

Cherry Mine Fan House  
SE1/4, NW1/4 and NW1/4, SW1/4  
Section 27  
Township 17 North, Range 11 East of 4<sup>th</sup> P.M.  
Ladd Quadrangle  
Bureau County  
Illinois

IL HAER No. BU-2002-2

## PHOTOGRAPHS

## WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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Illinois Historic American Engineering Record  
Illinois Department of Natural Resources  
Springfield, Illinois

## ILLINOIS HISTORIC AMERICAN ENGINEERING RECORD

IL HAER No. BU-2002-2

<u>Location:</u>	The Cherry Mine Fan House is located on the SE1/4, NW1/4, and NW1/4, SW1/4 of Section 27, in Township 17 North, Range 11 East of Fourth Principal Meridian. The Cherry Mine is located on a low upland ridge on the northern outskirts of the town of Cherry, Illinois. 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 (See Figure 1).
<u>Present Owner:</u>	Charles Bartoli PO Box 279 Cherry, Illinois 61317
<u>Present Occupant:</u>	none
<u>Present Use:</u>	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, <sup>1</sup> then one of the largest rail lines the Midwest. The current owner, Mr. Charles Bartoli, uses the Cherry Mine property as pasture and storage (materials and equipment).
<u>Significance:</u>	The Cherry Mine Fan House has been determined eligible for listing on the National Register of Historic Places as per Criteria A (social history). The Cherry Mine Fan House is eligible for the National Register of Historic Places under Criterion A (social history) for its role in the early twentieth century Cherry Mine disaster. The Cherry Mine has the notoriety of being the scene of Illinois' worst mining disaster: a fire on November 13, 1909 that claimed the lives of 259 men. It was due, in part, to the horrendous disaster that struck this mine that both federal and state legislation was eventually enacted to protect miners and other industrial workers. Although its integrity has been compromised, this structure is a tangible link to that historic event.

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<sup>1</sup> 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."

## Part I. HISTORICAL INFORMATION

### A. Physical History:

#### 1. Date(s) of Erection:

The Cherry Mine Fan House was constructed during the initial years of mine development. The construction of this building began on October 4, 1904 and was completed in May 1905.

#### 2. Architect:

The architect for the fan house is presently unknown. We do know that Warren R. Roberts was the contractor and consulting engineer of the tipple.<sup>2</sup>

#### 3. Original and Subsequent Owners:

The following is a list of the owners of the land on which the Cherry Mine Fan House is located. No research has been conducted on the land owners prior to the suspected 1904 purchase of the property by the St. Paul Coal Company. The dates provided are based upon a discussion with Mr. Charles Bartoli rather than from traditional chain-of-title research.

St. Paul Coal Company	1904 to 1928
John Bartoli [Cherry Coal Company]	1928 to 1935
John Bartoli	1935 to ?
Charles Bartoli	? to Present

#### 4. Builders, Contractors, Suppliers:

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,<sup>3</sup> then one of the largest rail lines in 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. Little information is known about the actual builders of the mine—which was

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<sup>2</sup> Stout, Steve, "Tragedy in November: The Cherry Mine Disaster," *Journal of the Illinois State Historical Society* 72, no.1:58.

<sup>3</sup> 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."

touted as "the safest mine in the world." We do know that Warren R. Roberts was the contractor and consulting engineer of the tipple.<sup>4</sup>

5. Original Plans:

No original plans for the Cherry Mine have survived to the present. Nonetheless written histories and photographs provide details of the site as it appeared at the time of the Cherry Mine Disaster. Although these photographs do supply us with valuable information about the fan house and associated buildings, they do not provide such structural information as the precise building dimensions or interior layout of the buildings.

6. Alterations and Additions:

Like most mine complexes, the Cherry Mine evolved over the years. The major addition to the surface complex in the years that followed the fire was the construction of a tile-block wash house, which apparently was constructed at some point after the publication of the 1915 Sanborn fire insurance map (See Figure 3).

B. Historical Context:

1. History of the Illinois Coal Industry

Coal, outcropping at the surface along several of the major river valleys of the state, was encountered by the early French explorers during the initial years of exploration. Pere Marquette noted the presence of coal outcropping along the Illinois River valley edge near present day Utica (La Salle County) in 1673. Similarly Joutel noted coal outcropping along the Illinois River in 1687.<sup>5</sup> Although its presence was recognized and potentially utilized by an occasional French blacksmith, the abundant coal resources of Illinois were little utilized during these years.

The first commercial coal mining in Illinois occurred in 1810 along the Big Muddy River near Murphysboro. At this mining locality, which was known as Mount Carbon, "an excellent grade of blacksmith coal" was

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<sup>4</sup> Stout, p. 58.

<sup>5</sup> Carl Otwin Sauer, "Geography of the Upper Illinois Valley and History of Development," *Bulletin No. 27* (Urbana, IL: Illinois State Geological Survey, 1916), pp. 187-189. The context on the Illinois coal industry in this document was taken from Floyd Mansberger, "A National Register of Historic Places Assessment of Two Coal Mine Facilities, Franklin and Jefferson Counties, Illinois," (Springfield, Illinois: Fever River Research, 1995).

exploited.<sup>6</sup> This early mining operation, like the majority of early coal mining operations in Illinois, consisted of collecting surface deposits of coal from the eroding outcrop. During the early years of production, many area farmers simply worked outcrops for their own consumption and to supply local demands.

Extensive commercial development of coal mining began during the 1830s in the Belleville region. Coal mining in this district supplied not only the growing industrial base of Belleville but also the greater St. Louis market. Initially, a series of drift mines had been opened by a St. Clair County blacksmith near Belleville.<sup>7</sup> Within a year several drift mines were in production. These mines generally were small operations investing local capital and expertise.

In 1831, coal was selling at St. Louis for 12 ½ cents per bushel. It was only a few years later, in 1833, that the first statewide production figures for coal production were determined. At that time, the local St. Clair County mines produced 6,000 tons of coal—which at that time was a major percentage of the total coal mined in the state. The 1840 U. S. Census noted that 19 Illinois counties had produced 17,000 tons of coal during the previous year. The first detailed geological maps outlining coalfields in the Midwest were begun by David Dale Owen in the late 1830s; these maps were not published until 1844.<sup>8</sup>

With the development of the state's rail transportation system during the 1850s, Illinois' coal mines became more abundant and served a much larger market area. As Leighton and Carroll note, "coal production in Illinois increased from 260,000 tons in 1849, to 728,000 tons in 1860, and reached the million-ton mark by 1864."<sup>9</sup> As they noted, the industry was "expanding rapidly ... in harmony with the rapid construction of [the] railroads."<sup>10</sup> In 1851, at the beginning of the decade, Dr. J. G. Norwood was appointed Illinois' first state geologist. In 1858, Amos Worthen was appointed State Geologist and initiated an ambitious county by county survey of the geology and mineral resources of the state.

