

**ILLINOIS DEPARTMENT OF NATURAL RESOURCES
CULTURAL RESOURCE MANAGEMENT PROGRAM
ABANDONED MINED LANDS RECLAMATION
CULTURAL RESOURCES EVALUATION**

**THE CHERRY MINE
(ST. PAUL COAL COMPANY NO. 2)
CHERRY, ILLINOIS**

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Locational Information and Survey Conditions

County: Bureau

Quadrangle: Ladd (1966)

Project Type/Title: Archival and Archaeological Assessment of the Cherry Mine Site.

Responsible Federal/State Agencies: IDNR (Abandoned Mined Lands Reclamation Division)

Legal Location:

E1/2, SE1/4, NW1/4; W1/2, SE1/4, NW1/4; and NE1/4, NW1/4, SW1/4
Section 27
Township 17 North, Range 11 East of 4th P.M. ()
Bureau County
Illinois

UTM: 1,736350 North
742,000 East

Project Description: The project consisted of a Phase II archaeological survey of the Cherry Mine Site, an abandoned coal mining property that was in operation between 1904 and 1935. This mine has the notoriety of being the scene of Illinois' worst mining disaster: a fire on November 13, 1909, which claimed the lives of 259 men. The primary purpose of the project was to record the standing structures and above-grade foundation remains associated with mine prior to the commencement of reclamation work on the property. The proposed reclamation will involve the exploration of the main and air shafts at the site and the infilling of these shafts with rock. In addition, a cistern will be filled with sand, and miscellaneous foundations and refuse will be consolidated and covered with soil. The reclamation work will not involve the demolition of standing structures at the site, nor will it impact the largest gob piles. However, it was considered important to record the structural remains at the mine, given the historical significance of the property and the fact that several of the buildings have intact superstructures worthy of documentation (as opposed to being torn down to grade, as is so often the case with mine properties). No excavations were conducted as part of the Phase II survey.

Topography: The Cherry Mine is located on a low upland ridge on the northern outskirts of the town of Cherry. The mine site is bordered on the north, west, and south by agricultural fields. Two large gobs piles, created from waste hauled out of the mine, occupy the east side of the site. A village park lies to the southeast. The site can be approached by way of an access road extending off Illinois Route 89, which follows Main Street through Cherry and runs along the east side of the mine site. The large gob piles are covered with low trees and brush. In contrast, the majority of the area formerly occupied by the surface complex of the mine is covered with grass and weeds.

Soils: Joy—Tama—Muscatine—Ipava—Sable

Drainage: Negro Creek, Illinois River

Land Use/Ground Cover: Grass, weeds, and brush.

Survey Limitations: Although several mine-related buildings do remain fully or partially intact at the site, the majority of the buildings and structures at the site were demolished long ago, and the foundation remains were covered with gob when the site was cleaned up for use as a farmstead. Hence, only a portion of the surface complex associated with the mine could be recorded during the survey. Even so, the site structure at the mine is well understood from the exceptional number of photographs taken during the 1909 fire, the mine's illustration on a 1915 Sanborn map of Cherry, and the current land owner's familiarity with the property.

Archaeological and Historical Information

Historical Plats/Atlases/Source: The Cherry Mine was established in 1904 as the St. Paul Coal Company's Mine No. 2. The coal company was a subsidiary of the Chicago, Milwaukee, and St. Paul Railroad,¹ then one of the largest rail lines the Midwest. Like all railroads of this period, the Chicago, Milwaukee, and St. Paul required an enormous amount of coal to operate its locomotives, and it represented the St. Paul Coal Company's primary customer. The Cherry Mine was located three miles north the Chicago, Milwaukee, and St. Paul's main line at Ladd, so the railroad constructed a spur line from the latter point to service the mine (see Figure 2). Work on the main shaft at the Cherry Mine began on October 4, 1904 and was completed by May of the following year. The town of Cherry was established at the same time the mine was being developed and was named after James Cherry, who was the superintendent of the coal company. A typical boomtown, Cherry quickly attracted a large number of mining families—many recent immigrants from Southern and Eastern Europe—with the promise of steady employment. Five years after its foundation, the community is estimated to have had a population as high as 2,500. Although Cherry was not strictly a “company town,” the St. Paul Coal Company clearly had a dominant presence there, being the principal employer, the owner of much of the workers' housing, and the operator of a general store (see Figure 3). A cluster of twenty-four company-owned workers cottages was located immediately west of the mine site (IDOT/ISHS 1986; Tutaj 2002; Charles Bartoli, pers. comm., 23 July 2002).

Several other coal-mining centers were located in the vicinity of Cherry. Ladd, located only three miles to the south, was the home of the Illinois Third Vein Coal Company. Another coal town was Seatonville, which was situated on the banks of Negro Creek near the Illinois River. In 1910, there were fifteen coal mines operating in Bureau County, seven of which were shipping facilities like those at Cherry, Ladd, and Seatonville. Together, these mines employed 4,000 men (Bureau of Labor Statistics 1910:23; 80). During the period 1903-1912, Bureau County was ranked ninth among coal producing counties in Illinois, while neighboring LaSalle County was ranked tenth (Department of Mines and Minerals 1954:21).

¹ After its expansion into the Pacific Northwest, this railroad was renamed the Chicago, Milwaukee, St. Paul, and Pacific. It was known more simply and popularly, as the “Milwaukee Road.”

Compared to contemporary coal mines in the state, the Cherry Mine was a medium-sized shipping mine during the early years of its operation, though it was rather large for the region in which it was located. The site structure of the early surface complex associated with the mine is well documented through period photographs and the 1915 Sanborn map for Cherry. These sources illustrate the surface complex as being fairly compact and aligned linearly along the spur line constructed by the Chicago, Milwaukee, and St. Paul Railroad to haul coal from the mine (see Figure 4). At the center of the complex was a large steel-frame tippie structure, which was positioned over the main shaft and extended over the rail line servicing the mine. Waste material, known as gob, brought up from the mine was moved out of the tippie by rail onto an elevated trestle and from there dumped onto piles extending along the east side of the site. Coal, on the other hand, was dumped from the upper floor of the tippie into a lower room, where it was screened and sorted by size. After being sorted, the fuel was fed into hoppers and dumped into coal rail cars waiting on three tracks below. Trains of empty coal cars were backed up beyond the tippie onto an earthen incline, which was steep enough to allow the coal cars to move forward largely of their own weight, without the need for a locomotive to remain on site. Once a coal train was fully loaded, it was picked up by a locomotive and hauled south to the main line of the Chicago, Milwaukee, and St. Paul Railroad at Ladd.

Several buildings were located south of the tippie at the Cherry Mine. These included a boiler house, which generated the steam used to power the main hoist engine and to heat the buildings, a hoist engine house, a fan house, and an office. The boiler, hoist engine, and fan house were all built of brick, while the office was frame. Lying north of the tippie was an array of frame buildings including a warehouse, another hoist engine house (for pulling rail cars up the gob piles), a car shop, a blacksmith shop, an ambulance shed, an oil house, a feed shed, a garage, a machine shop, and a powder house (Sanborn 1915; Charles Bartoli, pers. comm., 23 July 2002).

The Cherry Mine penetrated three veins of coal, though only the lower two were exploited due to the poor quality of the upper vein. The second, or middle, coal vein was located approximately 320' below the surface and was mined by the room-and-pillar method, while the third vein, lying nearly 500' below the surface, was mined by the longwall method. Each vein had a stable for mules, which were used to pull the coal cars in the mine (*Mines and Minerals* 1910). At peak times, the Cherry Mine had an average daily production of 1,500 tons, or 300,000 tons annually. In 1909-1910, it employed 558 men (IDOT/ISHS 1986; Bureau of Labor Statistics 1910:23).

The disastrous fire for which the Cherry Mine is known occurred on Saturday November 13, 1909 and started when a carload of baled hay caught fire on the second vein. Human error, as well as chance, played a role in the tragedy. The hay, which was being moved to one of the mule stables, got pushed into the passageway between the main and air/escape shafts and happened to stop beneath an open kerosene torch dripping oil. The mine was equipped with electrical lights, but the lighting system was undergoing repairs and lamps were being used in the interval. In time, one of the bales became saturated with oil and caught fire. Several miners noticed the hay smoldering early on, but they were not overly concerned since it was presumed the bales were too compact to catch fire. After the hay

fully erupted, some miners were able to push the car on which it was stacked into the air/escape shaft, dropping it down to the third vein where the burning material was extinguished with a fire hose. Unfortunately, before the hay car could be dropped into the shaft the timbering around it had caught fire, and the blaze quickly got out of control. The fact that the fire originated in the passageway between the main hoisting shaft and the air/escape shaft, which were separated by only 200 feet, meant that those avenues of escape would soon be closed off to many of the 481 miners working in the mine that day. Once the severity of the fire was realized, the fan over the air shaft was reversed from a downward thrust to an uptake, presumably in the hopes of confining the fire to that area and keeping it from reaching the main shaft. This worked for about an hour and a half, but the flames eventually rose up through the air shaft, destroying part of the fan house and burning out the bearings on the fan. In the meantime, a rescue crew of twelve men volunteered to go below and help any miners who might be trapped or disabled. The crew made seven trips down in the cage of the main hoisting shaft and brought back survivors six times. On the seventh descent, however, the cage was enveloped in flames, killing all twelve rescuers. At this point, the main shaft was covered in hope of stifling the flames; this took place at 4:00 P.M., only two hours or so after the bales of hay first caught fire. Nearly three hundred miners were still trapped below.

As news of the fire spread, anxious relatives and onlookers gathered around the mine, and it eventually became necessary to call in the National Guard to control the crowd. The mine was reopened on November 18, and crews began to search for survivors. Two days later, investigators came up on a group of twenty-one miners, who had survived for a week after sealing themselves into a room. These men (one of whom died two days after his rescue) were the only survivors (*Mines and Minerals* 1910; Cartlidge 1933:43-45). Altogether 259 men were killed in the Cherry Mine disaster. Most of victims were asphyxiated by “black damp,” a poisonous gas that burns in an atmosphere lacking sufficient oxygen, rather than being killed directly by fire and smoke. The men who died represented a cross section of the mining community as it then existed in the Illinois, with the following ethnic groups being represented: Austrian, Belgian, English, French, German, Irish, Italian, Lithuanian, Polish, Russian, Scotch, Slavic, Swedish, and Welsh. Only a hand-full of the miners were American-born. Italians represented more than one-fifth of the victims. The ages of the miners killed ranged between 16 and 62 (Tutaj 2002). Aside from the loss of life, the toll of the Cherry Mine Disaster included nearly 500 children left fatherless and 160 women widowed (CHAUSA 2002). Photographs taken during and in the aftermath of the mine disaster are attached as Figures 5 through 11.

