages. By 1930 the workforce had dropped to 140 and while there are no figures for coal mined, coke production had also fallen, to 145,573 tons. Unlike Oliver No. 3 and No. 4, which closed in 1944, Oliver No. 1 continued in operation at least until the early 1960s.

Sources:
Coal Age. 27 July, 1922.

Orient: Mine, Coke Works, and Company Town
Cardale vicinity, Redstone Twp.
Construction Date: ca. 1900

DESCRIPTION: All that remains of the physical plant of the Orient mine is the tipple foundations, and a huge slate pile. The mine buildings included a shop, hoist house, bath house, and powerhouse, all of which were located along Dunlap Creek, just west of the town of Orient. West of the mine site, just south of Cardale, stands a single battery of double-block beehive coke ovens. The long-abandoned coke ovens are accessible by walking across the yard of the Catholic
school, "Madonna of Czechoslovakia." About seven beehive ovens may be seen and they are in a moderately to severely deteriorated condition.

About one-quarter mile to the east, along Dunlap Creek, the community of Orient contains about a dozen residences dating from the early 1900s. These wood-frame double houses were built for the workers by the Orient Coke Company to house the employees working at the Orient mine. In addition to the double houses several two-story wood frame managers' residences remain in place.

HISTORY: The Orient coal and coke works was built by the Orient Coke Company and placed in operation sometime between 1900 and 1904. The mine operated as early as 1903, and employed eight workers. By 1905 approximately 400 beehive ovens had been built. This number was increased to 480 by 1908. The coke works and mine was served by the Monongahela Valley Railroad. In 1912 the Orient Coke Company had 451 employees, ninety-seven of whom were engaged in coke production. The coke works produced 268,708 tons of coke in that year. It was probably abandoned in the early 1920s.
Ralph: Company Town and Mine
W of Rte. 166 and S of SR 4002, about 2 miles S of Republic, Redstone Twp. Construction Dates: 1909, 1923

DESCRIPTION: The town of Ralph has about eighty-five houses, which comprise approximately 90 percent of its original housing stock. The town is laid out in a grid that is roughly triangular in shape, defined by the hilly terrain. Located north of the mine, with the exception of two single-family dwellings, all the extant housing in Ralph is double-family housing. Typical of H. C. Frick Coke Company towns, the semi-detached dwellings’ are gable-end. These wood-frame houses are four-bay on the ground level and two-bay upstairs; they have full, shed-roof, front porches and two interior brick chimneys. The two single-family houses were probably built for higher-ranking mine employees; in the southeast corner of town, they also are two stories high and of wood-frame
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construction. T-shaped in plan, they have intersecting gable roofs. The superintendent's house and the store manager's house which once stood at the northeast end of town are not extant.

Photo 42. Ralph mine, stable.

A number of mine buildings are also extant in Ralph. They are located directly east of the company town and most are overgrown with ivy, although they appear to be in fairly good condition otherwise. A large, common-bond red brick stable stands at the east edge of the complex. A one-and-one-half story structure, its tall, ground-level windows have been infilled with brick, although the triple voussoirs remain above their arched tops; circular window openings are extant, centered in the upper portion of each gable end. There is an intersecting single-story ell on the south side and corrugated metal covers the entire roof. A small, hipped-roof, common-bond red brick pump house is also extant. Its original doorway has been replaced and only half of its double voussoir remains. Attached to the north side of the pump house is another common-bond red brick, gable-roofed building, probably the fan house. The lamphouse, which appears to have been converted to a garage, is also of common-bond red brick. Its corrugated-metal gable roof has a centrally-located round metal ventilator; it also has one brick chimney set in the center of one side. North of these mine buildings is the one-and-one-half story common-bond red brick community hall. It has a corrugated-metal gable roof and one round metal chimney. The Union Supply Company Store once stood south of this cluster of buildings.

HISTORY: Ralph, a "patch" or coal company town, was built by the H. C. Frick Coke Company to house its employees working at the Ralph mine, and placed into operation in 1909. The mine
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had 1,978 acres of assigned coal which was accessed by a 578' shaft. The plant did not have coke
ovens and coal from the Ralph mine was sent to the Palmer dock on the Monongahela River via
an underground belt conveyor system. Thirty-three double houses and six single houses were
constructed the year the mine opened, and in 1923, the company built an additional fifty-seven
double houses. Like most Frick Company towns, the community and mine were serviced by the
Trotter Water Company. By 1930 the company had 215 employees who mined 65,936 tons of coal
in that year. In the early 1950s, Cleveland real estate speculator John W. Galbreath purchased the
majority of the town.

Sources:
- General Mine Map of the Ralph Mine, German Township, Fayette County, Pennsylvania, September 1928. Compiled
  by the Engineering Department of the H. C. Frick Coke Company, Scottsdale Pennsylvania. Original on file in
- Insurance Map Showing Surface Lines, Rights of Way, Buildings, Pipelines, Etc., at the Ralph Mine of the United States
  Steel Corporation, German Township, Fayette County, Pennsylvania, October 1909, revised, 1961. Original on
- Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
  State Printer 1932.
- "Surface Tracts of the United States Steel Corporation, Ralph Works," August 8, 1911. Original on file in the Resource
  Management Office of the United States Steel Corporation, Uniontown, Pa.

Republic: Company Town

E of Rte. 166 in Republic, Redstone Township Construction Date: ca. 1904

DESCRIPTION: The company town of Republic, the eastern portion of what is today the larger
town of Republic, has approximately 100 houses, which is probably the majority of its original
housing stock. Directly north of the former coke ovens and mine site, all the housing in the coal
patch town is the two-story, wood-frame semi-detached type, the vast majority of which is front-
gabled. These houses are four-bay with front and rear shed-roof porches and two interior brick
chimneys. Along just one of Republic's ten parallel streets, located at the southern end of town,
there are gable-ended semi-detached houses.

The Republic company store is at the south end of town. In good condition, it is used currently
as a hotel. The red brick building is two stories high, rectangular in plan and has a gable roof with
a modern false front. The main facade has three bays, and the second floor windows are arched
with double voussoirs and white stone keystones and end blocks.

HISTORY: The Republic (Dunlap's Creek) coal and coke works was built by the Republic Iron
and Steel Company and placed in operation between 1903 and 1905. By 1905 the company had
400 coke ovens in operation. In 1912 the plant had 508 employees, 113 of whom were engaged
in coke production. In this year 442,389 tons of coal were mined and 296,832 tons of coke
produced.
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During the national strike in 1922, this part of the county experienced fairly extensive labor action. In late July, two months into the strike, the Republic plant was only operating at about 10 percent, and it was not until September, after the posting of a new wage scale, that the operation was reported to have resumed its work full force. By 1930 the company's name had been changed to the Republic Steel Corporation and the coke ovens had been shut down. Employing 548 people, however, the amount of coal mined had increased tremendously, to 870,479 tons.

Sources:
"Independent Connellsville Operators Vote to Stick to Open Shop," Coal Age. Vol. 22, No. 10, 7 September 1922.
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.

Photo 43. Republic, front-gabled two-family house.
Revere: Company Town
S of Rte. 21, 3 miles W of Uniontown, South Union Twp.

Construction Dates: 1900, ca. 1912

DESCRIPTION: Although at least half of its housing is no longer extant, Revere nonetheless retains much of its company town character, and, like other W. J. Rainey Coke Company towns, stands out as somewhat different from other Fayette County coal and coke towns. Three distinct portions of Revere, including both single- and double-family housing, remain, laid out roughly in a "C" to the west of the former site of the tipple and coke ovens. Throughout town, open lots where houses once stood punctuate the landscape.

The northernmost part of town -- immediately south of Rte. 21 -- has a cluster of about fifteen two-family houses, laid out along three short streets to the west and lining a single street to the east; all are wood-frame front-gable dwellings. They are two bays on their second floor, have two interior brick chimneys, and sit on coursed-stone foundations. Those on the west side have shed-roof porches and one entry door each on the front and back; their chimneys pierce the roof along its ridge. The dwellings lining the street to the east have hipped-roof porches and two front doors with additional doors on both sides of the house towards the rear; these dwellings are four-bays long and also rest on coursed-stone foundations, but their chimneys are on either side of the sloping roof. The Revere company store stood across the street, known as Rainey Avenue, at the west end of this group of houses; it was demolished about the time the plant shut down in the 1930s.
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Only a few of the single-family houses, which once lined First, Second, Third and Fourth Avenues south of the store, remain. Most of them are on Fourth Avenue; all are front-gabled. Three-bay, three-room (designed as parlor, kitchen, and bedroom), one-and-one-half story wood-frame dwellings, they are set on deep, narrow, lots that mirror their own shape. These dwellings have central front doors and hipped-roof front and rear porches.

East of the single-family houses, along Sixth Avenue, there are more semi-detached houses, similar to those in the north part of town. With shed-roof front porches, they are four-bay, with two outer doors on the ground level, two-bay above, and two-bay deep. Their two brick chimneys pierce the roof along its gable ridge.

A cluster of mine buildings, in varying states of repair, is extant northeast of Sixth Avenue. Included are a large, one-and-one-half story, nine-bay long, coursed-stone stable with wood lintels over the windows and entrances; walls and foundation of a large red brick structure, possibly a fan house, which had two gable roofs running its length; and a smaller, roughly square-in-plan red brick building with a hipped-roof and two interior chimneys, painted white.

HISTORY: The town of Revere was built primarily in 1900 by the W. J. Rainey Coke Company to house its employees who worked the mine and ovens of Revere No. 1 and No. 2. One of Frick's larger, enduring, rivals in the region, Rainey's approach to constructing company towns included more single-family housing and greater overall variety than Frick's. Originally having more
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single dwellings than any other Rainey company towns, John Enman suggested that Revere reflects Rainey's optimism that the land there contained sufficient coal to be worked for a great length of time and hence he decided to construct a larger proportion of single-family houses in the hope of attracting and retaining a stable workforce. In 1900 the Rainey Company constructed 179 houses at Revere, 156 of which were single-family houses. The plant was serviced by the Pennsylvania Railroad, and Rainey operated his own water system to supply the plant and town's needs.

By 1902 Revere No. 1 had 650 beehive coke ovens and, at No. 1 and No. 2 together, employed 439 workers. (Revere No. 2 was only a mine, while No. 1 was both a mine and coke works.) The following year, with 51 additional workers, the amount of coal mined had dropped from 331,706 tons in 1903 to 274,693 in 1904; Revere's coke production had also decreased -- to 212,696 tons, about 3,000 tons less than in 1903. In 1912 Rainey converted Revere's beehive ovens to two rows of the new machine-drawn, rectangular type. During the national strike of 1922, Revere was among the later works to go back into operation. Altogether, Rainey's plants were reportedly operating at 10 percent in late July, but it was not until early September that the Revere mine and ovens resumed full production, employing both returning strikers and "imported" labor. By 1929, using 400 rectangular ovens, Revere had fewer employees (313), mined 367,040 tons of coal and produced 135,565 tons of coke.

The mine had been exhausted by 1935 however, and the entire operation was shut down. Demolition of buildings proceeded quite quickly and left an unrepresentative number of double-family houses standing. By the 1940s only 30 percent of Revere's single-family housing stood, while 70 percent of the semi-detached houses remained. Enman suggested that demolition followed this pattern to best accommodate the market for houses at this time; the single-family homes were small with just three rooms, while double-family dwellings could house a family in one half, and provide the owner income from the rental of the other half.

Sources:
 Coal Age. Vol. 22 No. 4, 27 July 1922.
 Independant Connellsville Operators Vote to Stick to Open Shop, Coal Age. Vol. 22 No. 10, 7 September 1922.
 Map of Revere, 1935.

Ronco: Mine, Coke Works, and Company Town
Located along Browns Run, and the Monongahela River, German Twp. Construction Date: 1901

DESCRIPTION: The coke works and mine are located on the Monongahela River, just west of the town of Ronco. The only remains of the mine are building foundations, a slate dump, and
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concrete piers that supported a trestle. The Pittsburgh & Lake Erie Railroad, which originally served the mine and coke works, extends along the river.

The coke works is situated just west of the mine, on the south side of the railroad tracks. It contained five batteries of beehive ovens. Although this area is now heavily overgrown the coke ovens are still intact. However, they range in condition from moderately to severely deteriorated. The fronts of the ovens are either deteriorated or are in ruins. Many of the ovens retain their charging hole.

Overlooking the Monongahela River, the company-built town of Ronco has about thirty-five extant historic residential buildings, constructed between 1901 and 1902. These consist of two-story gable-ended wood-frame double houses with stone foundations. Many of the houses have been altered with asphaltic or aluminum siding. In most cases, however, the original uniform appearance is evident. Most of the houses retain their original lines, fenestration, entrances, and rectangular plan. And several houses retain their original clapboard siding.

In addition to the housing, the company store still stands. Operated by U.S. Steel’s Union Supply Company, the store was probably built around 1903. It is a two-story brick building with a flat roof. Rectangular in plan and measuring about 40' x 30', the building is in good condition. All of the original double-hung sash windows have been boarded up.

HISTORY: The Ronco coal and coke plant was built by the Sharon Coke Company and placed into operation in 1901. The H. C. Frick Coke Company operated the plant under lease after April 1, 1903. The mine had 1,674 acres of assigned coal which was accessed by a shaft (221' deep). The coal vein was 7.4' thick. Daily coal production capability was 4,000 tons in 1928. The Ronco plant was also the river shipping point for coal from the Leckrone and Cray Hill coal fields. The plant had four batteries of block and one battery of bank coke ovens, for a total of 350 ovens. The ovens were taken out of operation by 1928. In 1929-30, the company had 694 employees at the plant.

In 1901 the town of Ronco was established along with the mine and coke works by the Sharon Coke Company. Nine single houses and fifty-seven double houses were erected in 1901-02. In addition, the company store, operated by U.S. Steel’s Union Supply Company after Frick leased the works, was built about 1903.

Sources:


Map of Connelsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Map of the Connelsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.

Rowes Run: Company Town
SE of where Rowes Run flows into Redstone Creek, about 4 miles E of Brownsville, Redstone Twp.
Construction Dates: 1907, 1914 to 1922

DESCRIPTION: The company town Rowes Run has about 133 houses, which comprise approximately 95 percent of its original housing stock. The town was laid out in a modified grid, east of the mine and coke works, along seven parallel streets with alleys. Adjustments to the grid were made to accommodate the hilly terrain. Unlike most company towns in the region, apparently a deliberate effort was made to vary the appearance of houses in Rowes Run. While most of the streets contain identical two-family dwellings, many have alternating styles -- either hipped or gable-roofed with the ends perpendicular to the road, and either shed or hipped-roof front porches. In the western corner of town there are several larger double houses, which may have originally been single-family management dwellings. Of wood-frame construction, they are front-gabled with intersecting gable roofs. An unusually large number of outhouses -- now used as storage sheds -- remain standing in the town.

The Rowes Run school stands at the north end of town; it is a stretcher-bond red brick one-and-one-half story structure that is roughly square in plan, has intersecting hipped-roofs, and large six-over-six-light double-hung sash windows. Immediately south of the school, surrounded by streets of houses, is a large, triangular-shaped ball field and play area.
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The Union Supply company store was built around 1907 and is in fair condition. Two stories high, of stretcher-bond brick, the structure is rectangular in plan and has a flat roof with a parapet. The front has three sections of multiple double-hung wood sash windows and is eleven bays wide. The entrance has been in-filled with brick. A 1950s wood-frame, tile-block, and green- and yellow-enamed metal gas station is in fairly poor condition just east of the store. Another, earlier, company store stands about one-quarter mile northwest of town. A three-bay, two-and-one-half story wood-frame gable-roofed building, it may have been associated with Rowes Run.

Photo 47. Rowes Run, company store.

HISTORY: Rowes Run was built by the Pittsburgh Coal Company to house the employees working at Colonial No. 3 mine and coke works. The mine facility was placed into operation in 1906. The Pittsburgh Coal Company constructed twenty double houses and seven single houses the following year.

In 1911 the H. C. Frick Coke Company acquired the town and mine with 1,041 acres of assigned coal which was accessed by a 308'-shaft. The plant had one battery of 156 bank beehive coke ovens at this time. In 1912 Frick had 233 employees at the plant, one-third of whom were engaged in coke manufacture; the plant produced 98,920 tons of coke that year.

Five double houses and ten single houses were added in 1914, and seventy-one double houses were built in 1922. In 1923, the company built a thirty-room boarding house. The town had two
company stores; the first store was frame and was built in 1907, while the second store was brick and built in 1922.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania. n.p., ca. 1905 - 1913.

Shamrock: Mine and Coke Works
E of New Salem on SR 4006, Menallen Twp. Construction Date: ca. 1903

DESCRIPTION: The Shamrock coke works consists of one battery of bank ovens and two batteries of block ovens. Each battery of coke ovens extends about 500 ', paralleling the road

Photo 48. Shamrock, gasoline-powered larry-car used to transport coal to coke ovens.
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(SR 4006). The condition of the coke ovens ranges from moderately to severely deteriorated. They are, however, among the best preserved coke ovens in the county.

Photo 49. Shamrock, battery of beehive ovens.

A one-story building stands east of the coke ovens. This structure probably served as a storage or lamp house associated with the adjacent Shamrock No. 1 mine, a drift mine opened in the early 1900s. From the pit mouth the mine extended north underneath the state route to a network of underground works and ventilation shafts. Originally three buildings stood near the pit mouth. They included a blacksmith and machine shop, a lamp house, and a storage house. The extant one-story brick building measures approximately 25' x 12' and contains common-bond red-brick walls and a gable roof with wood rafters. Part of what may have been the blacksmith and machine shop stands adjacent to the one-story building. It is of common-bond brick construction with riveted steel roof trusses supporting a gable roof. The tall one-story building rests on a stone foundation. A wood-frame shed, adjacent to the brick building, houses the remains of a coke machine. A dirt road from State Route 4006 leads a short distance to these buildings. Importantly, a gasoline-powered larry-car, probably dating from the 1930s, stands near the intersection of the dirt road and the state route. It is deteriorating and in poor condition.

HISTORY: The Fayette Coke Company constructed the Shamrock coke works about 1905. By 1908 the company operated 260 ovens at this works. Coal for the coke works came from the nearby Shamrock No. 1 Mine, a drift mine, also operated by the Fayette Coke Company. The company continued to operate 260 ovens through the early 1920s. By the late 1930s part of the
drift mining operation was changed to a strip mine. It is not known when the mining activity ceased. The coke ovens at Shamrock may have remained in use as late as the 1950s.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.

Shoaf: Company Town
Along T 419, about 3 1/2 miles NW of Fairchance, Georges Twp. Construction Dates: 1903 to 1906, 1914 to 1917

DESCRIPTION: The company town of Shoaf was laid out along two parallel streets east of the mine and coke works, and today about thirty houses remain, probably comprising about 75 percent of the original housing stock. The land on which the town was built slopes, creating the need for a retaining wall on the north side of T 419, and as a result the houses on this side of the street are set below street level.
The vast majority of Shoaf's extant housing is comprised of two slightly different types of the region's standard two-family dwelling. All are the four-bay, gable-ended, clapboard structures with front shed-roof porches and two interior brick chimneys. The location of the chimneys is the sole difference in these structures; a few of the houses on the north side at the east end of T 419 have centrally-placed chimneys, one in the front, the other in the back of the house, the remainder have the more frequently-seen chimneys that pierce the gable roofline.

At least eight houses, probably single-family dwellings, at the west end of town have been torn down. It appears, however, that two, formerly three-bay, front-gabled, single-family houses have been joined. With substantial alterations, the building is today a ten-bay, aluminum sided, structure with front shed-roof porches on both stories.

At the opposite end of town, a large two-and-one-half story, frame house, probably the superintendent's, stands. It is a five-bay structure with two interior, brick, end chimneys, front hipped-roof porch, and a central gable intersecting its front facade. The company store, which once stood immediately east of the superintendent's house, is not extant.

HISTORY: The H. C. Frick Coke Company built the entire town of Shoaf to house its employees working at Shoaf No. 1, a drift mine placed into operation in 1902. The Frick Company extended the Trotter water system to its southernmost reaches to supply the plant and town; two years later the coke works were put in operation. The largest number of houses was constructed in 1904 when fifty double and two single houses were erected. Ten double houses and the Union Supply company store had been built in 1903, and thirteen more double houses were constructed in 1906. An additional ten two-family houses were built in 1914, thirteen in 1916, and ten single houses in 1917. (It is not possible to note exactly how many of these were constructed in Shoaf since these figures include houses constructed at neighboring Shoaf No. 2 (Smiley) to the east.)

About the time the mine and coke works closed in 1951, John Galbreath, who also bought the Leisenrings, purchased the bulk of the houses in Shoaf; a Daniel B. Swaney acquired the northernmost street of houses in July of 1952.

Sources:
Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 - 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.
Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.
Shoaf: Mine and Coke Works
E side of Shoaf, off T 472, Georges Twp.  

Construction Date: 1904-05

DESCRIPTION: The Shoaf coke works is the most intact beehive-oven coke plant in Fayette County, and possibly in southwestern Pennsylvania. It contains one battery of double-block and one battery of bank beehive ovens, for a total of 302 ovens. In addition, several lorries which delivered coal from the tipple into the ovens, and five coke pulling machines survive at Shoaf. Coke Machine No. 1 dates from ca. 1905 and was originally used at the Leisenring No. 1 Coke Works, Coke Machine No. 2 dates from 1907 and served the Bute (West Leisenring) Coke Works, and Coke Machine No. 3 dates from 1913 and served the Monarch (Leisenring No.3 ) Coke Works. The two other coke machines are in fair condition and date from 1946. These contain double-ram bars that speeded the removal of coke from the ovens. Both of these coke machines were manufactured at Ricks’ Foundry (See Ricks’ Foundry) in Uniontown.

A tipple stands north of the coke ovens. Purchased by Max Noble, owner of the Shoaf Coke Works, from an anthracite colliery near Pottstown, Pennsylvania, and moved to Shoaf about 1963, the steel-frame tipple probably dates from the late 1950s. The coal mine and mine buildings are located across a small intermittently flowing stream which feeds into York Run to the south. The drift mine entrance is situated on the hillside which extends west towards the town of Shoaf. Adjacent to the mine on the steeply sloping hill is the powerhouse, a one-story brick building measuring about 28' x 22' that was erected in 1905. To the north, also on the hillside, is the
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former supply house, a tall one-story brick building with a gable roof, erected about 1910. Below the mine, on the west side of the stream, stands the machine shop. The tall one-story building was built in 1905 and contains common-bond red-brick walls, a gable roof, and riveted steel roof trusses. It measures about 30' x 20' and has a one-story concrete shed-roof addition off the east facade. On the east side of the stream there are two concrete-block one-story buildings erected in the 1960s. The larger of the two measures about 25' x 15' and served as an engine house. The smaller one contains a gable roof and served as an office.
HISTORY: The H. C. Frick Coke Company constructed the coke works and mine at Shoaf in 1904-05. Located in the southernmost extent of the Connellsville coke region, the drift mine had 969 acres of assigned coal. During its first years of operation the company employed about seventy miners and coke oven workers. The mine and coke works remained in operation until 1922 when, after the shutdown as a result of the bituminous miner's strike, the Frick Coke Company idled the Shoaf operation. U.S. Steel restarted the Shoaf coke works during World War II and the site remained active until 1951. After laying idle for seven years, the property was sold to Max Noble, who had operated the nearby Hoover Coke Works in the early 1940s. Mr. Noble initially obtained coal for the ovens from the Masontown area, bringing it in by truck. Soon after acquiring the property, however, he commenced strip mining coal from an area north of the coke works.

Throughout the 1960s the Shoaf operation employed about 60 men at the ovens. Difficulties meeting the clean-air requirements of the State’s environmental regulatory agency resulted in the shutdown of Shoaf's coke works in 1972. The coke ovens have been fired about once a year since the early 1970s as part of a celebration of this once major industry in region.

Sources:
Coal and Coke


Map of Connellsville Coke Region and Adjacent Territory, Western Pennsylvania, n.p., ca. 1905 -1913.

Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1913.

Map of the Connellsville Coke Region and Adjacent Fields, Uniontown: South Penn Engineering Company, 1921.


Photo 54. Shoaf, coke machine with beehive ovens from which it pulled coke to be dumped into cars on tracks below.

Star Junction: Company Town

Either side of Rte. 51 and Washington Run, about 1 mile S of Perryopolis, Perry Twp.

Construction Dates: 1890s, 1910s, 1918

DESCRIPTION: About 155 houses are extant in the company town of Star Junction -- nineteen of these are management houses and the remaining 136 are workers' dwellings. The new, four-lane, Route 51 has divided the town in a way the old Route 51 did not; the former Route 51 jogged through Star Junction and was an integral part of the town's lay-out.