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<sup>6</sup> M. M. Leighton and Don Carroll, "The Historical Development of the Illinois Coal Industry and the State Geological Survey," *Circular No. 89* (Urbana, IL: Illinois State Geological Survey, 1943). Reprinted from Illinois Mining Institute 1942 Proceedings), p. 43.

<sup>7</sup> Ibid., 43.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid., 45.

<sup>10</sup> Ibid.

By the middle nineteenth century, coal mining in Illinois had attained much greater significance for the state's economy. It was during these years that the more primitive and easily operated drift mines (which were excavated into the side of a hill slope following the exposed coal vein) were beginning to yield to more productive, and more difficult to construct, shaft mines. Along the upper Illinois River Valley, one of the first shaft mines in the state of Illinois was excavated at Ottawa in 1855; shaft mines in nearby Utica followed shortly thereafter.<sup>11</sup> Additionally, shaft mines in the Vermilion, Sangamon and Wilmington Districts were opened by the late 1860s and in Grundy County in the 1870s. During this period, larger amounts of capital were being invested in the industry and it became more mechanized—particularly with the introduction of the steam engine. "By 1870, commercial coal mining was under way in 37 counties, and the State produced 2,624,163 tons that year. Nearly a third of this total was produced in St. Clair County. Will, Vermilion, Rock Island, Perry, Madison, La Salle, and Jackson Counties led the rest of the list."<sup>12</sup>

By the 1880s, Illinois was producing over six million tons of coal from 46 counties. By the turn-of-the-century, Sangamon County had become one of the largest producers of coal in Illinois. Between 1895 and 1919, the number of mines in the state increased from 2,500 to a peak of 9,000. During these same years, the number of workers employed in the mining industry rose from 200,000 in 1895 to 600,000 in 1920.<sup>13</sup> It was during this period, and the discovery of the Herrin No. 6 Seam, that the Southern Illinois Coal district was opened. The two primary counties within this district were Williamson and Franklin Counties.

The establishment of a commercial coal mine had a dramatic economic impact on an area's local economy. As Sauer noted,

the growth of the cities and villages of southeastern Grundy and southwestern Will Counties has been due almost entirely to the development of coal mining...."<sup>14</sup>

Along the route of the Chicago and Alton Railroad as well as the Santa Fe Railroad, communities such as Coal City, South Wilmington, and Carbon

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<sup>11</sup> H. F. Kett and Company, *The Past and Present of La Salle County, Illinois* (Chicago: Author, 1877), p. 301.

<sup>12</sup> Leighton and Carroll, p. 46.

<sup>13</sup> Daniel J. Prosser, "Coal Towns in Egypt: Portrait of an Illinois Mining Region, 1890-1930" (Unpublished Dissertation. Evanston, IL: Northwestern University, Department of History, 1973), p. 1.

<sup>14</sup> Sauer, p. 188.

Hill developed during the 1880s and 1890s. Similarly, already established communities such as Braceville and Streator grew dramatically because of the development of the mining industry. As Sauer noted, along these railroad lines "vast dump heaps are being reared here and there on the prairie, where a few years ago lay plowed fields."<sup>15</sup> This same economic and commercial growth was felt in rural Southern Illinois during the early twentieth century after discovery of the Herrin No. 6 coal seam. Numerous mining towns developed during these years.<sup>16</sup>

## 2. Coal Production in Bureau County

Several 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.<sup>17</sup> During the period 1903-1912, Bureau County was ranked ninth among coal producing counties in Illinois, while neighboring LaSalle County was ranked tenth.<sup>18</sup>

## 3. Cherry Mine

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,<sup>19</sup> then one of the largest rail lines in 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,

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<sup>15</sup> Ibid., 189.

<sup>16</sup> Prosser, p. 1.

<sup>17</sup> Bureau of Labor Statistics. 1910:23;80.

<sup>18</sup> Department of Mines and Minerals. 1954:21.

<sup>19</sup> 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."

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 Supplemental Material S3 and S4). A cluster of twenty-four company-owned workers cottages was located immediately west of the mine site.<sup>20</sup>

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 fire insurance 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—which functioned to haul coal from the mine (see Figure 3). At the center of the complex was a large steel-frame tipple structure, which was positioned over the main shaft and extended over the rail line servicing the mine. This tipple was designed by Warren R. Roberts.<sup>21</sup> Waste material, known as gob, brought up from the mine was moved out of the tipple 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 tipple 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 tipple 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 tipple 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 tipple 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

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<sup>20</sup> IDOT/ISHS 1986; Tutaj 2002: Bartoli, Charles., pers. comm., 23 July 2002.

<sup>21</sup> Stout, p.58.

shop, an ambulance shed, an oil house, a feed shed, a garage, a machine shop, and a powder house.<sup>22</sup>

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.<sup>23</sup> 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.<sup>24</sup> 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.

#### 4. The Cherry Mine Disaster

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. Although the mine was equipped with electrical lights, the lighting system was undergoing repairs at the time 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 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

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<sup>22</sup> Sanborn 1915; Bartoli, 2002.

<sup>23</sup> *Mines and Minerals* 1910.

<sup>24</sup> IDOT/ISHS 1986; Bureau of Labor Statistic 1910:23.

fire was realized, the fan over the air shaft was reversed from a downward thrust to an uptake thrust, presumably in the hopes of confining the fire to that one 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 upon 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.<sup>25</sup> 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.<sup>26</sup> Aside from the loss of life, the toll of the Cherry Mine Disaster included nearly 500 children left fatherless and 160 women widowed.<sup>27</sup> Photographs taken during and in the aftermath of the mine disaster are in the attached Supplemental Materials.

Up to this point in time, the largest single loss of life associated with an American mine fire had occurred in September 1869 at the Avondale Mine in Plymouth, Pennsylvania. At that time, a fire of unknown cause was responsible for the deaths of 179 miners. Between 1869 and the Cherry Mine disaster, only four other fires had claimed more than ten

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<sup>25</sup> *Mines and Minerals*, 1910; Cartlidge, 1933:43-45.

<sup>26</sup> Tutaj, 2002.