Relief assistance flooded into Cherry in the wake of the disaster. Chicago and other towns, for instance, offered firefighting men and equipment. Organizations involved in the relief effort included the Sisters of Mary of the Presentation, who operated a hospital in the nearby town of Spring Valley, the American Red Cross, and the United Mine Workers of America. The Cherry Relief Commission was organized to oversee the distribution of funds, which included \$400,000 donated by private individuals and groups and an additional \$400,000 garnered from the Chicago Milwaukee, and St. Paul Railroad, as the parent company of the St. Paul Coal Company. John E. Williams, the vice-

chairman of the Relief Commission, acted as a mediator between the railroad and the relatives of the miners killed. In the end, the victims' families each received approximately \$1,800 in compensation (IDOT/ISHS 1986; CHAUSA 2002; American Red Cross 2002). In 1911 the United Mine Workers of America erected an impressive memorial in Cherry Cemetery, where most of the victims were interred (see Figures 12 and 13). The cemetery thereafter became the site of an annual memorial service held on the anniversary of the fire (Federal Writers' Project 1983:561)

One of the positive results of the Cherry Mine Disaster was rapid passage of new state safety legislation for the coal-mining industry and the development of a workmen's compensation system in Illinois (Howard 1971:424). In 1910 a state-appointed mining investigation committee codified and revised existing mining laws and recommended new safety measures. Legislated into law in 1911, the new safety requirements covered a wide range of issues, including the sinking of shafts, hoisting equipment, stairways and cages, lighting, signals, safety lamps, ventilation, and refuge places. Fire prevention was a major safety concern, and the legislation set standards for water supply, automatic sprinklers, fire extinguishers, telephones, and passageways in mines. An employer's liability commission was established to investigate industrial accidents and to determine equitable compensation for victims injured or killed. In 1910, the General Assembly passed the Mine Rescue Station Act, which led to the creation of three stations servicing the northern, central, and southern Illinois coal fields. Additional legislation increased the number of mine inspectors to twelve and required more frequent inspections of mines. A State Mining Board was appointed to supervise the mine inspectors and ensure proper enforcement of laws. The competency of miners also was a concern, and starting in 1913 individuals desiring to enter the industry first had to pass an examination offered by the State Miners' Examining Board. In 1910, the University of Illinois initiated a program of miners and mechanics' institutes around the state, in order to inform miners about new developments in their field. Illinois led the nation in regards to many of these measures (Bogart and Mathews 1920:176-177; Cartlidge 1933:45).

The St. Paul Coal Company reopened the Cherry Mine for production during the spring or summer of 1910. The major addition to the surface complex in the years that followed was a tile-block wash house, which apparently was constructed at some point after the publication of the 1915 Sanborn map. St. Paul continued to operate the mine until 1928, when it decided to cease operations after being hit by a lengthy miners strike the previous year. The miners also had gone out on strike in 1922. Following the closure, the company sold the mine office building and twenty-four worker's cottages located immediately west of the mine, which were then moved to other locations.

John Bartoli purchased the remainder of the mine complex and the 135 acres surrounding it. Born in Italy in 1878, Bartoli had immigrated to the United States in 1901 and found work as a miner in the northern Illinois coalfields. He moved to Cherry in 1915 but was never employed by the St. Paul Coal Company. Instead, he worked at a mine in Mark, located in Putnam County twelve miles south of Cherry. Later on, Bartoli worked at a coal mine at Centralia in southern Illinois for several years, and he even spent short stints farming in Minnesota and Wisconsin in 1918-1919. Cherry remained home to his family,

however. After purchasing the Cherry Mine in 1928, John Bartoli and about twenty other men formed the Cherry Coal Company. The men owned equal shares in the company, but Bartoli, as the property owner, received an additional royalty of \$.10 per ton of coal sold. He worked at the mine, and his son Charles (then a pre-teen) occasionally assisted as well. The Cherry Coal Company was a small operation and sold the majority of its coal to local clientele, rather than shipping it by rail as the St. Paul Coal Company had done. The Cherry Mine was closed for good in 1935, and the following year, the Chicago Bridge and Iron Company was allowed to scrap out the metal buildings and equipment at the site. The remaining frame buildings also were demolished around this time, leaving only the boiler house, part of the fan house, and the wash house standing on the site. The Bartoli Family retained the surviving buildings for use as agricultural outbuildings. John Bartoli, after having spent the majority of his adult years as a coal miner, ended his employment career as farmer, which had long been an aspiration of his. His son Charles still farms the ground around the Cherry Mine Site (Charles Bartoli, pers. comm., 23 July 2002).

Due to the national exposure generated by the 1909 fire, the Cherry Mine is probably one of the best-documented coal mines in Illinois. Dunham Photos of Princeton, Illinois took an extensive series of photographs of the mine both during and after the disaster. These photos were intended for commercial sale and hence were aimed at capturing the drama and key event associated with the disaster; yet, they also provide exceptional images of the mine surface complex and the individual buildings located there. Copies of Dunham's photographs are on display at the Cherry Public Library. Detailed descriptions of the mine fire and its impact are provided in a number of sources, including: F. P. Buck's *The Cherry Mine Disaster* (1910); the *Report on the Cherry Mine Disaster* by the Illinois Bureau of Labor Statistics (1910); *The Cherry Mine Disaster*, an independent report by the United Mine Workers of America (1910); Jeffrey W. Pauley's *The Cherry Mine Disaster and its Impact on State and Federal Legislation* (1995); and Steve's Stout's historical novel, *Black Damp* (1979). Production figures and statistics for the Cherry Mine are found in the *Annual Coal Report*, published in succession by the Illinois Bureau of Labor Statistics (1904-1910), the State Mining Board (1911-1916), and the Illinois Department of Mines and Minerals (1917-1935) for the period the mine was in operation. Another useful source is a scale model of the mine kept at the Cherry Public Library. This model, which was built by Ray Tutaj, Jr. of Mendota, Illinois, depicts the mine as it appeared in 1909 and shows the entire surface complex, plus a portion of the underground workings. It took nearly two years to complete and was finished in 1999 (see Figures 14 and 15). The model was detailed in the December 1999/January 2000 issue of *Model Railroad Magazine*. Mr. Tutaj also has developed a web site on the Cherry Mine (<http://guitarjourney.tripod.com/cherrycoalminedisaster/>), which contains historic images of the mine and written accounts of the disaster.

Previously Reported Sites: None.

Previous Surveys: No previous archaeological surveys are known to have been done at the Cherry Mine Site.

Regional Archaeologist Contacted: No regional archaeologist was contacted. However, the surveyor did walk over the site with Charles Bartoli, who is the current landowner and has been familiar with the site since he was a young boy. He has a detailed understanding of the mine site and pointed out the locations of buildings whose remains are no longer visible above grade.

Investigation Techniques: A pedestrian survey was conducted over the entire area over which the mine's surface complex extended. All aboveground structural remains were documented through photographs (35mm color film) and scaled line drawings. Documentary research primarily was conducted at the Cherry Public Library, which, as previously noted, houses an extensive collection of materials relating to the Cherry Mine and the model of the mine site built Ray Tutaj, Jr. Mr. Bartoli has copies of most of the photographs displayed se photographs mine, and he kindly let us scan a number of them for this report.

Time Expended: 6.5 man-hours (in field)

Sites/Features Found: The locations of the features documented during the field survey are identified on a site plan attached as Figure 16 and illustrated on a photograph of the mine model (Figure 17).

Feature 1 is the remains of the tippel/screener complex at the mine. As discussed in the text above, the tippel was a large steel-frame, raised structure that extended over the main hoisting shaft and rails lines servicing the mine. In 1936, two men employed by the Chicago Bridge and Iron Company cut up the structure for scrap. The last section scrapped out was the hoisting frame over the shaft (the tippel proper), whose legs finally had to be dynamited even after being cut with a torch (Charles Bartoli, pers. comm., 23 July 2002). All that remains of the tippel is the lower part of three vertical posts, or "legs." The posts measure 1' square and are of composite construction, being formed with paired steel beams with lattice bracing in between. At some point, the posts were partially encased in concrete, presumably to strengthen them (see Figure 19).

Feature 2 is the remains of the hoist engine house. This structure has been demolished down to its foundations, but it is well illustrated in historic photographs of the mine. It measured approximately 40' (north/south) by 31' (east/west), had 12" thick brick walls with pilasters, and a low-sloped shed roof. The building originally housed a steam-powered hoist engine that was used to raise and lower the cage in the main shaft. Cables extended from the engine to the top of the hoisting frame on the tippel. The steam powering the engine was generated in the adjacent boiler house (Feature 4). The engine itself has been removed, but the concrete footings on which it sat are still in place (see Figures 20).

Feature 3 is the remains of the boiler house. This building originally measured 72'-6" (north/south) by 62'-0" (east/west) and housed six boilers. A seventh boiler later was added, necessitating the construction of an 11'-8"-wide addition on the south and increasing the total length of the building to 84'-2". The exterior appearance of the boiler

house matched that of the adjacent hoist engine house, having stone foundations, 12"-thick brick curtain walls separated by pilasters, and a low-sloped shed roof. On the interior, roughly two-thirds of the floor space was occupied by the boilers, which were arranged in a row along the west wall. Coal was piled along the east wall and shoveled by hand into the boilers. A stairway in the northwest corner of the building allowed access into the hoist engine house. Arched doorways were present on the north and south ends of the boiler house. Charles Bartoli stated that the original floor level inside the building was located approximately four feet below the existing grade. After the mine was closed, his father dumped fill inside the building to bring the level up to grade. The Bartolis subsequently demolished the east and south walls of the boiler house, but retained the other two exterior walls and incorporated them into a machine shed built within the perimeter of the boiler house (Charles Bartoli, pers. comm. 23 July 2002). The machine shed is still in use (see Figures 21 and 22).

Feature 4 is a brick-lined cistern located off the southwest corner of the hoist engine house. This cistern has an 8'-exterior diameter and is capped with a concrete slab. Its depth is not known.

Feature 5 is a circular-shaped concrete foundation located immediately west of the boiler house. The foundation measures 10" thick and has a 16' diameter. The exact function of this feature is unknown, though it is suspected to have served as a concrete-lined water reservoir of some kind. The boilers required a ready supply of water, and a reservoir of this size should have been adequate for this purpose, besides serving as a source from which to draw water in the event of a fire. There is no obvious physical evidence of a superstructure over the feature (such as sill bolts or mortar), which is further suggestive of it being a concrete-lined pit rather than a building foundation. The interior has been filled to grade so it was not possible to determine a depth. Regardless of its original function, the feature apparently post-dates 1915, since the Sanborn map of that year depicts no structures or reservoirs at this location. A pair of concrete tank cradles is located along the south side of Feature 5, between it and the boiler house. The stands are positioned 14' apart and, based on their shape, appear to have formerly supported a steel tank.

Feature 6 is the remains of the brick fan house. As originally constructed, this building was divided into two main sections: an engine room on the north and a fan room on the south. At the time of the 1909 fire, a Clifford Capell fan was in use, and this was operated as a blower to force air into the mine via the air/escape shaft, which was positioned directly to the rear of the fan house. The main hoisting shaft, in turn, functioned as the uptake, creating a continuous current through the mine. Typical of structures of this kind, the fan was positioned over a pit and had an arched housing over the top it. Service aisles, accessible through separate doors on the west side of the building, extended along the north and south sides of the fan. The fan was driven by a steam engine located in the north room of the building. In 1936, the fan and its steel housing were scrapped out, and the walls surrounding it were demolished. The only sections of the building that remain visible above grade are the engine room, whose walls are fully intact, and the top of the air shaft, which is capped with a concrete slab. The

engine room has 8"-thick brick walls and is covered with a shed roof formed with poured concrete and railroad rails. It has a single doorway on its east side and two windows on the north. On its interior, the engine room measures 9'-0" (north/south) and 21'-4" (east/west). The fan engine was removed long ago, but its former location is evident on the concrete floor. There is a hole in the south wall of the room through which the drive shaft to the fan passed. Located next to this hole is a wooden cabinet where oil and other maintenance equipment for the engine were kept. There is a small chamber located to the rear of the engine room, which was positioned over a shaft leading down into the mine. This chamber, which measures 4'-3"x3'-8," originally was accessible through an exterior doorway on the west and an interior door on the south (leading from the fan room). It is possible that the shaft served an alternate escape route from the mine. After the mine closed the Bartolis converted the chamber into a privy, flooring over the partially filled shaft and installing a two-seat toilet (Charles Bartoli, pers. comm., 23 July 2002) (see Figures 24 through 27).