Most workers' housing was built east of Washington Run and all extant workers' housing is located here. The dwellings, built at three different time periods and in three distinct areas each with a name coined by Star Junction's residents, are all semi-detached, gable-ended, two-story wood-
Coal and Coke

frame structures. The westernmost section was built in the 1890s and was known, because of the white painted exteriors, as "White Row;" the two streets running northwest to southeast, called "Turkey Knob," date to the 1910s; and the easternmost section, constructed in 1918 and laid out along three parallel streets, was called "New Town." The two sections of Star Junction, "Red Row" and "Old Mexico," which contained four-family tenements and small, one-story structures for single immigrant men, were torn down in the 1930s.

Management housing, on the west side of town (called "Tony Row" because, as many residents have said, the "high-toned" people lived there) consists of six detached and thirteen semi-detached buildings. Included are some two-and-one-half story cross-gable five-bay dwellings as well as a number of eight-bay semi-detached houses.

The Washington Coal and Coke Company's Star Supply company store stands just east of Tony Row. It is a two-story wood-frame building that is rectangular in plan.

HISTORY: The Star Junction coke ovens went into operation in 1893, using coal from Washington No. 1 and No. 2 mines; the town of Star Junction dates to this time also. Owned by the Washington Coal and Coke Company, which was founded by James Cochran of Dawson, by 1897 there were 320 ovens and 668 people working at Star Junction. By 1915 the company had 999 ovens in operation. As elsewhere in the county -- and as in all beehive coke regions -- production at Star Junction declined in the 1920s; in 1930 the H. C. Frick Coke Company bought the plant. Although the mines were worked until the mid-1950s, it seems that the Frick Company never put the coke works into operation.

Source:

Trotter Waterworks
Located near Ronco along Browns Run, on the Monongahela River, German Twp.  Construction Date: ca. 1900

DESCRIPTION: Standing near the ruins of the Ronco Mine is the waterworks of the former Trotter Water Company. Built by the Frick Coke Company, the waterworks comprises three brick buildings, each containing a hipped roof. One of them is a three-story structure with a corbelled brick cornice, one-over-one-light double-hung sash windows, and a stone foundation. It appears to serve as an office, water filtration, and water testing facility. Adjoining this building is the second hipped-roof structure, a one-story building serving as the pumphouse. Behind it is the third building at the waterworks, a one-story structure with a broad hipped-roof serving as a maintenance facility.

HISTORY: The Trotter Water Company was established on the west side of the Youghiogheny River, above Connellsville, about 1880. Water was pumped from the Youghiogheny to a reservoir above the river on Porter Hill. The Trotter company supplied the coke works at the Trotter and Leisenring operations with water for quenching coke. In addition, the company-built communities used Trotter water for domestic consumption. When the H. C. Frick Coke Company gained

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control of the works at the Leisenrings and at Trotter, it assumed control of the water company. As a subsidiary of the Frick concern, the Trotter Water Company retained its name and became the largest water supply business in the county.

One of the waterworks built by the Trotter company still stands on the Monongahela River, below the former mining community of Ronco. Built about 1900, the waterworks retains much of its original appearance. It is currently operated by the Southwestern Pennsylvania Water Authority, a private utility with headquarters in Jefferson, Pennsylvania.

Sources:
Graziani, Anthony J., Geologist and Field Inspector, Resource Management Division, USX Corporation, Telephone Interview, 10 September 1990.

Youngstown Coke Works
S of Youngstown, W of SR 1020, Union Twp. Construction Date: ca. 1880

DESCRIPTION: Located in a heavily wooded area south of Youngstown, just north of an abandoned Penn Central railroad line, the coke works contains one battery of double-block and one battery of bank beehive coke ovens. Several of the ovens are only moderately deteriorated; the majority are severely deteriorated with trees growing along the tops of the ovens. The ovens are of brick construction with cut sandstone foundations and retaining walls.

HISTORY: The Youngstown coke works was constructed around 1879 by the Youngstown Coke Company. This firm was organized in 1879 by John Stanbaugh, Henry Bonnell, Augustus Cornell, and Thomas Kennedy, all managers of ironworks and blast furnaces in Youngstown, Ohio. That same year the partners established Youngstown, Pennsylvania (named after their hometown in Ohio) and proceeded to construct 240 ovens. By 1882 the coke works produced 380 tons of coke each day, all of which was shipped to iron and furnace companies in Youngstown, Ohio.

In 1880 the Youngstown Coke Company constructed housing about one mile west of the coke works in an area now called Bethleboro. (The extension to SR 119 has probably obliterated part of this community.) While the original housing was sited to separate the community from the unhealthy air around the coke ovens, a few years later the company built a new group of houses closer to the works because many workers reportedly preferred the short walk to the plant despite the often smoke-filled environment in the vicinity of the coke ovens. (A number of the two-story double houses, erected in the late nineteenth century still stand in Youngstown.)

The H. C. Frick Coke Company acquired the property by 1903. That year the Frick company employed 423 men at the Youngstown Mine and Coke Works, of which 58 men were engaged in coke production. The Baltimore & Ohio and the Pennsylvania railroads ran just south of the Youngstown works. U.S. Steel's Frick Coke Company continued operating the Youngstown coal
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and coke property through the 1910s, and while this site was probably closed in the early 1920s, it was reactivated during World War Two. The mine and coke works finally closed in 1948.

Sources:

Connellsville Coal and Coke Region from Latrobe, Westmoreland County, Pennsylvania, to Fairchance, Fayette County, Pennsylvania. n.p. 1883.
Topographical Map of the Connellsville Coke Region. H. C. Frick Coke Company 1892. Map on file at the University of Pittsburgh/Fayette Library.
Baltimore and Ohio Railroad: Shops

Current Name: CSX Transportation
Along Youghiogheny River at Arch Street, Connellsville

Construction Dates: ca. 1890, ca. 1920

DESCRIPTION: The Baltimore & Ohio Railroad shops in South Connellsville are situated on a wide floodplain of the Youghiogheny River. Although no longer standing, the Pittsburgh and Connellsville Railroad had constructed a major repair shop and a round house with a capacity for twenty-four locomotives on this site. The round house burned ca. 1930 but its turntable remains. The common-bond red brick single story store house has a gable roof covered with asphalt and supported by wood rafters. Brick corbelling and exterior pilasters decorate the building, which has multipane double-hung sash windows with double voussoirs. Timber rafters support its overhang adjacent to the tracks. The shops' power house is a common-bond red brick structure on its ends with four vertical steel support beams. Its sides are of board-and-batten wood. A one-story, rectangular building on a brick foundation, the power house has multipane double-hung sash windows. Its machinery includes a 1954 Amesteam generator built by Ames Iron Works of Oswego, N.Y., and an Underwriter steam pump. The filter tank and house, also of common-bond red brick, is one story tall and has a gable roof with asphalt shingles.

A new office building has replaced the older offices, and the dormitory, work shop, machine shop, and other ancillary buildings have been demolished.

HISTORY: The original Fayette County Railroad, chartered in 1858, included 12.69 miles of track between Uniontown and Connellsville. The Pittsburgh and Connellsville Railroad leased these lines and by 1871 their trunk line between Pittsburgh and the eastern seaboard, with which the Fayette County line connected, was finally completed. The Baltimore & Ohio Railroad leased these lines in 1875 and by the late nineteenth century had chartered a series of locally incorporated railroads to form a major system in southwestern Pennsylvania. By 1935, the Connellsville railroad shops employed 157 people. Until 1987, when the complex closed, the site functioned as the reclassification center for the zone between Willard, Ohio, and the east coast.

Sources:
Baltimore and Ohio Railroad: Uniontown Freight and Passenger Station
Current Name: CSX Transportation
West of North Gallatin Avenue, Uniontown

Construction Date: ca. 1900

DESCRIPTION: The B&O Freight and Passenger Station in Uniontown is a single story stretcher-bond tan brick building, measuring 60' x 29'. Wood rafters support its terra cotta roof and it has a yellow brick chimney with stone quoins. The beveled foundation is of rock-faced ashlar; it has stone quoins around its windows, brick corbelling at its eaves and wood-paneled doors with side lights and transoms. The original wainscotting remains in the interior. The station is abandoned and deteriorating.

HISTORY: The B&O Railroad had erected six passenger stations and seven freight stations on its lines by 1871; this was one of their later stations, constructed ca. 1900. The Pittsburgh to Grafton, West Virginia, train ran through Uniontown once a day as late as 1950. (See also Baltimore and Ohio Railroad: Shops.)
Confluence Bridge
SR 281 spanning Youghiogheny River, Henry Clay Twp.  Construction Date: 1896

DESCRIPTION: The Confluence Bridge passes over the Youghiogheny River at Confluence at the border of Fayette and Somerset Counties. It is a two-span, Pratt through-truss with each span approximately 180' long and 20' wide. The bridge has ashlar wing walls, abutments, and center piers, and an open grate deck. Modifications include the addition of two new concrete piers.

HISTORY: The Confluence Bridge was constructed in 1896 by the King Bridge Company of Cleveland, Ohio, and is recorded as Fayette Bridge No. 5.

Source:
Bridge plate.
Transportation

Connellsville Central Railroad: Dunlap Creek Bridge
Current Name: P&LE Railroad
Over Dunlap Creek at juncture with Monongahela River, Brownsville

DESCRIPTION: The Connellsville Central Railroad's Dunlap Creek Bridge spans the creek as it flows into the Monongahela River in Brownsville. It is a single-span reinforced-concrete arch bridge with coursed ashlar wing walls and concrete abutments.

HISTORY: The original Connellsville Central Railroad Bridge over Dunlap Creek dated to around 1905 and was a four-span, coursed-ashlar arch bridge. The bridge was part of a small local feeder line consisting of only nine miles of track that connected the Monongahela Railroad Company in Brownsville with six coke and coal plants, including Brier Hill, Buffington, Low Phos, and Orient. In anticipation of its completion as a branch of the Pennsylvania Railroad Company, Robert Taylor, President of the PRR in 1904, expected 400 carloads of coal and coke to pass over the line each day.

The bridge presently spanning the creek is probably the third one on this site -- the second was a steel girder bridge from the 1920s -- and dates to ca. 1940.

Sources:
"Dunlap's Creek Bridge." National Register Nomination file, 1978.

Dunlap Creek Bridge
National Road (old Rte. 40) over Dunlap Creek, Brownsville

DESCRIPTION: Spanning Dunlap Creek in Brownsville along Route 40, the Dunlap Creek Bridge is a single-span, cast iron deck arch bridge that is 80' long. The arch consists of five parallel tubular ribs each with nine elliptical segments and rests on sandstone abutments with wing walls which measure 25' wide, 14' long, and 12' high. The decorative railing is a twentieth century replacement and buildings have been constructed on both sides of the bridge's east end, obstructing a full view of the bridge. Other twentieth century additions include concrete sidewalks and I-beam additions for support.

HISTORY: Dunlap Creek Bridge is the oldest existing cast iron arch bridge in the United States. From 1836 to 1839, Captain Richard Delafield and George Cass of the U.S. Army Corps of Engineers erected this bridge to cross over what was then known as Dunlap's Creek on the old National Road. The new bridge replaced a number of older bridges, including a wood structure destroyed by flooding in 1808, a chain-link suspension bridge that collapsed in 1820, and finally a second wood bridge with stone piers. The new cast iron bridge was constructed at a cost of $39,811.63, and Delafield rented the Herbertson Foundry in Brownsville to fabricate the iron. The structure is listed on the National Register of Historic Places and is a National Civil Engineering Landmark.
Great Crossings Stone Bridge
National Road (old Rte. 40) spanning Youghiogheny River, Henry Clay Twp.

Construction Date: 1818

DESCRIPTION: Although the Great Crossings Bridge is extant and in good condition, it is below the normal pool level of the Youghiogheny Reservoir and can be viewed only during periods of low water. Of coursed-rubble sandstone and ashlar the bridge consists of three elliptical stone arches with single stone voussoirs. Its spans are 90', 75', and 65' and its spandrel walls have round buttresses supported by angular piers. An engraved stone marker noting the builders and date of construction remains.

HISTORY: In 1818, at a cost of $40,000, the Great Crossings Bridge was constructed by Kinkead, Beck and Evans, the firm that had constructed the portion of the National Road from Uniontown east to the western end of the eastern division of the road. Upon completion of the bridge, President James Monroe attended the dedication on July 4, 1818.
Transportation

As part of the Western Pennsylvania Architectural Survey in 1932, Charles M. Stotz completed measured drawings and photographs of the Great Crossings Bridge.

Sources:

Hillman Barge and Construction Company
Current Name: Trinity Industries Incorporated
Monongahela River at mile 56.7, Brownsville

DESCRIPTION: Situated on the Monongahela River south of Brownsville, the former Hillman Barge and Construction Company consists of eight structures and a large yard. The earlier, ca. 1920, buildings are rectangular, constructed of common-bond red brick, and have gable roofs of metal, with multipane monitors.

HISTORY: The Hillman Barge and Construction Company began business as the Hillman Transportation Company in 1917 when the brokerage firm J.H. Hillman and Sons Company transferred barges and steamers to the company for capital stock. J.H. Hillman and Hillman Coal
and Coke Company sold the coal that was hauled by the firm. In 1939, the company changed its name to Hillman Barge and Construction Company. In exchange for coal properties, the new Hillman Company obtained marine facilities from Pittsburgh Steel. Initially, barges were built at Alicia Marine Ways from steel fabricated by Hunter Steel Company on Neville Island.

Two of the buildings in the complex date to about 1920, while the remainder were constructed between 1940 and 1979. The earliest buildings were once used by the Brown Company for steamboat construction and repair.

Today the firm primarily fabricates barges, using two production lines and a marine railway. One enclosed production line is designed for serial production of hopper barges up to 20' long and 40' wide. A second, open production line is used for hopper and tank barge construction; the marine railway is used to construct towboats and barges up to 320' long. A 40-ton gantry crane and two railroad track cranes service the complex. Two bridge cranes, 50-ton and 30-ton, operate on the inside line.

A conveyored butt welding line is used in the assembly areas. Plate is prepared on plasma burning tables with two 44' x 26' water tables and a 42'-long 1500-ton press brake with a 45' throat. Vessels were originally fabricated from wood but are now principally made from A-36 steel. The largest vessels are less than 56' wide and 42.5' high.

Today owned by Trinity Industries Incorporated and known as HBC Incorporated, the business is the largest employer in Brownsville with 209 workers.

Source:

### Indian Creek Railroad: Indian Creek Bridge

**Current Name:** CSX  
**Juncture of Indian Creek with Youghiogheny River, Springfield Twp.**  
**Construction Date:** ca. 1900

**DESCRIPTION:** The Indian Creek Railroad crossed Indian Creek at the Youghiogheny River. The Indian Creek Bridge is a three-span, coursed ashlar, arch bridge, approximately 175' long. It is flanked by earth-filled stone retaining wall approaches; the western approach is approximately 350' long and the eastern approach approximately 525' long.

**HISTORY:** The Indian Creek Stone Bridge, crossing Indian Creek north of the Youghiogheny River was constructed around 1902 by stone mason Frederick Dahl. After the Indian Creek Railroad ceased hauling lumber and coal from the region, the Baltimore & Ohio Railroad took over the line.

Source:
Layton Bridge and Tunnel
SR 4038 over the Youghiogheny S of Layton, Perry Twp.  Construction Date: 1899

DESCRIPTION: The Layton Bridge crosses the Youghiogheny River west of Layton and connects to a tunnel on its southwest side. The bridge is an eighteen-span -- with two, seven-panel main spans -- pin-connected, Pratt half-through truss with channels and angles with lacing. Measuring 811' in overall length, the main spans of the bridge rest on coursed ashlar piers. The tunnel has arched brick entrances with four voussoirs and brick-lining extending into the tunnel 15' to 30' on both ends. The remainder of the tunnel's interior walls are fieldstone at the base with concrete applied to the inside of the hill to form the walls above.

HISTORY: The Layton Bridge was constructed in 1899 by the A & P Roberts Company, Taylor and Romine engineers. The Pencoyd Iron Works of Philadelphia, which was operated by the A & P Roberts Company and was acquired by the American Bridge Company in 1900, fabricated the structure. The bridge was placed on the National Register in 1989.

Sources:
Monongahela Railway Company: Brownsville Tunnel
Below High Street, W of Brownsville Avenue, Brownsville

Construction Date: ca. 1905

DESCRIPTION: The Monongahela Railway Company's Brownsville Tunnel is located adjacent to the old Route 40 bridge east of Dunlap Creek in Brownsville. The tunnel is abandoned and has been filled with loose rubble. The tunnel entrances are of ashlar with stretcher-bond red brick arches, 27' wide and 20' high with eight voussoirs and an interior of brick with quarry-faced ashlar sides.

HISTORY: The Monongahela Railway Company was organized in 1900 after two major corporations, the Pennsylvania Railroad and the Pittsburgh & Lake Erie Railroad, decided to extend lines into Fayette County. Both corporations agreed to construct, maintain, and operate the new line under a jointly-held stock agreement. Colonel J. M. Schoonmaker of the P&LE was President of the new company, and Samuel Rea of the Pennsylvania Railroad was Vice President. By 1904 the line was double-tracked through Brownsville, and at that time, thirty-two passenger trains went through town to Pittsburgh each day. In 1935, the corporate headquarters of the Monongahela Railway Company was located in the P&LE Terminal Building in Pittsburgh. At present, Conrail is in the process of buying the railroad company.
Transportation

Sources:

Photo 61. *Monongahela Railway Company: Shops at Brownsville, view of turntable and round house with sand tower in distance.*

**Monongahela Railway Company: Three Bridges**

Spanning Dunlap Creek S of Brownsville on T 456, Brownsville  

Construction Date: ca. 1904

DESCRIPTION: Three of the four Monongahela Railway Company's bridges over Dunlap Creek south of Brownsville are still standing; all are stone arch bridges on ashlar piers. The bridges are now abandoned. The northern most bridge was demolished within the last year. The first of the remaining bridges south of Brownsville is a two-span brick-lined arch bridge with five voussoirs. The next bridge is a four-span brick-lined arch bridge also with five voussoirs, with the second arch from the south end repaired and concrete applied over the bricks. The third remaining bridge is a four-span brick-lined arch bridge with repairs in concrete; the inner arches have six voussoirs
while the outer ones have five, and the second arch from the southwest end has three I-beams extending down from the tracks providing added support.

HISTORY: See Monongahela Railway Company: Brownsville Tunnel.

**Monongahela Railway Company: Shops**

Current Name: CSX  
End of Seventeenth Street, off Water Street, on Monongahela River, Brownsville  
Construction Date: ca. 1920

DESCRIPTION: The Monongahela Railway complex is on the Monongahela River in South Brownsville. The 1911 car shed has been demolished and replaced with new machine and erecting shops of corrugated tile. The roundhouse and turntable have been recently demolished. The roundhouse of concrete, concrete-block, and tile contained frame structural beams and rested on a concrete foundation; it contained both casement and multipane double-hung sash windows with concrete lintels and sills. The turntable, measuring 125' in diameter, was northeast of the roundhouse and had a green frame turntable shanty with a GE Controller and an overhead crane. East of the turntable site is a single-story reinforced-concrete coaling station with the sand tower adjacent to it. The shops’ office is in the west end of a two story, ca. 1920, partially stuccoed, frame building; the remainder of the building was used for storage.

Photo 62. Monongahela Railway Company Shops at Brownsville, view of office.
Transportation

HISTORY: The Monongahela Railway roundhouse was constructed ca. 1905. A temporary machine shop and a steel frame erecting shop were added later and by 1924, both structures had been expanded. The P&LE (CSX) maintains the shops and used the original turntable until the past year. (See also, Monongahela Railway Company: Brownsville Tunnel.)

Monongahela Railway Company: Union Station
Brownsville Avenue at Market Street, Brownsville

Construction Date: 1929

DESCRIPTION: The Monongahela Railway Company’s Union Station is a five-story, stretcher-bond red brick passenger and freight station with a stone parapet roof covered with composition paper. The track-side facade, to the north, sits on a stone foundation, has one-over-one-light and six-over-six-light double-hung sash windows, and has a stone and marble front with a one-and-one-half-story arched entrance and four adjacent store fronts with awnings. The interior arched entry hall is of marble and the original elevators and staircase are extant.

HISTORY: The station, which opened January 19, 1929, replacing the original Brownsville passenger station, was erected by Cleveland architect B.R. Magee and builder H.K. Ferguson. The last passenger trains to use the station were in 1959; the station has been remodeled for commercial use. (See also Monongahela Railroad Company: Brownsville Tunnel.)
National Road Mile Markers
Various locations along Rte. 40

Construction Dates: ca. 1830, ca. 1920

DESCRIPTION: Ten cast iron National Road mile markers are extant in Fayette County -- three are located in Wharton Township, three in North Union, two in Redstone, one in Henry Clay and one in Brownsville Township. The cast iron markers, now seated in concrete pads, are obelisk shaped, approximately 36" high, and are on the north side of the road.

Photo 64. National Road mile marker.
Transportation

HISTORY: The first mile markers on the National Road were put in place between 1816 and 1820; none of these are extant. During the early 1830s, replacement markers were manufactured by Francis & Anderson, Connellsville's first foundry. In 1982, the cast iron markers were repainted and repaired.

Sources:

Pennsylvania Railroad: Mill Run Dam and Reservoir
On Indian Head Creek, N of Mill Run, Springfield Twp. Construction Date: ca. 1904

DESCRIPTION: The Mill Run Dam and Reservoir consists of a large reservoir and an ashlar dam spanning Indian Creek north of the Mill Run Juncture. The dam is approximately 250' long, and the reservoir is 3200' x 1300'.

HISTORY: The Pennsylvania Railroad Company constructed dam and reservoir complexes to supply their steam engines with pure mountain water. The Mill Run Dam and Reservoir were constructed between 1904 and 1905 and operated by the Mountain Water Supply Company, a subsidiary of the Pennsylvania Railroad. After diesel engines replaced steam engines, the reservoir was sold to the American Water Works and later the Municipal Authority of Westmoreland County.

Sources:

Pittsburgh and Lake Erie Railroad: Belle Vernon Station
122 Water Street, Belle Vernon Construction Date: ca. 1920

DESCRIPTION: The P&LE's Belle Vernon station is a single story, stretcher-bond brick building measuring 66' x 37'; it was constructed around 1920. Resting on a reinforced concrete foundation, it has a hipped roof of asphalt shingles with wood rafters, brick-bearing walls, concrete lintels and sills and an in antis portico with an iron railing. Its overhang is supported by wood roof brackets. The structure was remodeled as an apartment building and subsequently suffered a serious fire in February 1989. The owners are currently remodeling the building and eliminating the roof overhang.

HISTORY: The Pittsburgh & Lake Erie Railroad began in 1875 as a single track line from the Jones & Laughlin Steel Company in Pittsburgh to Youngstown, Ohio. In 1884, the railroad leased the existing Pittsburgh, McKeesport, and Youghiogheny Railroad that operated between Pittsburgh and Connellsville. The P&LE also purchased the McKeesport and Belle Vernon Railroad which had been built in 1890 and extended to Fayette City in 1895; by 1903, it connected with the
Monongahela Railway at Brownsville. By 1912 the line connected at Connellsville with the Western Maryland Railroad thus providing the P&LE a direct route through the Connellsville coke region from Pittsburgh to the tidewater region.

Sources:

Pittsburgh and Lake Erie Railroad: Connellsville Freight Station
Current Name: Golden Apple Fruit Market
Junction of Rtes. 119 and 201, Connellsville
Construction Date: ca. 1900
DESCRIPTION: The Connellsville Freight Station of the P&LE Railroad is a single story clapboard building, painted red, measuring 82' x 24' in plan; its slate pavilion-style hipped-roof creates an overhang that is supported by decorative wood brackets. Constructed ca. 1900, the station rests on a concrete foundation. It now functions as the Golden Apple Fruit Market. About 150 yards to the north of the station is a complex including storage buildings, a hoist, abandoned railroad cars and a corrugated metal sander. All the storage buildings have gable roofs; the largest is of corrugated metal, one story high, and has a shed addition along one side; the smallest, with cream-colored brick-face siding, has repairs of corrugated metal; and the third, with red brick-face siding, has old railroad cars incorporated as walls on three of its sides.

HISTORY: See Pittsburgh and Lake Erie Railroad: Belle Vernon Station.

