

**The Knowledge Bank at The Ohio State University**

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## SUMMER EXCURSION OHIO INSTITUTE OF MINING ENGINEERS.

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The summer meeting of the Ohio Institute of Mining Engineers, June 15-18, was conducted this year on the plan of an old Greek school of the peripatetic order. In other words, it was instruction "on the go" from the morning of the first to the evening of the last of the four days. The chief difference was that whereas old Aristotle used to conduct his school on foot, his worthy successors, Secretary R. M. Haseltine and President F. A. Ray, recognizing that this is a much faster age, put their school on cars and steamboats, carried it some six hundred miles, furnishing it some hundreds of instructive object lessons, as well as much pleasure by the way, answering some thousands of questions, and landing it back at Columbus in the time which the old Greek would have required for a single lecture.

The Ohio Institute had invited the members of the Western Pennsylvania Central Mining Institute to accompany them on this tour of inspection, and they responded in person to the number of twenty-three. There were ninety members of the Ohio Institute, and twenty-one ladies also of the party, the total being 134.

The party left Columbus at 11:35 a. m. in private coaches generously provided by the Columbus, Sandusky & Hocking Railroad Company, arriving at the docks of the Short Line Railroad on Sandusky bay at 3 p. m., where they examined the old methods of loading vessels with buckets and cranes, and inspected the interior arrangements of the whaleback vessels used in the lake trade. They also saw the Thornburgh rapid loader, now in course of construction, but owing to its being incomplete the railroad company has not as yet begun to load for their northwestern trade, and the party failed to see the rapid loader in operation.

After a halt of perhaps thirty minutes the steamer "News-boy" was sent over through the kindness of Mr. E. N. Oden-

baugh, the city freight and passenger agent, and took the party to the B. & O. docks, where vessels were being loaded by buckets and cranes. An unlooked-for treat here came in the shape of an invitation from the elevator people to witness their rapid transit method of handling grain. The excursionists at once scattered through the elevator and examined the complete appliances whereby, through the use of an endless belt, some 7,000 bushels of wheat are moved per hour. The wheat is carried on the flat belt at a very rapid rate without spilling, and when the turn of the belt is reached, it leaves the belt and pours into the funnel without the loss of a single grain. Upon leaving the elevator, the excursionists were conducted by Mr. Odenbaugh to the street railway line, where cars were in waiting that carried the party to the Ohio State Soldiers' and Sailors' Home at Sandusky. The advantages of the "cottage plan" of housing and caring for the inmates in small groups were explained, and the party after resting a time in the beautiful grounds were taken to the Sloane House, where a supper of fish and frogs occupied their attention until 7:30 p. m. At that time the Sandusky lodge of Elks, with their full band, escorted the excursionists to the pier, where all boarded the steamer "Maud Preston," which had been chartered for their use during the four days' outing, and were taken to Johnson's Island. There the time was spent in the pleasure of this popular summer resort, and the hospitality of the Elks was enjoyed during the evening. At a late hour the party returned to the Sloane House for a night's rest.

After breakfast Wednesday morning the excursionists again boarded the "Maud Preston" for Huron. Just outside the bay near Cedar Point a curious phenomenon is to be seen. Uncle Sam in building a breakwater there last year managed to arouse the ire of Lake Erie that within a few months she had washed away some forty feet of valuable land of the peninsula, and the result is a big suit for damages against the government. Experts are unable to explain the action of the lake at Cedar Point if the breakwater is not the cause of it.

The party reached Huron at 10 o'clock a. m., and disembarked to witness the McMyler unloading machine there used for

handling the mountains of iron ore piled up along the docks. The speed with which this work is carried on is surprising, as is also the great saving of human strength and muscle. The buckets, being placed near the bottom of an ore pile, are filled with very little shoveling. The ladies of the party were somewhat concerned about the fate of the numerous swallows who burrowed their holes in the ore pile near the top, and are destined to be turned out of house and home as the piles rapidly diminish and fall under the action of the loader. At Huron the excursionists also examined the Brown hoist for loading coal, which is said to have a guarantee of 3,000 tons. Some of the party timed the machine while it loaded thirty tons in seven minutes and eighteen seconds. But forty seconds elapsed from the time the railroad car was taken until the coal was dumped into the six buckets ready for loading. These buckets do not look very large a short distance away, but each hold five tons. The apparent ease and rapidity with which these immense masses of heavy material are moved and transferred excited great wonder among those not accustomed to such sights. Not a moment seemed to be lost and everything moved like clock-work, betokening the best of management.

Re-embarking, the party were taken to Lorain, where a prolonged salute from the whistle of the Johnson Company's tug gave them a deafening welcome as the Maud Preston came up to the landing. They were there met and taken in charge by Mr. S. M. Smythe and others of the Johnson Company and by a large number of the Engineers' Club, of Cleveland, and proceeded by special electric trains to the Johnson Steel Works, situated some four miles from the landing, in the open country on Black river, where there is plenty of room for the great expansion that must inevitably come to this great enterprise. As the hungry visitors were conducted into the spacious offices of the Johnson Company their eyes beheld two long lines of tables loaded with good things for the inner man, and knowing instinctively what this meant, they lost no time in seating themselves and doing full justice to the bounteous hospitality of the Johnson Company. At the conclusion of the banquet, when cigars had