Feature 7 is the wash house for the mine. One of the last buildings added to the surface complex, the wash house was constructed at some point between 1915 and 1928. Its walls are built with 8"x16" hollow tile block manufactured by NATCO (National Fire Proofing Company), and thus contrasts to the earlier brick and frame buildings erected at the site.² On its interior, the wash house originally was divided into two rooms: a large changing room on the west, which measured 38'-2"x31'-2"; and a 38'-2" x11'-0" shower room on the east. The changing room had an overhead system of hooks and chains for the miners to hang their clothes and equipment upon. There also was a large water tank in the changing room. After the Bartoli Family went into farming, they converted the wash house into a dairy barn. In 1948, they replaced the original roof on the building with a gambrel roof in order to provide increased hay storage. The Bartolis also tore out the original entrance vestibule to the changing room and added several doors on the north side of the building (Charles Bartoli, pers. comm., 23 July 2002) (see Figures 28 and 29).

Feature 8 is a concrete-lined, rectangular pit located northeast of the wash house. This feature was filled long ago and is barely visible on the surface today. Charles Bartoli described the feature as approximately 10' deep and as having vertical walls on three sides but a sloped wall on the east. He was not sure what the original function was (Charles Bartoli, pers. comm., 23 July 2002). The feature is not illustrated on the 1915 Sanborn map.

Feature 9 is a circular-shaped, brick-lined pit feature (approximately 4-6' in diameter) located towards the northern end of the mine site. This feature is mostly covered with soil, except for a small area where the fill has settled. It possibly represents a cistern.

Landscape Features: The principal landscape features associated with the Cherry Mine are the two large gob piles that dominate the east side of the site (see Figure 30). The

² The National Fire Proofing Company, of Pittsburgh, Pennsylvania, promoted a fire resistant construction method that utilized ceramic tile manufactured by their firm (National Fire Proofing Company 1915). Modifications to the tibble structure (in the form of encasing the steel I-beam supports in concrete, may also represent later efforts to fireproof or "harden" the mine structures.

piles cover roughly 16 acres at their base and rise approximately 170 feet above the surrounding landscape (AML 2002a). Waste material stopped being dumped on them after the Cherry Coal Company took over operation of the mine in 1928. By that date, the sides of the gob piles were so steep that it was becoming increasingly difficult to keep the cars on the incline railways running up them. Gob removed during the final years of the mine's operation was deposited west of the tippie. Railroad ties and other equipment still litter the paths of the incline railways. The abandoned railroad grade of the Chicago, Milwaukee, and St. Railroad also is visible on the southeastern corner of the site, in the area where the mine office was located.

Cultural Material: None collected

Collection Technique: The field investigation was aimed at the documentation of building remains, rather than the collection of artifacts.

Curated at: Notes and drawings are curated at Fever River Research, Springfield.

Area Surveyed (acres and square meters): 6.8 acres, 27,000 square meters

Comments: Compared to most other abandoned coal mining sites in Illinois, the Cherry Mine is exceptionally well documented by traditional historic sources such as written histories and photographs. Yet, as detailed as the documentary record is, it omits certain structural information (precise building dimensions, interior layout, etc.) that often can only be gathered through field documentation. This archival and archaeological assessment presented an opportunity to record three partially intact buildings (fan house, boiler house, and wash house), as well as several additional features associated with the Cherry Mine. Standing structures such as those at the Cherry Mine are becoming increasingly rare, and they provided valuable structural data that might be applied to other mine sites with these building types.

Surveyors: C. Stratton

Survey Date: 23 July 2002

Report Completed By: C. Stratton and F. Mansberger
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National Fire Proofing Company (Pittsburgh)

- 1915 *The NATCO Suburban Home and Garden: Attractive, Economical, Durable, Fireproof*. Boston: Rogers and Manson Company.

Tutaj, Ray Jr.

2002 Basic Facts About the Cherry Mine and the Disaster.

United States Geological Survey (USGS)

1966 Ladd, Illinois Quadrangle Map. 7.5-minute series. United States Geological Survey, Washington, D. C.

1911 LaSalle, Illinois Quadrangle Map. 15-minute series. United States Geological Survey, Washington, D. C.

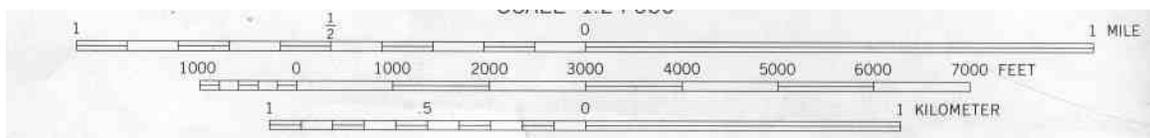
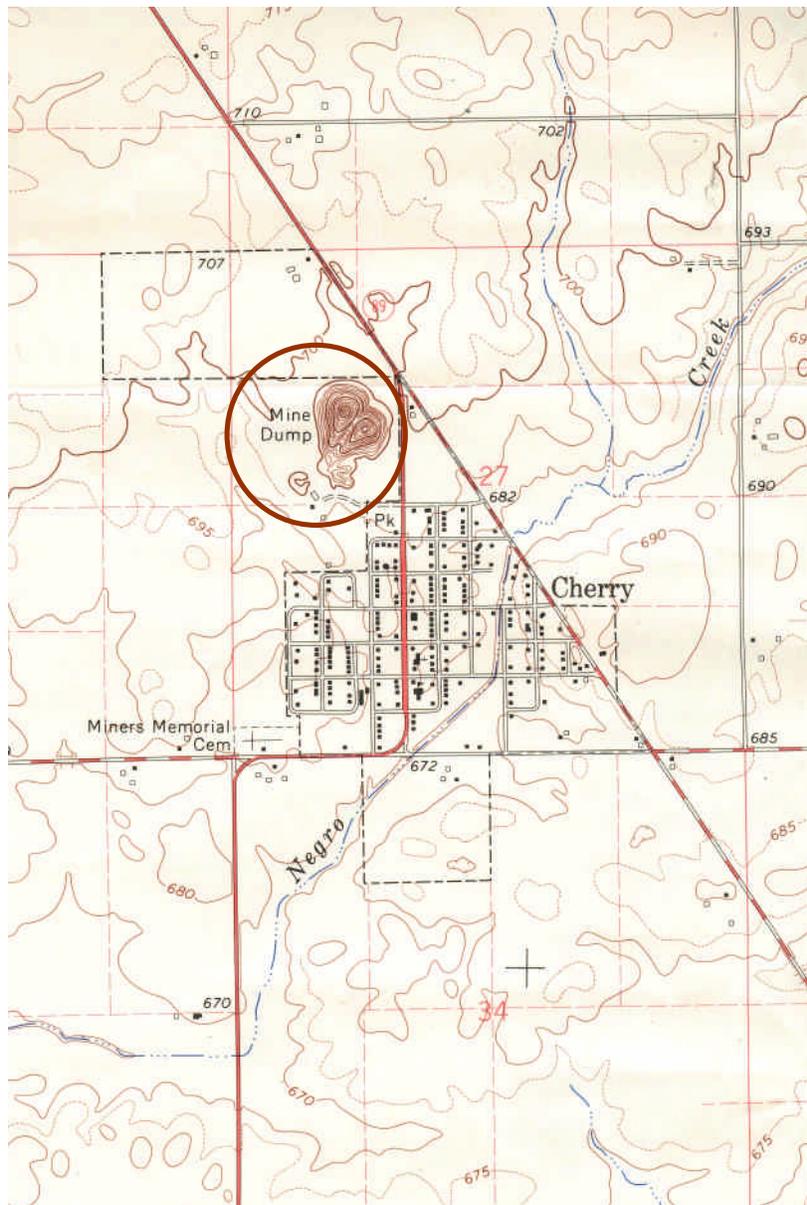


Figure 1. United States Geological Survey (USGS) topographic map showing the location of the Cherry Mine Site (USGS Ladd Quadrangle 1966).

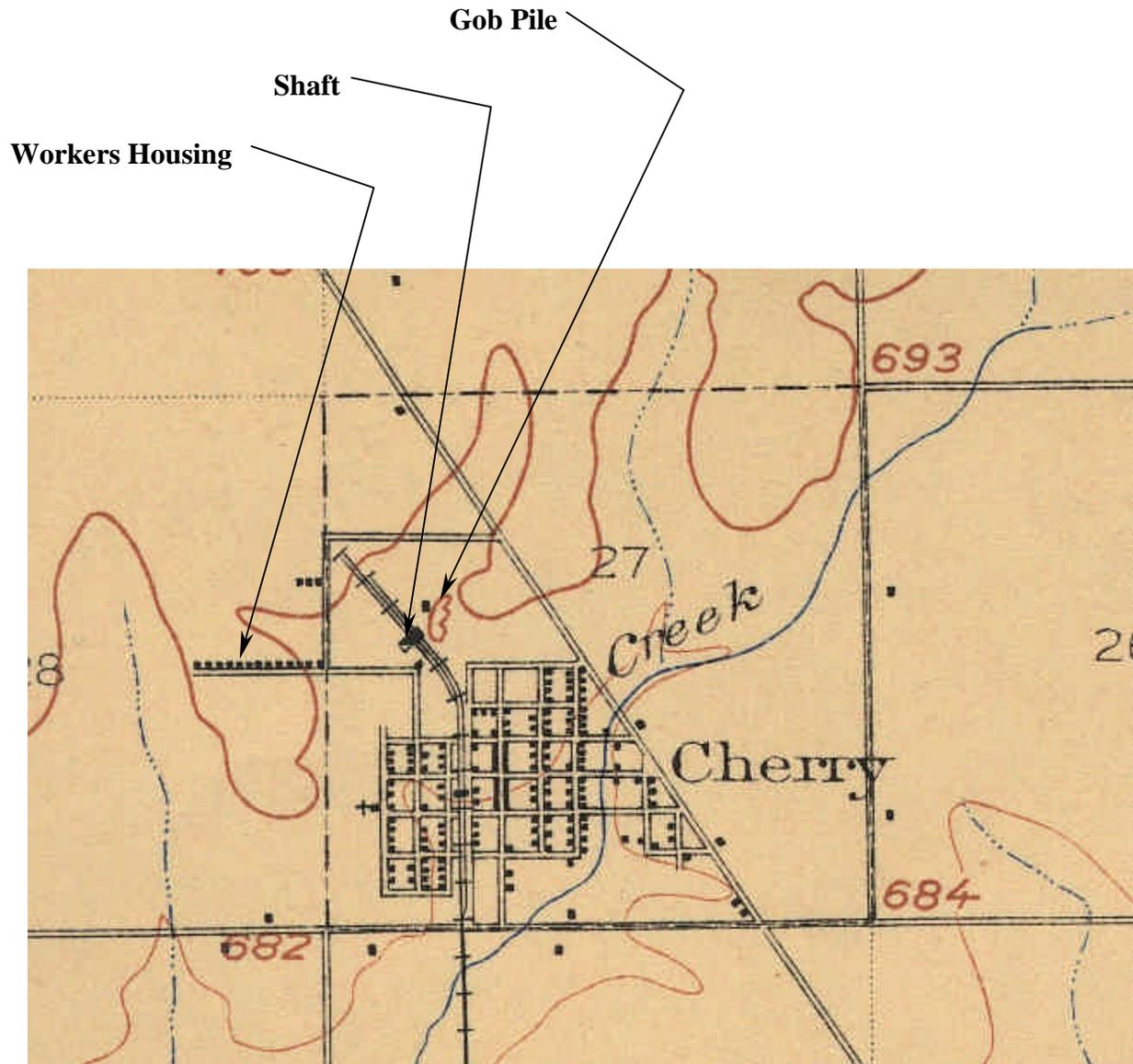


Figure 2. Location of the town of Cherry and the Cherry Coal Mine, as illustrated on a 1911 15-minute series topographic map. Note the spur line running off of the main line of the Chicago, Milwaukee, and St. Paul Railroad at Ladd to service the mine (USGS, LaSalle Quadrangle, 1911)



Figure 3. (TOP) View of Main Street in Cherry in late 1909, looking north. This photograph shows the commercial district in the young coal-mining town and was taken during a funeral procession for some of the miners killed in the November 13, 1909 mine disaster. Though founded only five years before, the town's commercial district was thriving and had mostly brick buildings. Many of the businesses were saloons. (BOTTOM) View of the row of miners' cottages located several blocks east of the mine site. This neighborhood was referred to as "Dead Row" after the mine disaster, on account of the extraordinary death toll it suffered. Out of thirty households, only four miners survived. These historic photographs and ones that follow were taken during and in the aftermath of the 1909 mine disaster by Dunham Photo of Princeton, Illinois (Photographs courtesy of Charles Bartoli).