Pittsburgh and Lake Erie Railroad: Connellsville Passenger Station
Current Name: Midway Motors
900 West Crawford Avenue, Connellsville
Construction Date: 1913
DESCRIPTION: Constructed in 1913 the vernacular Victorian-style station is a one-and-a-half story common-bond red brick structure, measuring 109' x 28'. Its hipped roof is of terra cotta, and it sits on a stone foundation of rock-faced ashlar and reinforced concrete. The roof overhang has decorative supporting brackets of wood, the tripartite windows have wood frames and brick lintels, and the interior has tile floors, a coved ceiling and wood chair rails. Midway Motors now uses the passenger station to sell automobiles.
Transportation

HISTORY: Two short-haul passenger lines operated from Connellsville daily. The railroad tracks ran through town on an elevated track and a brick enclosed elevator carried passengers from the station to the walkway above. (See also Pittsburgh and Lake Erie Railroad: Belle Vernon Station.)

Pittsburgh and Lake Erie Railroad: Fayette City Station
Water Street, Fayette City

Construction Dates: ca. 1896, ca. 1950

DESCRIPTION: The P&LE's small passenger station at Fayette City was constructed shortly after the railroad arrived in 1895. It is a single story, 72' x 30', building with asphalt shingles over the original clapboard. Its gable roof of slate includes dormers, and it sits on a reinforced concrete foundation. A recent fire severely damaged the structure which has been remodeled as a residence.

HISTORY: See Pittsburgh and Lake Erie Railroad: Belle Vernon Station.

Pittsburgh and Lake Erie Railroad: Repair Shops and Roundhouse
Adjacent to Monongahela River, just NE of Newell

Construction Date: ca. 1910

DESCRIPTION: The Pittsburgh & Lake Erie Repair Shops and Roundhouse are on a terrace above the Monongahela River in Newell. Only a portion of the roundhouse remains. Of steel frame construction, its walls are of common-bond red brick with pilasters, corbelling, and bays, which have been infilled with corrugated fiberglass panels. It rests on a reinforced-concrete foundation; the turntable has been removed. The adjoining shop buildings are also of common-bond red brick, and are one- and two-stories tall, have a steel frame structural system and flat roofs. The shops have both six-over-six-light double-hung sash windows and multipane casement windows with wood lintels and sills; many of the windows are broken and the shops are in poor condition. Northwest of the roundhouse and shops is a small, round, single-story red brick pump house. It has corbelled brick work around the top of its walls and its windows are broken out. About one-eighth of a mile to the west is the P&LE office and scale. The ca. 1910 Fairbanks mechanical scale is still in place, although a recently installed electronic scale is now used. Immediately north of the scale is the two-and-one-half story office. Covered with cream-colored asphalt shingles, the structure has one-over-one-light double-hung sash windows, a hipped roof with dormers, a brick chimney, and sits on a concrete foundation. A single story utility building with multipane casement windows is east of the office.

HISTORY: The Newell repair shops and roundhouse were constructed ca. 1910. By 1935, the Pittsburgh & Lake Erie Railroad employed 182 people at their Newell and Dickerson Run repair shops. (See also Pittsburgh and Lake Erie Railroad: Belle Vernon Station.)
Pittsburgh and West Virginia Railroad: Youghiogheny River Bridge

Current Name: Norfolk and Western Railroad
Spans Youghiogheny River at Banning, Perry Township

Construction Date: ca. 1904

DESCRIPTION: The Pittsburgh & West Virginia's Youghiogheny River bridge at Banning consists of a main span with two approaches. The main span is a pin-connected, deck K-truss, approximately 350' long, and the approaches are deck Warren-trusses, each measuring approximately 150' in length. The bridge also contains a number of steel-plate girder spans supported by steel bents.

HISTORY: The Pittsburgh & West Virginia Railroad was the successor to the Wabash and Pittsburgh Railroad. Under the control of George Gould, the latter company had challenged the Pennsylvania Railroad for the lucrative Pittsburgh market. The scheme was a failure and the company had gone into receivership by 1908. Kuhn, Loeb and Company controlled the line until the Pittsburgh & West Virginia Railroad Company purchased the line in 1916.

The P&WV operated 132 miles of single-track line from Connellsville, where it connected with both the Western Maryland Railroad, through Pittsburgh, and the Wheeling and Lake Erie Railroad. Two divisions, the Connellsville and the Pittsburgh, linked the tidewater area to the Great Lakes through Wheeling and Lake Erie. Coal was the major freight item carried by the Connellsville Division of the line. Because of the rugged territory through which the line passed, the railroad was characterized in 1912 as "the nine days' wonder of railroaddom. Such a jumble
of viaducts, tunnels, bridges, cuts, fills, arches, trestles and culverts civilization had never before seen." Twenty tunnels and nearly sixty bridges serviced the line. Neither the railroad nor the connecting lines carried passengers, thus the route was particularly efficient for quick freight transport.

During World War II it was essential as a carrier of iron ore, coal, and finished products. In the late 1940s, the company owned thirty-six locomotives including seven Mallets, which had been purchased between 1934 and 1937. The company also used Baldwin Mikado locomotives manufactured by the Baldwin Locomotive Works at Eddystone in the early 1900s.

Source:

**Redstone Creek Bridge**
T 932, spans Redstone Creek 1500' W of Tippecanoe, Redstone Twp.  
Construction Date: ca. 1900

DESCRIPTION: The Redstone Creek Bridge is a six-panel, single span, pin-connected, Pratt through-truss with coursed ashlar wing-walls and an asphalt deck. It is approximately 50' long and 12' wide.
HISTORY: Although the manufacturer is not known, the bridge dates to about 1900 and is located west of the town of Tippecanoe, northwest of the mining community Smock. The steel used in the bridge was manufactured by Bethlehem Steel Company of Pennsylvania.

Searight's Tollhouse

DESCRIPTION: Constructed of common-bond red brick, Searight's Tollhouse is two stories tall and displays three different building phases. Overall, it measures approximately 36' x 31'. The original octagonal building has a shed-roof addition on its back side as well as a brick addition on its south side; wood shingles cover the entire roof, and a pent roof, supported by pillars, wraps around its octagonal portion. The building rests on a rubble-stone foundation, and its windows are six-over-six-light, double-hung sash windows with stone sills and ashlar lintels. Brick dentil work and a belt course are other features of the facades. Inside there are two rooms and an octagonal office on the first floor; all fireplaces have wood mantles with rondel blocks and brick chimneys.
Transportation

HISTORY: In 1806 the National Road was authorized by the United States government. Five years later, the Pennsylvania section was begun in Cumberland, Maryland, and terminated in Wheeling, West Virginia. In 1831, the Federal government turned the National Road over to the individual states. At that time, Pennsylvania authorized the construction of six tollhouses including the one at Searight. Tollhouses were situated adjacent to the road and on sites that provided views of the road in both directions. To help ensure toll collection, iron gates blocked the road at the tollhouse. Searight’s Tollhouse was named after William Searight, a prominent local resident who later became one of the road contractors and commissioners. Tolls on the National Road continued to be collected until 1905. The structure, restored in 1966, is now operated by the Fayette County Historical Society under a management agreement with the Pennsylvania Historical and Museum Commission. It has been placed on the National Register.

Sources:

Tippecanoe Bridge
On T 932 spanning Redstone Creek S of Tippecanoe, Redstone Twp. Construction Dates: ca. 1890, 1918

DESCRIPTION: The Tippecanoe Bridge No. 9, a two span bridge with coursed ashlar wing-walls, crosses Redstone Creek south of Tippecanoe at the end of Shear Hollow. The western span is a three panel, pin-connected pony Pratt truss which measures 39'-9" and has wooden flooring and stringers. The second span is a six panel, riveted pony Pratt truss with a bridge plate and latticed angle bars used as guard rails. It is 94' 6" long and also has wooden flooring and stringers.

HISTORY: The pin-connected bridge dates to ca. 1890, while the longer span was built in 1918 by the Ferris Engineering Company of Pittsburgh, Pennsylvania. It is likely that the later bridge replaced an earlier through-truss.

Source:
Bridge plate

Western Maryland Railroad Company: Confluence Station
Current Name: Colburn Station Restaurant, Saltlick Twp. Construction Dates: 1908, 1983
At Mill Run Junction on Mill Run Reservoir

DESCRIPTION: The Confluence station is one story tall, of wood clapboard painted beige with brown trim, and measures 70' x 19'. The station’s gable roof of composition paper has an intersecting central gable on its east side and a new concrete-block foundation. The windows are two-over-two-light, double-hung sash with wood architraves. In 1986 a grocery store was added to the north side of the restaurant.
HISTORY: The Western Maryland Railroad was originally chartered in 1853 and eventually ran from eastern Pennsylvania to Cumberland, Maryland, and finally to Connellsville, Pennsylvania. The line hauled lumber and coal from the region and met the Baltimore & Ohio Railroad at the Youghiogheny River town of Indian Creek. In 1927, the Baltimore & Ohio acquired the majority of stock. The Western Maryland Railroad's Confluence Station was constructed in 1908. In 1983, the structure was moved from Confluence to Mill Run Junction to serve as a depot for a tourist site known as the Colburn Station Restaurant and Tram Train.

Sources:
Colburn, Charles. Owner, Colburn Station Restaurant, Confluence. Personal archives.

Western Maryland Railroad Company: Ohiopyle Bridge
Spanning Youghiogheny River at Rte. 381, Ohiopyle

DESCRIPTION: The Western Maryland Railroad Company's bridge over the Youghiogheny River in Ohiopyle is a six-span, horizontally-curved, steel deck girder bridge; the eastern portion, a viaduct, has been demolished. The concrete piers extend south of the bridge such that another set of tracks could have crossed the river, however the tops of the piers show no sign of ever having track on them; the abutment faces were built to support two lines of track as well. The original railroad bed between Confluence and Ohiopyle is now used as a bike trail.

HISTORY: The Western Maryland Railroad Bridge was constructed ca. 1900. (See also Western Maryland Railroad: Confluence Station.)

Western Maryland Railroad Company: Ohiopyle Station
E of Rte. 381 and Youghiogheny River, Ohiopyle

DESCRIPTION: The Western Maryland Railroad's Ohiopyle Station is a one-story, clapboard structure that is painted a cream color with brown trim. Measuring 70' x 20', the station has an asphalt-covered gable roof that projects out about 2' on all sides and runs the length of the building; there is a central gable over the north side entrance. Sitting on a concrete-block foundation, the building has decorative roof brackets, a corbelled brick chimney, and double-hung sash windows on its north and south sides. Today, the station is used as a rest stop on the Ohiopyle bike trail.

HISTORY: The passenger station at Ohiopyle was constructed around 1908 and served as an early Western Pennsylvania passenger station. The arrival of the line made Ohiopyle a popular and more accessible tourist spot. The town had six hotels operating in the early twentieth century. (See also Western Maryland Railroad: Confluence Station.)
West Penn Railways Company: Connellsville Terminal
Current Name: Scottdale Bank
129 Arch Street, Connellsville

DESCRIPTION: The Connellsville terminal is now used as an office building and bank. It is a three-story Art Deco building of stretcher-bond yellow brick. Rectangular in plan, the building is 101' x 77', has a flat roof and rear overhang with steel supports, and sits on a concrete foundation. The terminal’s facades have fluted pilasters separating the window bays which have corbelling at the top; the uppermost level of windows are now infilled with glass block. The building also contains a date stone, "1927." Inside, the terminal still has its original staircase with railing and balusters, and polychrome floral tiles on its floors and walls.

PHOTO 68. West Penn Railways Company, Connellsville Terminal.

HISTORY: The West Penn Railways Company was organized in 1902 and incorporated in 1904, consolidating sixty-two smaller trolley operations to unite 339 miles of track in Maryland, West Virginia, and Pennsylvania. (The earlier companies were formed principally between 1896 and 1902 during the first national boom of interurban lines that ended with the Panic of 1903.) Fayette County's coal region was an important portion of West Penn Railways' territory. Service between Greensburg and Uniontown operated at thirty minute intervals and allowed a significant increase in mobility in the region. The county's poor road system, the small number of automobiles and
Transportation

the need for transportation between coal communities resulted in an exceptional increase in ridership in the Fayette County coke region. When automobile ownership increased between 1924 and 1930, however, ridership dropped and several lines were abandoned. With World War II’s gasoline and tire rationing trolley use became popular again; however, between 1950 and 1952 West Penn Railways abandoned its lines and buslines were instituted. The West Penn Railways Company Terminal in Connellsville was constructed in 1927 and opened in 1928.

Sources:
Van Atta, Robert B. "Historical Sketch of Electric Railway Properties Forming the West Penn System." Public Relations Department, West Penn Power Company, Greensburg, PA.

West Penn Railways Company: Uniontown Freight House
North Beeson Street, N of West Penn Street, Uniontown

DESCRIPTION: The West Penn Railways Company Freight House in Uniontown was constructed ca. 1930 on North Beeson Street. It is a common-bond red brick building that is trapezoidal in plan, measuring 90' x 55'. Its gable roof of composition paper is supported by wood rafters, and it rests on a reinforced-concrete foundation. The freight house windows are infilled and new garage doors have been added; today it is used as a warehouse.

HISTORY: See West Penn Railways Company: Connellsville Terminal.

West Penn Railways Company: Uniontown Terminal
Current Name: P.B.I. Career Center
NE corner of North Beeson and Penn Streets, Uniontown

DESCRIPTION: The Uniontown terminal is a two-story, stretcher-bond, structure of orange brick with buff brick pilasters and cornice; a steel frame overhang at the top of the first story forms a roof supported by steel columns. The terminal has two additions -- a two-story, concrete-block structure on the west side and a yellow brick and concrete-block addition on its northeast corner. The terminal has been extensively remodeled for offices.

HISTORY: The Uniontown Terminal of the West Penn Railways Company was constructed ca. 1930 to accommodate the increasing ridership on the interurban line. (See also West Penn Railways Company: Connellsville Terminal.)
Bulk Products Industries

Distilling and Brewing

Brownsville Brewing Company
Current Name: Fashion Cleaning Company
1000 Water Street at Bolivar Street, Brownsville

Construction Dates: 1903, 1918

DESCRIPTION: The Brownsville Brewery occupies a block-long section of land adjacent to the Monongahela River and what was originally the Monongahela Railroad. The brewery, of common-bond red brick, consists of a brew house, ice plant and boiler room; the brew house and ice plant are five stories tall while other portions of the brewery are two and three stories high. The structure, measuring 525' x 200', has a flat roof of concrete with wood and steel trusses and is supported by a cast iron and steel structural system with 18" I-beams spaced 3' apart in the stock house. The second and third story windows in the ice plant are metal-frame, nine-light, while the upper two stories are infilled with brick and the ground level has metal-frame, twelve-light windows; the ice plant has 6"-thick cork floors and walls, and was originally open to the roof. Stone beltcourses and corbelling run throughout the complex, and the boiler and brew houses contain voussoirs connected by beltcourses. The names "ICE PLANT" and "BOILER HOUSE" are in white glazed brick on the north side of the complex, and "BROWNSVILLE BREWERY" is painted on the east side. As the brewery building expanded, four stories were added to the ice plant. On the east facade, the old shed area was expanded with new red brick additions; the cooling tower on top of the brew house has been removed. With the exception of an elevator last inspected in 1937 none of the original machinery is present. The interior of the brewery has been adapted for use as a dry cleaning facility and residence. To the west of the brewery is the office, constructed in 1904, which is two stories tall, of stretcher-bond red brick, and measures 72' x 41' in plan. On an ashlar foundation, the office has a gable roof with two hipped-roof dormers. A 1918 addition on the north side was designed by Chicago architects Otto Luhr and Herman Friedl. A fire in 1979 damaged part of the complex.

HISTORY: Construction of the Brownsville Brewery began shortly after the company was chartered on January 12, 1903 with Oscar Beyer of Chicago as the architect. Production began on February 7, 1904. George D. Thompson purchased the property, and George J. Edel served as president and general manager. The organizers included Edel, W. H. Calvert, and John Monier, all of Charleroi, and J. I. Thornton and George Rathmell of Bridgeport.

Hart’s 1904 description of the brewery’s operations was quite detailed. Grain was transported to the site by rail and conveyed to the top of the brewhouse by elevator to storage bins with a capacity of eight car loads of barley malt. The grain then passed through fans, sieves and magnets to eliminate impurities. The malt was then crushed in the mill and passed to barley hoppers where 8,000 pounds of mix was measured for the brew. The mixing kettle steeped the mix with water. Any refuse grain fell from the mixing kettle into a wet-grain bin and then a drier. The dried grain was bundled and shipped out as horse feed.
Bulk Products

The mix was then conveyed to the mash tub where an extract of malt was produced; it in turn was carried to the brew kettle, which had a capacity of 185 barrels. After it was brewed for 3 1/2 hours the product was conveyed to an upper floor and sent over a series of copper pipes that were kept cold by currents of cooling vapor, reducing the liquid to a near-freezing temperature. The liquid was then carried by pipe to vats in the two-story fermentation room.

By 1922, the company employed thirty-four people. During prohibition the firm became known as the Brownsville Ice and Storage Company. Production of beer resumed after repeal and in 1935, the company had thirty-eight workers. The brewery ceased operation ca. 1940, and the Fashion Cleaners purchased the building and has housed a large dry cleaning facility there since 1944.

Sources:

Connellsville Distilling Company
Current Name: Swan's Furniture Warehouse, Construction Date: ca. 1905
West Peach Street at Pittsburgh Street, Connellsville

DESCRIPTION: The original Connellsville Distilling Company was situated between East Grape and East Apple Streets, one block south of its present site. Only one building, a warehouse, from the older complex is extant. The common-bond red brick structure is three stories high with a flat roof and an exterior brick chimney. Trapezoidal in plan, the warehouse's front facade has three-story pilasters, topped by arches, soldier-course brickwork between the floors, and, on all sides, brick corbelling at the roof and the foundation. Most of the windows are infilled with glass brick; those that remain are single-light, double-hung sash; all have stone sills and either triple voussoirs or stone lintels. On its west side the outline of a two-and-one-half story structure is visible.

HISTORY: The Connellsville Distilling Company, situated on what was originally the site of the Snyder Brewery, was organized in February of 1902. The original complex consisted of a retail house, which the West Penn Railways had used as a power house, a 50' x 40' wagon and jug storage building, a 85' x 32' automobile storage building, a bonded warehouse, and a 50' x 27' fermenting building with associated water tanks and tubs. The first story of the company was the original brewery building. Using the sweet mash process, with a mash capacity of 42 bushels and
a yield of 4-1/2 gallons per bushel, more than 500 barrels of rye whiskey were produced at the site each year. The Connellsville Distilling Company was Registered Distillery No. 28.

Sources:

Fayette Brewing Company
Current Name: Tri-County Tire Co./John R. Malloy Beer Distributors
Dunbar and Fayette Streets, Uniontown

DESCRIPTION: The Fayette Brewing Company is situated on a railroad siding at the corner of Dunbar and Fayette Streets. Its flat-roofed brew house, of common-bond red brick, painted yellow, has both two- and four-story parts. The structure measures 85’ x 28’ and has a steel frame structural system with brick arches between the first and second floors. The two street-side facades have a variety of decorative elements, including two-over-two-light double-hung sash windows with double and triple voussoirs, round windows on the uppermost level, brick beltcourses, and

Photo 69. Fayette Brewing Company, brew house.
Bulk Products

corbeling at the top. The Company's bottling house is a one story common-bond red brick building on a rubble-stone foundation. Double voussoirs and stone sills are at the top and bottom of each window space, although some windows have been replaced, others filled with glass block, and still others boarded over. Today the building is used by a beer distributor.

HISTORY: The Fayette Brewing Company was constructed ca. 1900 and by 1916, employed forty people. The firm continued brewing until prohibition and after repeal, the building was purchased by the Uniontown Distilling Syndicate.

Sources:

Hoover and Moore Distillery
NW corner of Rtes. 4006 and 4008, Redstone Twp. Construction Date: 1905

DESCRIPTION: With the exception of two one-story gable-roofed clapboard storage buildings with rubble-stone foundations, all the structures associated with the Hoover and Moore Distillery have been demolished. Both buildings have modern garage doors and boards over their windows.

HISTORY: The Hoover and Moore Distillery, registered as Distillery No. 64, was constructed at Fairbanks on the Monongahela Railroad line. Opening in 1905, the firm produced whiskey from sweet mash and had a mash capacity of 45 bushels per day. The town water works and wells supplied water to the company, and the boiler room was powered by steam generated from coal and gas fuel. The distillery's double bonded warehouse had a 1,100 barrel capacity. A retail house and associated dwelling stood on New Salem Road. In 1916, the firm employed only four people and a year later the distillery closed. The site is presently used as a residence.

Sources:

Johnson Brewing Company: Company Housing
Church Street extension off South Mill Street, New Salem, Menallen Twp. Construction Date: ca. 1910

DESCRIPTION: Although the Johnson Brewing Company has been demolished, four company houses remain in New Salem. The two workers' houses are two-story wood-frame structures that rest on rubble foundations and have gable roofs. Across the street, two houses, a brewmaster's
and a manager's house, are two-and-one-half story wood frame structures that also rest on rubble foundations. These houses have hipped roofs and contain three brick chimneys each.

**HISTORY:** The Johnson Brewing Company was situated at the corner of Church and South Mill Streets in New Salem. The firm was in business from 1906 to 1908 as the Johnson Brewery, and from 1908 to 1920 as the Johnson Brewing Company. By 1916, the company employed fourteen people in the production of malt liquor. Within six years, however, the firm had shifted to the production of vinegar and expanded the workforce to forty-seven, nine of whom were office employees. The company appears to have not survived prohibition, however, as it was not listed in the Industrial Directories in the 1930s.

**Sources:**

**Labor Brewing Company**  
Current Name: Famous Supply Company  
85 Pittsburgh Street, Uniontown  
Construction Dates: 1905, ca. 1920

**DESCRIPTION:** The common-bond brick brewery is an eclectic structure ranging from two to five stories in height with a flat roof of composition paper over wood rafters. Resting on a rock-faced coursed-ashlar foundation, the building has bearing walls with pilasters and iron supports; Cambria steel frame has been added. The interior has oak floors and the stairway's original cast iron rail is extant. Most of the brewery's windows are infilled or partially infilled, many are double-hung and many are round-headed. A variety of corbelled brickwork patterns, frequent use of round windows, and ashlar continuous sills and other elements, combine to give the brewery an eclectic and somewhat Romanesque appearance. All brewing equipment has been removed and the structure is now used as a warehouse and show room for bathroom and kitchen supplies. A one story concrete-block building and show room have been added.

**HISTORY:** The Labor Brewing Company was constructed in 1905 and operated until prohibition closed its doors. Since the 1930s the building has been used as a grocery warehouse, and more recently as a storage and display facility for the Famous Supply Company.

**Sources:**
A. Overholt and Company
Current Name: Frank Drisedt Inc.,
On Youghiogheny River off SR 1038, Broad Ford, Dunbar Twp.

DESCRIPTION: The Overholt Distillery is situated on the Youghiogheny River floodplain in the town of Broad Ford. The complex consists of an office building, granary and grain elevators connected by conveyor to a series of joined buildings -- the boiler house and engine room, distillery and fermenting houses, machine shop, and drying house -- and a number of warehouses and
bottling houses. (Building names used in this description are derived from the 1947 National Distillers Products Corp. map of A. Overholt and Co., Inc.)

The three-story, stretcher-bond yellow brick office, built ca. 1930, has a flat roof and rests on a reinforced-concrete foundation. It has brick pilasters and corbelling at the foundation and hinged windows with concrete sills.

The buildings in which the grain was prepared and distilled stretch along the Youghiogheny at the southwest side of the complex. The six-story tall grain elevators are enclosed in a stretcher-bond yellow brick structure, the upper two stories of which are corrugated metal with a steel roof truss.
Bulk Products

Resting on a reinforced-concrete foundation, the elevator has six-over-six-light double-hung sash windows with gauged voussoirs and stone lintels. A single-story corrugated metal structure which tops the seven 58' high granary bins connects the elevator with the bins. The granaries are lined with steel and faced with header-bond brick. A steel frame conveyor for moving the grain spans the distance north to where it enters the dynamo building at the third floor level; it runs over the two-story boiler house, which is a flat-roofed stretcher-bond yellow brick building on a stone and concrete foundation. A tall stack of header-bond yellow tile brick with geometric brick work and corbelling is immediately south of the boiler house. The distillery is connected to the boiler house by a two-story dynamo, mill, and office addition built in 1907. The distillery, built ca. 1880, is five stories tall, of stretcher-bond yellow brick on a stone foundation. The building has a steel frame structural system with a flat roof of composition paper, brick corbelling and dentil work on the fourth floor, and multipane double-hung sash windows with triple voussoirs and fanlights on the first and fourth floors. "A. OVERHOLT & CO." is carved in stone and set over the entrance between the first and second stories. On the distillery's south side there are pads from the alcohol column building. Attached to the north of the distillery is the old fermenting house, a two-story, stretcher-bond yellow brick structure on an ashlar foundation. The old fermenting house has a flat roof, multipane double-hung sash windows, the lower level of which are infilled, and an exterior sign that reads: "U S Internal Revenue Bonded Warehouse No. 3 Distillers Products Sales Corporation." Attached to and set back from this building is the new fermenting house. The
machine shop and drying house are attached to the new fermenting house. Of stretcher-bond yellow brick, these buildings are one and three stories high, the machine shop has a monitor roof, and pads for a Dorr thickening tank and stillage tanks are adjacent to the drying house.