been lighted, Secretary Haseltine arose and expressed the gratitude of the visitors to the Johnson Company for their kind entertainment. He also requested that the party break up into groups of from ten to fifteen, for each of which a guide had been provided by the company, in order that all might be informed of the meaning of the operations they were about to witness, and that the danger of accident might be reduced to a minimum. Secretary Haseltine has conducted several very large companies of excursionists on similar tours of inspection, often in very dangerous places, and through his careful precautions no accident has ever befallen any of them. President Ray proposed a vote of thanks to the Johnson Company, which was heartily given. Congratulatory remarks were also made by Professor Lord on behalf of the O. I. M. E., Hon. F. C. Keighley, of Uniontown; Messrs. James Blick and W. E. Fohl, of Pennsylvania, responded for the guests of the Pennsylvania Institute, and Professor Denny, of the Ohio State University, for the other guests. The inspection of the steel works occupied most of the afternoon. The parties followed their guides through the various operations of making steel rails from beginning to end. The machinery and methods of making steel rails are all of the latest type, and it is said that the plant can turn out 1,400 tons of steel rails a day. To do justice to this magnificent plant of the Johnson Steel Company would require a separate article, covering much more space than can be given here. All were deeply impressed with the genius that must have been called into play in planting and operating a concern of such intricacy and vast dimensions.

After completing the inspection of the Steel Works they visited the site for the docks there to be established by the Steel Company, and the proposed site for the furnace plant. Returning to the harbor they resumed their journey by boat, arriving in Cleveland in the evening and making their headquarters at the American House.

On Thursday morning, through the kindness of Mr. C. E. Grover, President of the Tug Association, the "Maud Preston" was towed about the river at Cleveland to various points of interest. The party first visited the Cuddy-Mullen plant on the

outside of the harbor, situated on the Cleveland & Pittsburgh tracks. At this plant the McMyler side dump is used, but owing to the non-arrival of a vessel the plant was not in operation, and the party did not disembark. They next visited the Brown Hoist on the C. & P. Railroad dock, located in the old river bed. This plant is of the same design as the one at Huron. Then they were taken to the Long car unloader, built by the Excelsior Iron Works of Cleveland, and located on the Erie Railway tracks. Through the kindness of President George W. Short the mode of operation was exhibited. It is stated that by the Long dump a car is clamped, dumped and back on the track in twenty-one seconds, and that only one minute and thirty-five seconds elapses from the time a car is pushed on to the machine until another takes its place. The machine can turn out forty cars an hour.

Passing up the river the party were shown a machine being erected on the Valley Terminal Railroad of the McMyler pattern, in many ways similar to the Long machine, the chief difference being that under a spout a drop-bucket is used which will lower the coal into vessels, thus reducing the breakage, as the spout is kept full and the coal slides gradually to its destination without a sudden crash and fall.

After dinner at the American House, through the kindness of Mr. E. A. Handy, chief engineer of the L. S. & M. S. Railroad, a special train of three coaches was placed at the disposal of the excursionists and took them to Ashtabula harbor. The ride was through a most beautiful and prosperous country, and was made on very rapid time, several consecutive miles being covered at the average rate of fifty-seven seconds each. Arriving at the harbor, the party first examined the Brown Hoist, which was engaged in loading one of Rockefeller's 4,000 ton boats. It is said that this machine can unload 118 cars in twelve hours. The party then proceeded to the Lake Shore and examined the first car unloader ever erected at the lake ports. It works on the cantilever principle, and is said to have an unloading capacity of sixteen cars an hour. It is now being used by M. A. Hanna & Co. The inspection of the harbor occupied about two hours, when the party again took the train and returned to Cleveland for

the night, all feeling that they had had a day of wonders and had been immensely instructed by what they had witnessed.

As some of the Pennsylvania guests were to leave the party at Cleveland, an impromptu meeting of the two institutes was held during the evening in the parlors of the American House, at which resolutions were passed thanking individually the large number of people and corporations that had so generously contributed to the entertainment and instruction of the members and their guests. The Pennsylvania guests were especially hearty in their praise of the excellent management which had characterized the entire trip. There was a general discussion of the points of advantage and disadvantages in the various machines and methods which had been inspected on the journey, and views were freely exchanged as to the condition of the mining industry in Ohio and Pennsylvania, and as to the opening up of new markets for the products of those states. The following gentlemen took part in the discussion: President Ray, Secretary Haseltine and Professor Lord, of Ohio; Inspector T. G. Evans and Messrs. James Blick, W. D. Wilson, Wm. Clifford, B. Callaghan, W. E. Fohl, Fred Keighley and others, of Pennsylvania. At a very late hour the party reluctantly dispersed to their rooms.

On Friday morning the party left by their boat for Sandusky. Lake Erie, which had presented an unruffled and sun-kissed surface on the days preceding, now began to take on a somewhat angry mood, and although the care and extra precaution of Chief Haseltine had successfully prevented all mishaps up to the time of the return trip, that genial gentleman was not able to prevent a few of the excursionists from showing symptoms of sea-sickness on the homeward journey. It was explained, however, that this was part of the valuable experience for which the excursion had been planned, and the party took comfort in songs and games and social intercourse until Sandusky was reached. There was just a convenient time for another fish and frog dinner to drive away all thoughts of sea-sickness, and then the party took their train for Columbus, where they arrived at 8:40 Friday evening, all voting that the trip had been most instructive to them, ex-

ceedingly well managed and unusually pleasant in its social features. The peripatetic school of Chief Haseltine and President Ray was universally voted a huge success and a remarkable advance over that so long ago conducted by old Aristotle.