<sup>27</sup> CHAUSA, 2002.

lives—these having occurred at the Hill Farm Mine in Dunbar, Pennsylvania (1890; total loss of life was 31 miners), at Diamondville Mine in Diamondville, Wyoming (1901; total loss of 28 miners), and at Hailey-Ola, No. 1 Mine in Haileyville, Oklahoma (1908; total loss of 29 miners).<sup>28</sup> Similarly, in 1907, an explosion in the Monongah Mine in West Virginia killed all of the 361 miners within the mine—making it the most lethal industrial accident in the United States history.<sup>29</sup>

##### 5. In the Wake of the Disaster

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.<sup>30</sup> In 1911 the United Mine Workers of America erected an impressive memorial in Cherry Cemetery, where most of the victims were interred (see Supplemental Materials S12 and S13). The cemetery thereafter became the site of an annual memorial service held on the anniversary of the fire.<sup>31</sup>

Due to the national exposure generated by the 1909 fire, the Cherry Mine is probably one of the best-documented coal mines in Illinois. Shortly after the disaster struck, a photographer from Dunham Photos of Princeton, Illinois arrived and 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 events associated with the disaster; yet, they also provide exceptional

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<sup>28</sup> Robert Peele and John Church, "Mine Air, Gases, Dusts, Hygiene," in *Mining Engineers' Handbook*, vol. 2 (London: John Wiley and Sons, Inc., 1941), 48-49.

<sup>29</sup> Pauley, pp. 79, 82-3, 97.

<sup>30</sup> IDOT/ISHS, 1986; CHAUSA, 2002; American Red Cross, 2002.

<sup>31</sup> Federal Writers' Project, 1983:561.

images of the mine surface complex and the individual buildings located there.<sup>32</sup>

Detailed contemporary descriptions and analysis of the mine fire and its impact on the American coal industry 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); and *The Cherry Mine Disaster*, an independent report by the United Mine Workers of America (1910). More recent historical works on the mine disaster include Jeffrey W. Pauley's *The Cherry Mine Disaster and its Impact on State and Federal Legislation* (1995); Steve's Stout's historical novel, *Black Damp* (1979), and Karen Tintori's (2002) *Trapped: The 1909 Cherry Mine Disaster*.

#### 6. Cherry Coal Mine Disaster effects on Coal Miners Union

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.<sup>33</sup> 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

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<sup>32</sup> Copies of Dunham's photographs are on display at the Cherry Public Library. Based on these photographs a scale model of the Cherry Mine at the time of the fire was constructed by Ray Tutaj, Jr. of Mendota, Illinois. This model, which is presently located at the Cherry Public Library, 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 Supplemental Material S14 and S15). The model was detailed in the December 1999/January 2000 issue of *Model Railroading 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.

<sup>33</sup> Howard, 1971, p. 424.

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.<sup>34</sup>

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 the construction of 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.

In 1928, 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

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<sup>34</sup> Bogart and Mathews, 1920, pp. 176-177; Cartlidge, 1933, p. 45.

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.<sup>35</sup>

#### 7. Federal Legislation Influenced by the Cherry Mine Disaster

The early twentieth century saw an increase in mining accidents resulting from changes in technology and increasing demands for coal producers.<sup>36</sup> Between the years 1906 and 1909 mining disasters killed hundreds of mine workers.<sup>37</sup> The increase in mining accidents, especially major accidents such as the Cherry Mine disaster, prompted changes in state and federal legislation. A recent Master of Arts thesis written by Jeffery W. Pauley in 1995, focuses in depth on the issue of state and federal legislation influenced by the Cherry Mine disaster.

New state legislation, which developed in the aftermath of the Cherry Mine disaster, improved coal mining safety codes in Illinois. For instance, prior to the Cherry Mine disaster, employers benefited from Workmen's Compensation legislation, which provided the employer with limited liability, rather than protecting the rights of employees.<sup>38</sup> Victims of workplace accidents and their families were left uncompensated and without recourse. The Cherry Mine disaster prompted changes in Workmen's Compensation law, which according to Pauley, "had weight not only in Illinois, but across the nation."<sup>39</sup> Sherman Kingsley, a writer for the magazine "Survey" helped bring about the changes by publishing an article, which "found that the Cherry survivors received ten times as much compensation as the anonymous victims. His answer called for uniformed Workmen's Compensation provisions which allowed funds to

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<sup>35</sup> Bartoli, 2002.

<sup>36</sup> Graebner, William, "Coal-Mining Safety in the Progressive Period: The Political Economy of Reform." The University Press of Kentucky, 1976. pp. 2-3.

<sup>37</sup> Ibid, p 3. "In 1906 seventeen major disasters killed a total of 235 miners; in 1907, eighteen killed 918 miners; in 1908, eleven killed 348; in 1909, nineteen killed 498; and in 1910, when Congress created the bureau, nineteen major disasters killed 485 miners."

<sup>38</sup> Pauley, Jeffrey W. "The Cherry Mine Disaster And Its Impact on State And Federal Legislation." A Master of Arts Thesis, Department of History, Illinois State University, Normal, Illinois. 1995. p. 68. "By 1911 many industrial interests, including the National Civic Federation and Andrew Carnegie, were in favor of Workmen's Compensation legislation. This was due to a fear that legislation reducing the employers' common law defenses would be extended with a commensurate increase to business uncertainty and legal costs due to workplace death and injury. Thus, a Workmen's Compensation law would limit their liability and save them from potentially expensive lawsuits."

<sup>39</sup> Ibid., 69.

go directly from companies to the victims, rather than [sic] through costly litigation which gave lawyers the largest portion of the settlement.”<sup>40</sup> Kingsley’s article on the Cherry Mine disaster “helped create a climate where sympathetic consideration of the hazards of work was more likely to take place.”<sup>41</sup> Changes to the Workmen’s Compensation law illustrate the progressive legislation in Illinois resulting from the tragedy at the Cherry Mine.

Pauley states that it is important to examine the economic conditions at the beginning of the twentieth century in order to understand “the importance of the Federal effort in mine-safety....”<sup>42</sup> He discusses how economic competition, among coal mines in other states as well as those within Illinois, hindered the success of new state legislation intended to protect mine workers. “The economics of mining—low overhead and interstate markets—meant that any state which notably increased mining costs by mandating expensive safety measures, was also reducing the competitiveness of its companies with commensurate impact on its workers’ jobs.”<sup>43</sup> Therefore, mine operators would forego costly safety improvements in order to maintain profits and to remain competitive. Even the United Mine Workers of America, “agreed to temper its demands for safety legislation, so that the firms they bargained with would not be put at a competitive disadvantage.”<sup>44</sup> Not unusual for industrial workers throughout the United States, modern, progressive ideas of worker safety had not yet been standardized.