Other than a 36' diameter metal cistern on steel trestles -- designed and erected by Bollinger-Andrews Construction Company of Verona, PA -- the remainder of the structures in the Overholt Distillery complex are warehouses, in which the whiskey was stored while it aged, and buildings in which the product was bottled and stored. From roughly south to north they are: bonded warehouse B, a three-story common-bond red brick building that measures 77' x 100', has a gable roof of tin, sits on a stone foundation and has infilled windows; free warehouse A, a common-bond red brick building, two stories tall with a tin roof and corbelled chimney and brick pilasters and corbelling -- a garage door has been added to its south side; bonded warehouse H, an eight-story, common-bond yellow brick building measuring 120' x 150' which rests on a reinforced-concrete foundation with red brick beltcourses at its cornice and foundation. It has vertical rows of windows with red brick architraves and iron doors, on each floor of the south side, and painted in white on the exterior wall "Overholt Co. Inc. Broad Ford, PA USA Old Overholt.....Whiskey 100 Proof." The interior has oak floors, eight-story numbered wood racks, and terra cotta walls; bonded warehouse C, a seven-story (176' high) common-bond red brick building that measures 137' x 142', has double iron doors with double voussoirs and bracket doors with iron lintels. The southeast end of warehouse C contained a bonding room; the entire structure was built in 1899; bonded bottling house and case warehouse of common-bond red brick, one story high and measuring 128' x 66' overall with the warehouse 66' x 66', a gable roof with wood rafters and metal ventilators, resting on a stone foundation with a timber, post-and-beam structural system and multipane double-hung sash windows with double voussoirs, fanlights, stone sills and metal bars and shutters; bonded warehouse D, constructed in 1909, an eight-story, common-bond red brick building that measures 163' x 114' and has vertical rows of multipane double-hung sash windows with triple voussoirs and metal shutters; bonded case warehouse I and tax paid case warehouse, a two-story common-bond red brick building, spanning Galley Run, and added to the bottling house ca. 1935, on a reinforced-concrete foundation with glass-block windows and a loading dock with double iron doors that once opened onto the B&O tracks; only the brick foundation with concrete footers remains from bonded warehouse F, which was destroyed by fire in 1987 -- it was also on the north side of Galley Run.

Two of the residences owned by the Overholt Company are on Connellsville Road. One red brick, two-and-a-half story residence has a gable roof with chimneys, a stone foundation, and dates to ca. 1840. Adjacent to this structure is a one-and-a-half story red brick house.

HISTORY: In 1810 Abraham Overholt first produced whiskey in a small still located on his farm in West Overton. In 1853, as the popularity of his "Old Farm" whiskey increased, Overholt established a major commercial distillery on the Youghiogheny River at Broad Ford. Abraham's sons, Henry and Jacob became partners in the firm until Jacob died and Henry sold his interest. In 1865, grandson Abraham Overholt Tinstman joined his grandfather's business. On January 15, 1870 Abraham Overholt died and, two other partners, James S. Pontefact and C. Fritchman joined with Tinstman to operate the Broad Ford Distillery. In the same year, Tinstman became president.
Bulk Products

of the Mount Pleasant and Broad Ford Railroad Company which was eventually sold to the Baltimore & Ohio system.

The career of another Abraham Overholt grandson, Henry Clay Frick, began at the Broad Ford distillery when Frick was hired as a clerk and bookkeeper. In 1867, Frick first ventured into the coke industry when he went into partnership with Tinstman and Joseph Rist. The firm, known as Frick and Company, managed 600 acres of land and 200 coke ovens in two batteries, the Frick "Novelty" Works and the Henry Clay Works. Not only was Frick successful in the coal and coke industry, but by 1878, he had become the principal owner of the Broad Ford Distillery with Pontefact continuing as manager of the complex.

The first expansion at the Broad Ford Distillery began in 1867 and by 1868 a four-story building measuring 112' x 66' had been constructed. In addition, two three-story wings, each 25' x 20', were appended to the main building. The works had a capacity of 400 bushels of grain for each twelve hour shift. During this time, the rye whiskey manufactured at the site was known as "Monongahela" and "A. Overholt & Co. Pure Rye Whiskey," but after Abraham Overholt's death in 1870, the brand name "Old Overholt" was given to the whiskey.

Passing through the complex on an elevated steel trestle with concrete piers was the P&LE Railroad. The B&O tracks are situated to the northeast.

By 1894 Andrew W. Mellon had purchased a one-third interest in the Broad Ford Distillery and the offices had located in Pittsburgh. In 1899, the entire plant was reconstructed and the rack warehouses completed. Daily capacity increased to 6,450 gallons until 1914 when further improvements expanded the yield to 7,700 gallons. After Frick died in 1919, Mellon bought an additional one-third of the company which he controlled until the buildings were acquired by the National Distillers Company Products Corporation.

Whiskey continued to be produced at Broad Ford during prohibition under a special permit for "medicinal purposes." And following repeal in 1933, the distillery's capacity was increased to 9,760 gallons of whiskey per day. By 1935, the Overholt Company employed 217 people at Broad Ford and the corporate offices had moved to New York City. Six years later, employment had dropped to 199 people.

By 1942, the cooper shop and state shed had been demolished and a 141' x 60' employee recreation building that included a bowling alley had been constructed. This building is no longer extant.

Sources:
Perry Distillery
32 Brown Street, Brownsville

Construction Dates: ca. 1890, ca. 1920

DESCRIPTION: Of the Perry Distillery's original complex only the wholesale fruit warehouse remains. The distillery's retail house and other associated structures consist only of coursed rubble stone foundations. Built into a hillside, the common-bond red brick fruit warehouse is four stories tall, has three chimneys and a full basement. The structure is 40' x 36', sits on a rubble-stone foundation, has one-over-one-light double-hung sash windows with double voussoirs and corbelling at the roof. The building has been converted into apartments.

HISTORY: The Perry Distilling Company in Brownsville produced rye and malt whiskey with the sweet mash process. The Distillery opened ca. 1893 with a capacity of 62 bushels. By 1916 seven people were employed at the complex, but it appears to have gone out of business during prohibition.

Sources:

Perrypolis Distillery
SR 4038/90 N of Washington's Mill, W of Washington Run, Perryopolis

Construction Date: ca. 1820

DESCRIPTION: The Perrypolis Distillery is in ruins northeast of Washington’s Mill (see Washington's Gristmill entry) on Washington's Run; only the sandstone foundation and portions of the ground level of the ashlar structure remain. East of the foundation, traces of the raceway, probably shared by the neighboring gristmill, are visible.

HISTORY: The Perrypolis Distillery operated as a local distillery during the Whiskey Rebellion. In 1976, restoration of the structure was planned by a local historical society, but it was gutted by fire ca. 1979 and by 1982 all that remained were parts of the exterior walls and a central brick chimney stack. Originally, the single story building had six-over-six-light double-hung sash windows, and doorways on both upper and lower levels of three of its four sides.

Source:
DESCRIPTION: Two buildings of the Connellsville Brewing Company’s complex remain standing. The frame brewery was destroyed sometime before the 1920s, and the beer cellars, that ran the remainder of the block, were destroyed by construction for new buildings’ foundations. The common-bond red brick bottling house is two stories high and measures 53’ x 38’. It has a flat roof of composition paper, sits on an ashlar foundation and most windows have been infilled, modified, or boarded over, although their triple voussoirs remain. A one-story concrete-block addition joins the bottling house; together, these now function as a creamery for Sani Dairy Ice Cream. The brewery’s boiler house is also of common-bond red brick. On a rubble stone foundation, it has brick-bearing walls, double voussoirs over the windows (most of which are either infilled or boarded over) and steel Fink trusses over the original rafters that support its gable roof. The boiler house now functions as a compression station.

HISTORY: Construction of the Connellsville Brewing Company began on October 1, 1890. Rockwell and Marcus Marietta erected the building and brewed the first beer there in October of the following year. During the same year, the two men joined in partnership with J.D. Madigan and Peter Soisson. In 1898, a series of important local breweries were consolidated under the name of the Pittsburgh Brewing Company and in December of that year the original Connellsville Brewing Company was purchased under this consolidation.

By 1906, employing fifty men and fifteen teams of horses, the brewery was producing 3,000 barrels per month using the original German manufacturing process. Steam power had been replaced by electric power and the brewery used four 80 horse power boilers. In addition, the company operated two ice machines with a capacity of 110 tons a day and had the storage capacity for over 5,000 barrels of beer.

In the 1930s the site was purchased by the Rose Ice Cream Company; it was later sold to the present owners, Sani Dairy.

Sources:

DESCRIPTION: Only the Bottling House of the Pittsburgh Brewing Company’s Uniontown Brewery is extant. The original brewery and office building that stood on the east side of North Beeson Avenue have been demolished, and on the west side of the street, a storage shed and
Bulk Products

warehouse have been removed and replaced by an apartment building. The bottling house is L-shaped with its original portion, of common-bond red brick, measuring 75' x 30'. It is one story, on an ashlar foundation with brick-bearing walls and exterior pilasters, and has a gable roof of composition paper. The windows, overarched with triple voussoirs, are all infilled with brick or boarded up, and the building has dentil work and corbelling at its eaves. The addition is also of common-bond red brick, and is two stories high with a flat roof. The outer bays' windows are single-light, double-hung, while the central bay on the ground level has a garage door and two metal-frame four-over-four-light windows above. All the windows have ashlar lintels, and the outer bay windows have ashlar sills as well. The addition also has corbelling at its cornice and parapets at its two front corners.

HISTORY: The Uniontown Brewery was situated between the Pennsylvania and Baltimore and Ohio Railroads, and began producing malt liquors in 1898. One year later, however, twelve Pittsburgh breweries and nine other local breweries, including the Uniontown Brewery, were consolidated under the name of the Pittsburgh Brewing Company. The merger created the largest brewing consolidation in the state and the third largest in the country. The offices for the Pittsburgh Brewing Company were located on Liberty Avenue in Pittsburgh. The Uniontown Brewery closed during prohibition, but by 1935 it had reopened and employed thirty-nine people. Today the building houses a second-hand book store.

Sources:

Republic Brewing Company
Three blocks N of SR 4008, Cardale, Redstone Twp.

DESCRIPTION: The Republic Brewery is located in the mining community of Cardale south of the town of Republic. The brewery, of common-bond red brick is one- and two-stories tall, rests on a coursed-rubble foundation and has a flat roof. The north and east sides have beltcourses, one of which meanders geometrically. When the structure was remodeled as a residence, the building was extensively altered. Adjacent to the existing structure are a series of red brick and reinforced-concrete foundations.

HISTORY: The Republic Brewing Company, in operation from 1905 to 1920, was a small local brewery that employed nineteen people in the production of malt liquor. Employment was reduced to five workers in 1922 when the firm ceased brewing during prohibition; apparently the brewery did not reopen. At some point after repeal the building was altered for use as a residence and presently is also used as an auto parts store.

Sources:
Vanderbilt Distillery
Between Bank and Sycamore Streets off Rte. 201, Vanderbilt

Construction Dates: 1882, 1907

DESCRIPTION: Three structures from the Vanderbilt Distillery are extant. The bonded warehouse, a common-bond red brick building is three stories tall and includes a full basement. Measuring 40' x 28' in plan, it has a rubble-stone foundation, stone window sills, corbelled brickwork, a massive stone lintel over the door, and a stepped roof of composition paper. The warehouse has been completely remodeled as an apartment building. The adjoining two-story storage building is of wood with vertical siding and measures 32' x 26'. It has a flat, sloped roof and rests on a brick-and-rubble stone foundation. A wood auxiliary building, painted green, is also extant. Two-and-one-half stories high, it measures 40' x 35', has a gambrel roof with asphalt shingles and hipped-roof dormers, and octagonal and rectangular asphalt shingles and a sliding door on its front gable end. Four six-over-six-light double-hung sash windows line the sides of the building.
HISTORY: The Vanderbilt Distillery was constructed as a gristmill in 1882 and converted to a distillery in 1907. The works, registered as Distillery No. 73, produced bourbon and rye whiskey, employing the sweet mash process. At one time the complex included a distillery, a bonded warehouse, a mill, a boiler house, a barrel storage shed, a blacksmith shop, an office and a retail/storage house. In 1916 the distillery employed only three people, and by 1922 it had closed.

Source:

Yough Brewing Company: Bottling House
Current Name: Recycle Today Inc. Construction Date: ca. 1899
1100 South Arch Street, Connellsville

DESCRIPTION: The bottling house of the Yough Brewing Company is situated on South Arch Street in Connellsville. It is a common-bond red brick structure that is one story high although the roof line is lower at its north end because the ground level drops. Measuring 182' x 33', the building has a flat asphalt roof and brick-bearing walls with corbel work. Resting on a reinforced-concrete foundation, it has multipane double-hung sash windows, some of which are infilled, and concrete sills. Triple voussoirs -- two of buff-colored brick and the top of red brick -- top the windows. All of the machinery has been removed and the western half of the southern end wall has been demolished. The ice factory to the south and the brewery and power house located to the west of the bottling house have been demolished.

HISTORY: The Yough Brewing Company, established in 1899, produced Yough Beer, Ale and Porter. The company's slogan defined their brew as "The Beer That's Relished by the Best of Man." In 1916, thirty-three people were employed in the manufacture of malt liquors, but during prohibition, the brewery and power house were closed, and the company produced soft drinks and other beverages. Shortly after repeal, malt liquors were again brewed by the firm and the company was incorporated, but by 1935, the firm was in the ice business and the staff had been reduced by one-half. Employment had increased to thirty individuals by 1941, but it apparently never reestablished itself as during this year the business closed. Presently, Recycle Today, Inc. uses the former bottling house for its operations.

Sources:
Directory of Connellsville, 1907.
**Food Processing**

**Armour Meat Packing**
North Gallatin Street adjacent to railroad, Uniontown

**Construction Date:** 1900

**DESCRIPTION:** The Armour Meat Packing building is rectangular in plan, measuring 135' x 60'. Its stretcher-bond red brick walls are load bearing; it has a flat roof with a brick shaft and a parapet roof line with corbelling below. The front portion of the building rests on an ashlar foundation and its front entrance has an arched portico topped with double voussoirs and a stone keystone. Windows are one-over-one-light or two-over-two-light double-hung, most with triple voussoirs. Attached to the front of the building are three one and two story additions of common-bond red brick. A railroad siding leads to a loading dock on the north side of the building.

**HISTORY:** The Armour Meat Packing Company was located on the Baltimore and Ohio Railroad line in Uniontown. The company was established in 1891 on Beeson Street, and nine years later the land on Gallatin Avenue was purchased and the plant constructed at a cost of $30,000. On January 16, 1901, the new facility was opened. By 1935, the company employed thirty-two people, and by 1941, employment had increased to fifty-two. The company office was located at the Union Stock Yards in Chicago, Illinois.

**Sources:**

**Connellsville Macaroni Company**

**Current Name:** Artisand Inc.
301 South Seventh Street, Connellsville

**Construction Dates:** ca. 1910, ca. 1950s

**DESCRIPTION:** The Connellsville Macaroni Company is situated west of the former Pennsylvania Railroad line in Connellsville and consists of five connected buildings. The southeastern portion of the complex, where macaroni was manufactured, is three stories high, of common-bond red brick, and has multipane double-hung sash windows with triple voussoirs and stone sills on its east side. The northern part of the company building, its warehouse, shipping room and office, is two stories. Of stretcher-bond red brick, it has multipane casement windows and brick pilasters. The complex also has three post-1924 additions, all of concrete-block; two single-story additions to its south side, both with casement windows, the eastern one of which has a gable roof, the western one, a shed roof. The other addition, squaring off the southwest corner, is two stories high with multipane casement windows. All machinery has been removed and the building remodeled by an engineering and design firm.
HISTORICAL CONTEXT: In 1916 the Connellsville Macaroni Company employed twenty-five men and five women. In addition to macaroni, the company advertised in 1926 that it produced La Premiata Brand Macaroni, distributed Pillsbury flour and sold imported olive oil, cheese, and tomato paste. By 1935, the company had changed its name to La Premiata Macaroni Company, and within the six-year period between 1935 and 1942, it nearly doubled its workforce to fifty-two.

Sources:

Fayette Baking Company
Current Name: Baughman's Garage
129 West Peach Street, Connellsville

DESCRIPTION: The Fayette Baking Company building is three stories high, of common-bond red brick. Its rear section is two stories high. Measuring 100' x 75' in plan, the building has a stone and reinforced-concrete foundation, a flat roof, and multipane double-hung sash windows with double voussoirs. The northern facade has new facing, of stretcher-bond red brick, which covers the front of the building and extends about 7' back on the east and west sides; its front contains pairs of rectangular double-hung sash windows with stone keystones, geometric brickwork and a front door with a transom. The building appears to be vacant, although it has a sign which reads, "Baughman's Garage."

HISTORY: The Fayette Baking Company in Connellsville produced bread and cakes at the West Peach Street plant in the 1920s. By 1935, the company employed thirty-eight people, but by 1941 it was out of business.

Sources:

Hagan Ice Cream Company: Connellsville Plant
Current Name: Bradley Paint Company
608 West Crawford Street, Connellsville

DESCRIPTION: The Hagan Company's Connellsville Plant is three stories tall with a full basement. The plant is 60' x 60' in plan and constructed of stretcher-bond red brick. On a
reinforced-concrete foundation, the plant has a steel frame structural system and a flat roof with wood rafters. Many of the original double-hung windows are extant while others have been replaced with multipane, metal-frame windows. The first and second floor windows have stone sills and there are brick pilasters from the second to the third floor of the plant. The Hagan Ice Cream plant in Connellsville has been out of operation for many years, and the building is now used as a manufacturing plant for the Bradley Paint Company.

HISTORY: The Hagan Ice Cream Company was founded in 1878 by A. J. Hagan who produced ice cream seasonally for his candy store in Uniontown. In 1906 he built his first ice cream factory, in Uniontown, which had the capacity to produce 2,000 gallons of ice cream in a twenty-four hour period. Three years later, the Hagan Company was the first firm in the nation to pasteurize ice cream mix. In 1912 Hagan developed the brine freezer which he installed in his Uniontown plant, apparently the nation's first such freezer type. Hagan continued to adopt the latest machinery in ice cream making -- his plant was the third in the nation to employ the cold-blast hardening system that maintained container ice cream at a temperature of 20 degrees below zero.

In addition to ice cream, Hagan produced butter and cottage cheese. Eventually, Isaac Newton Hagan inherited the family business from his father. (I. N. Hagan's Frank Lloyd Wright house in Chalkhill, Fayette County, was completed in 1954.) The firm expanded to include the plant in Connellsville as well as plants in Bradley, and Greensburg, Pennsylvania, and Grantsville, Maryland.

Sources:

Hagan Ice Cream Company: Uniontown Plant
Current Name: CRH Catering Company
58 South Gallatin Avenue, Uniontown
Construction Dates: 1907, ca. 1910

DESCRIPTION: The Hagan Ice Cream plant in Uniontown consists of an original building to which numerous additions have been made. The original structure was built of common-bond red brick and has a flat roof with a stone foundation. Additions of one, two and three stories have been added to the rear; these are of common-bond red brick and one addition has geometric brick work on the third floor. Two additions have been placed on the front, one of stretcher-bond and one of used brick. On the ground level most windows have been infilled with glass brick while on the upper levels there are both glass brick and multipane double-hung sash windows. Alterations include the addition of new garage doors and the remodeling of the interior to include entirely new machinery. In 1966 Country Belle purchased the Hagan plant but the company was soon in bankruptcy. Beverly Farms operated the company until the CRH Catering Company took over in 1975. The plant continues to make ice cream and other products such as popsicles.

HISTORY: See Hagan Ice Cream Company: Connellsville Plant.
Harlan Gristmill
Current Name: Yogi Bear Campground
200' N of SR 1001 on T 593, Springfield Twp.

Construction Date: ca. 1925

DESCRIPTION: The three-and-one-half story clapboard mill building measures 50' x 30' in plan. Its north side has asphalt siding. Resting on a coursed rubble-stone foundation, the mill is supported by a post-and-beam structural system, has a central brick chimney and is covered with a tin, gable roof. All the windows are two-over-two-light, double-hung, and on the south side there are double doors on all three levels while on the north side a large door has been added on the
first floor. A one-story shed addition adjoins the west side of the mill.

HISTORY: The Harlan Gristmill was constructed by Charles Harlan around 1925. The structure is unusual as it is a twentieth-century, rural, steam gristmill. After operating for nearly a quarter of a century, the mill was purchased in 1950 by the Yogi Bear Campground. All the machinery was removed in 1950, and the mill now functions as a workshop and storage facility.

Source:
Yogi Bear Campground Manager. Interview, 1989.

International Baking Company
Alley parallel to Water Street between Arch and Race Streets, Brownsville

Construction Date: ca. 1925

DESCRIPTION: The International Baking Company building is vacant and in poor condition with many of its windows broken. The structure is 100' x 100', rests on a reinforced-concrete foundation, and is one and two stories high with an elevator shaft. Of stretcher-bond red brick the building has a steel frame structural system, a flat composition paper roof, and both casement and multipaned double-hung sash windows.

HISTORY: The International Baking Company is situated on an alley behind Water Street in
South Brownsville. The company employed twenty-eight people in 1935 and thirty-six in 1941.

Sources:

Sylvan Mills
On T 332 at Georges Creek, NE corner of juncture with T 472, Springfield Twp. Construction Date: ca. 1816

DESCRIPTION: The Sylvan, or Hunters, Mills site consists of an ashlar and coursed-rubble stone gristmill with a stone head race. The roof of the three-story structure has fallen in, and only portions of several six-over-six-light double-hung sash windows are present. Part of the post-and-beam structural system still exists in the south side, as does a wood grain chute between the first and second floors. In addition to the mill, extensive building ruins remain southwest of the mill - stone foundations, slag, and soil disturbances indicating that this site was once a large industrial complex.

HISTORY: The Sylvan Mills site hosted a range of manufactories in the course of its history. The first industrial buildings were the Sylvan Iron Forges, two forges constructed in 1796 by Andrew and John Oliphant on Georges Creek six miles below their furnaces. Obtaining pig iron from the Fairchance Furnace, each forge had four fires, three for fabricating anconies and the other a chaffery fire for bar iron. With the exception of a few years when the forges were rented by J.K. Duncan, the Oliphant family retained possession of the site until ca. 1868.

A stone gristmill, ca. 1816, was constructed at this site, and later the complex was expanded to include a carding machine, sawmill, and oil mill. Samuel Hunter purchased the land in 1868 and continued operating the gristmill and sawmill until 1887 when Jeremiah Larmon assumed proprietorship.

Sources:

Washington’s Gristmill
On SR 4038/90 W of Washington’s Run, Perryopolis Construction Dates: ca. 1774, ca. 1795

DESCRIPTION: Washington’s Mill is situated on Washington’s Run east of the town of Perryopolis. Its ashlar foundation with ashlar chimney and wheelpit are extant. The south wall of the structure is formed in bedrock while the other walls are free-standing. Traces of the
raceway, probably shared with the Perryopolis Distillery (see Perryopolis Distillery) are visible northeast of the mill.

HISTORY: In 1774 George Washington sent Gilbert Simpson to oversee the construction of a gristmill on his southwestern Pennsylvania property. Valentine Crawford, an agent for Washington, reported on the progress two years later in 1776, writing, "I think it the best mill I ever saw anywhere. If you remember you saw some rocks at the mill seat. These are as fine mill stone grit as any in America. The millwright told me the stones he got for your mill there are equal to British burr."
Washington put the mill up for lease in 1785, but it was not until after his death that the structure was finally sold to the heirs of Israel Shreve, who had previously leased the land. The mill operated at least until 1901, and a historic photograph that dates to approximately this time indicates that the mill was once a three-story structure with clapboard siding and an overshot wheel.

