

The Knowledge Bank at The Ohio State University
Ohio Mining Journal

Title: Nelsonville Meeting

Issue Date: Nov-1882

Citation: Ohio Mining Journal, vol. 1, no. 1 (November, 1882), 15-16.

URI: <http://hdl.handle.net/1811/32305>

Appears in Collections: [Ohio Mining Journal: Volume 1, no. 1 \(November, 1882\)](#)

NELSONVILLE MEETING.

THURSDAY, May 11.

The Ohio Institute of Mining Engineers met at Nelsonville, Athens county, Thursday, May 11, pursuant to the call of the President.

A number of the engineers from the Northern and Southern coal fields of the State, who arrived in the forenoon, organized themselves into a visiting party and visited Brooks' Mines, Section 19, for the purpose of examining the coal-cutting machines in use in those mines. In the absence of Mr. Brooks, the general manager of the mines, and Mr. Mitchell, the Superintendent, who were out surveying some mineral property in an adjoining township, the engineers were taken in tow by Mr. Wallace, who has charge of the mining machines. The engineers were treated to a ride through the mines on a mine locomotive and went underground drawn by the iron horse for upwards of a mile, and then proceeded on foot to examine the iron miners in operation. The Harrison machines are worked in these mines. A piston (about two and a half inches diameter and 9-inch stroke) which has a steel point or pick flattened and sharpened like a miner's drill-point inserted in the end of the piston constitutes the cutter. The machine weighs about 800 pounds and delivers, it was judged, about 300 blows per minute. After examining the iron mines the visitors, in company with Mr. Wallace, inspected the mines and were also shown an automatic pump—a recent invention of Mr. Wallace, who has applied for a patent on his invention. The pump discharges the water by compressed air, requires no attendance and promises to be an important addition to the mechanics of mining.

The engineers examined with interest the tippie in use in this mine known as the "Mitchell Tippie"—the invention of a working miner, and all agreed that it was the most ingeniously got up arrangement, and at the same time the most rapid and effective dumper they had ever seen. This tippie is so managed that the cars dump themselves—an automatic arrangement.

The track extends beyond the dump, and after the full car is unloaded the empty car stands in place till another loaded car advances and drives it forward out of the way. An ingenious spring

which is operated automatically by the loaded car passing over it, keeps the curved rails or hooks in place which holds the cars on the tippie. After the car is unloaded the spring is acted upon by an advancing loaded car and the hooks open out of the way while the empty car is pushed forward. For speed, economy and saving of the coal this management is very effectively constructed.

In the evening the regular session of the Institute was called in the parlors of the Dew House, Hon. Andrew Roy, State Inspector of Mines, in the chair. Mr. Roy read a telegram from Mr. R. S. Paul, of Summit county, Secretary of the Institute, stating that owing to sudden and very severe indisposition Mr. Paul could not be present. Mr. R. M. Hazeltine, of Youngstown, was elected Secretary .pro tem.

Five papers were read at the meeting, one by Prof. Edward Orton, the State Geologist, on the formation of the lower coal measures of Ohio; one by J. G. Chamberlain, of Columbiana county, on the social condition of our mining population; one by Robert M. Hazeltine, of Youngstown, on the Early Development of the coals of Northern Ohio, and the Practical Duties of the Mining Engineer; one by Thomas Middleton, of Pomeroy, on Mining Legislation and one by Andrew Roy on the wants or areas of barren ground on the coal measures of Ohio. Prof. Orton's paper was the first one read. The learned Professor illustrated his paper with two large maps, one being a Geological map of the United States to aid in explaining the manner in which the coal strata were built up; the other map exhibited the areas of the coal fields of Europe and the United States by diagrams.