Pauley states, “In Illinois, there were hard feelings about how the workers’ safety impacted the competitive situation. In 1915, the Illinois Mining Commission complained that the lack of safety in other states gave some states an unfair advantage over Illinois operators...”<sup>45</sup> In Illinois there were attempts to reform the coal mining industry through the creation of a uniformed legislation. Pauley writes,

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<sup>40</sup> Ibid., 69.

<sup>41</sup> Ibid.

<sup>42</sup> Ibid., 84. “The great expansion in production of coal which helped to fuel the economic growth of the United States during the Gilded Age generated a diverse group of operators in the early twentieth century. As no one firm was an industry leader, intense competition was the rule. In Illinois the largest operator produced less than 4% of the state’s coal; the top twenty firms’ production, including the St. Paul Coal Company’s, accounted for only 40% of the state’s output in 1909, and over 70 different companies produced over 200,000 tons.”

<sup>43</sup> Ibid., 80.

<sup>44</sup> Ibid., 89.

<sup>45</sup> Ibid., 86.

Illinois operators especially, were interested in this mechanism to equalize costs and improve safety. In the decade after Cherry, nearly unified state legislation trumpeted by operators was implemented in the form of Workmen's Compensation. Attempts at uniformed safety legislation were a failure, however. States like Illinois were likely to resist adopting further safety measures until their competitive disadvantage was addressed.<sup>46</sup>

There were several legislative changes that resulted from the Cherry Mine disaster but Pauley notes, "these changes, as significant as they were, were not enough to greatly reduce the hazards of coal mining."<sup>47</sup> Due to the highly competitive nature of the coal mining industry, state legislation alone was unable to address the concerns of the Illinois mining industry. "The answer, for some, was a Federal effort to achieve unified mining laws for all coal production states."<sup>48</sup>

Federal safety regulations were first implemented in 1891, however, "the inadequacy of these safety measures became abundantly clear in the first decade of the twentieth century, as the number of fatalities due to accidents greatly increased."<sup>49</sup> Prior to 1910, the United States Geological Survey (USGS) acted as the federal organization responsible for mine safety.<sup>50</sup> The Cherry Mine disaster, "the second worst (at that time) in the United States history"<sup>51</sup> underscored the need for federal mine safety regulation and was influential in the creation of the Federal Bureau of

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<sup>46</sup> Ibid., 86.

<sup>47</sup> Ibid., 77. "The changes enacted in the 1910 Special Session, which were directly related to Cherry, established rescue stations, provided for firefighting equipment in the mines, made substances in the mine less likely to catch fire, and made it more likely that miners would be able to escape when a disaster erupted. The mining-related measures passed in 1911 can also be traced to Cherry. Here, mining research and training were increased due to the passage of the Miners' and Mechanics' Institute Act, explosives were made safer through the Black Powder Regulation act, and mining in general was made safer through the new mining code."

<sup>48</sup> Ibid., 80.

<sup>49</sup> Ibid., 79. "The Federal Government first recognized the need for mine safety regulation in 1891 by instituting safety measures and federal inspection in territorial coal mines. These initial safety measures were not, however, sufficient to stop mine accidents which were largely due to increased production and substantial changes in mining technology."

<sup>50</sup> Graebner, p. 4.

<sup>51</sup> Pauley, pp. 79, 82-3, 97. Tragedy struck West Virginia in December 1907. "An explosion of unprecedented magnitude (in the United States) rocked the Monongah mines killing all of the 361 occupants, making it the most lethal industrial accident in the United States history."

Mines. William Graebner's, "Coal-Mining Safety in the Progressive Period: The Political Economy of Reform" provides the following quote from Senator Charles Dick, criticizing the "restrictive provisions of the existing mine-safety legislation"<sup>52</sup> after the Cherry Mine disaster:

Nothing better illustrates the inadequacy of the investigations already authorized by Congress through the Geological Survey than this experience at the Cherry Mine. The experts of the Geological Survey went to this mine on delayed telegraphic notice, on the supposition that it was probably a mine explosion. As a matter of fact, it was not an explosion, but a mine fire, and under the wording of the appropriation, which limits the investigations to "mine explosions," they had no right to go, and after they arrived at the Cherry Mine, under a similar strict interpretation of the act, they had no right to remain or to aid in the rescue work, nor have the experts of the Government, under existing law, any right to aid the mining industry in any of the ways mentioned above looking to the prevention of mine fires, better systems of mine signals, and better methods of mine rescue work.<sup>53</sup>

Previous attempts to establish a federal regulatory commission such as the Bureau of Mines had been met with opposition on many levels. One of the widespread objections to the proposal for a bureau of mines came from advocates of states' rights, who were concerned about the amount of power the federal government would be allowed if such legislation passed.<sup>54</sup> Pauley continues stating, "the widespread interpretation of the United States Constitution still called for limited federal interference with the states' regulatory functions"<sup>55</sup> and "prohibited regulation of commodities used in intra-state commerce because this regulation is a prerogative of the states."<sup>56</sup> In addition, there was concern that a bureau of mines, "would lessen the scope of the Geological Survey's work."<sup>57</sup>

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<sup>52</sup> Graebner, p. 33.

<sup>53</sup> Ibid., 34.

<sup>54</sup> Pauley, p. 95. States' rights advocates thought a bureau of mines would "interfere with the prerogatives of the states."

<sup>55</sup> Ibid., 79, 95.

<sup>56</sup> Ibid., 79-80.

<sup>57</sup> Ibid., 94-95. "Perhaps the most influential critic of the proposed bureau was the director of the Geological Survey, George Otis Smith. His stated reason for opposing a mining bureau was that it would be an expensive duplication of the Geological Survey's work."

Despite opposition from various interest groups, the Cherry Mine tragedy as well as other recent mining accidents, “such as that at Monongah, West Virginia....,”<sup>58</sup> were influential for the establishment of the Bureau of Mines. Pauley writes, “the impact of the Cherry Mine Disaster proved decisive in overcoming ...objections and winning passage of the bill establishing the United States Bureau of Mines.”<sup>59</sup> The purpose of the Bureau of Mines, was to “improve the mine safety climate without damaging coal mines by increasing the mines’ costs or granting a federal organization a regulatory function in the states.”<sup>60</sup> According to Pauley, “This commission, the Federal Bureau of Mines, helped quell the public outcry, but in reality, had little to do with mine safety.”<sup>61</sup>

Both State and Federal governments passed new laws to improve the safety conditions for mine laborers, following the numerous mining accidents of the early twentieth century. The Cherry Mine disaster was influential in helping to stimulate legislative changes in the state of Illinois and also prompted change on a national level. While many of the safety measures established by state and federal government were insufficient, the overall influence of the Cherry Mine disaster on mine safety legislation was positive and far reaching.