Sources:

Glass

American Window Glass Company: Factory No. 4
Current Name: West Penn Warehousing Inc./Bethlehem Machine Shop Co. Construction Date: ca. 1900
Main and Fourth Streets, Belle Vernon

DESCRIPTION: The American Window Glass Company in Belle Vernon is situated on the Monongahela River at Main and Fourth Streets. At the time of the survey, inside access to the site was not possible, and only a portion of the complex survives. Two of the early factory buildings have been demolished. The large manufacturing plant is constructed of corrugated metal with a monitor roof and is surrounded by a new one-story brick addition which has a two-story office with a mansard roof and stone foundation at its corner. In the southern sector of the plant are two one-story, red brick buildings, one painted gray. These structures have gable roofs with monitors and are used by the Bethlehem Machine Shop Company.

HISTORY: The first glass establishment in Belle Vernon was initiated in 1834 when George Kendall and Thomas Patton began constructing buildings for a glass works. Before the plant went into operation however, William Eberhard purchased the site, and he began glass production with an eight-pot furnace and rollers that could produce 25’ x 21’ pieces of glass sheet. Eventually, Eberhard’s plant’s capacity increased when eight more pots were added. In 1853 the works failed, but they were purchased at the opening of the Civil War by George A. Berry and Company.

At the end of the war R.C. Schmertz purchased the company, remodeled the works, and expanded the plant by adding a ten-pot furnace. As the company became one of the largest window glass companies in the region, a company store and thirty-six tenements were constructed. By the late nineteenth century, with R.J. Linton of Belle Vernon as manager and resident partner, the plant had twenty-six pots, and consumed 300,000 bushels of coal, 80,000 bushels of coke produced at a nearby facility, 220 tons of sand, 650 tons of lime, 850 tons of soda, and 500 tons of miscellaneous materials. Over one million feet of lumber was used to pack the yearly average of 80,000 wood boxes of glass. Schmertz, a Pittsburgh resident, operated another glass plant in Columbus, Ohio.
Bulk Products

In 1879, twenty large companies merged to form the American Window Glass Association, which eventually controlled 85 percent of the glass market. The Association evolved as the nineteenth century progressed, and in 1899 the American Window Glass Company was formed. One of the companies included in the Association was the Belle Vernon Glass Factory, American Window Glass Company’s Factory No. 4. In 1892, the company employed 280 people, and by 1922, the American Window Glass Company had its corporate offices in Pittsburgh and employed 455 workers at the Belle Vernon plant. By 1941, the work force had decreased to 393 people.

The structures are now used by the West Penn Warehousing Company for storage and by the Bethlehem Machine Shop Company as a small machine shop.

Sources:

Capstan Glass Company
Current Name: Anchor Hocking Packaging/Anchor Glass Container Construction Dates: 1902, 1917, 1930s-1960s
Baldridge Avenue, South Connellsville

DESCRIPTION: The Capstan Glass Company site is today occupied by two companies, Anchor Hocking Packaging and Anchor Glass Container. In the Anchor Glass Container portion of the site it appears that other than the southern portion of the former Pittsburgh Safe Company building, which Anchor Glass uses as its compressor room, none of the plant dates prior to World War II. The northern portion of the plant, where the containers are manufactured, includes a 315' x 310' corrugated metal furnace and selecting department which has a single line of inspecting equipment, a batch plant, for raw materials storage, consisting of two 30' tile silos with an attached steel frame conveyor system, and a 50' x 50' red brick boiler house with a 30' x 18' northern addition and partially demolished stack. The southern portion of the plant consists of warehouses of corrugated metal with chip and tar roofs constructed in 1947, 1957 and 1967.

About half of the current Anchor Hocking Packaging Company dates to the Capstan period or earlier; the plant is comprised of five main buildings. The machine shop and engineering department, measuring 245' x 60', are housed in a pre-1941 stretcher-bond red brick structure at the south end of the property. Significant portions of this building have been replaced with kalwall, a translucent building material, although the core of the brick building remains visible. Immediately to the west is Department No. 26, one of the metal stamping departments, which occupies the northern portion of the former Capstan stock warehouse (originally the Pittsburgh Safe building, Anchor Glass Container’s compressor room is in the southern end of this structure);
the building is of common-bond red brick construction with concrete-block repairs. The upper portion of the northern wall of Department No. 26 has been removed and replaced with kalwall. Wood-frame trusses, with new steel frame added, support two parallel wood gable roofs; at the north end there is a modern, slightly sloped, roof. The courtyard of the former Pittsburgh Safe Company has been enclosed and incorporated into the present structure. Along the west side of the building are concrete-block additions which serve as the Packaging Company’s compressor room and storage.

To the north of the machine shop and Department No. 26 is another 1930s common-bond red brick structure which houses Department No. 29, the other metal stamping department. It too has had alterations that include the use of kalwall. North, and extending east, of Department No. 29 is a 1965 concrete-block building for storage of raw materials, built ca. 1965, and east of this is a 1976 finished goods storage building of blue-painted metal siding.

HISTORY: In 1915, the Anchor Cap and Closure Company of Brooklyn, New York was experiencing success in the manufacture of vacuum caps and closures for glass containers. During the same year, the Ripley Glass Company in South Connellsville was successfully producing tableware using a workforce of 177 employees.

When the Anchor Cap and Closure Company decided to expand its operation with the purchase of a glass company, it investigated the Ripley Glass Company, and in 1917 purchased Ripley and
the Pittsburgh Safe Company to its north, remodeled the buildings, and opened a new plant in 1919 under the name of Capstan Glass Company. (The Capstan name derives from a device used on ships to hold the anchor, thus related to "anchor" in the name of the parent company.)

In the AIHP region there were seven bottle factories in the early twentieth century. Only Capstan survived the industry's switch to automatic bottle machines during these years, as glass companies moved from hand- and mold-blown techniques to vacuum or suction production. In 1919, the company manufactured jelly jars and tumblers, and in 1924, under the guidance of G.F. Rieman, president and manager of the plant, they produced packers, tumblers and jars. The former Pittsburgh Safe Company building, constructed in 1902, was used as Capstan's stock warehouse.

Originally two furnaces had produced glass, but a third furnace, with eight feeders, was added in 1926. The firm consolidated in 1937 after a series of mergers and purchases to form the Anchor Cap Corporation and the Hocking Glass Corporation. The plant closed temporarily the following year but reopened in 1941 as the Anchor Hocking Glass Corporation's Plant No. 5. In the same year, Plant No. 15 from Long Island, New York, moved to the adjacent site occupying the stock warehouse and expanding to the north. At Plant No. 15 a mechanical stamping and forming operation produced metal caps and closures of tin plate. This plant, now under separate ownership as the Anchor Hocking Packaging Company, became the largest manufacturer of closures in the United States.

Plant No. 5 expanded after the merger and constructed a fourth furnace, a sideport furnace, that was later demolished and replaced by two endpoint furnaces with twenty-one feeders. In the late 1930s old forming equipment was replaced and the "Cold End" of the plant expanded. New warehouses were constructed in 1947, 1957, and 1967. Throughout these years the plant continued to manufacture containers, and for a brief period, from February 1964 to October 1965, the firm also produced tableware. Since the 1970s recycled glass has accounted for 25 to 40 percent of its raw material.

On April 4, 1983, the Anchor Hocking Corporation sold its entire glass container division, including the South Connellsville plant, to the Westray Corporation of Tampa, Florida, and Plant No. 5 was renamed the Anchor Glass Container Corporation, while Plant No. 15 became the Anchor Hocking Packaging Company.

Presently Anchor Glass Container employs 700 people and operates nine feeders with a capacity of 660 tons. The company produces green, amber, and flint glass bottles for food, beer, liquor, and wine; included among its customers is the Latrobe Brewing Company. The company is one of the largest industrial employers in Fayette County and is the largest of the Westray Company's twenty plants. Anchor Hocking Packaging manufactures different styles of glass container caps, and its customers include Gerber, Heinz, Beech Nut, and General Foods.

Sources:
Harrisburg: State Printer, 1922.

L. J. Houze Convex Glass Company and Company Housing
Fifth and Main Streets, Point Marion

DESCRIPTION: The Houze Glass Company's wood stock room, lumber shed, and large two-story lumber storage building with cutting room and tank have been demolished. The large flattening room, box shop and tank complex that was once owned by Federated Window Glass Company appears to be intact beneath corrugated metal walls. The original brick stack rises to the northeast of the structure. The complex has been expanded with the construction of a one-story concrete-block building and corrugated metal buildings. The Houze office stands at the edge of the complex along the railroad line. It is two-and-one-half stories tall with an asphalt-tiled gable roof and a single-story side addition. With the exception of multipaned windows on the first floor of the office's front, all windows are one-over-one-light, double-hung with single voussoirs.

The extant company housing for the Point Marion glass companies is on Jeannette and Grant Streets. Four different companies operated in the town, which may account for the variety in housing stock which includes both single and semi-detached wood houses. All houses are two stories, and have gable roofs with either the gable or eave facade facing the street.

The earlier twentieth century houses have been demolished. They included four brick-tile ones owned by the Federated Window Glass Company near the Monongahela River, and, adjacent to these, the L.J. Houze Convex Glass Company's three two-story frame houses with one-story ells and one single-story frame house, and two dwelling houses situated beside the office on Fifth Street.

HISTORY: Numerous glass manufactories have been located on the site of the L.J. Houze Convex Glass Company. In 1901 three different window and bottle glass companies, Jeannette Window Glass Co. (Jules J. Quertinmont was one of the founders of this cooperative), Federated Glass Co. (L.J. Houze, President), and the Morris Glass Co., occupied the strip of land bounded by the B&O Railroad and the Monongahela River, about a quarter of a mile south of Point Marion.
Bulk Products

In 1911, Houze, who had emigrated from Belgium about the same time as Quertinmont in the late 1870s or early 1880s, founded the L.J. Houze Convex Glass Company, which manufactured convex headlight discs and portrait glass. He soon took over the Morris Glass Company and within a few years, production expanded to include colored and white sheet glass, as well as new convex glass products, colored goggle glass and watch crystals. In 1919 the firm employed only eight people, by 1922, forty-three individuals worked at the plant.

By 1928 Houze’s Convex Glass Company had taken over and completely refurbished the entire southern portion of the site, leaving only Jeannette Glass to its north. The housing constructed by Federated and Houze Convex Glass on the west side of the plant had been demolished, and new furnaces, a melting and blowing room, machine shop, and beveling and cutting building completed the improvements. As the company increased its product line its work force also rapidly expanded and in 1935, 291 people were employed; by 1941 employment had reached 400. The Houze Company continued in business at least as late as the 1970s.

Sources:
Cubbage, James, Borough Engineer. "Map of Point Marion, Springhill Township", September, 1930.

Pennsylvania Wire Glass Company
On T 730, 2500' E of SR 1055, Dunbar

DESCRIPTION: The Pennsylvania Wire Glass Company is situated south of a railroad spur, southeast of the Dunbar Furnace Company site. The glass site today consists of the east end of a reinforced-concrete factory building; the structure is in ruins with all of its windows broken out and no roof remaining.

HISTORY: The Continuous Glass Press Company was constructed by New Jersey owners in 1903. The firm operated on producer gas that was piped underground from the neighboring by-product Semet-Solvay coke ovens owned by the Dunbar Furnace Company. Water was also obtained from the furnace company and glass sand from local mines. On May 7, 1910, the company was purchased by a Philadelphia-based firm, and its name changed to the Pennsylvania Wire Glass Company. It patented a product consisting of chicken wire embedded in glass panes, which manufacturing plants, in particular, used as safety glass in their buildings for skylights, roofs, and canopies. Promotional literature pointed out that the product had no bars to rust or corrode, was
resistant to temperature change and vibration, and transmitted diffused light with minimum shadows. Additionally, the company held patents on roof hardware and mounting systems that were also manufactured at the Dunbar plant.

The firm originally included a large building, approximately 700’ x 100’, with an annealing lehr and a continuous-tank furnace. Direct pressure was derived from two boiler feed pumps, and water was obtained from the Dunbar Furnace Company. One chemical engine with a capacity of fifty gallons was placed in the west corner of the building. In 1922, the company had 119 employees. When the Semet-Solvay Company went out of business in 1924, Pennsylvania Wire Glass shifted to coal producer gas, and continued in production although they experienced problems with their sand source and had numerous idle periods during the depression. Employment increased to 173 by 1941, and two years later, the company was sold to the Dunbar Wire Glass Company. By the mid-1950s, however, with fiberglass panels replacing wire glass, their product had become obsolete, and the company went out of business.

Sources:

Quertinmont Glass Company
0.2 miles W on Elm Street off SR 3027, Fairchance

DESCRIPTION: The Quertinmont Glass Company is in ruins with only a series of walls, about 3’ high, and a brick and concrete foundation remaining.

HISTORY: The Fairchance Window Glass Company was in production by 1911, housed in two frame buildings connected by a passageway. Three lehrs, ovens with glory holes, a wooden box factory, blacksmith shop, cutting room, and office made up the plant. By 1915 the company’s name had changed to the Quertinmont Glass Company, named after the company’s president, Jules J. Quertinmont.

Quertinmont had immigrated to the United States from Belgium in the late 1870s or early 1880s and by the 1890s he was working in Jeannette, Pennsylvania. As a well-paid, skilled, big-ring blower, Quertinmont amassed enough money to join in opening a cooperative glass works in Point Marion. By the early 1900s he had assumed sole ownership of the Point Marion Jeannette Glass Works. The Quertinmont Company in Fairchance was probably his third glass factory. Alfred S. Maple served as secretary-treasurer and H.R. Haney was factory manager.

In 1916 the company employed 150 people and had a thirty pot capacity. The mid-1920s was a period of transition in the American sheet glass industry. Technological changes that had originated in Belgium at the turn of the century and had been adopted elsewhere in Europe and
in Japan and China by the early 1920s, were introduced to the United States in the mid-1920s. Jules Quertinmont was one of the main proponents of this change in America. As he had done at his Point Marion plant, by 1924, Quertinmont had installed the Fourcault system to produce sheet and flat glass at the site. Originally patented by the Belgian, Emile Fourcault, ca. 1901, this system used a clay floating device to guide the vertical drawing of sheet glass. The process was continuous, and it marked a tremendous increase in output yet also eliminated many skilled jobs.

In 1935, the company employed 183 people, but it appears that the company had closed by 1941, as it is not listed in the industrial directory for that year.

Sources:

Manufacturing

Connellsville Manufacturing and Mine Supply
Current Name: Connellsville Corporation
120 South Third Street, Connellsville

DESCRIPTION: In May of 1959 a fire destroyed nearly two-thirds of the Connellsville Manufacturing and Mine Supply Company; only the office and a small portion of the 1901 machine shop are extant. The office, to the north of the complex at 125 South Fourth Street, was originally the New Haven School built ca. 1880; of common-bond red brick, it is two-and-one-half stories high with a gable roof of asphalt and a central hipped-roof section that has a single dormer window. The office sits on an ashlar foundation, has multipane double-hung sash windows that are arched at the top and have brick lintels and stone sills, and has a front porch with double columns. A single common-bond red brick wall of the machine shop and the railroad siding tracks that entered the shop are also extant; the remainder of the present machine shop is a steel frame structure with metal siding. Early machinery includes a 16-foot vertical boring mill from Niles Bement Pond Co., Niles Tools Works, Hamilton, Ohio; a 1920 drill press; a Colburn Machine Tool Co. vertical mill; a planing mill; a small horizontal lathe; ca. 1930 overhead cranes; and several other milling machines. Extending towards the river from the south end of the machine shop is a gable-roofed steel-frame building with metal siding painted blue. These buildings are leased by Fibertek Inc., while the Connellsville Corporation maintains a steel-frame warehouse with metal siding, painted blue, to the northeast of the machine shop.
HISTORY: The Connellsville Manufacturing and Mine Supply Company was organized on May 24, 1901 by Rockwell Marietta, Clair Stillwagon, W.H. Hugus, and W.H. Soisson (Marietta and Soisson were already partners in the Connellsville Brewing Company) with Daniel F. Lepley, a local engineer and preacher, as general manager. Lepley developed patents and designs for the company for mine machinery including the Lepley Bottom-Discharge Skip and Lepley's Patent Safety Stop. In a 1906 advertisement the company claimed to be the "largest and best equipped mine equipment plant in Western Pennsylvania."

The original buildings, constructed of brick, iron, and wood, included a fabricating plant, measuring 362' x 40', which included an office and engineering department, two machine shops, two foundries, a structural iron department, a forging shop and a pattern shop. A separate boiler room had a capacity of 100 tons of coal. Pumps, engines, air compressors, steel hoisting cages, larries, gears and chutes were among the products manufactured in the Connellsville plant. In 1916, the company had an office force of five and employed eighty-eight men and two women. By 1935, the company's workforce had been reduced by one-half, and it remained at this size until the early 1970s. From 1965 to 1966, the company fabricated one of the largest elevators in the world with a capacity of 250 men and equipment for export to a Chilean copper mine. In 1970, by this time known as the Connellsville Corporation, the company's thirty-five employees went on strike over a pay dispute with owner Russell Lepley. In February of 1971 the workers went back to work, leasing the plant from Lepley, who had run the business since 1933, and operating their own business, the Independent Mining & Manufacturing Company. Lepley's Connellsville Corporation continued, but strictly as an engineering concern, and provided a good deal of business for the Independent Company.

Today, the Connellsville Corporation manufactures only small parts and has leased the remaining buildings to Fibertek, a structural steel fabricator. The 16-foot vertical boring mill, now for sale and housed in the machine shop, was once the largest in the state according to the owner, John B. Shallenberger.

Sources:
The Daily Courier, 22 May 1959.
**Keystone Fireworks and Specialty Company**  
York Avenue and High Street on Fireworks Hill, Dunbar  
Construction Date: ca. 1934

**DESCRIPTION:** The Keystone Fireworks and Specialty Company is situated on a hillside adjacent to Dunbar. The complex consists of fifty-five small, one-story, wood structures painted red with green trim.

**HISTORY:** The production of fireworks began in Dunbar in 1912, and by 1916, the firm was known as the American-Italian Fireworks Company. In the 1940s there were two fireworks companies in Dunbar, the Keystone Fireworks Company and the Continental Fireworks Company. The companies merged to form Keystone Fireworks and Specialty Company which has continued in business until the present. The location of the works changed many times as the business sought safer working conditions; in 1934 a move followed a major explosion. In 1941, twenty-three employees produced fireworks. Now situated on a hillside adjacent to Dunbar, the new location provides local residents with protection from the explosions common in this industry. The company continues to produce both Class B (display) and Class C (all other types) fireworks with production remaining a craft industry as forty to fifty people manufacture products principally by hand. Ownership continues in the hands of descendants of two of the three founding families, DeBlasio and Lizza.

**Sources:**

**Liberty Powder Company**  
Current Name: "The Old Powder Mill"  
SR 1055 NE of juncture with T 532, North Union Twp.  
Construction Date: ca. 1920

**DESCRIPTION:** The Liberty Powder Company is situated in a valley created by the juncture of Laurel and Gist Runs north of Mount Braddock. Access to the site was not permitted, however from the road at least six small, frame buildings, all abandoned, are observable.

**HISTORY:** The Liberty Powder Company produced blasting powder used for bituminous mining. The company’s corporate headquarters was in Pittsburgh and, by 1935, twenty people were employed at the plant. In the next six years, the number of employees more than tripled, and by 1941 the company, then known as the Liberty Powder Company Division of the Olin Corporation, had sixty-four workers.
Republic Construction Company
W of SR 0166 N of juncture with SR 4008, Republic  Construction Date: 1922

DESCRIPTION: The Republic Construction Company consists of a frame office building with an attached sand and gravel bin, one two-story tile building faced with brick, and a one-story structure covered with asphalt siding. Across the street, adjacent to the railroad, are large sand and gravel storage bins and a two-story receiving station. One, ca. 1934, Miles Facedown Machine, used for making blocks, and three mixers from the 1940s are stored at the site.

HISTORY: In 1915, the Republic Construction Company began as a lumber yard owned by Domenic DeGregory, and in 1922, it moved to its present location. In 1934 the firm became the first in the region to produce concrete-block using sand and gravel shipped by rail from the Dravo Corporation on Neville Island. The company no longer manufactures concrete-block but has continued in the general contracting business.

Source:
Local informant, 1989.

Miscellaneous

General Chemical Company: Company Housing
Second, Third, and Fayette Streets, Newell  Construction Date: ca. 1910

DESCRIPTION: The company housing for the General Chemical Company at Newell consists of two streets of approximately thirty houses, immediately west of the plant. The single-family, two-bay houses are of wood. Two stories high, they have asphalt-covered roofs and brick chimneys. Resting on cement-block and tile foundations, modifications include the application of new siding materials, porch enclosures, new windows, and additions. The roof lines of the houses are alternately hipped and gabled on the street.

HISTORY: The General Chemical Company formed in 1899 when twelve firms merged in their production of heavy chemicals; corporate offices were located in New York City. The Newell plant appears to have opened ca. 1906 and by 1916 the General Chemical Company’s Newell Works employed 284 people. It was during this period that the company housing was constructed. The firm originally produced sulfuric, muriatic, and aluminic acids, which were used to pickle steel. In 1935, the company’s employment had dropped to 101, but by 1941 employment had risen to 140. In the 1950s the works added the production of nitric and mixed acids to its operations. The plant eventually merged with the Allied Company. The sulfuric plant closed in 1980, and in 1982 the
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majority of the Newell Works was purchased by the Welland Chemical Company. When the Olin Corporation, Newell's main purchaser of nitric acid, closed its Moundsville, West Virginia plant in 1984, the Newell Works shut down as well. While DuPont stores nitric acid at the plant today, the Newell Works are presently for sale.

Photo 78. General Chemical Company, Newell housing.

Sources:
**General Chemical Company: Newell Works**

Current Name: Welland Chemical Company  
End of SR 4036, Newell

**Construction Dates:** ca. 1900, ca. 1950

**DESCRIPTION:** The General Chemical Company's Newell Works is situated on a terrace between the Pittsburgh and Lake Erie Railroad and the Monongahela River on a 15.15 acre site. At the west end, the sulfuric acid plant has a series of gable-roofed red brick sulfuric acid buildings and a brick and corrugated-metal sulfuric acid boiler and burner building; sulfuric acid was used for pickling steel. In the center of the plant is a single story red brick machine shop which also housed the engineering office and maintenance shop. North and east of the machine shop is the nitric acid plant which was built ca. 1950; nitric acid was used for pickling stainless steel. The works also include a liquid alum plant with associated settling ponds.

**HISTORY:** See General Chemical Company: Company Housing.

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**Photo 79.** General Chemical Company, Newell Works, sulfuric acid plant.
Renze Cigar Factory
Current Name: Family Hair Salon
109 South Eighth Street, Connellsville

DESCRIPTION: The extensively modified Renze Cigar Factory consists of an earlier one-story, gable-roofed building now covered with aluminum siding and a rear addition of concrete-block. The building has been remodeled as a beauty salon.

HISTORY: In the 1930s the Renze Cigar Factory was one of two cigar firms in Fayette County. Nicholas R. Renze owned the company and a number of family members worked for him, filling the positions of foreman, bookkeeper, packer, and salesman. Located on Eighth Street, in 1935 Renze employed thirteen people and by 1941, the company had a work force of twenty-eight. The Family Hairloom Salon now uses the structure for its business.

Sources:

Paul C. Sandusky Lumber Mill
N of SR 1031 at juncture of Rte. 119 on W side of Mounts Creek, Connellsville

DESCRIPTION: The planing mill of Sandusky Lumber is a single story, clapboard building, rectangular in plan and on a brick foundation; wood rafters support its asphalt gable roof. The mill's machines are electrically powered and include a 24" planer made by American Woodworking Machinery, Montgomery, Pennsylvania, and other planers and saws that date to approximately 1930. The mill's clapboard storage building, painted white, is adjacent to the planing mill; it is also one story, rectangular in plan, with a gable roof of asphalt; it rests on a concrete-block foundation. The entire lumber mill is adjacent to a railroad siding.

HISTORY: The Paul C. Sandusky Lumber Mill was constructed in 1929 and has continued as a family business since that time. The mill advertised in the 1941 Connellsville City Directory as providing lumber, contractors' and builders' supplies and doing millwork, roof coating and hardwood floors.

Sources:
Textiles

Michael Berkowitz Company
1 Barton Mill Road, off Virginia Avenue, Uniontown

Construction Dates: 1931, ca. 1940

DESCRIPTION: Located immediately west of the Penn Central railroad tracks, the Berkowitz Company's main building is two stories tall with an asphalt roof and a multipane, frame, monitor. Measuring 200' x 35' in plan, the building has a steel frame structural system with pin connections, and sits on a reinforced-concrete foundation. The complex has three single-story additions -- a stretcher-bond red brick addition to the south, and two additions extending to the west, one of concrete-block, the other of red brick. None of the company's original machinery remains.