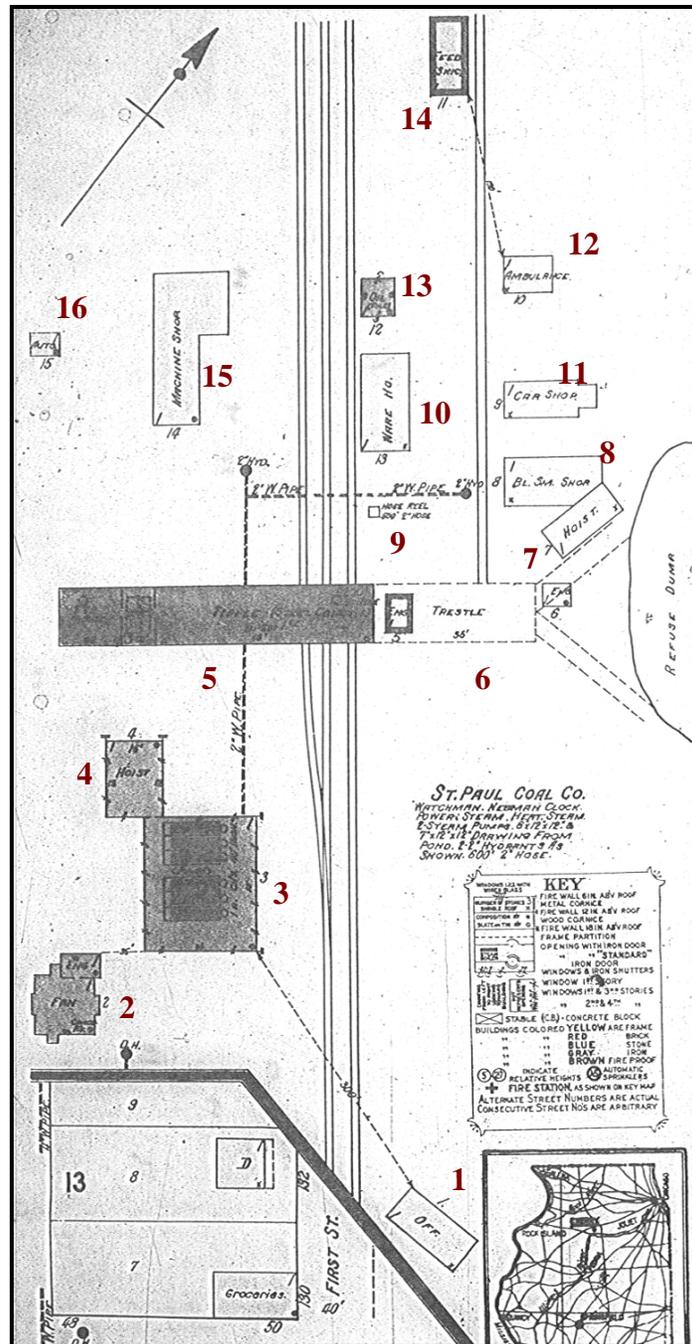


Figure 4. A 1915 Sanborn map illustrating the surface complex of the Cherry Mine. Building numbers have been added to the map for clarity: (1) office; (2) fan house; (3) boiler house; (4) hoist engine house (for tipple); (5) tipple complex; (6) elevated trestle; (7) hoist engine house (for mine dump); (8) blacksmith shop; (9) hose reel; (10) warehouse; (11) car shop; (12) ambulance (first aid) building; (13) oil house; (14) feed shed; (15) machine shop; and (16) automobile garage. Although published six years after the 1909 mine fire, this map illustrates most of the buildings present at the time of the disaster, with a few exceptions (Sanborn Map Company 1915).



Figure 5. (TOP) Photograph of the Cherry Mine in November 1909, looking north from the north edge of town. Note the rail car to the right of the view and the gob pile rising beyond it. The fan house, boiler house, hoist engine house, and tippie appear to the left the railroad tracks. (BOTTOM) View of the mine site, looking northwest from the mine office. The boiler house and fan house appear in the background on the opposite side of the railroad tracks (Photographs courtesy of Charles Bartoli).

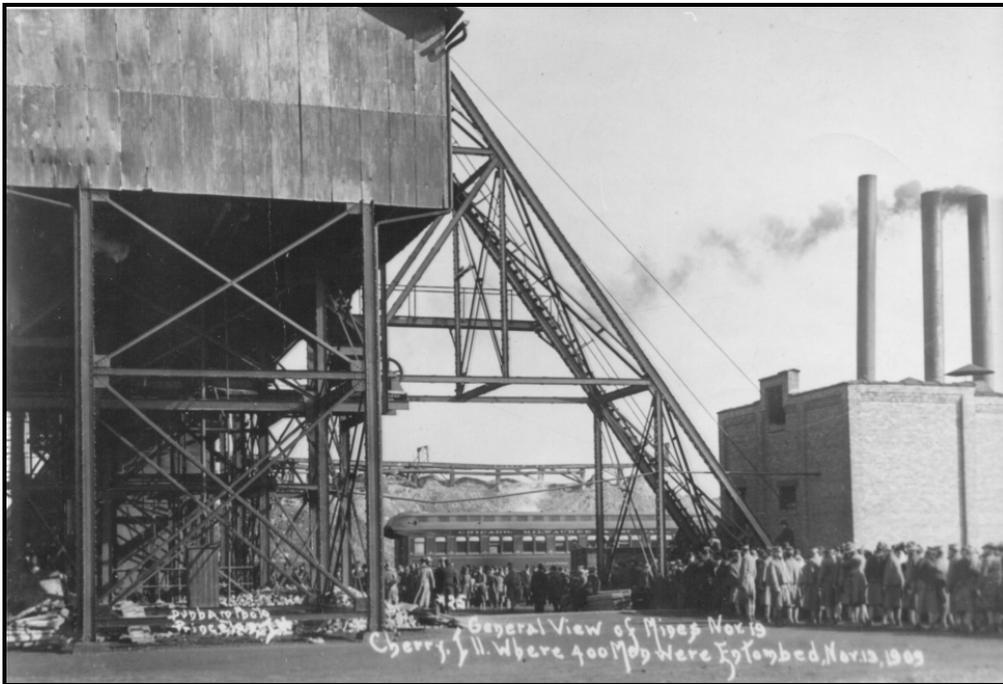


Figure 6. (TOP) A group of unnamed mine officials and personnel posed in front of the boiler house and tittle. (BOTTOM) View of the tittle base (to left) and the hoist engine house (to right) at the Cherry Mine. Note the steel-frame construction of the tittle and the cables running out of the hoist engine house, which were used to raise and lower the cage in the main shaft. This photograph also illustrates the manner in which the waste, or gob, from the mine was deposited beneath elevated trestles extending out from the tittle (Photographs courtesy of Charles Bartoli).

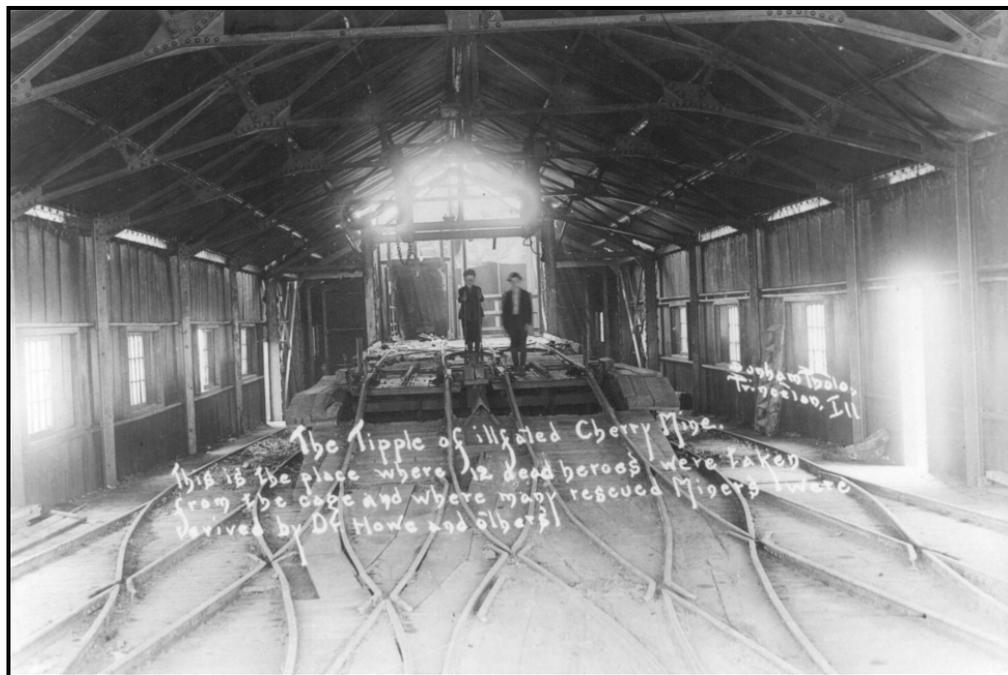
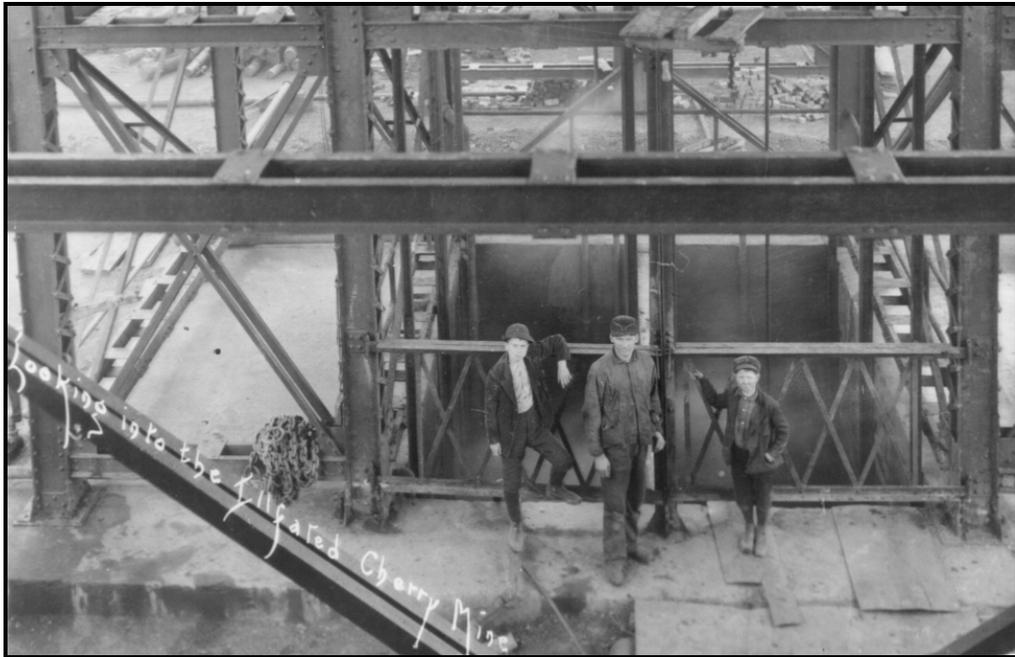


Figure 7. (TOP) View of the entrance to the main shaft at the Cherry Mine. Again, note the steel-frame construction used on the tippel complex. (BOTTOM) Photograph of the upper floor of the tippel complex at the mine. This photograph offers a rare interior view of a coal mine tippel. Material hauled up in the cage (illuminated by sunlight in background) was moved through the tippel by way of narrow-gauge rail lines. Coal was dumped through chutes into a lower room for screening and sorting, while the gob was hauled straight out to the elevated trestles for disposal (Photographs courtesy of Charles Bartoli).