## Part II. ARCHITECTURAL INFORMATION

### A. General Statement:

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,<sup>62</sup> then one of the largest rail lines in the Midwest. 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

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<sup>58</sup> Ibid., 97.

<sup>59</sup> Ibid., 81.

<sup>60</sup> Ibid., 103.

<sup>61</sup> Ibid., 129.

<sup>62</sup> 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.”

linearly along the spur line constructed by the Chicago, Milwaukee, and St. Paul Railroad to haul coal from the mine (see Figure 3). At the center of the complex was a large steel-frame tipple 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 tipple 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 tipple 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 tipple 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 tipple 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 tipple 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.<sup>63</sup>

Currently, the principal landscape features associated with the Cherry Mine are the two large gob piles that dominate the east side of the site (see Supplemental Material S30). The piles cover roughly 16 acres at their base and rise approximately 170 feet above the surrounding landscape.<sup>64</sup> Waste material stopped being dumped on the large gob piles 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 tipple. 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.

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 farm property. Hence, only a portion of the surface complex associated with the mine could be recorded during this study. Besides the fan

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<sup>63</sup> Sanborn, 1915.; Bartoli, 2002.

<sup>64</sup> Illinois Department of Natural Resources, "Cherry Mine Grant Application, Narrative Summary," 2002.

house, which is the focus of this study, several other building remnants were noted during the course of these investigations and are discussed here. The locations of the features documented during the field survey are identified on a site plan attached as Figure 4 and illustrated on a photograph of the mine model (see Supplemental Material S15).

Feature 1 is the remains of the tipple/screener complex at the mine. As discussed in the text above, the tipple 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 tipple proper), whose legs finally had to be dynamited even after being cut with a torch.<sup>65</sup> All that remains of the tipple 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 Supplemental Material S17).

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 tipple. The steam powering the engine was generated in the adjacent boiler house (Feature 3). The engine itself has been removed, but the concrete footings on which it sat are still in place (see Supplemental Materials S19).

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

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<sup>65</sup> Bartoli, 2002.

the other two exterior walls and incorporated them into a machine shed built within the perimeter of the boiler house.<sup>66</sup> The machine shed is still in use (see Supplemental Materials S20 and S21).

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 though which the drive shaft to the fan passed. Located next to

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<sup>66</sup> Bartoli, 2002.

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<sup>67</sup> (see Supplemental Materials S23 through S26).

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.<sup>68</sup> 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<sup>69</sup> (see Supplemental Materials S27 and S29).

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.<sup>70</sup> 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.

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<sup>67</sup> Ibid., 2002.

<sup>68</sup> 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 tipple 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.

<sup>69</sup> Bartoli, 2002.

<sup>70</sup> Ibid., 2002.

B. Description of Exterior:

1. Overall Dimensions:

The Cherry Mine fan house, as originally constructed, was divided into two main sections: an engine room on the north and a fan room on the south. At the time of this study, the only sections of the building that remain visible above grade are the engine room, a small chamber located to the rear of the engine room, and the top of the air shaft (which is capped with a concrete slab). Although the fan room had been demolished, the foundation outlines could be discerned on the ground surface. The combined exterior dimensions of the irregularly shaped fan house (with attached engine room) was approximately 37'9" (north/south through the fan room) by 42'9" (east/west through the fan room and engine room).<sup>71</sup> The bulk of the building was comprised of the fan room, which has been demolished. A sketch plan of the structure is attached (see Supplemental Material S22).

2. Foundations:

The foundations of the building are constructed of poured concrete. The thickness of the foundations was not determined as they were inaccessible.

3. Walls:

The only sections of the building that remain visible above grade are the engine room and attached small rear chamber, whose walls are fully intact, and the top of the air shaft, which is capped with a concrete slab. The engine room and attached small chamber have 8"-thick brick walls constructed from common red brick.

4. Structural System, Framing:

The Cherry fan house was constructed with masonry load bearing walls. No interior partitions were present.

5. Porches, Stoops, Balconies, and Bulkheads:

None of the above-mentioned architectural features were associated with the Cherry Mine fan house.

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<sup>71</sup> These dimensions are very approximate, having been extrapolated from the 1915 Sanborn fire insurance map. This sketch plan, which represents the circa 1915 fan configuration, represents the post-fire, rebuilt fan house and may be slightly different than the earlier, pre-fire structure.

6. Chimneys:

Although the motive power for driving the fan was a steam engine, which was located within the engine room, no chimneys appear in any of the photographs of the fan house structure. Nonetheless, the steam engine located within this room would have had to be vented to the outside.

7. Openings:

a. Doorways and Doors:

A single personnel door was located within the north end of the engine house. This wooden door was approximately 32" wide and of unknown construction (as the door was not present at the time of the survey). The locations of doorways leading into the fan room are not known. Further analysis of the historic photographs might address this issue.

b. Windows and Shutters:

Two windows were located on the north wall of the engine room. Although these windows were double-hung wooden sash, the light configuration is currently unknown. Whether single or multi-pane sashes were used is not known. Further analysis of the historic photographs might address this issue.

8. Roof:

a. Shape, Covering:

The engine room associated with the fan house had a low-sloped shed roof. This roof system was of fire-proof construction, having been constructed of poured concrete laid over railroad rails for support. Historic photographs suggest that a standing seam metal roof may have been covering the engine room. In contrast, the roof of the fan house section of the structure incorporated the rounded cover (or cowling) for the fan blades and probably was of metal construction.

b. Cornice, Eaves:

This industrial building had little to no cornice and/or eave.

c. Dormers, Cupolas, Towers:

None of the above-mentioned architectural features were associated with the Cherry Mine Fan House.

C. Description of Interior:

1. Floor Plans

As noted above, the Cherry Mine Fan House was divided into two main sections: an engine room on the north and a fan room on the south. For detail of the interior layout of the Fan House see the attached floor plan sketch maps (see Supplemental Material S22). On its interior, the engine room measures 9'-0" (north/south) and 21'-4" (east/west). The engine room had a single doorway on its east side. The fan's steam engine was removed long ago, but its former location is evident on the extant 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<sup>72</sup> (see Supplemental Materials S23 through S26).