HISTORY: The Michael Berkowitz Company was constructed in 1931 on the railroad line in Uniontown with offices located at 1107 Broadway Avenue in New York City. From 1931 to 1978, the company was the largest manufacturer of Sears' sleepwear. By 1935, the Berkowitz Company employed 381 people, and by 1941, the work force had increased to 394 individuals. During World World II, the firm produced shirts for the WACs, and since 1965, Berkowitz Company has manufactured surgical face masks for Johnson and Johnson. The company eventually owned seven plants in the following towns: Frostburg, Morgantown, Waynesburg, Uniontown (three plants), and Carmel, California. The company continues in operation today under its third generation of Berkowitz ownership.

Sources:

Connellsville Silk Company

Current Name: Rack Engineering Company
South Seventh Street at Leisenring Street, Connellsville

Construction Dates: ca. 1920, ca. 1940

DESCRIPTION: The Connellsville Silk Company consists of a three-story building with a series of additions to the north along Seventh Street and to the east along Leisenring Avenue. The main building is a three story common-bond red brick structure with brick bearing walls, pilasters and corbelling. The structure measures 120' x 109' and has six-over-six-light double-hung sash windows with triple voussoirs on the ground level; the windows above are infilled with corrugated metal siding. Along Seventh Street, from south to north, the additions are: a single-story common-bond red brick building on a reinforced-concrete foundation with a sawtooth roof; and a two-story metal-sided addition on a concrete-block foundation. Along Leisenring Avenue is a one- and two-story corrugated metal addition.
HISTORY: The corporate offices for the Connellsville Silk Company were located at 404 Fourth Avenue in New York City. In 1924 the company manufactured broad silk and consisted of the main building with two smaller additions and a detached boiler room. Bituminous coal provided the fuel and the heat was generated by steam. By 1935, the company employed 161 people in the production of silk and rayon yarns and thread. The number of employees had been dramatically reduced to forty-nine individuals in the early 1940s, and the company closed around 1946. Today the buildings house the Rack Engineering Company.

Sources:
**Goodwin Company/Connellsville Laundry Company**  
Current Name: Discount Kitchen Company  
Wills Road at Carnegie and Baldwin intersection, Connellsville  
Construction Dates: ca. 1900, ca. 1920

**DESCRIPTION:** The Goodwin Company and Connellsville Laundry Company's building is a common-bond red brick structure that is faced with stretcher-bond yellow brick on its north side. Measuring 110' x 60' in plan, the building is one story high at its southeast end and two stories at its northwest end; it has a flat roof, an ashlar foundation, and six-over-six-light double-hung sash windows with stone lintels and sills. The two-story section has "Goodwin Company, Cleaners and Dyers, Carpets a Specialty" painted on brick and the one-story section has "Connellsville Laundry Co" painted on it. New additions to the front include three garage doors.

**HISTORY:** The Goodwin Company began ca. 1910 as a clothing manufacturing firm with twelve employees. By 1935, the Goodwin Company had been joined by the Connellsville Laundry Company in using the building. The Goodwin Company was engaged in cleaning and dying, including carpets, and employed twenty-five people, while the laundry company had twenty individuals on staff. The companies were still operating in 1941, but it is not known when they went out of business. The structure is now owned by the Discount Kitchen Company.

**Sources:**

**Harper's Woolen Mill: Workers' Housing**  
Current Name: Rose's Junkyard/Dunbar Boy scouts  
S of juncture of SR 1053 and SR 1055, Dunbar  
Construction Date: ca. 1835

**DESCRIPTION:** The Harper's Woolen Mill company house and associated stone building are situated at the juncture of Gist Run and Dunbar Creek. The woolen mill, also known as the Dunbar Woolen Mill, is no longer standing, but was situated on the site of the Interstate Amiesite Plant. Across the street to the south, a two-story ashlar and rubble stone double house with a gable roof and two interior brick chimneys may be company housing constructed by the woolen manufacturer. On the back side of its north end is a second story wood frame addition, painted white. Across the street to the west is a single story ashlar and rubble stone building with an asphalt-covered gable roof and stone foundation. This building may have been the mill's store; its windows are infilled with wood, and it has a new door and a concrete-block chimney.

**HISTORY:** In 1821, Jacob Lowry constructed a woolen mill on Dunbar Creek near the site where he had previously operated a carding machine, fulling mill and gristmill. Lowry's son, William, continued the business, making improvements to the mill. In 1840, J. Hankins and T. Rankin purchased the mill and within ten years Hankins had become the sole owner. The company changed hands again in 1862 when a D. Harper bought it and continued production of woolen
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goods, including blankets, flannels, and yarns. By 1885, the Dunbar Woolen Mills made coverlets, carpets, blankets, cloths, satinets, jeans, and custom yarns.


It is not known precisely when the mill closed, but the Interstate Amiesite Corporation produced asphalt paving material on the Harper's Woolen Mill site from March of 1935 until 1978 when it closed.

Today the mill's housing continues to function as a dwelling and is now owned by Rose's Junkyard, the Boy Scouts use the single story structure, and the Interstate Amiesite Company is being demolished.

Sources:
Penn-Craft
S of SR 4020 and E of juncture with T 562, Luzerne Twp.  

Construction Dates: 1937, 1939, 1943

DESCRIPTION: The community of Penn-Craft was developed on two hundred acres of land and consists of fifty stone houses, temporary housing, a textile factory, a cooperative store, and community center. The majority of the fifty original homesteads remain, as does the textile mill, and store. The homesteads were laid out along cul-de-sacs and most of the temporary wood houses, the first structures built, are still extant with the majority now serving as garages or storage sheds. The one-and-a-half story Colonial Revival stone houses were constructed according to one of five basic plans, and they are extant with minor alterations. Plans A and B are mirror images of two-bay, side-gabled plans with a one-story porch, garage, and one-story single-bay side ell. Plans C and D are also mirror images of front-gabled plans with one-story one-bay ells and wood frame porches. Only three houses used Plan E, a side-gabled plan with a three-bay, center-entrance facade and two dormers on the front slope of the roof. Interior plans included two rooms and a bath on the first floor with an additional room on those plans with side ells; the second floors consisted of two to three bedrooms. Houses were constructed by a special form-laid method that decreased construction time. Usually several ancillary buildings such as pig pens and brooders remain as well. The community store is a one-story cross-gable stone building with its original six-paned hopper windows. In addition, a wood barn from the cooperative farm is extant as are three recreational sites.
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The community textile mill is a one-story sandstone and concrete-block structure, measuring 202' x 35' with a front-gabled roof of asphalt with roof ventilators. Resting on an ashlar foundation, the mill has stone bearing walls with eight original bays expanded by eleven additional bays. The windows are multipane metal-frame with brick sills and stone lintels; none of the original machinery remains. The abandoned factory is in poor condition.

![Photo 83. Penn-Craft, textile mill.](image)

HISTORY: Built between 1937 and 1943, Penn-Craft was established by the American Friends Service Committee (AFSC) as the first self-help subsistence community in the United States. Problems with the Federal Subsistence Homesteads Program of the New Deal prompted the AFSC to develop relief activities for unemployed miners in the coal regions of both Pennsylvania and West Virginia. Solicited by the AFSC to help counteract the severe national unemployment problem, a number of local foundations and corporations gave support, including the United States Steel Corporation which donated $25,000 per year for three years, and the Andrew Mellon Foundation which pledged $10,000 per year for three years.

The property was originally farmland owned by Isaiah N. Craft, and the houses and community plan were designed by William Macy Stanton, who included dwelling houses that were already present on the tract. The fifty unemployed miners who were selected as homesteaders participated in the construction of their homes as well as the knitting mill, which was constructed in 1939 and expanded between 1943 and 1944.
Until the 1950s, when the program loans were repaid, the AFCS remained involved with Penn-Craft. It was also in the 1950s, however, that the mill was moved from Penn-Craft to Uniontown. In 1989 the community was placed on the National Register of Historic Places as an example of a remote, Depression-era subsistence community representative of 1930s idealism and social welfare.

Source:

Searight’s Fulling Mill
Washington’s Run on Cemetery Road, Perryopolis

DESCRIPTION: Searight’s Fulling Mill is on a narrow terrace adjacent to Washington’s Run in Perryopolis. The building is constructed of ashlar and coursed rubble stone and is one-and-one-half stories tall with its full basement exposed on the side adjacent to the stream. Rectangular in plan, the mill measures 30’ x 20’, has a gable roof which has been restored with wooden shingles, and a boxed cornice with barge boards. The front and back doors are board and batten and the windows are boarded over with plywood. Inside, the building has a post-and-beam structural system and two interior chimneys, one, a corner fireplace with a stone arch and the other a gable-end stone fireplace with an arch and keystone. On the lower level is a modern, reproduction, overshot water wheel and a semi-circular ashlar arch with a keystone covers a stone drainage feature that enters the creek.

HISTORY: Constructed ca. 1810 as a water-powered mill for malleating wool cloth, in 1814 Thomas Cook leased the mill, known today as Searight’s Fulling Mill, to William Searight. Searight operated two other fulling mills in the area, the Hammond Mill and a larger mill in Perryopolis. Searight’s Fulling Mill operated by water-power with machinery that consisted of mallets lifted by tappet arms. As the cloth was turned in a trough, the mallets pounded the material.

After the mill ceased operation in the late 1820s, the machinery was removed. The Perryopolis Heritage Society restored the structure and erected a new, larger, water wheel. Stotz, Hess, MacLachlan and Fosner completed measured drawings of the building in 1972; and the structure has been placed on the National Register.

Sources:

Swimmers Cleaners
427 North Gallatin Avenue, Uniontown

DESCRIPTION: The office of Swimmers Cleaners is one story high, rests on a concrete foundation and is of stretcher-bond red brick. The L-shaped plant, which measures about 100’ on
its long side and 12’ wide at its ends, is also of stretcher-bond red brick. One story high and on a reinforced-concrete foundation, the southern portion of the structure has a flat roof, while the remainder has a gable roof with a monitor running the length of the rear of the building.

HISTORY: Swimmers Cleaners began its laundry business ca. 1920, and in 1941, employed 112 people in its Uniontown plant. It is not known when the laundry went out of business, but the GMI Machine Shop now operates a small shop in the buildings and the office is vacant.

Sources:
Extractive Industries

Coolspring Bluestone Quarry
Current Name: Coolspring Stone Supply Company

DESCRIPTION: The Coolspring Bluestone Quarry, a large limestone quarry, is situated at the fork of Coolspring Run.

HISTORY: Extensive quarries existed along Chestnut Ridge in Fayette County, with deposits of Loyalhanna limestone ranging from 50' to 60' in depth. It is from these deposits that the Coolspring quarries were mined. The stone was particularly useful for paving block, building stone, and for crushed stone for road construction and railroad ballast. In 1935, the offices for Coolspring quarries were in Pittsburgh and the Fayette site employed twenty-five people. The site continues to be operated by the Coolspring Stone Supply Company.

Sources:

Dunbar Furnace Company: Irishtown Mines
Current Name: State Gamelands No. 51
Off Irishtown Road (Center Furnace Road) at Irishtown, Dunbar

DESCRIPTION: The Dunbar Furnace Company's Irishtown Ore Mines are distributed over an area of nearly two miles which includes piles of mine dumps and abandoned underground works.

HISTORY: The Dunbar Furnace Company's Irishtown Mines were located throughout the fifteen miles of ore that outcropped on the company's property. First opened in 1805, over 120,000 tons of ore were mined at the Irishtown deposits. The furnace used a blue carbonate ore that underlaid the Serai conglomerate. The Big Bottom deposits consist of a stratum of ball-ore, 12' long and 4-5" thick with three to five layers of ore below, and extend for a total thickness of 2-1/2'. Ball ore yielded 1-1/2 tons per ten foot unit while the lower stratum yielded 1-1/2 tons per two foot unit. The Mine No. 1 was 2,500' long in the main heading while No. 5 had a main heading driven through the hill for a distance of 2,100'. Mine No. 2 was 2,000' from the outcrop. A tram railroad, constructed ca. 1870, reached the outcrop at an elevation of 600' above the furnace.

The Dunbar Furnace Company discontinued its mining operations in 1889 when the transportation of Great Lakes ore by railroad made purchase of western ore less expensive than mining it in Fayette County.
Extractive Industries

Sources:

DuPont de Nemours Company: Bluestone Quarry
Current Name: Dupont Corporation: Dunbar Mine
Construction Date: ca. 1900
SR 1055, 1.5 miles E of juncture with SR 1030, Dunbar Twp.

DESCRIPTION: The E. I. DuPont de Nemours bluestone quarry at Dunbar is still in operation. Large concrete abutments for two early crushers are situated on the hillside adjacent to the quarry.

HISTORY: The DuPont de Nemours bluestone quarry at Dunbar was originally owned by the Booth and Flinn Company of Pittsburgh. Organized in 1876, Booth and Flinn owned many southwestern Pennsylvania stone quarries which supplied their lucrative road and railroad construction contracts.

The Dunbar quarry, consisting of 190.04 acres of land, produced ballast for railroad construction. The mine continues in operation as the Dunbar Mine of the DuPont Corporation.

Sources:

Elk Rock Ore Mines
Current Name: State Gamelands No. 51
Construction Date: ca. 1800
At headwaters of Elk Rock Run, S of Youghiogheny River, Dunbar Twp.

DESCRIPTION: The tunnel mines and spoils dumps of the Elk Rock Ore Mines are still present at the headwaters of Elk Run.

HISTORY: The Elk Rock Ore Mines are part of the fifteen miles of ore mine outcrops once owned by the Dunbar Furnace Company. These mines are situated at the headwaters of Elk Run at elevations 880' to 1,150' above the furnace. Kree's and Watt's incline planes transported the ore by tram to the furnace.

Source:
Utilities

Brownsville Pumping Station
End of Eleventh Street on Monongahela River, Brownsville  
Construction Date: ca. 1900

DESCRIPTION: The original frame storehouse of the Brownsville Pumping Station has been removed and a new brick building, with reservoir, has been constructed on the site. Two original one-and-one-half story common-bond red brick buildings survive however. While differing in size, one measuring 100' x 80', the other 50' x 90', the structures are similar in appearance. Resting on reinforced-concrete foundations, the buildings have slate gable roofs, brick pilasters and corbel work, and the original windows, topped by triple voussoirs, have been replaced with new multipane ones with the top quarter of the old spaces infilled with brick.

HISTORY: The Brownsville Pumping Station was constructed to supply water to Brownsville, West Brownsville, and Bridgeport. By 1921, a filter plant and settling tanks had been added, and the station used a Harris pump driven by gas machinery and a gas engine. The station continues in operation but is now owned by the Municipal Water Authority.

Source:

Lake Lynn Dam: Penn Hill Housing
T 303 N of juncture with T 463, Springhill Twp.  
Construction Date: ca. 1914

DESCRIPTION: A single street of one-story bungalows on the hill north of the Lake Lynn Dam provided housing for workers constructing the dam. The wood houses have hipped roofs covered with asphalt shingle and rest on tile foundations. Their inside plan contains four rooms and a single, exterior chimney. Modifications to the original bungalows include room additions and new siding.

HISTORY: The housing at Penn Hill dates to ca. 1914, when construction of the Lake Lynn Hydroelectric Power House and Dam began. The dam and power house, in West Virginia, across the border from the housing, were state-of-the-art hydrologic design and the energy they provided helped promote economic development not only in West Virginia but in southwestern Pennsylvania as well.

Source:

West Penn Power Company: Repair Shops and Garage
End of Seventh Street, Connellsville  
Construction Dates: 1902, 1905, ca. 1925, 1927

DESCRIPTION: The West Penn Power Company expanded and remodeled the old West Penn Railways Company shops at the end of Seventh Street in Connellsville. The building that formerly housed the car barn, machine shop and blacksmith shop is a one-story common-bond
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red brick structure with brick-bearing walls; steel scissor trusses with pin connections support the original wood rafters and there are multipaned double-hung sash windows with triple voussoirs. "Fast, Frequent Trolley Service, Light and Power" is painted on the exterior. Trolley tracks lead into the building although the turntable and repair pits are no longer present. The building is now used as a rehabilitation shop for West Penn's transformers. The former car barn is also a single story common-bond red brick structure with brick-bearing walls. It has multipane double-hung sash windows with triple voussoirs, many of which are infilled with brick, and one original insulator. The two-story common-bond red brick office and meter shop has a full basement; constructed ca. 1927, it has electric meters exhibited in its hall.

HISTORY: Construction of West Penn Railways' Connellsville repair shops and garage began in 1902 when the operating/storage barn, machine shop, carpenter shop and paint shop were built. The blacksmith shop was added in 1912 and the following year, a storage barn was constructed. The West Penn Power Company purchased the site from West Penn Railways in 1917, and the power company continued to use the buildings to rehabilitate transformers and to store hazardous materials.

Sources:
Van Atta, Robert B. "Historical Sketch of Electric Railway Properties Forming the West Penn System." Public Relations Department, West Penn Power Company, Greensburg, PA.

U. S. Army Corps of Engineers: Youghiogheny Dam

Construction Date: 1943

DESCRIPTION: The Youghiogheny Dam at Confluence is a rolled earth-filled embankment with an impervious center core. It has an overall length of 1,610', a width of 1,100', and the top is 184' above the original stream surface. The outlet works consist of a concrete-lined tunnel, approximately 1,800' long with three vertical lift gates measuring 20' x 4.3'. An uncontrolled concrete-lined chute spillway is located on the right bank and is 2,400' long. The control tower that houses the machinery is located to the right of the embankment. Random fill shells are located both upstream and downstream and rock fill is present on both slopes. In 1971 ten piezometers and well points were installed and supplemented by twelve new piezometers in 1980.

HISTORY: The Youghiogheny River Lake and Dam project was one of sixteen flood control projects authorized in the Pittsburgh District by the Flood Control Act of 1938. The 3,915 acre complex cost $9,675,000 to construct. The dam has the capacity to store 11" of rain in its 434-
mile drainage system. Since the dam was completed in 1943, the project has prevented millions of dollars worth of flood damage. During low water periods, the dam increases the stream flow, thus improving navigation on both the Monongahela and upper Ohio Rivers.

In addition to its original purpose, the Youghiogheny Dam is today used for recreation as well. A hydro-power plant is currently being installed at the site.

Source:
### Appendix A: Coal and Coke Sites

Fayette County coal and coke sites are based on Department of Mines reports, historic maps, and other county survey sources. Ovens are all of the beehive type unless otherwise noted.