Figure 8. News of the fire at the Cherry Mine on November 13, 1909 attracted large crowds of concerned relatives, local residents, and curious spectators to the mine. (TOP) Photograph taken from the tracks of the Chicago, Milwaukee, and St. Paul Railroad, looking north toward the mine. Note the loaded coal cars on the extreme right of the photograph. (BOTTOM) Crowd gathered around the fan house and escape shaft, the morning after the fire started. The fan house, which is identifiable by its arched fan housing, was damaged during the fire (Photographs courtesy of Charles Bartoli).

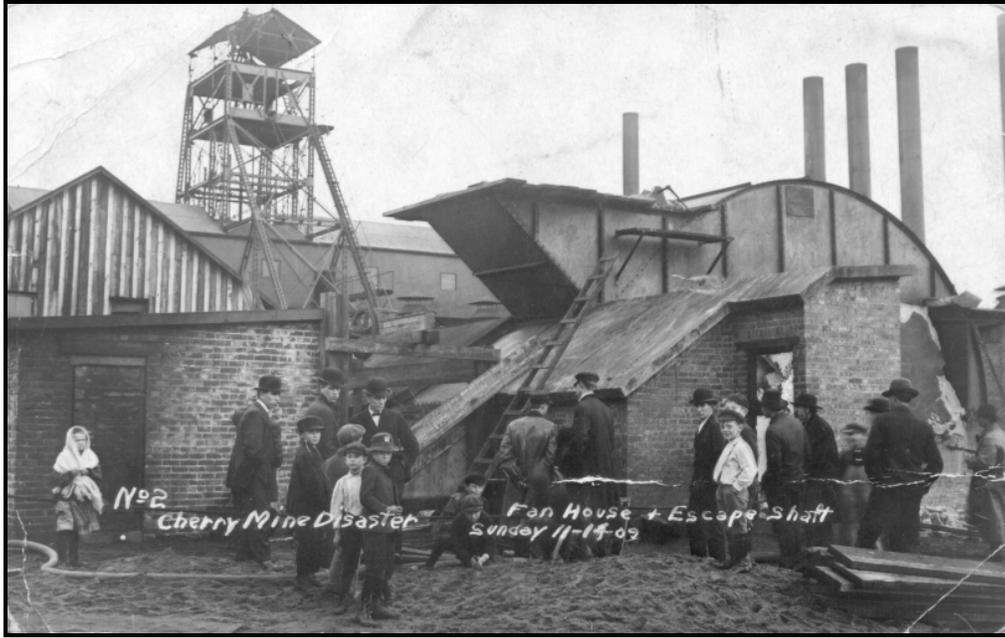


Figure 9. (TOP) Closer view of the damaged fan house (to right) and entrance to the escapement shaft (to left). The tibble and the stacks of the boiler house loom in the background. This photograph was taken the day after the mine fire started. (BOTTOM) Group of officials gathered around the temporary fan installed in the wake of the fire. The helmeted men are preparing to descend into the mine to assess conditions there (Photographs courtesy of Charles Bartoli).

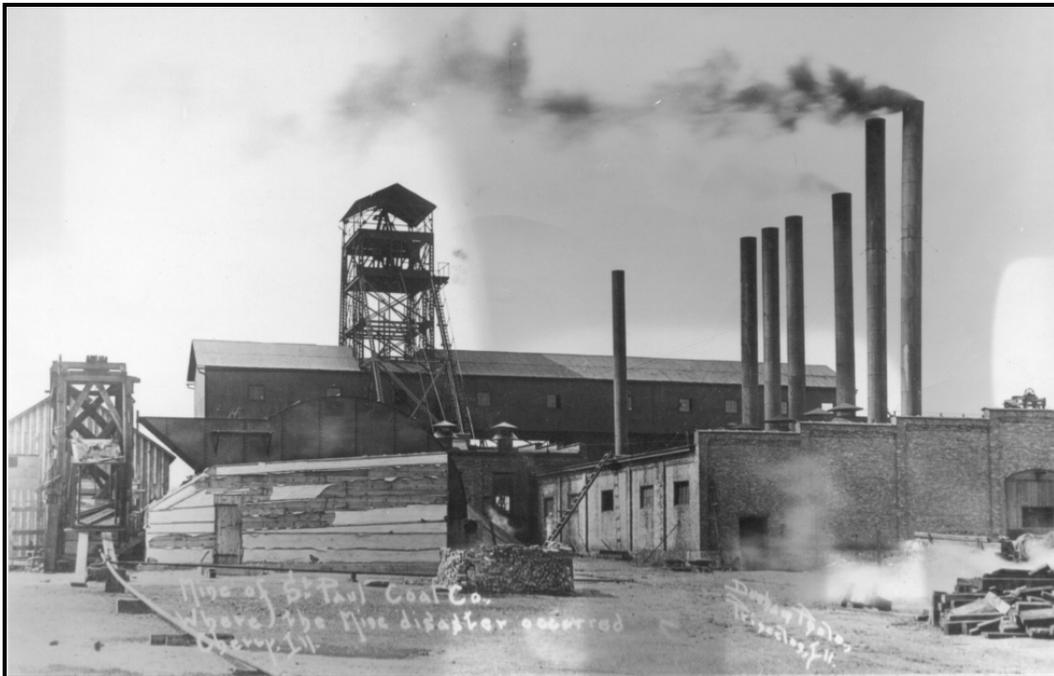
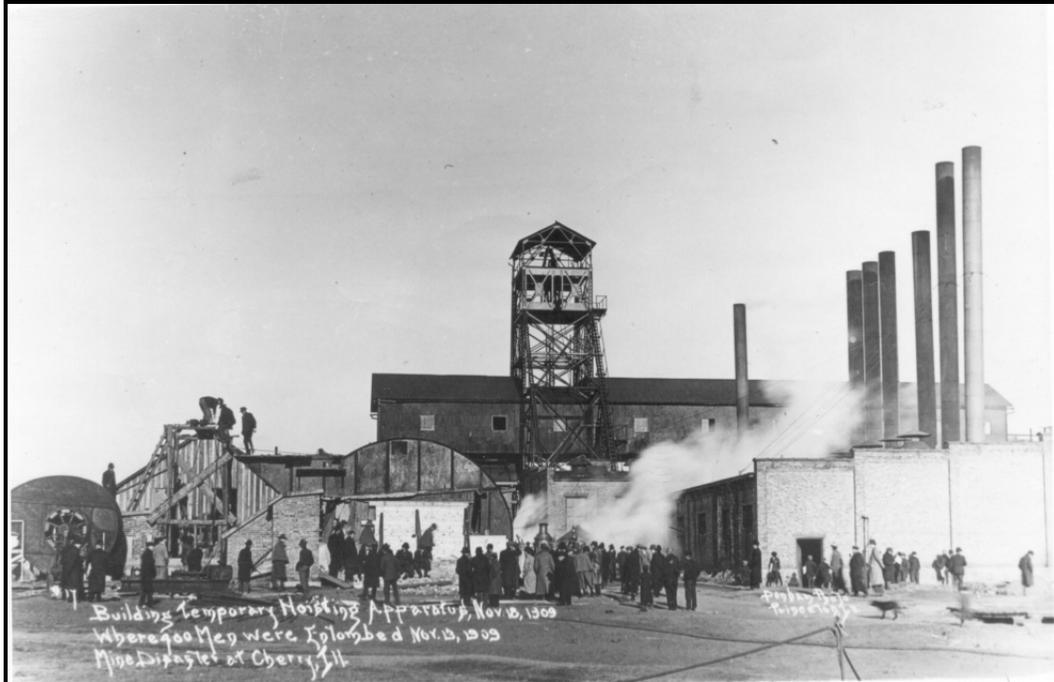


Figure 10. (TOP) Photograph of the fan house, boiler house, and tippel, looking north. A temporary hoisting shaft is in the process of being erected over the escapement shaft, to the rear of the fan house. The substitute fan also is shown. (BOTTOM) A similar view, taken at a later date. Note the frame structure addition that has been constructed along the south side of the fan house to replace the section destroyed during the fire (Photographs courtesy of Charles Bartoli).



Figure 11. (TOP) View of the morgue erected at the mine to attend to the bodies of the miners killed during the fire. Bodies were still being hauled out of the mine in March 1910, four months after the fire, when this photograph was taken. (BOTTOM) Photograph of grief stricken relatives gathered around the coffins of miners killed in the disaster. The frame building in the background is believed to be either the car shop or blacksmith shop (Photographs courtesy of Charles Bartoli).



Figure 12. (TOP) Photograph of relatives gathered around a recently interred miner at the Cherry Cemetery (Photograph courtesy of Charles Bartoli). (BOTTOM) Present-day view of a group of miners' graves at the Cherry Cemetery (FRR July 2002).



Figure 13. Memorial erected by the United Mine Workers of America in Cherry Cemetery in 1911 to honor the victims of the Cherry Mine Disaster. This has served as the focal point of an annual memorial service held on November 13, the anniversary of disaster (FRR July 2002).



Figure 14. (TOP) Photograph of the model of the Cherry Mine built by Ray Tutaj, Jr., showing the south end of the surface complex. This model is on display at the Cherry Public Library (Photograph courtesy of Ray Tutaj, Jr.). (BOTTOM) Detail of the model, looking southeast at the tippie structure. The tower rising above the main structure is the tippie proper, by which the cage for the main shaft was hoisted. The machine shop appears on the extreme left of this view, and the fan house is shown in the background to the right (Photograph courtesy of Ray Tutaj, Jr.).



Figure 15. Another detail of the model, showing a period train parked in front of the boiler house. The tippel appears in the background at the right (Photograph courtesy of Ray Tutaj, Jr.).