The attached fan room has been demolished. Nonetheless, details of the size and configuration of this room was determined from fragments of the walls still present and the presence of the 1915 Sanborn fire insurance map (see Supplemental Material S22). This large room, which was nearly filled with the presence of the fan, measured approximately 33' square with small projections on two opposite ends for the revolving fan and a third projection on the eastern side of the room for access to the escape shaft. At the time of the 1909 fire, a Clifford Capell fan was in use and this operated as a blower to force air into the mine via the air/escape shaft, which was positioned directly to the rear (east) 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 of it. Service

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<sup>72</sup> Bartoli, 2002.

aisles, accessible through separate doors on the west side of the building, extended along the north and south sides of the fan.

2. Stairways:

No stairways were present in this building.

3. Flooring:

Both the engine room and fan room had poured concrete floors.

4. Wall and Ceiling Finish:

The interior walls of the engine room were exposed brick with no evidence of an interior plaster or painted surface.

5. Openings:

a. Doorways and Doors:

See Section II.B.7.a.

b. Windows:

See Section II.B.7.b.

6. Decorative Features and Trim:

This industrial building had very little decorative embellishments. The interior of the door and window openings were finished with plain wood trim.

7. Hardware:

No original hardware was present.

8. Mechanical Equipment:

a. Heating, Air Conditioning, Ventilation:

Other than the boiler associated with the engine room, there is no known source of heat. Air conditioning was not present in the building. Natural ventilation was supplied by multiple double-hung windows.

The main function of the Fan House was to provide ventilation to the underground mine facility. At the time of the 1909 fire, a

Clifford Capell fan was in use and this operated as a blower to force air into the mine via the air/escape shaft, which was positioned directly to the rear (east) 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 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.

All of the mechanical systems in the building have been stripped out.

b. Lighting:

The mine was equipped with electrical lights, however the lighting system was undergoing repairs and lamps were being used in the interval at the time of the mine disaster.

c. Plumbing:

No plumbing was associated with the building.

D. Site:

1. General Setting and Orientation:

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 gob 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.

2. Historic Landscape Design:

No formal landscape design was included with the development of the Cherry Mine. The layout of the site was dictated by the industrial process.

3. Outbuildings:

The Cherry Mine served as an industrial complex with multiple buildings functioning together. Although several smaller outbuildings (such as privies, storage sheds, and the like) were probably present at the site, their number, function, and location are unknown.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings:

There are no known original plans for the fan house or the other buildings once present at the Cherry Mine.

B. Early Views:

There are many historical photographs of the Cherry Mine site taken at the time of the mining disaster (see supplemental materials). Based on these photographs, a very realistic scale model of the mine complex has been constructed by Mr. Ray Tutaj, Jr.—photographs of which accompany this study (see Supplemental Material S14-S16).

C. Interviews:

An informal interview with Charles Bartoli (the current landowner) was conducted by Christopher Stratton. Mr. Bartoli 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.

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Walker, Hon. Charles A. *History of Macoupin County, Volume I*. Chicago: S.J. Clarke Publishing Company, 1911.

E. Likely Sources Not Yet Investigated:

Various researchers have extensively consulted the historical records over the years. A more thorough analysis of the historic photographs, relevant to the Fan House, might result in a better understanding of this structure. Additionally, archaeological investigations in and around the fan room of the Fan House would result in a better understanding of the size and configuration of this structure.

Part IV. METHODOLOGY OF RESEARCH

A. Research Strategy:

The research strategy for this project included both a field and an archival component. The field component consisted of the photographic documentation of the building and preparation of sketch floor plans. The archival component associated with the IL HAER documentation of the Cherry Mine Fan House consisted of the search for primary source materials related to the history of this property. As part of this latter goal, the research team consulted various local and regional archival repositories (such as the Illinois State Historical Library, the Illinois State Library, the Illinois State Archives, and the University of Illinois Library) in order to find general historical materials to develop a site history and context for these buildings.

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 subsequent use. Hence, only a portion of the surface complex associated with the mine could be recorded during the survey. 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 archival and archaeological assessment.

The primary purpose of the project was to record the standing structures and above-grade foundation remains associated with the 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 involve the demolition of the remaining portions of the Fan House located at the site of the Cherry Mine.

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 provide valuable structural data that might be applied to other mine sites with these building types.

B. Actual Research Process:

Based on the results of a Phase I archaeological reconnaissance survey conducted by Fever River Research in 2002<sup>73</sup>, the Cherry Mine Fan House was determined eligible to the National Register of Historic Places by the Illinois Historic Preservation Agency. The field investigation was aimed at the documentation of building remains rather than the collection of artifacts. The documentary research involved the compilation of historic plats, atlases, and photographs depicting the project area and the preparation of a short historical context for the Cherry Mine site. Site-specific research was conducted at the Illinois State Library and Cherry Public Library. Other primary sources that were utilized included the Annual Coal reports compiled by the Illinois Division of Mines and Minerals, and Abandoned Mine Maps.

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 and whose father owned the property since 1928 and operated the coal company until 1935. Charles Bartoli has a detailed understanding of the mine site and pointed out the locations of buildings whose remains are no longer visible above grade.

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

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<sup>73</sup> Stratton, 2002.

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 relating to the mine disaster and he kindly let us scan a number of them for this report.

C. Archives and Repositories Used:

A number of public (both local and state) and private repositories were utilized as part of this project. In Springfield, the Illinois State Historical Library and the Illinois State Archives were visited. Much of the site-specific information was obtained from the Cherry Public Library.

D. Research Staff:

1. Primary Preparer:

The written IL HAER outline presented here was prepared by Christopher Stratton, Floyd Mansberger, and Heather Stanley, all of Fever River Research, Springfield, Illinois. Stratton authored the architectural description section of the report, prepared the sketch maps of the structure and site, conducted the preliminary archival research, authored the initial survey report, and researched and authored the multiple context statements presented in the IL HAER report. Stanley converted the original survey report authored by Stratton into the IL HAER format. All aspects of this project were coordinated by, and under the direct supervision of Floyd Mansberger, principal investigator, Fever River Research, P. O. Box 5234, Springfield, Illinois, 62705.

2. Photographer:

William Flesher, Fever River Research, was responsible for all the large format photography for this project. Photographic Service Center (PSC) of Springfield, Illinois processed the large format negatives and James Corley, with B. & W. Photo of Champaign, Illinois, processed the archival prints included with this document. Both Christopher Stratton and Floyd Mansberger took 35mm prints and slides of the site.

3. Delineator:

Christopher Stratton of Fever River Research prepared the floor plan drawings and site plan that are included in this report. These floor plan drawings were digitized using Design-CAD software.