<table>
<thead>
<tr>
<th>Coke Works</th>
<th>Company Town</th>
<th>Opening Date</th>
<th>Ownership</th>
<th>Ovens</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acme Coke Works (Penn No. 2)</td>
<td>Acme</td>
<td>Unknown</td>
<td>Penn Coal and Coke Co.</td>
<td>82</td>
</tr>
<tr>
<td>Ada Coke Works</td>
<td>none</td>
<td>ca. 1900</td>
<td>Ada Coke Co. W.M. Fay Coke Co. Westmoreland-Fayette Coke Co.</td>
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<tr>
<td>Adelaide Coke Works (Cupola)</td>
<td>Adelaide</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Alicia Coke Works</td>
<td>Alicia</td>
<td>ca. 1910</td>
<td>W. Harry Brown Coke Co. Pittsburgh Steel Co.</td>
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<td>Allison No. 1 Coke Works (Mitchell)</td>
<td>Allison No. 1</td>
<td>ca. 1910</td>
<td>W.J. Rainey Coke Co.</td>
<td>293</td>
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<td>Allison No. 2 Coke Works (Mitchell)</td>
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<tr>
<td>Anchor Coke Works</td>
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<td>1870</td>
<td>Anchor Coke Co. Atcheson Coke Co.</td>
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<tr>
<td>Anica Coke Works</td>
<td>Whitsett</td>
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<td>Pittsburgh Coal Co. Kaine and Wilkey Coke Co. Wilkey and Feather Coke Co.</td>
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<tr>
<td>Annamyra Coke Works (Coffman and Rider) (later combined with Leckrone No. 1 ovens?)</td>
<td>none</td>
<td>ca. 1903</td>
<td>Leckrone Coke Co. J.R. Carothers</td>
<td>32</td>
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<tr>
<td>Atcheson Coke Works</td>
<td>none</td>
<td>ca. 1900</td>
<td>Republic Iron and Steel</td>
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<tr>
<td>Barton Coke Works</td>
<td>none</td>
<td>ca. 1904</td>
<td>Uniontown Coke Co.</td>
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<td>Baxter Coke Works</td>
<td>none</td>
<td>ca. 1904</td>
<td>Baxter Ridge Coke Co.</td>
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<td>Bellevernon Coke Works</td>
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<td>Bitter Coke Works</td>
<td>Bitter</td>
<td>1904</td>
<td>H.C. Frick Coke Co.</td>
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<td>Blake Coke Works</td>
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<tr>
<td>Coke Works</td>
<td>Company Town</td>
<td>Opening Date</td>
<td>Ownership</td>
<td>Ovens</td>
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<td>Bridgeport Coke Works</td>
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<td>River Coal Co.</td>
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<td></td>
<td>H.C. Frick Coke Co.</td>
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<td>Brier Hill Coke Works</td>
<td>Brier Hill</td>
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<td>Brier Hill Coke Co.</td>
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<tr>
<td>Browning Coke Works</td>
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<tr>
<td>Buffington Coke Works</td>
<td>Buffington</td>
<td>1900</td>
<td>Eureka Fuel Co.</td>
<td>426</td>
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<td>Southwest Connellsville Coke Co.</td>
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<td>H.C. Frick Coke Co.</td>
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<tr>
<td>Burchinal Coke Works</td>
<td>possibly Rich Hill</td>
<td>ca. 1896</td>
<td>Smithfield Coal and Coke Co.</td>
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<td>Clark Coke Co.</td>
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<td>Butte No. 1 and No. 2 Coke Works</td>
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<td>unknown</td>
<td>Vanderbilt Coal and Coke Co.</td>
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<td>Century Coke Works</td>
<td>Century</td>
<td>ca. 1904</td>
<td>Century Coke Co.</td>
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<tr>
<td>Champion Coke Works</td>
<td>Champion</td>
<td>ca. 1907</td>
<td>Champion-Connellsville Coke Co.</td>
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<tr>
<td>Charlotte Coke Works</td>
<td>none</td>
<td>1871</td>
<td>Charlotte Furnace Co.</td>
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<td></td>
<td>Scottsdale Iron and Steel Co.</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Chester Coke Works</td>
<td>Sunshine</td>
<td>1890</td>
<td>A.E. Humphries and Co.</td>
<td>54</td>
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<tr>
<td></td>
<td>(Vances Mill)</td>
<td></td>
<td>Sunshine Coke Co.</td>
<td></td>
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<tr>
<td>Clarissa Coke Works</td>
<td>none</td>
<td>ca. 1885</td>
<td>James Cochran and Sons</td>
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<tr>
<td>Clinton Coke Works</td>
<td>none</td>
<td>ca. 1869</td>
<td>James Cochran and Sons</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Coffman Coke Works</td>
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<td>South Fayette Coke Co.</td>
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<td>Junior Coal and Coke Co.</td>
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<tr>
<td>Coldbrook Coke Works</td>
<td>Coldbrook</td>
<td>1879</td>
<td>J.R. Torrence</td>
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<td>McClure Coke Co.</td>
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<td>Collier Coke Works</td>
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<td>H.C. Frick Coke Co.</td>
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<tr>
<td>Colonial No. 1 Coke Works</td>
<td>Colonial #1</td>
<td>1884</td>
<td>Pittsburgh Coal Co.</td>
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<td></td>
<td>(part of Smock)</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Colonial No. 3 Coke Works</td>
<td>Rowes Run</td>
<td>1906</td>
<td>Pittsburgh Coal Co.</td>
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<td>(Colonial #3)</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Coke Works</td>
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<td>Colonial No. 4 Coke Works</td>
<td>Grindstone (Colonial #4)</td>
<td>1889</td>
<td>Redstone Oil, Coal, and Coke Co. Pittsburgh Coal Co. H.C. Frick Coke Co.</td>
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<td>Continental No. 1 Coke Works</td>
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<td>Continental Coke Co. H.C. Frick Coke Co.</td>
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<td>Continental No. 2 Coke Works</td>
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<td>1900</td>
<td>Continental Coke Co. H.C. Frick Coke Co.</td>
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<tr>
<td>Continental No. 3 Coke Works (New Center)</td>
<td>Continental No. 3</td>
<td>1906</td>
<td>Continental Coke Co. H.C. Frick Coke Co.</td>
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<tr>
<td>Cora Coke Works</td>
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<td>ca. 1882</td>
<td>Jacob NewMeyer and Sons H.C. Frick Coke Co.</td>
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<td>Crystal Coke Works</td>
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<td>ca. 1900</td>
<td>Sackett Coke Co. United-Connellsville Coke Co. Heckla Coal and Coke Co.</td>
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<tr>
<td>Cyrilla Coke Works (American)</td>
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<td>ca. 1900</td>
<td>Sunshine Coal and Coke Co. Reilly-Peabody Coke Co. American Coke Corp.</td>
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<tr>
<td>Daugherty (Big Six)</td>
<td>none</td>
<td>ca. 1912</td>
<td>Daughtery Coke Co. Fairchance Coal and Coke Co.</td>
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<tr>
<td>Davidson Coke Works (Dravo, Plummer)</td>
<td>Davidson</td>
<td>1862</td>
<td>Norton, Faber and Miskimmer Pittsburgh-Connellsville Gas, Coal, and Coke Co.</td>
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<td>Dearth Coke Works</td>
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<td>H.C. Frick Coke Co.</td>
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<td>Dexter Coke Works</td>
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<td>1875</td>
<td>J.R. Stauffer Coke Co.</td>
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<tr>
<td>Donald No. 1 Coke Works</td>
<td>Gray's Landing</td>
<td>ca. 1900</td>
<td>Riverview Coal and Coke Co. Consolidated Connellsville Coke Co.</td>
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<tr>
<td>Donald No. 2 Coke Works</td>
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<tr>
<td>Dorthy Coke Works (Jacobs Creek)</td>
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<td>Eagle Coke Works (Sherrick)</td>
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<td>Edenborn Coke Works</td>
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<td>Edna Coke Works</td>
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<td>Eleanor No. 4 Coke Works</td>
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<td>Elm Grove Coke Works</td>
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<td>Emory Coke Works</td>
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<tr>
<td>Ethel Coke Works</td>
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<tr>
<td>Everson Car Repair Shops</td>
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<td>Fairbank Coke Works (Struthers)</td>
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<td>Fairchance Coke Works</td>
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<td>Fayette Coke Works (Rainey)</td>
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<td>Filbert No. 1 Works (Repair Yards)</td>
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<tr>
<td>Finley Coke Works (Byrne, Love)</td>
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<tr>
<td>Florence Coke Works</td>
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<tr>
<td>Footedale</td>
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<td>Fort Hill Coke Works</td>
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<td>Foundry Coke Works</td>
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<tr>
<td>Francis No. 1 Coke Works</td>
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<tr>
<td>(American #2 Coke Works)</td>
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<td>Francis No. 2 (Hill Top)</td>
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<td>Franklin Coke Works</td>
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<tr>
<td>Freedom Coke Works</td>
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<tr>
<td>Frick Coke Works (Broadford, Novelty - later combined with adjacent works to form Rist)</td>
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<tr>
<td>Ganns Coke Works</td>
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<td>Gates Mine Works</td>
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<td>Gilmore Coke Works</td>
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<td>Coke Works</td>
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<tr>
<td>------------------------------------</td>
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<tr>
<td>Great Bluff Coke Works (later combined with Anchor?)</td>
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<td>Griffin No. 1 Coke Works</td>
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<tr>
<td>Griffin No. 2 Coke Works</td>
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<tr>
<td>Henry Clay Coke Works</td>
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<td>Herbert Coke Works</td>
</tr>
<tr>
<td>Hill Farm Coke Works</td>
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<tr>
<td>Home Coke Works (Sherrick)</td>
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<tr>
<td>Hoover Coke Works</td>
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<tr>
<td>Hope Coke Works</td>
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<td>Hurst Coke Works (Hero Coke Works)</td>
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<td>Husted Coke Works</td>
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<td>Jackson Coke Works</td>
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<td>Jimtown Coke Works (Sterling No. 2 Coke Works)</td>
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<td>Juniata Coke Works</td>
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<td>LaBelle Coke Works</td>
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<td>Lambert Coke Works</td>
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<td>Laughead Coke Works (later combined with Wyn Coke Works)</td>
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<td>Leckrone No. 2 Coke Works (Bute)</td>
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<td>Leisenring No. 1 Coke Works</td>
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<td>Luzerne Coke Works</td>
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<td>Mayer Coke Works</td>
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<td>Morrell Coke Works</td>
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<td>Mt. Braddock Coke Works</td>
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<td>Mount Hope (Brownsville) Coke Works</td>
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<td>Mt. Sterling Coke Works</td>
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<td>Murphy Coke Works</td>
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<td>Nellie Coke Works</td>
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<td>Oliphant Coke Works</td>
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<tr>
<td>Oliver No. 1 Coke Works</td>
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<td>Oliver No. 2 Coke Works</td>
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<td>Oliver No. 3 Coke Works</td>
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<td>Orient Coke Works</td>
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<tr>
<td>Painter Coke Works (McClure)</td>
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<td>Palmer Works</td>
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<td>Park Hill Coke Works</td>
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<td>Parrish Coke Works (Ferguson)</td>
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<td>Paul Coke Works</td>
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<td>Pennsville Coke Works</td>
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<td>Phillips Coke Works</td>
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<td>Plummer Coke Works (Puritan No. 4?)</td>
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<tr>
<td>Puritan No. 2 (Parshall No. 2)</td>
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<td>Ralph Mine Works</td>
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209
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<tr>
<th>Coke Works</th>
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<th>Opening Date</th>
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<tr>
<td>Redstone Coke Works</td>
<td>Brownfield</td>
<td>1881</td>
<td>J.W. Moore Redstone Coke Co. Redstone Iron Co. H.C. Frick Coke Co.</td>
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<td>(Moores)</td>
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<td>1881</td>
<td>Redstone Coke Co. Redstone Iron Co. H.C. Frick Coke Co.</td>
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<td>(Redstone)</td>
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<tr>
<td>Republic Coke Works</td>
<td>Republic</td>
<td>ca. 1903</td>
<td>Republic Iron and Steel Co.</td>
<td>400</td>
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<td>(Dunlap Creek)</td>
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<td>Revere Coke Works</td>
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<td>1900</td>
<td>W.J. Rainey Coke Co.</td>
<td>650</td>
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<td>Rich Hill Coke Works</td>
<td>Outcrop</td>
<td>ca. 1901</td>
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<td>120</td>
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<tr>
<td>Ronco Coke Works</td>
<td>Ronco</td>
<td>1901</td>
<td>Sharon Coke Co. H.C. Frick Coke Co.</td>
<td>350</td>
</tr>
<tr>
<td>Rose Coke Works (Bourne</td>
<td>none</td>
<td>ca. 1904</td>
<td>Sunshine Coke Co. Wharton Furnace Co.</td>
<td>86</td>
</tr>
<tr>
<td>Coke Works)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal Coke Works</td>
<td>Chestnut Ridge</td>
<td>ca. 1907</td>
<td>W.J. Rainey Coke Co.</td>
<td>650</td>
</tr>
<tr>
<td>Russell Coke Works</td>
<td>none</td>
<td>unknown</td>
<td>Russell Coal and Coke Co.</td>
<td>45</td>
</tr>
<tr>
<td>Sackett Coke Works</td>
<td>none</td>
<td>ca. 1901</td>
<td>Iron City Coal and Coke Co. Sackett Coal and Coke Co.</td>
<td>30</td>
</tr>
<tr>
<td>(Dorothea)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sapper Coke Works</td>
<td>none</td>
<td>ca. 1907</td>
<td>Sapper Coke Co. Reilly-Callaghan Coal and Coke Co.</td>
<td>26</td>
</tr>
<tr>
<td>Sarah Coke Works</td>
<td>Sarah</td>
<td>ca. 1907</td>
<td>H.C. Frick Coke Co.</td>
<td>unknown</td>
</tr>
<tr>
<td>Searights Coke Works</td>
<td>Searights</td>
<td>ca. 1907</td>
<td>Taylor Coal and Coke Co. Bourne-Fuller Coke Co. Republic Iron and Steel</td>
<td>378</td>
</tr>
<tr>
<td>Semet-Solvay Coke Works</td>
<td>Dunbar</td>
<td>1895</td>
<td>Dunbar Furnace Co. 110 (by-product coke ovens)</td>
<td></td>
</tr>
<tr>
<td>Shamrock Coke Works</td>
<td>Shamrock</td>
<td>ca. 1904</td>
<td>Fayette Coke Co.</td>
<td>260</td>
</tr>
<tr>
<td>Shoaf Coke Works</td>
<td>Shoaf</td>
<td>1904</td>
<td>H.C. Frick Coke Co.</td>
<td>300</td>
</tr>
<tr>
<td>Smiley Coke Works</td>
<td>Smiley</td>
<td>1904</td>
<td>H.C. Frick Coke Co.</td>
<td>146</td>
</tr>
<tr>
<td>Snider Coke Works</td>
<td>Snider (?)</td>
<td>unknown</td>
<td>Snider Coke Co. Stern Coal and Coke Co.</td>
<td>100</td>
</tr>
<tr>
<td>Coke Works</td>
<td>Company Town</td>
<td>Opening Date</td>
<td>Ownership</td>
<td>Ovens</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>------------------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Solon Coke Works</td>
<td>none</td>
<td>ca. 1900</td>
<td>Prospect Coke Co.</td>
<td>100</td>
</tr>
<tr>
<td>Spring Grove Coke Works</td>
<td>none</td>
<td>1864</td>
<td>Cochran and Kiester</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cochran Brothers</td>
<td></td>
</tr>
<tr>
<td>Sterling No. 1 Coke Works</td>
<td>Sterling No. 1</td>
<td>1860</td>
<td>J.M. Schoonmaker</td>
<td>152</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G.H. Strickler</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H.C. Frick Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Stewart Coke Works</td>
<td>Stewart</td>
<td>1871</td>
<td>Stewart Iron Co.</td>
<td>155</td>
</tr>
<tr>
<td>Summit Coke Works</td>
<td>Summit</td>
<td>1873</td>
<td>Cochran and Kiester</td>
<td>142</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H.C. Frick Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Thomas Coke Works (Blue Rock)</td>
<td>none</td>
<td>ca. 1900</td>
<td>Whyel Coke Co.</td>
<td>40</td>
</tr>
<tr>
<td>Thompson No. 1 Coke Works</td>
<td>Thompson No. 1</td>
<td>ca. 1905</td>
<td>Thompson-Connellsville Coke Co.</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Redstone Coal and Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Thompson No. 2 Coke Works</td>
<td>Thompson No. 2</td>
<td>ca. 1905</td>
<td>Thompson-Connellsville Coke Co.</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tip Top Coke Works</td>
<td>Tip Top</td>
<td>1878</td>
<td>Charles Armstrong</td>
<td>121</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>John Tinstman</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Tinstman)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H.C. Frick Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Tower Hill No. 1 Coke Works</td>
<td>Tower Hill No. 1</td>
<td>ca. 1906</td>
<td>Tower Hill-Connellsville Coke Co.</td>
<td>394</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Eastern Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Tower Hill No. 2 Coke Works</td>
<td>Tower Hill No. 2</td>
<td>ca. 1906</td>
<td>Tower Hill-Connellsville Coke Co.</td>
<td>394</td>
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<tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Trotter Coke Works</td>
<td>Trotter</td>
<td>1880</td>
<td>Consolidated Connellsville Coke Co.</td>
<td>464</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H.C. Frick Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Tyrone Coke Works</td>
<td>Tyrone</td>
<td>1865</td>
<td>Laughlin and Co.</td>
<td>130</td>
</tr>
<tr>
<td>Uniondale Coke Works</td>
<td>none</td>
<td>1869</td>
<td>Watt, Taylor, and Co.</td>
<td>76</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Watt, Byer, and Co.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>T.W. Watt Co.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Reid Brothers</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cambria Iron (Steel) Co.</td>
<td></td>
</tr>
<tr>
<td>Valley Coke Works</td>
<td>Valley</td>
<td>1869</td>
<td>Wilson, Boyle and Playford</td>
<td>250</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H.C. Frick Coke Co.</td>
<td></td>
</tr>
<tr>
<td>Coke Works</td>
<td>Company Town</td>
<td>Opening Date</td>
<td>Ownership</td>
<td>Ovens</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>------------------------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Virginia Coke Works (Donald No. 3)</td>
<td>none</td>
<td>ca. 1902</td>
<td>Masontown Coal and Coke Co. Consolidated</td>
<td>160</td>
</tr>
<tr>
<td>Washington No. 1 Coke Works (Star Junction)</td>
<td>Star Junction</td>
<td>1893</td>
<td>Washington Coal and Coke Co.</td>
<td>500</td>
</tr>
<tr>
<td>Washington No. 2 Coke Works (Star Junction)</td>
<td>none</td>
<td>1893</td>
<td>Washington Coal and Coke Co.</td>
<td>500</td>
</tr>
<tr>
<td>Washington Coke Works</td>
<td>none</td>
<td>ca. 1875</td>
<td>Sample Coehran and Co.</td>
<td>32</td>
</tr>
<tr>
<td>Wheeler Coke Works</td>
<td>Wheeler</td>
<td>1865</td>
<td>Connellsville Gas Coal and Coke Co.</td>
<td>100</td>
</tr>
<tr>
<td>White Coke Works (Hutchinson Globe)</td>
<td>White</td>
<td>1873</td>
<td>A.C. Hutchinson Brothers H.C. Frick Coke Co.</td>
<td>200</td>
</tr>
<tr>
<td>Wineland Coke Works</td>
<td>none</td>
<td>ca. 1902</td>
<td>Banning Connellsville Coke Co.</td>
<td>76</td>
</tr>
<tr>
<td>Woodside (Martin)</td>
<td>Woodside</td>
<td>ca. 1904</td>
<td>Bessemer Coke Co. Woodside Coke Co. Republic Iron and Steel</td>
<td>197</td>
</tr>
<tr>
<td>Wynn Coke Works</td>
<td>Wynn</td>
<td>1887</td>
<td>J.W. Moore W.W. Laughead H.C. Frick Coke Co. (Laughead works later combined with Wynn works)</td>
<td>300 (includes 50 Laughead ovens)</td>
</tr>
<tr>
<td>York Run Coke Works</td>
<td>York Run</td>
<td>1904</td>
<td>H.C. Frick Coke Co.</td>
<td>531</td>
</tr>
<tr>
<td>Youngstown Coke Works</td>
<td>Youngstown</td>
<td>1880</td>
<td>Youngstown Coke Co. H.C. Frick Coke Co.</td>
<td>241</td>
</tr>
</tbody>
</table>
## Appendix B: Historic Resources and Their Significance

### Primary Metals Industries

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alliance Iron Works</td>
<td>Perry Twp.</td>
<td>1789</td>
<td>One of the first iron furnace west of the Allegheny Mountains.</td>
</tr>
<tr>
<td>3</td>
<td>Breakneck Furnace</td>
<td>Bullskin Twp.</td>
<td>1818</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Center Furnace</td>
<td>Dunbar Twp.</td>
<td>ca. 1815</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Coolspring Furnace</td>
<td>North Union Twp.</td>
<td>1816</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Dunbar Furnace Co.</td>
<td>Dunbar</td>
<td>1914</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Dunbar Furnace Co.: Company Housing</td>
<td>Dunbar</td>
<td>ca. 1810</td>
<td>Seven structures still remain, including supervisor's house and three managers' houses.</td>
</tr>
<tr>
<td>2</td>
<td>Fairchance Iron Works: Ironmaster's House</td>
<td>Fairchance</td>
<td>ca. 1796</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Fairview Furnace (Mary Ann #2)</td>
<td>Georges Twp.</td>
<td>1805</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Fayette Furnace</td>
<td>Springfield Twp.</td>
<td>1815</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>McCairns Foundry</td>
<td>Connellsville</td>
<td>ca. 1910</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Isaac Meason Ironmaster's Complex</td>
<td>Dunbar Twp.</td>
<td>1802</td>
<td>The Isaac Meason house is one of the finest examples of Georgian architecture in Western Pennsylvania.</td>
</tr>
<tr>
<td>4</td>
<td>Merrittstown Blacksmith Shop</td>
<td>Luzerne Twp.</td>
<td>ca. 1820</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Mt. Vernon Furnace</td>
<td>Bullskin Twp.</td>
<td>ca. 1795</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>New Laurel Furnace</td>
<td>Dunbar</td>
<td>ca. 1827</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Ricks' Foundry</td>
<td>Uniontown</td>
<td>ca. 1900</td>
<td>This foundry has remained in the Ricks family from 1900 to the present.</td>
</tr>
<tr>
<td>4</td>
<td>Scottdale Machine Foundry and Construction Company</td>
<td>Everson</td>
<td>ca. 1926</td>
<td></td>
</tr>
</tbody>
</table>
### Coal and Coke

#### Mines, Ovens, and Company Towns

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Allison: Mine and Coke Ovens</td>
<td>Redstone Twp.</td>
<td>ca. 1904</td>
<td>Some 110 houses remain at this site.</td>
</tr>
<tr>
<td>1</td>
<td>Allison No. 1: Company Town</td>
<td>Redstone Twp.</td>
<td>ca. 1910</td>
<td>Listed on the National Register. Several sandstone buildings survive.</td>
</tr>
<tr>
<td>1</td>
<td>Allison No. 2: Company Town</td>
<td>Redstone Twp.</td>
<td>ca. 1910</td>
<td>During the 1922 strike, some of the company housing at Brownfield was dynamited.</td>
</tr>
<tr>
<td>3</td>
<td>Brier Hill: Mine, Coke Works, and Company Town</td>
<td>Redstone</td>
<td>1902-04</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Brownfield: Company Town</td>
<td>South Union Twp.</td>
<td>1884</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Buffington Coke Works</td>
<td>Menallen Twp.</td>
<td>1900</td>
<td>Nearly every one of the 100 or so company houses that were built here are intact.</td>
</tr>
<tr>
<td>2</td>
<td>Buffington: Company Town</td>
<td>Menallen Twp.</td>
<td>1900</td>
<td></td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------</td>
<td>---------------------------</td>
<td>--------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Chestnut Ridge: Company Town</td>
<td>Redstone Twp.</td>
<td>ca. 1908</td>
<td>Part of U.S. Steel's Monongahela River facilities for shipping coal.</td>
</tr>
<tr>
<td>2</td>
<td>Colonial Coal Dock</td>
<td>Jefferson Twp.</td>
<td>1924</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Continental No. 2: Coke Works</td>
<td>Georges and South Union Twps.</td>
<td>ca. 1901</td>
<td>During the 1894 mine Company Town protests, four strikers and one company official were killed at Davidson.</td>
</tr>
<tr>
<td>2</td>
<td>Continental No. 2: Company Town</td>
<td>Georges and South Union Twps.</td>
<td>ca. 1901</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Continental No. 3: Company Town</td>
<td>Georges Twp.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Davidson:</td>
<td>Connellsville Twp.</td>
<td>1868</td>
<td>During the 1894 mine Company Town protests, four strikers and one company official were killed at Davidson.</td>
</tr>
<tr>
<td>2</td>
<td>Dawson: Company Housing and Borough</td>
<td>Dawson</td>
<td>1904(?)</td>
<td>Contains coal miners' and management houses. Headquarters for Washington Coal and Coke Company.</td>
</tr>
<tr>
<td>2</td>
<td>Everson Car and Repair Shops</td>
<td>Everson</td>
<td>1895</td>
<td>Main car shops of H. C. Frick Company.</td>
</tr>
<tr>
<td>2</td>
<td>Filbert Mines, Repair Shops</td>
<td></td>
<td>1909</td>
<td>The repair shop facility was used as a central mine repair shop for Frick mines.</td>
</tr>
<tr>
<td>3</td>
<td>Gates: Mine and Company Town</td>
<td>German Twp.</td>
<td>ca. 1899</td>
<td>Early coal-handling facility on the Monongahela River.</td>
</tr>
<tr>
<td>2</td>
<td>Griffin No. 1 and No. 2 Coke Works</td>
<td>Nicholson Twp.</td>
<td>1900</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Hill Farm: Mine and Coke Works</td>
<td>Dunbar Twp.</td>
<td>1872</td>
<td>Among the oldest extant beehive coke ovens in the county.</td>
</tr>
<tr>
<td>2</td>
<td>Hoover: Coke Works and Town</td>
<td>German Twp.</td>
<td>1908</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Juniata: Mine, Coke Works, and Town</td>
<td>Dunbar and Franklin Twps.</td>
<td>1880</td>
<td>Two batteries of beehive ovens survive.</td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------------</td>
<td>--------------</td>
<td>--------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>LaBelle: Coal Processing Plant</td>
<td>Luzerne Twp.</td>
<td>ca. 1949</td>
<td>Built by Jones and Laughlin. The last active coal processing plant in the county.</td>
</tr>
<tr>
<td>1</td>
<td>Leckrone No. 1: Company Town</td>
<td>German Twp.</td>
<td>1899</td>
<td>The Leckrone operation was among the first four to shut down during the 1922 strike.</td>
</tr>
<tr>
<td>1</td>
<td>Leckrone No. 2: Company Town</td>
<td>German Twp.</td>
<td>1899</td>
<td>The Leckrone operation was among the first four to shut down during the 1922 strike.</td>
</tr>
<tr>
<td>1</td>
<td>Leisenring No. 1: Company Town</td>
<td>Dunbar Twp.</td>
<td>1880</td>
<td>The 8,500 acre Leisenring tract, which was divided among three mines and towns, was the largest single tract in the Connellsville coke region.</td>
</tr>
<tr>
<td>1</td>
<td>Leisenring No. 2: Company Town</td>
<td>Dunbar Twp.</td>
<td>1881</td>
<td>Now a suburb of Uniontown, Leith's late nineteenth-century appearance remains intact.</td>
</tr>
<tr>
<td>2</td>
<td>Leith: Company Town</td>
<td>South Union Twp.</td>
<td>1880</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Lemont No. 1 and No. 2 Coke Works</td>
<td>North Union Twp.</td>
<td>ca. 1871</td>
<td>The four Olivers occupied a total of 3,500 acres.</td>
</tr>
<tr>
<td>2</td>
<td>Lemont: Company Town</td>
<td>North Union Twp.</td>
<td>1891</td>
<td>The four Olivers occupied a total of 3,500 acres.</td>
</tr>
<tr>
<td>2</td>
<td>Oliphant Furnace: Company Town</td>
<td>Georges Twp.</td>
<td>1880</td>
<td>The four Olivers occupied a total of 3,500 acres.</td>
</tr>
<tr>
<td>2</td>
<td>Oliver No. 1: Company Town</td>
<td>North Union Twp.</td>
<td>1890</td>
<td>The four Olivers occupied a total of 3,500 acres.</td>
</tr>
<tr>
<td>2</td>
<td>Orient Coke Works</td>
<td>Redstone Twp.</td>
<td>ca. 1900</td>
<td>Orient maintained some 480 coke ovens of both the bank and block beehive variety.</td>
</tr>
<tr>
<td>2</td>
<td>Ralph: Company Town and Mine</td>
<td>Redstone Twp.</td>
<td>1909</td>
<td>Coal from the Ralph mine was sent to the Monongahela River via an underground conveyor system.</td>
</tr>
<tr>
<td>2</td>
<td>Republic: Company Town</td>
<td>Redstone Twp.</td>
<td>ca. 1904</td>
<td></td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------</td>
<td>-----------------</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Revere: Company Town</td>
<td>South Union Twp.</td>
<td>1900</td>
<td>A larger proportion of single-family company houses (156 of 179) were built at Revere than at any other W.J. Rainey company town.</td>
</tr>
<tr>
<td>3</td>
<td>Ronco: Mine, Coke Works, and Company Town</td>
<td>German Twp.</td>
<td>1901</td>
<td>Contained a coal-handling facility on the Monongahela River.</td>
</tr>
<tr>
<td>2</td>
<td>Rowes Run: Company Town</td>
<td>Redstone Twp.</td>
<td>1907</td>
<td>This site contains company dwellings that are unusual in their variety and layout.</td>
</tr>
<tr>
<td>2</td>
<td>Shamrock: Mine and Coke Works</td>
<td>Menallen Twp.</td>
<td>ca. 1903</td>
<td>The Shamrock coke ovens are among the best preserved in the county.</td>
</tr>
<tr>
<td>1</td>
<td>Shoaf Coke Works and Mine</td>
<td>Georges Twp.</td>
<td>ca. 1902</td>
<td>This was the last coke works in operation in the county when it closed in the late 1970s. It is the best-preserved coke works in the county.</td>
</tr>
<tr>
<td>1</td>
<td>Shoaf: Company Town</td>
<td>Georges Twp.</td>
<td>1903</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Star Junction: Company Town</td>
<td>Perry Twp.</td>
<td>1890s</td>
<td>Contained 999 beehive coke ovens. Among the largest in the region.</td>
</tr>
<tr>
<td>2</td>
<td>Trotter Water Company</td>
<td>German Twp.</td>
<td>ca. 1900</td>
<td>Located on the Monongahela River, this was part of Frick’s water supply system. It was the largest water supply system in the county.</td>
</tr>
<tr>
<td>2</td>
<td>Youngstown Coke Works</td>
<td>Union Twp.</td>
<td>ca. 1880</td>
<td>Among the oldest extant beehive ovens in the county.</td>
</tr>
</tbody>
</table>
# Transportation