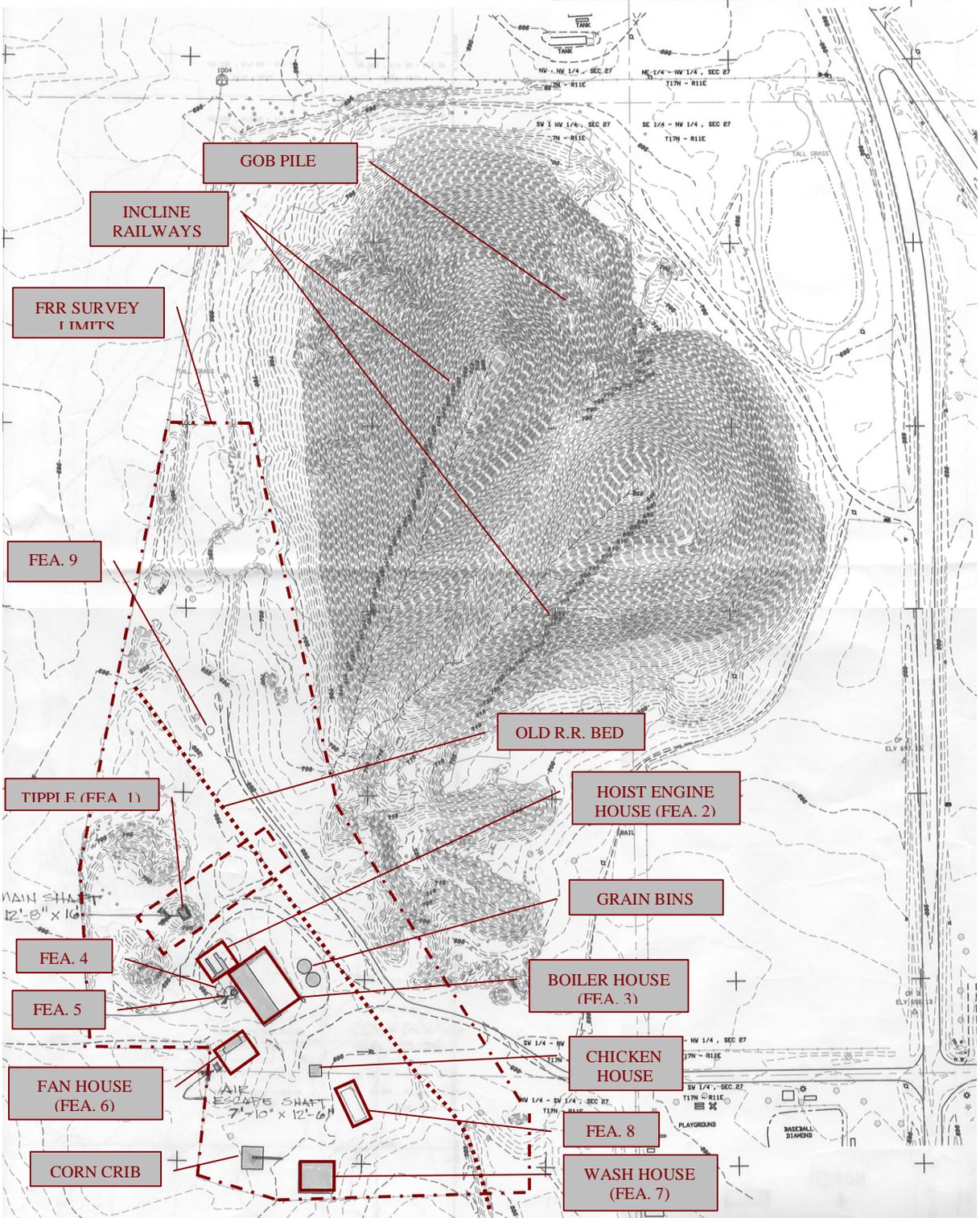


Figure 16. Site plan of the Cherry Mine Site, showing the site topography and the mine-related features identified during the field survey. Later agricultural buildings/structures also have been labeled.

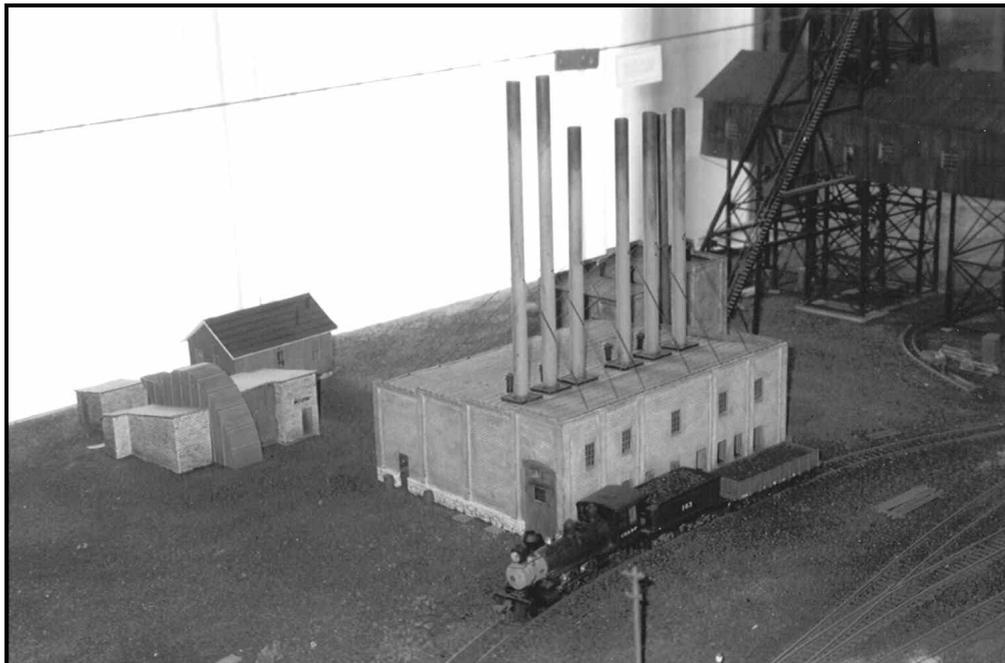
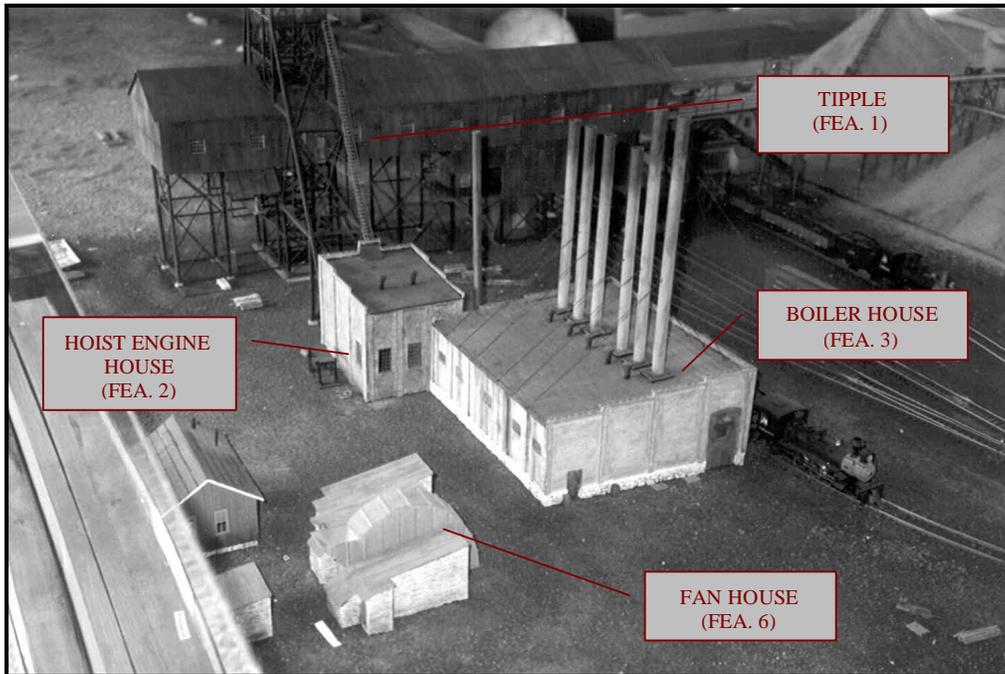


Figure 17. Photographs of the Cherry Mine model, focusing on buildings whose remains were documented during the field survey. Buildings and associated feature numbers have been indicated (FRR July 2002).

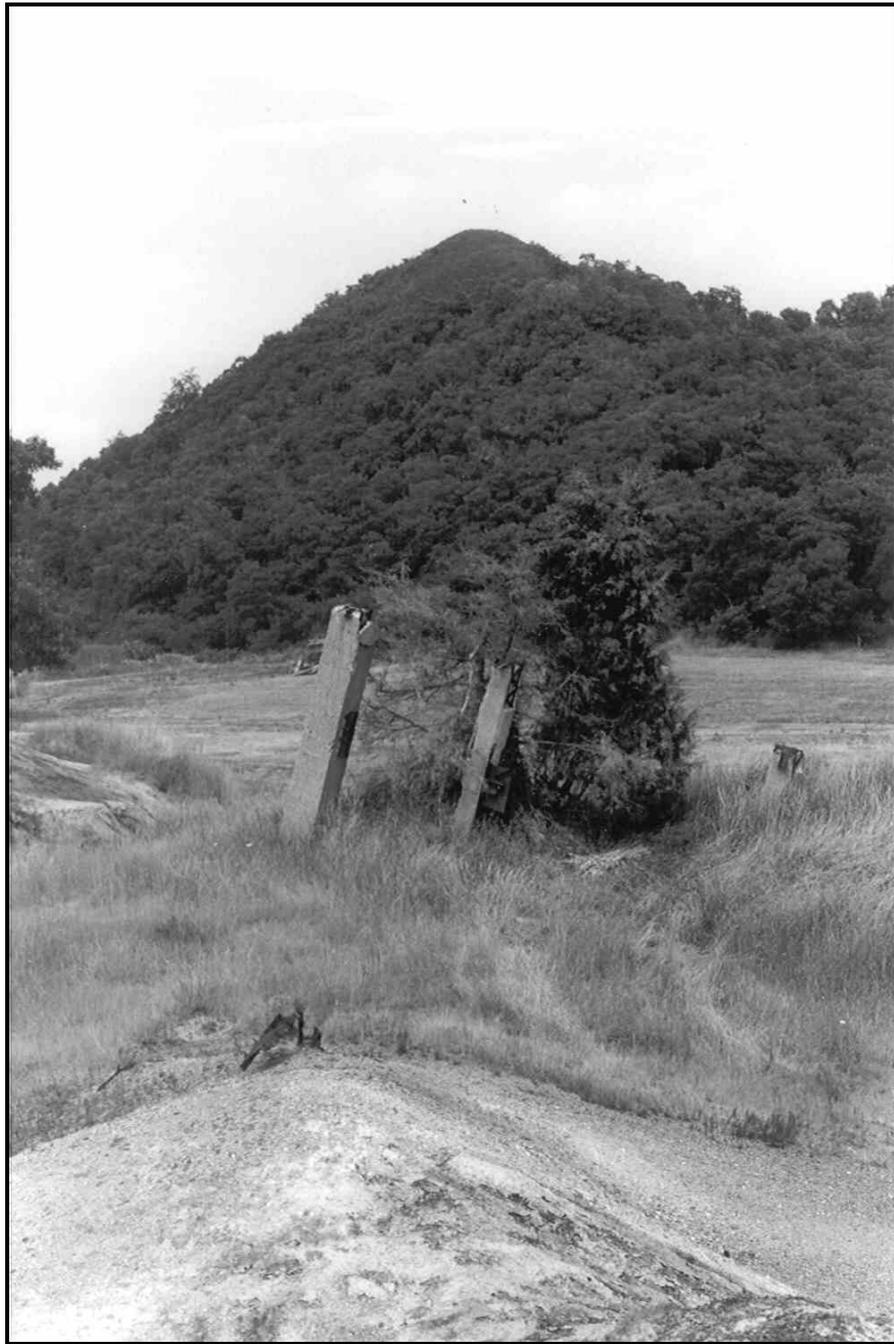


Figure 18. Present-day view of the tippel site at the Cherry Mine, showing the three upright posts still remaining from the structure (Feature 1). These posts are located adjacent to the main shaft to the mine. One of the tall gob piles appears in the background (FRR July 2002).