## Part V. PROJECT INFORMATION

The Abandoned Mine Division of the Illinois Department of Natural Resources has proposed the partial clean-up of the Cherry Mine (IDNR 2002). This work calls for the exploration of the escape/air and main shafts and backfilling of these shafts with rock fill from off-site. Additionally, a cistern will be filled with sand and the miscellaneous foundations and refuse will be consolidated and covered with soil from the site. This work will entail the demolition of the remaining portions of the Fan House located at the site of the Cherry Mine.<sup>74</sup>

In May 2002, the Illinois Historic Preservation Agency requested a Phase I archaeological survey in order to locate, identify, and record all archaeological resources within the proposed project area and to assess the National Register of Historic Places eligibility of those resources. This request was made in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations regarding protection of historic properties (36 CFR 800). Under contract with the Illinois Department of Natural Resources, Fever River Research conducted a field investigation of the Cherry Mine site July 23, 2002. The results of that field investigation and the documentary research that was carried out in conjunction with it were summarized in a report entitled "A National Register of Historic Places Assessment of the Cherry Mine Fan House, Bureau County, Illinois."<sup>75</sup> In a letter dated September 16, 2002, the Illinois Historic Preservation Agency concurred with the study and determined the Cherry Mine eligible for listing on the National Register of Historic Places, IHPA Log Numbers 0209280007PBW and 0208280010WBU.<sup>76</sup>

Based upon this report, the Illinois Historic Preservation Agency determined the Cherry Mine Fan House to be potential eligible on the National Register and requested that a Level III Illinois Historic American Engineering Record (IL-HAER) documentation package be completed on the building prior to its demolition. The Illinois Historic Preservation Agency and the Illinois Department of Natural Resources signed a Memorandum of Agreement in November 2002 stating the need for the preparation of this IL-HAER document. The goals of the documentation package were to record the physical structure of the Cherry Mine Fan House, document the site-specific history, and provide a historical context for the building (emphasizing coal mining in Illinois, the history of the Cherry Mine and its impact on state and federal legislation). This IL HAER

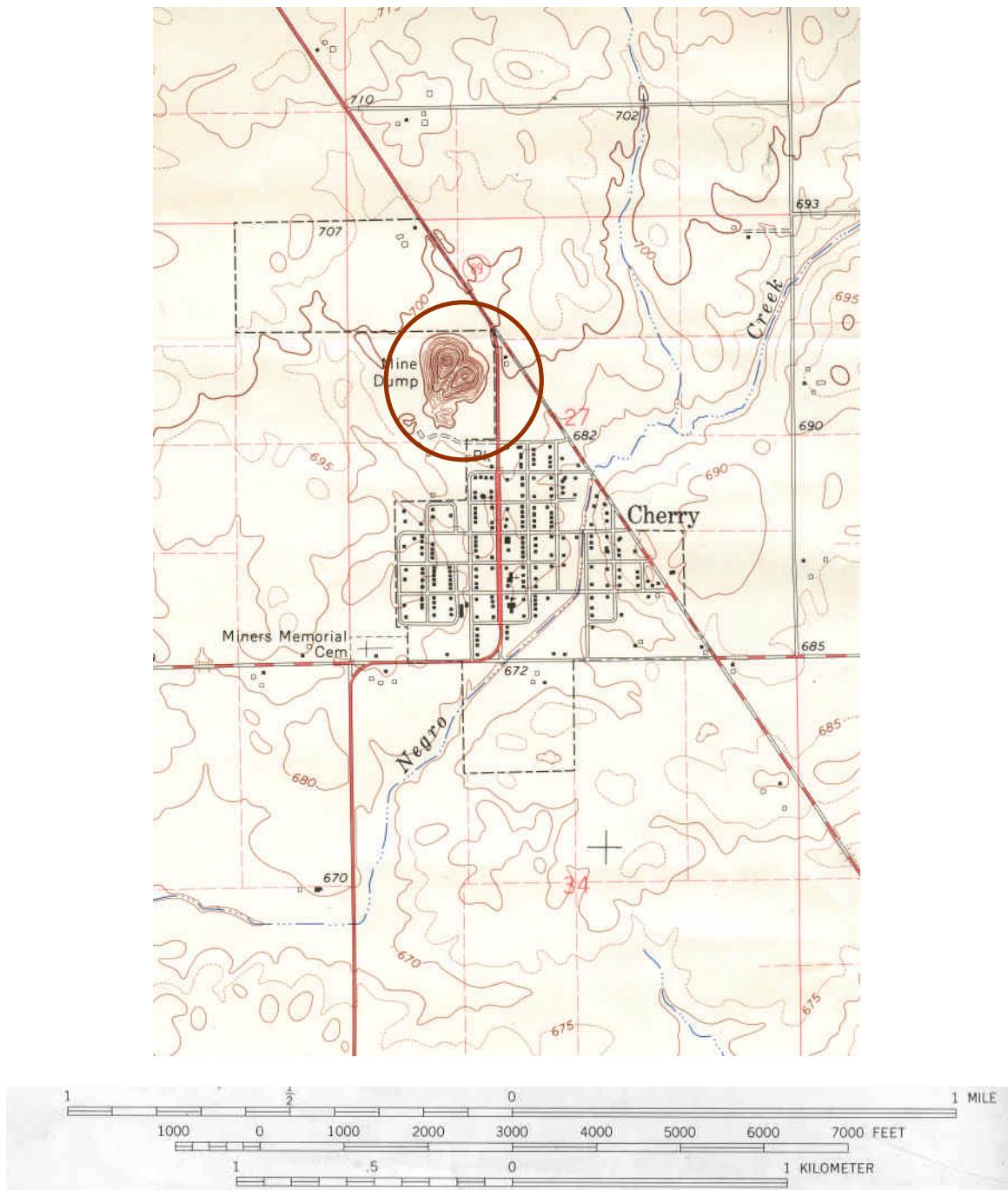
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<sup>74</sup> Abandoned Mine Lands Division, Illinois Department of Natural Resources. Cherry Mine No. 2 Environmental Narrative. 2002.