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Baltimore and Ohio Railroad: Shops</td>
<td>Connellsville</td>
<td>ca. 1890</td>
<td>This was once a major repair shop and round house, with a capacity for 24 locomotives.</td>
</tr>
<tr>
<td>4</td>
<td>Baltimore and Ohio Railroad: Uniontown Freight and Passenger Station</td>
<td>Uniontown</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Confluence Bridge</td>
<td>Henry Clay Twp.</td>
<td>1896</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Connellsville Central Railroad: Dunlap Creek Bridge</td>
<td>Brownsville</td>
<td>ca. 1940</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Dunlap Creek Bridge</td>
<td>Brownsville</td>
<td>1836</td>
<td>This is the oldest existing cast-iron arch bridge in the United States.</td>
</tr>
<tr>
<td>2</td>
<td>Great Crossings Stone Bridge</td>
<td>Henry Clay Twp.</td>
<td>1818</td>
<td>This bridge was dedicated by President James Monroe on July 4, 1818.</td>
</tr>
<tr>
<td>3</td>
<td>Hillman Barge and Construction Co.</td>
<td>Brownsville</td>
<td>1920</td>
<td>The county's only representative of its once thriving boat-building industry.</td>
</tr>
<tr>
<td>4</td>
<td>Indian Creek Railroad: Indian Creek Bridge</td>
<td>Springfield Twp.</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Layton Bridge and Tunnel</td>
<td>Perry Twp.</td>
<td>1899</td>
<td>This is an eighteen-span bridge that was placed on the National Register in 1989.</td>
</tr>
<tr>
<td>4</td>
<td>Monongahela Railway Co.: Brownsville Tunnel</td>
<td>Brownsville</td>
<td>ca. 1905</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Monongahela Railway Co.: Three Bridges</td>
<td>Brownsville</td>
<td>ca. 1904</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Monongahela Railway Co.: Roundhouse and Car Shops</td>
<td>Brownsville</td>
<td>ca. 1920</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Monongahela Railway Co.: Union Station</td>
<td>Brownsville</td>
<td>1929</td>
<td></td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
<td>---------------</td>
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<td>---------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>3</td>
<td>National Road Mile Markers</td>
<td>Springfield Twp.</td>
<td>ca. 1830</td>
<td>Ten cast iron National Road mile markers are extant in Fayette County.</td>
</tr>
<tr>
<td>4</td>
<td>Pennsylvania Railroad: Mill Run Reservoir</td>
<td>Belle Vernon</td>
<td>ca. 1904</td>
<td>This site was originally built to supply water for the Pennsylvania Railroad's steam engines.</td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh and Lake Erie Railroad: Belle Vernon Station</td>
<td>Connellsville</td>
<td>ca. 1920</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh and Lake Erie Railroad: Connellsville Freight Station</td>
<td>Connellsville</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh and Lake Erie Railroad: Connellsville Passenger Station</td>
<td>Fayette City</td>
<td>1913</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh and Lake Erie Railroad: Fayette City Station</td>
<td>Newell</td>
<td>ca. 1910</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh and Lake Erie Railroad: Repair Shops and Roundhouse</td>
<td>Perry Twp.</td>
<td>ca. 1904</td>
<td>The P&amp;WV passed through some extremely rugged territory, requiring twenty tunnels and sixty bridges to service the line.</td>
</tr>
<tr>
<td>4</td>
<td>Redstone Creek Bridge</td>
<td>Redstone Twp.</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Searight's Tollhouse</td>
<td>Menallen Twp.</td>
<td>1835</td>
<td>Restored in 1966, this structure has been placed on the National Register.</td>
</tr>
<tr>
<td>4</td>
<td>Tippecanoe Bridge</td>
<td>Redstone Twp.</td>
<td>1890</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Western Maryland Railroad Company: Confluence Station</td>
<td>Saltlick Twp.</td>
<td>1908</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Western Maryland Railroad Company: Ohiopyle Station</td>
<td>Ohiopyle</td>
<td>1908</td>
<td>The arrival of this line made Ohiopyle a popular tourist spot, and six hotels were built here in the early twentieth century.</td>
</tr>
</tbody>
</table>
### Bulk Products Industries

#### Distilling and Brewing

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Brownsville Brewing Co.</td>
<td>Brownsville</td>
<td>1903</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Connellsville Distilling Co.</td>
<td>Connellsville</td>
<td>ca. 1905</td>
<td>This firm produced more than 500 barrels of rye whisky per year.</td>
</tr>
<tr>
<td>3</td>
<td>Fayette Brewing Co.</td>
<td>Uniontown</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Hoover and Moore Distillery</td>
<td>Redstone Twp.</td>
<td>1905</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Johnson Brewing Co.: Company Housing</td>
<td>Menallen Twp.</td>
<td>ca. 1910</td>
<td>During the prohibition years this company switched to the production of vinegar, but was unable to survive.</td>
</tr>
<tr>
<td>3</td>
<td>Labor Brewing Co.</td>
<td>Uniontown</td>
<td>1905</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>A. Overholt and Co.</td>
<td>Dunbar Twp.</td>
<td>1853</td>
<td>This major distillery, producer of whiskey for some 100 years, had a capacity of 7,700 gallons per day at its peak in 1914.</td>
</tr>
<tr>
<td>4</td>
<td>Perry Distillery</td>
<td>Brownsville</td>
<td>1890</td>
<td></td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
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</tr>
<tr>
<td>2</td>
<td>Perryopolis Distillery</td>
<td>Perryopolis</td>
<td>ca. 1820</td>
<td>This firm operated as a local distillery during the Whiskey Rebellion.</td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh Brewing Co.: Connellsville Brewery</td>
<td>Connellsville</td>
<td>1890</td>
<td>In 1906 this company was producing 3,000 barrels of beer per month.</td>
</tr>
<tr>
<td>4</td>
<td>Pittsburgh Brewing Co.: Uniontown Bottling House</td>
<td>Uniontown</td>
<td>ca. 1895</td>
<td>When 21 breweries merged in 1899 to form the Pittsburgh Brewing Co., it represented the largest such consolidation in the state, and the third largest in the country.</td>
</tr>
<tr>
<td>4</td>
<td>Republic Brewing Co.</td>
<td>Redstone Twp.</td>
<td>ca. 1905</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Vanderbilt Distillery</td>
<td>Vanderbilt</td>
<td>1882</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Yough Brewing Co.: Bottling House</td>
<td>Connellsville</td>
<td>ca. 1899</td>
<td></td>
</tr>
</tbody>
</table>

**Food Processing**

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Armour Meat Packing</td>
<td>Uniontown</td>
<td>1900</td>
<td>Hagan was the first firm in the nation to pasteurize ice cream mix, and made first use of the brine freezer.</td>
</tr>
<tr>
<td>4</td>
<td>Connellsville Macaroni Co.</td>
<td>Connellsville</td>
<td>1910</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Fayette Baking Co.</td>
<td>Connellsville</td>
<td>ca. 1920</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Hagan Ice Cream Co.: Connellsville Plant</td>
<td>Connellsville</td>
<td>ca. 1930</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Hagan Ice Cream Co.: Uniontown Plant</td>
<td>Uniontown</td>
<td>1907</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Harlan Grist Mill</td>
<td>Springfield Twp.</td>
<td>1925</td>
<td>This was one of the few steam-powered grist mills constructed in the country twentieth century.</td>
</tr>
<tr>
<td>4</td>
<td>International Baking Co.</td>
<td>Brownsville</td>
<td>1925</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Sylvan Mills</td>
<td>Springfield Twp.</td>
<td>ca. 1816</td>
<td></td>
</tr>
<tr>
<td>Ranking</td>
<td>Resource Name</td>
<td>Location</td>
<td>Date</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
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<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Washington's</td>
<td>Perropolis</td>
<td>ca. 1774</td>
<td>Gilbert Simpson oversaw the construction of this mill for owner George Washington. It was in operation at least until 1901.</td>
</tr>
<tr>
<td></td>
<td>Grist Mill</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>American Window Glass Factory #4</td>
<td>Belle Vernon</td>
<td>ca. 1900</td>
<td>Originally established in 1834, Belle Vernon was one of the largest window glass producers in the region at the end of the Civil War. By the end of the nineteenth century it had been merged into American Window Glass, which controlled 85 percent of the glass market.</td>
</tr>
<tr>
<td>3</td>
<td>Capstan Glass Co.</td>
<td>South Connellsville</td>
<td>1930s-1960s</td>
<td>By the 1940s after a series of mergers, and then known as the Anchor Cap Corporation, this plant had become the largest manufacturer of closures in the U.S.</td>
</tr>
<tr>
<td>2</td>
<td>L. J. Houze Convex Glass Co. and Company Housing</td>
<td>Point Marion</td>
<td>ca. 1900</td>
<td>Houze, an immigrant from Belgium, established this firm to manufacture convex headlight discs and portrait glass. The company diversified its product line, and by 1941 employed 400 persons.</td>
</tr>
<tr>
<td>2</td>
<td>Pennsylvania Wire Glass Co.</td>
<td>Dunbar</td>
<td>ca. 1900</td>
<td>This company patented an early form of &quot;safety glass&quot; in the 1910s consisting of chicken wire embedded in glass panes.</td>
</tr>
<tr>
<td>2</td>
<td>Quertinmont Glass Co.</td>
<td>Fairchance</td>
<td>1900</td>
<td>This was probably the third glass factory owned by Jules J. Quertinmont, a Belgian immigrant.</td>
</tr>
</tbody>
</table>

**Glass**
## Manufacturing

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Connellsville Manufacturing and Mine Supply Co.</td>
<td>Connellsville</td>
<td>ca. 1880</td>
<td>An important manufacturer of mine equipment, several patents were taken out in the early 1900s.</td>
</tr>
<tr>
<td>4</td>
<td>Keystone Fireworks and Specialty Co.</td>
<td>Dunbar</td>
<td>ca. 1934</td>
<td>This firm produced blasting powder for bituminous mining.</td>
</tr>
<tr>
<td>4</td>
<td>Liberty Powder Co.</td>
<td>North Union Twp.</td>
<td>ca. 1920</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Republic Construction Co.</td>
<td>Republic</td>
<td>1922</td>
<td></td>
</tr>
</tbody>
</table>

## Miscellaneous

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>General Chemical Co.: Company Housing</td>
<td>Newell</td>
<td>ca. 1910</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Renze Cigar Factory</td>
<td>Connellsville</td>
<td>ca. 1920</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Paul C. Sandusky Lumber Mill</td>
<td>Connellsville</td>
<td>1929</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Michael Berkowitz Co.</td>
<td>Uniontown</td>
<td>1931</td>
<td>From 1931 to 1978 this company was the largest manufacturer of Sears' sleepwear.</td>
</tr>
<tr>
<td>4</td>
<td>Goodwin Co./Connellsville Laundry Co.</td>
<td>Connellsville</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Harper's Woollen Mill: Workers' Housing</td>
<td>Dunbar</td>
<td>ca. 1835</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Penn-Craft</td>
<td>Luzerne Twp.</td>
<td>1937</td>
<td>Founded by the American Friends Service Committee, this was the first self-help subsistence community in the United States.</td>
</tr>
</tbody>
</table>

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## Extractive Industries

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Coolspring Bluestone Quarry</td>
<td>North Union Twp.</td>
<td>ca. 1930</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Dunbar Furnace Co.: Irishtown Mines</td>
<td>Dunbar</td>
<td>ca. 1805</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>DuPont de Nemours Co.: Bluestone Quarry</td>
<td>Dunbar Twp.</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Elk Rock Ore Mines</td>
<td>Dunbar Twp.</td>
<td>ca. 1800</td>
<td></td>
</tr>
</tbody>
</table>

## Utilities

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Resource Name</th>
<th>Location</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Brownsville Pumping Station</td>
<td>Brownsville</td>
<td>ca. 1900</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Lake Lynn Dam: Penn Hill Housing</td>
<td>Springhill Twp.</td>
<td>ca. 1914</td>
<td>The dam and power house were state-of-the-art design, and provided energy for economic development both in West Virginia and southwestern Pennsylvania.</td>
</tr>
<tr>
<td>4</td>
<td>West Penn Power Co.: Repair Shops and Garage</td>
<td>Connellsville</td>
<td>1902</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>U. S. Army Corps of Engineers: Youghiogheny Dam</td>
<td>Henry Clay Twp.</td>
<td>1943</td>
<td>Constructed at a cost of $10 million, this dam aids in flood control and river navigation. A hydroelectric facility is being installed at the site.</td>
</tr>
</tbody>
</table>
Appendix C: Archeological Sites

Note: A number of sites identified during the initial research for the project were found in the field to have few above-ground remains. These sites were recorded in an abbreviated format as shown below.

**Boyts, Porter and Company**
End of Water Street, Connellsville
Construction Date: 1829

Probability of Archeological Resources: Good.
Condition: Now occupied by Central Fellowship Church and parking lots.

This early foundry was later known as the Yough Steam Pump Works. The site consisted of a brass foundry, blacksmith shop, machine shop and pattern building by the early twentieth century.

**Chamberlain and Company Mills**
Dunlap Creek S of juncture with Monongahela River, Brownsville
Construction Date: ca. 1870s

Probability of Archeological Resources: High.
Condition: Good.

The Chamberlain and Company’s Exchange Mills included a large mill, engine shop, shed and office building located on Dunlap Creek.

**Connellsville Foundry**
End of W Gibson Avenue, Connellsville
Construction Date: ca. 1900

Probability of Archeological Resources: Poor.
Condition: Sewage plant on site.

This small iron foundry operated in the first quarter of the twentieth century, and may be situated on the site of an earlier iron foundry associated with the charcoal furnace in Connellsville.

**Dunbar Furnace: Ore Miners’ Houses**
On Dunbar Creek E of Dunbar
Construction Date: unknown

Probability of Archeological Resources: Excellent.
Condition: Excellent.

The Dunbar Furnace Company complex was extensive. Ore miners, colliers, and other workers lived in housing clusters associated with raw material sources.
Archeological Sites

Fairchance Grist Mill
24 W Church Street, Fairchance
Construction Date: ca. 1803

Probability of Archeological Resources: Excellent.
Condition: Vacant.

This early grist mill was a component of the extensive Fairchance Iron Works complex operated by the Oliphant family. It was demolished ca. 1980.

Fairchance Iron Works
At headwaters of Georges Creek S of Fairchance
Construction Date: ca. 1803

Probability of Archeological Resources: High.
Condition: Vacant.

John Hayden constructed this furnace on a 280-acre tract purchased from Thomas Wynn. It had a 9' bosh, was 35' high, had two cylinders and one tuyere with a 1 3/4' nozzle. This cold-blast furnace produced 1,100 cubic feet of iron per minute. After operating the furnace for only two years, Hayden sold the ironworks to James Gillespie who, in turn, sold the furnace to John and Andrew Oliphant who transported the pig iron to their Sylvan Forges. In 1829 Oliphant had constructed the the Wayne Rolling Mill in Pittsburgh but it was sold in 1834 and he moved his rolling mill to Fairchance. Between 1832 and 1834 Oliphant expanded the Fairchance works with the rolling mill, a nail factory, and three puddling furnaces. A charcoal forge, the Fairchance Forge, was associated with the furnace and was operated by the Oliphants for over sixty years.

In 1836 F. H. Oliphant experimented with Fayette County coke to operate the furnace and used hot air piped from the rolling mill to the stack. Although he was successful in producing iron, its quality was not good and the furnace reverted to charcoal fuel. After the Civil War the works were again refurbished for coke fuel, and produced bar iron, boiler iron and nails. Hayden had used the "Blue Lump" ores but Oliphant introduced the "Flag and Big Bottom" ores. Both land and river transportation were used to carry the iron goods from the works.

After Oliphant sold the works to a New York concern in 1870 (which renamed it the Fairchance Iron Company), the furnace doubled its output to twenty tons daily. It is not known when the works finally went out of blast.

Fairfield Furnace
On Georges Creek near Fairchance
Construction Date: 1797

Probability of Archeological Resources: Excellent.
Condition: A masonry wall, probably associated with the raceway, a c-shaped mound of earth and cut stone, and the remains of one side and parts of two sides of the furnace are extant.
Archeological Sites

In March of 1792 ironmaster John Hayden purchased a fifty-one acre tract of land which had an ironworks, cabins, and houses on it. Hayden was assessed in the same year for a bloomery or forge. In March of 1797 John Hayden, in partnership with Pennsylvania State Comptroller John Nicholson, constructed the Fairfield Furnace on property originally patented by William Nixon. The furnace reportedly cast cannon balls that were used by General Andrew Jackson's men at the Battle of New Orleans.

John and Andrew Oliphant purchased an interest in the site in 1805 and eventually gained control of the entire works. In 1817 John Oliphant bought Andrew's shares in several local iron works including the Fairfield Furnace. John St. Clair and Isaiah Marshall, and later William Paull, Sr., leased the furnace to continue iron production. Finally, after the furnace had been leased to John Martin in 1827, the works ceased operation.

Herbertson Foundry
NW corner of Bridge Street and Rte. 40, Brownsville
Construction Date: 1837
Probability of Archeological Resources: Poor.
Condition: New construction over original site.

This important early foundry and engine shop manufactured components for steam engines, early iron bridges, and steam boat parts. The foundry, car shop, blacksmith shop, and machine shop were situated on the river at Brownsville.

Humbert Tin Plate Company
Baldridge Avenue between Mentzer and Mill Streets, Connellsville
Construction Date: 1890
Probability of Archeological Resources: Poor.
Condition: Now Anchor Hocking Packaging.

Jeannette Window Glass Company
Point Marion
Construction Date: 1899
Probability of Archeological Resources: High.
Condition: Part of site is vacant, part is playground.

This was the first of five cooperative window glass companies established in the Point Marion area by skilled Belgian glass workers. Led by blower Jules Quertinmont, the company constructed a plant containing two twenty-four ring tanks, and prospered during a period of intense competition.
Archeological Sites

**Little Falls Furnace (Franklin Iron Works)**
End of T666, on Youghiogheny River and Furnace Run, Vanderbuilt
Construction Date: ca. 1789

Probability of Archeological Resources: Poor.
Condition: The remains of the Little Falls Furnace (Franklin Iron Works) consist of two massive slag piles, next to the abutments of a P&LE bridge, flanking Furnace Run just south of where it empties into the Youghiogheny River. No trace of the furnace itself remains above ground; it was most likely obliterated when the railroad was constructed.

Contrary to most published information on Little Falls Furnace (which indicate a construction date between 1801 and 1815), it was one of only two iron furnaces operating in Fayette County in 1790; in the tax assessment for that year it was valued at only £2,600 while the other Fayette furnace in operation, the Union Furnace #1, was valued at nearly ten times that amount. In 1789 Joshua Gibson had erected the furnace on Furnace Run. It was a cold-blast furnace with one tuyere and was powered by water.

By April of 1797, George Lamb had constructed "Lambsworks" (later known as Franklin Forge) on the west side of Furnace Run opposite the Little Falls Furnace. Although the forge was successful, there is some question as to whether the furnace ever produced saleable pig iron (which may account for its 1790 tax value); because the local ore was of poor quality, iron for the forge was procured from other local furnaces, especially Fairchance Furnace. Nathaniel Gibson, brother of the John Gibson associated with Union Furnace #1, appears to have taken over the forge and furnace by the turn of the century, and the village of Little Falls, including an ironmaster's stone house, workers' houses, company store, grist mill, and saw mill developed around the works. In 1825 prominent Fayette ironmaster, F.H. Oliphant, purchased the works and continued the operation under the name of Franklin Iron Works until the property was sold to Miltonberger and Brown of Pittsburgh. The partners maintained the business until 1839 when the works closed for the final time. In 1858, Miltonberger's executors owned the site, but the iron works had been abandoned. By the early twentieth century, only Gibson's house remained and the site was known locally as "stone house."

**Masontown Brewery**
Madison and Granite Avenues off Rte. 21, Masontown
Construction Date: 1905

Probability of Archeological Resources: Excellent.
Condition: Now owned by Municipal Water Company.

Concrete piers and foundations are present. This site is partially impacted by water company tanks.
Archeological Sites

**Mueller Distillery**
Front Street E of Third Street on Cheat River, Nilan
Construction Date: ca. 1915

Probability of Archeological Resources: Good.
Condition: Site vacant.

This small local distillery was closed during prohibition, and never re-opened.

**National Manufacturing Company**
On Cats Run in W Masontown
Construction Date: 1902

Probability of Archeological Resources: Excellent.
Condition: Vacant.

A large foundry and casting plant, machine shop, and warehouse were located here for the manufacture of machinery.

**New Geneva Pottery**
Front Street, New Geneva
Construction Date: ca. 1890s

Probability of Archeological Resources: Good.
Condition: Average.

The highly successful New Geneva pottery produced gray stoneware on this site in the late nineteenth century through the twentieth century.

**Nilan Glass Company**
Between Front Street and Cheat River E of Second Street, Nilan
Construction Date: ca. 1900

Probability of Archeological Resources: Excellent.
Condition: Vacant.

The Nilan Glass Company was also known as the Cheat River Glass Company and the Artist Glass Company.
Archeological Sites

**Park and Tilford Distillery**
Water Street, Brownsville
Construction Date: 1904

Probability of Archeological Resources: Excellent.
Condition: Vacant.

This large distillery produced G. W. Jones Monongahela Rye. The brick and frame buildings were later purchased by the Hamburger Distillery and finally by Park and Tilford. The structures were demolished ca. 1987.

**Pine Grove Furnace**
Rubles Run S of Haydentown
Construction Date: ca. 1805

Probability of Archeological Resources: Good.
Condition: No visible impact.

By 1855 this furnace was owned by Basil Brownsfield. It was demolished in the mid-twentieth century.

**Redstone Furnace**
Redstone Furnace Road, Hopwood
Construction Date: 1797

Probability of Archeological Resources: Good.
Condition: Unknown.

John Huston was an early owner of this complex. Its precise location is not known.

**Richmond Radiator Company**
End of N Beeson Street, Uniontown
Construction Date: ca. 1900

Probability of Archeological Resources: Excellent.
Condition: Buildings demolished, concrete slabs present; no evidence of ground disturbance.

This large radiator plant was a significant Uniontown industry in the first half of the twentieth century.
St. John’s Furnace
Adjacent to Indian Creek 100' below the falls near Normalville
Construction Date: ca. 1807

Probability of Archeological Resources: Excellent.
Condition: The area appears to have not been disturbed.

Jackson and Gibson constructed this furnace with mason James Taylor. Using water to power its single tuyere, this furnace was in blast for twenty-five years, with ownership changing three times during that period. Trevor and Slater owned the furnace by 1810, then it was purchased by James Paull, and finally Steel and Doughty acquired it and retained possession of it until the furnace was blown out in 1828.

Sligo Iron and Steel Company
W of Connellsville
Construction Date: ca. 1890

Probability of Archeological Resources: Poor.
Condition: Now covered by housing development.

The Sligo Iron and Steel Company, owned by the American Steel Company, uses charcoal bar iron to fabricate horse shoes, tires, tools, and cellar doors.

Snowden’s Foundry
Between Water and Market Streets, Brownsville
Construction Date: 1870

Probability of Archeological Resources: Unknown.
Condition: Unknown; substantial alterations have occurred in the wharf area.

This large foundry was founded in 1870 and was owned by J. Snowden and Sons. Known as the This foundry was known locally as the Vulcan Iron Works.

Stewart Distilling Company
1/2 mile from Merrittstown on Dunlap Creek
Construction Date: ca. 1890

Probability of Archeological Resources: High.
Condition: Vacant.

This small local distillery operated four to six months each year from ca. 1890 through the early twentieth century. Rye whiskey produced by the sweet mash process was manufactured at the site.
Archeological Sites

**Springhill Furnace: Ironmaster's House**
S of Springhill off Rte. 857  
Construction Date: ca. 1805

Probability of Archeological Resources: Excellent.  
Condition: Site appears to be undisturbed.

The Ironmaster's House was associated with a series of four Springhill Furnaces. Stacks were reconstructed and added until mid-nineteenth century.

**Titlow Distillery**
W Peter and N Arch Streets, Uniontown  
Construction Date: 1908

Probability of Archeological Resources: Good.  
Condition: Vacant lot.

The Titlow Distillery produced rye whiskey for three to four months per year. Built in 1908, the plant used the sweet mash process and had a mash capacity of 77.22 bushels per day.
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