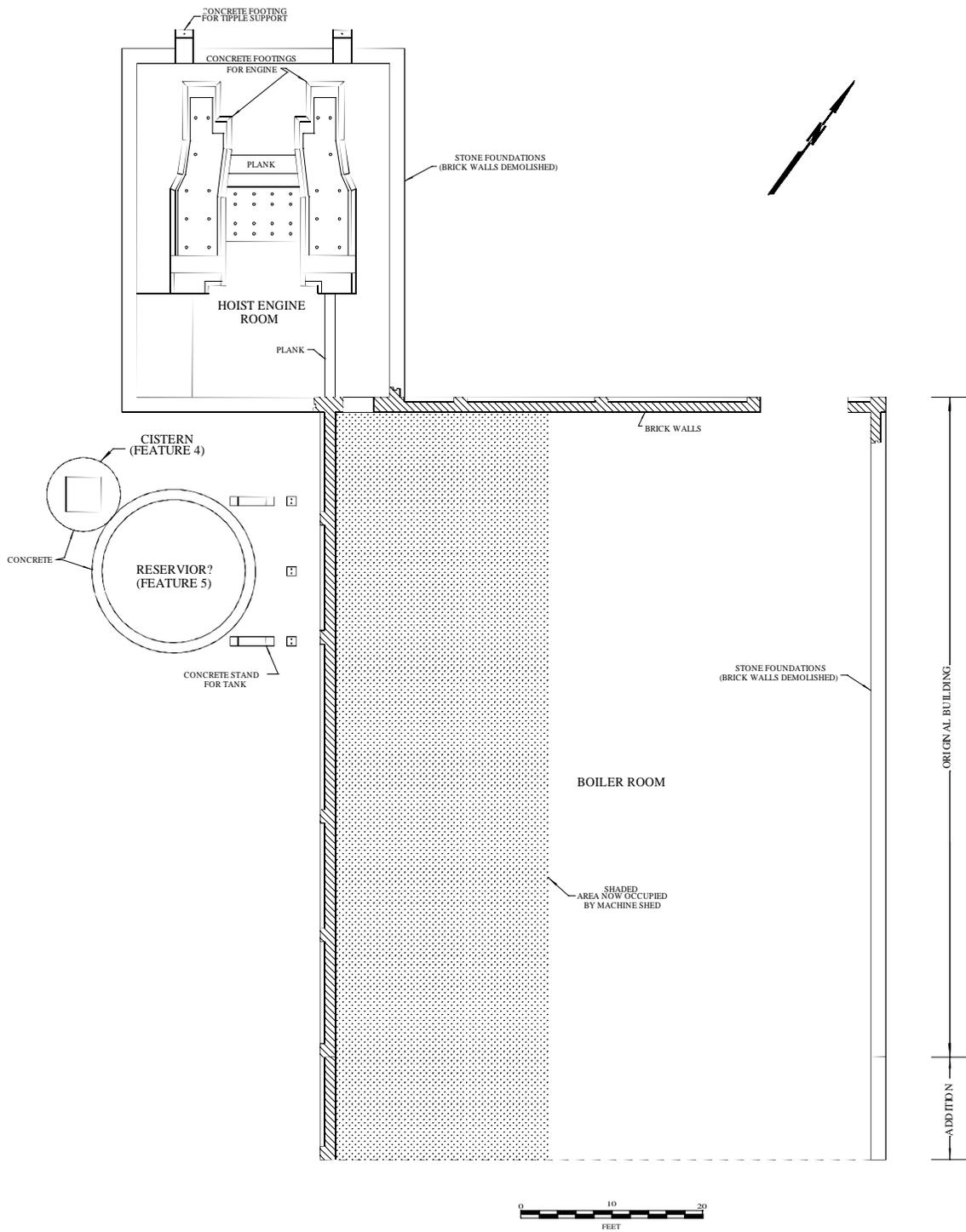


Figure 19. Plan view of the hoist engine house (Feature 2), boiler house (Feature 3), cistern (Feature 4) and suspected reservoir (Feature 5) (FRR 2002).



Figure 20. (TOP) View of the hoist engine house (Feature 2), looking southeast. The walls of the building have been demolished to grade. (BOTTOM) View of the concrete footings that formerly supported the hoist engine (FRR July 2002).



Figure 21. (TOP) View the boiler house remains, looking northwest. The machine shed built within the building perimeter represents a later addition. Note the intact wall at the far end of the building. (BOTTOM) Another view of the boiler house, looking southwest (FRR July 2002).

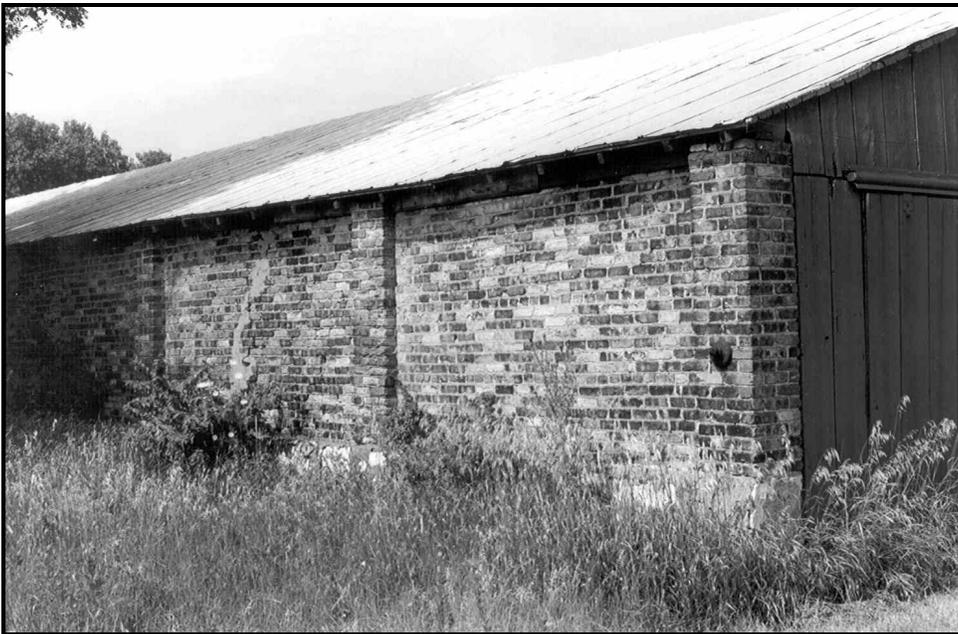


Figure 22. Photographs illustrating the methods and materials of construction used for the boiler house. (TOP) Detail of the northeast corner of the building, showing the juncture between the raised stone foundations and the brick wall. The use of stone for the foundations is of interest, considering the widespread use of concrete at contemporary mine sites and its use on other buildings at the Cherry Mine. (BOTTOM) Photograph of the rear (west) wall of the boiler house, showing the pilasters that were interspersed along the exterior walls. Although supporting overhead roof trusses, the pilasters provided a subdued decorative element to an otherwise purely functional industrial building (FRR July 2002).

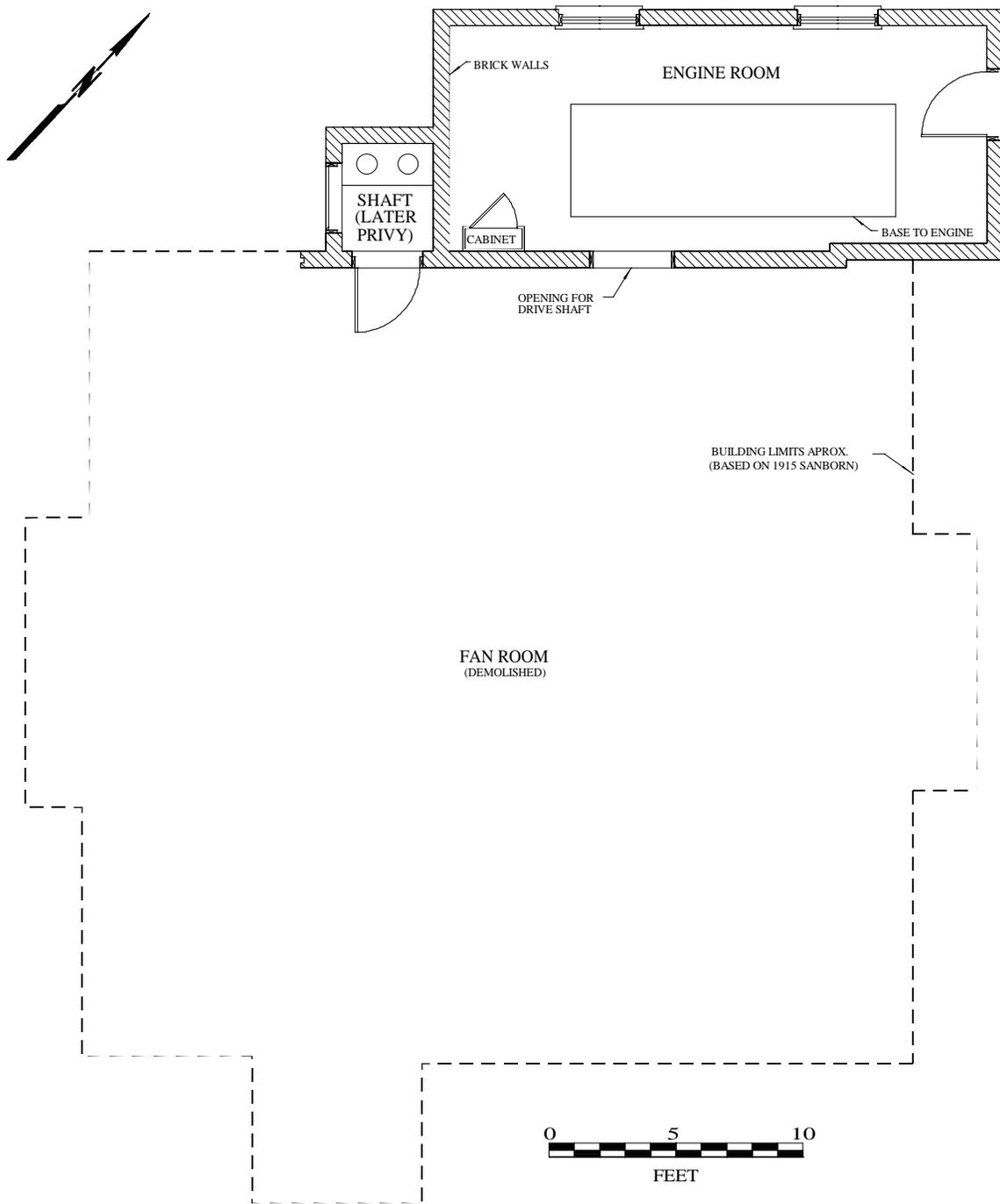


Figure 23. Plan view of the fan house (Feature 6).

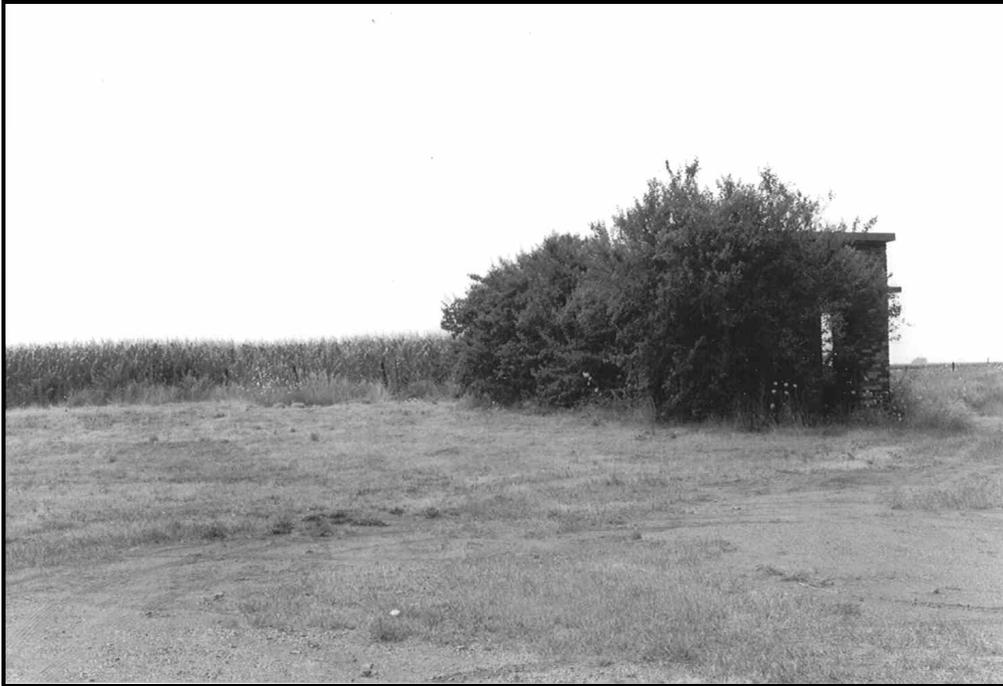


Figure 24. (TOP) View of the fan house, looking west. Only the northern third of the building—the fan engine room—remains standing. The remainder of the building has been demolished to below grade. (BOTTOM) Exterior view of the engine room of the fan house, looking west. Note the brick walls and concrete roof (FRR July 2002).



Figure 25. (TOP) Exterior view of the fan engine room, looking south. (BOTTOM) Interior view of the fan engine room, looking east towards the exterior doorway. The broken-up area on the concrete floor delineates the location of the engine (FRR July 2002).

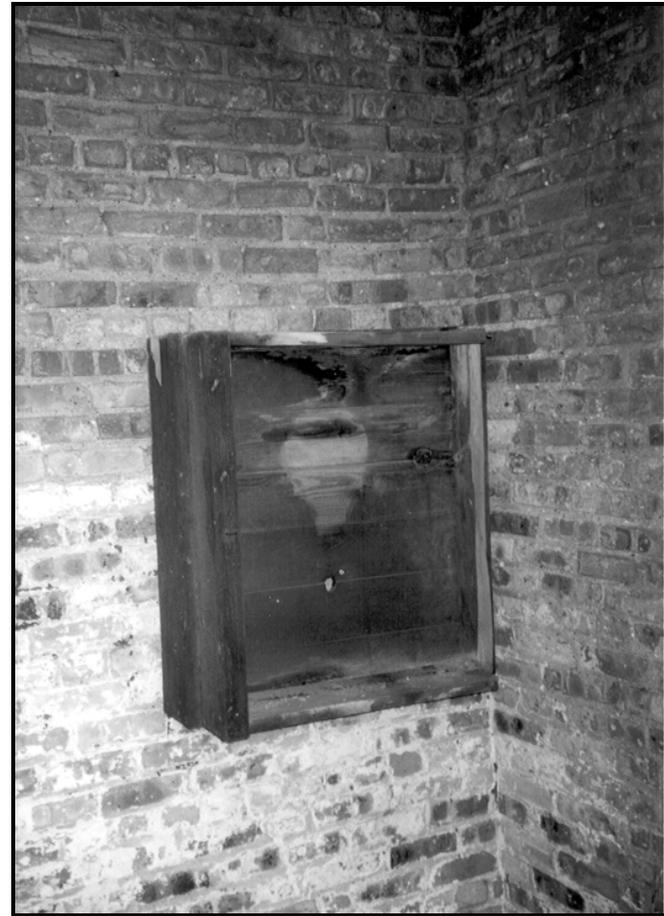


Figure 26. (LEFT) Interior view of the fan engine room, looking west from the doorway. The boarded-up opening on the left is where the drive shaft passed through to the fan. Note the steel rails showing through the ceiling, around which the concrete roof was poured. (RIGHT) View of the frame cabinet in which oil and other maintenance equipment for the fan engine were stored (FRR July 2002).

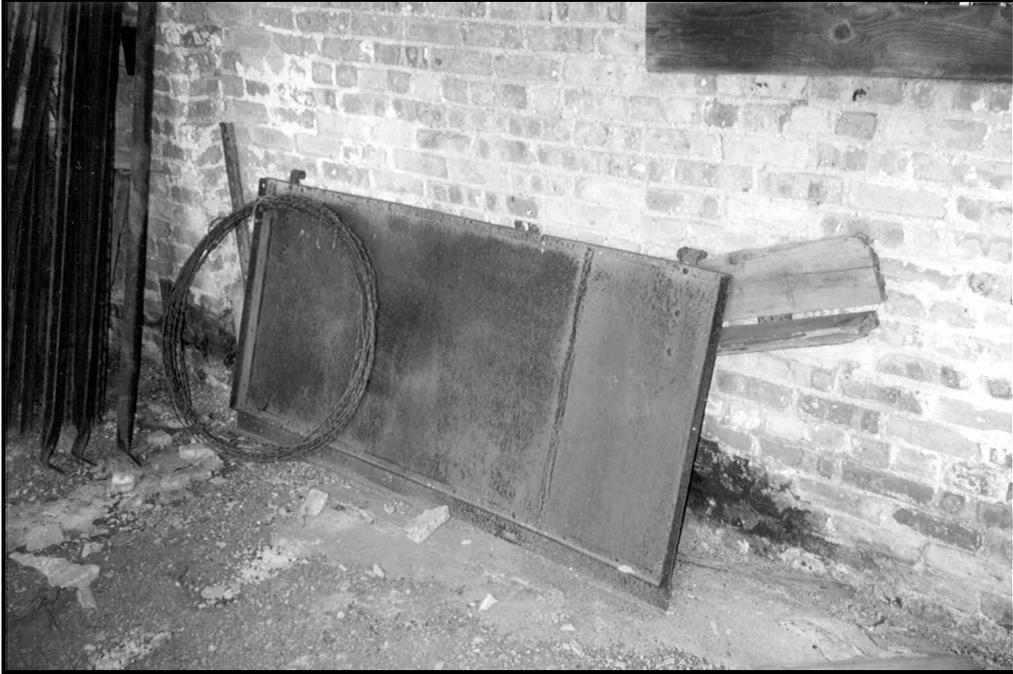


Figure 27. (TOP) View of the steel door that formerly hung in the exterior doorway leading into the fan engine room. Steel doors were more fireproof and durable longer than ones made of wood and were commonly used in mine buildings. (BOTTOM) View of the small chamber located to the rear of the fan engine room. This chamber was positioned over a shaft leading into the mine and later was converted for use as a privy. Note the two-seat toilet (FRR July 2002).



Figure 28. (TOP) View of the southern end of the mine site, looking southeast toward Cherry. The fan engine room appears in the foreground and the wash house (the gambrel-roofed building) lies in the background. The two gable-roofed buildings are agricultural outbuildings post-dating the mine. (BOTTOM) View of the wash house, looking southwest. This building is the last mine-related building known to have been constructed at the site. The gambrel roof represents a later addition, constructed when the building was converted into a barn (FRR July 2002).

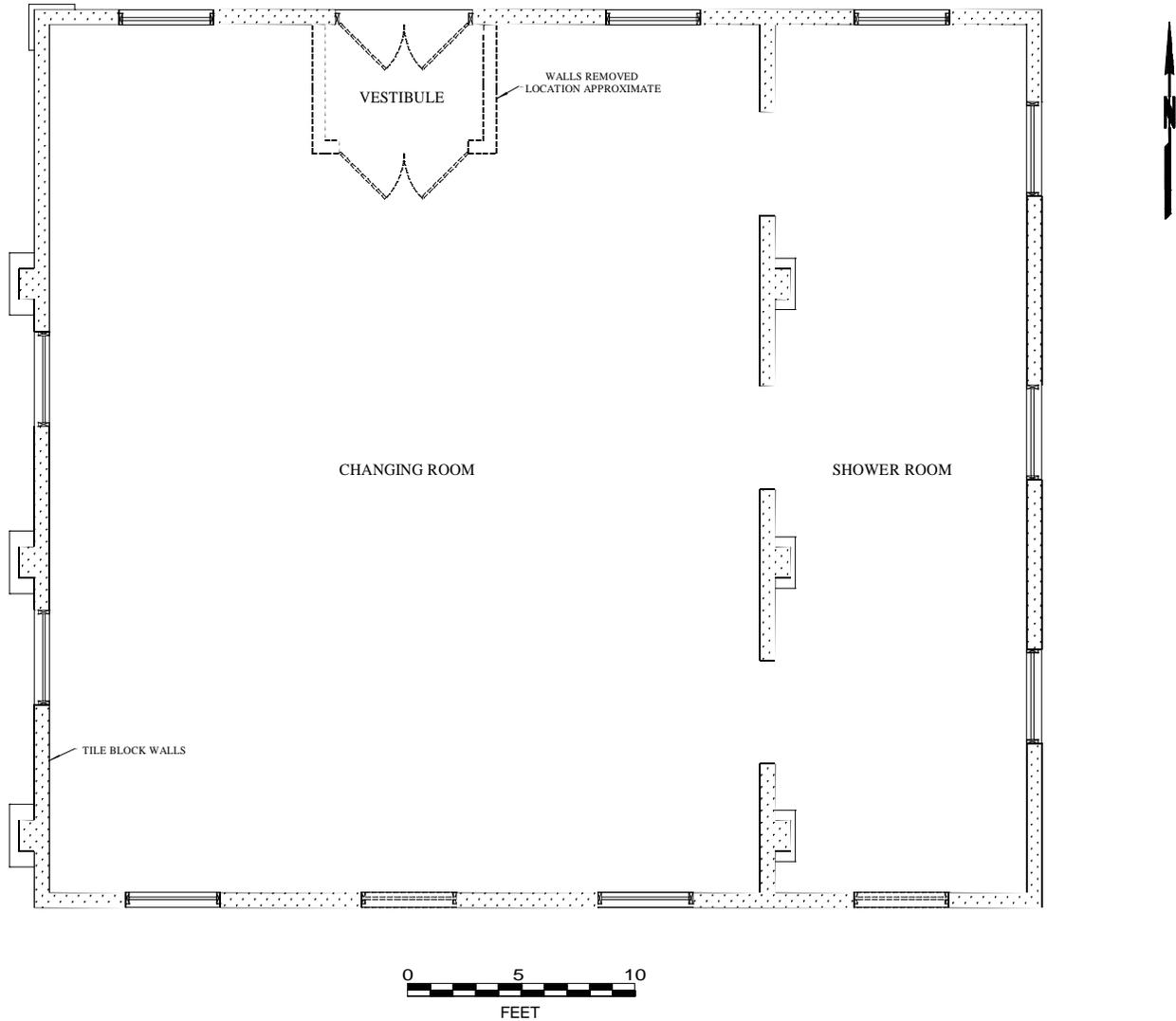


Figure 29. Plan view of the wash house (Feature 7) at the Cherry Mine. This figure illustrates the building as originally constructed. Dashed lines indicate conjectural window openings and approximate wall locations (FRR 2002).



Figure 30. (TOP) Exterior view of the wash house, looking east. (BOTTOM) Interior view of the shower room in the wash house. The doorways on the left lead into the changing room (FRR July 2002).



Figure 31. View of the gob piles that dominate the east side of the mine site. The frame chicken house and silos are not associated with the mine (FRR July 2002).