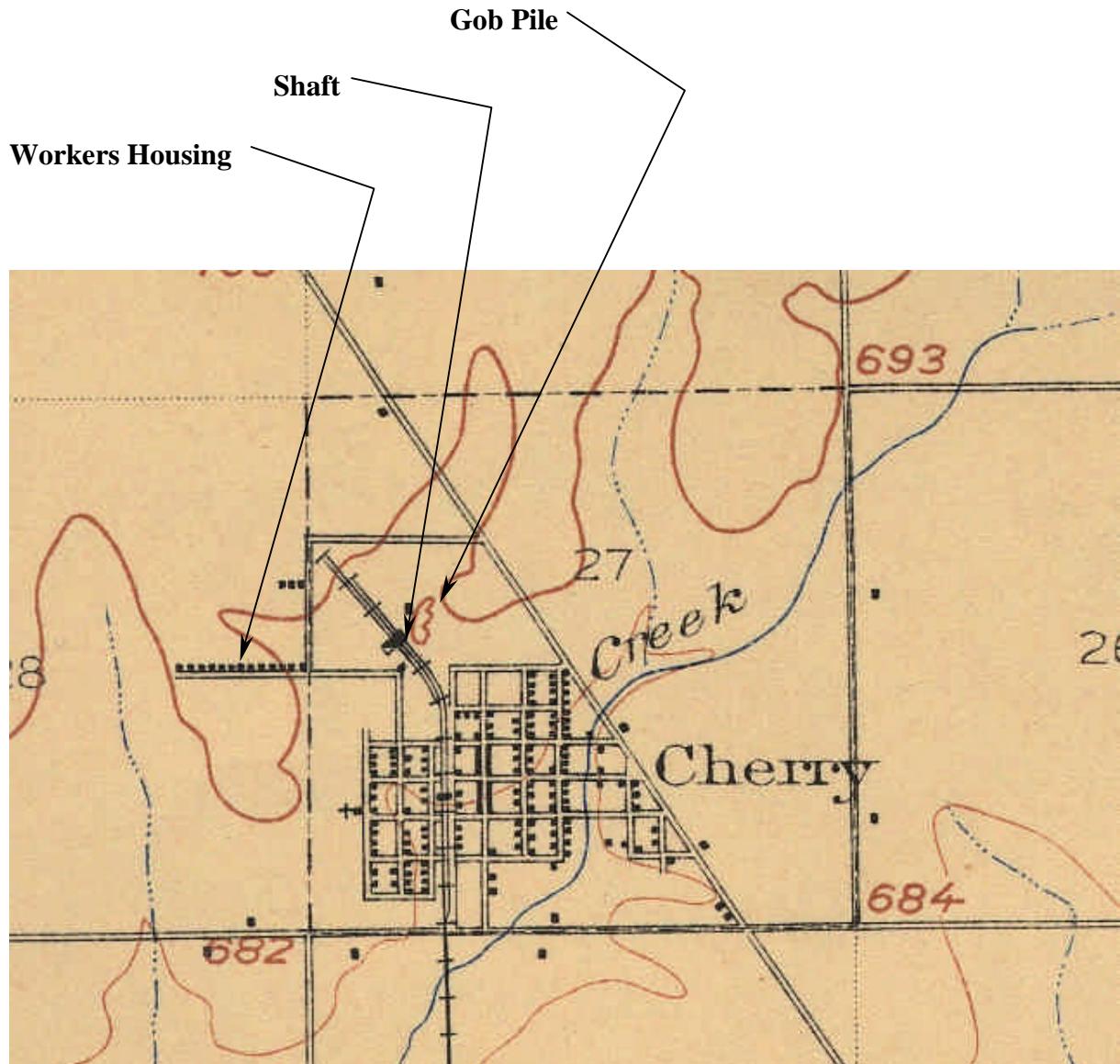
<sup>75</sup> Stratton, 2002.

<sup>76</sup> Anne Haaker (Illinois Historic Preservation Agency). Letter to Harold Hassen, Illinois Department of Natural Resources. Springfield, Illinois. September 16, 2002.

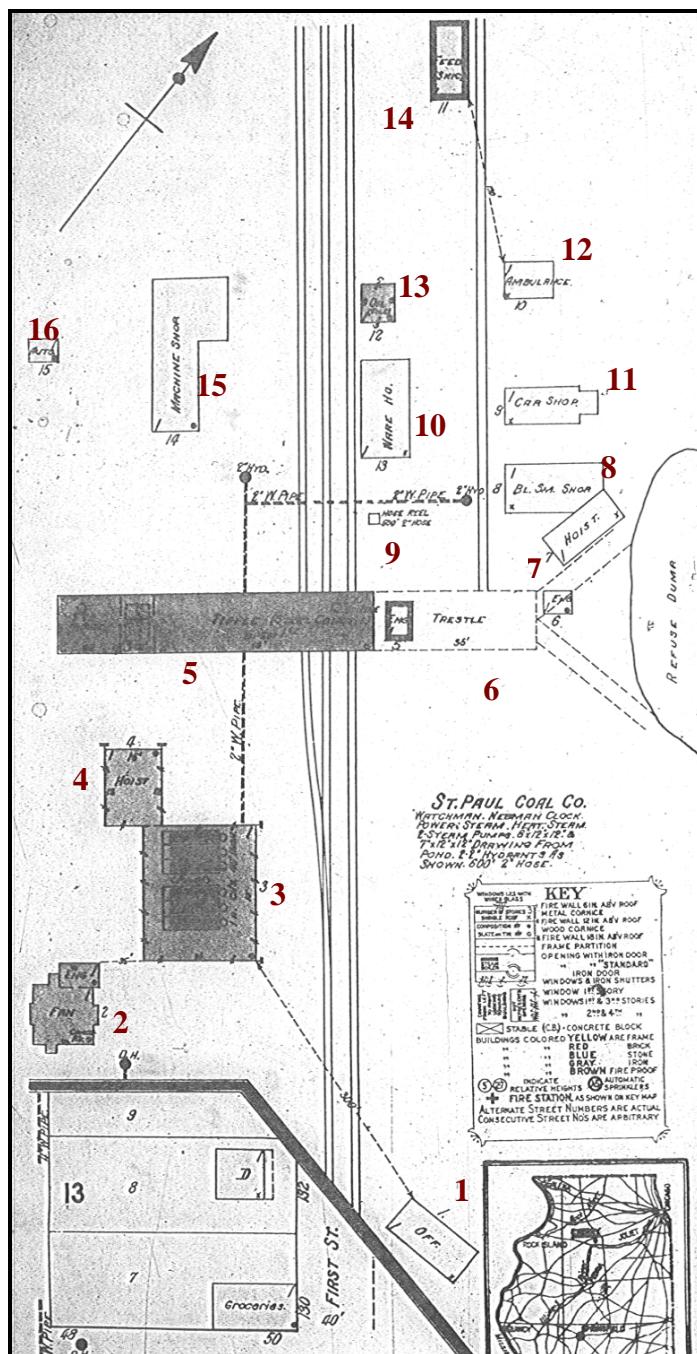
documentation was undertaken by Fever River Research under contract with the Illinois Department of Natural Resources.



**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.** 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).

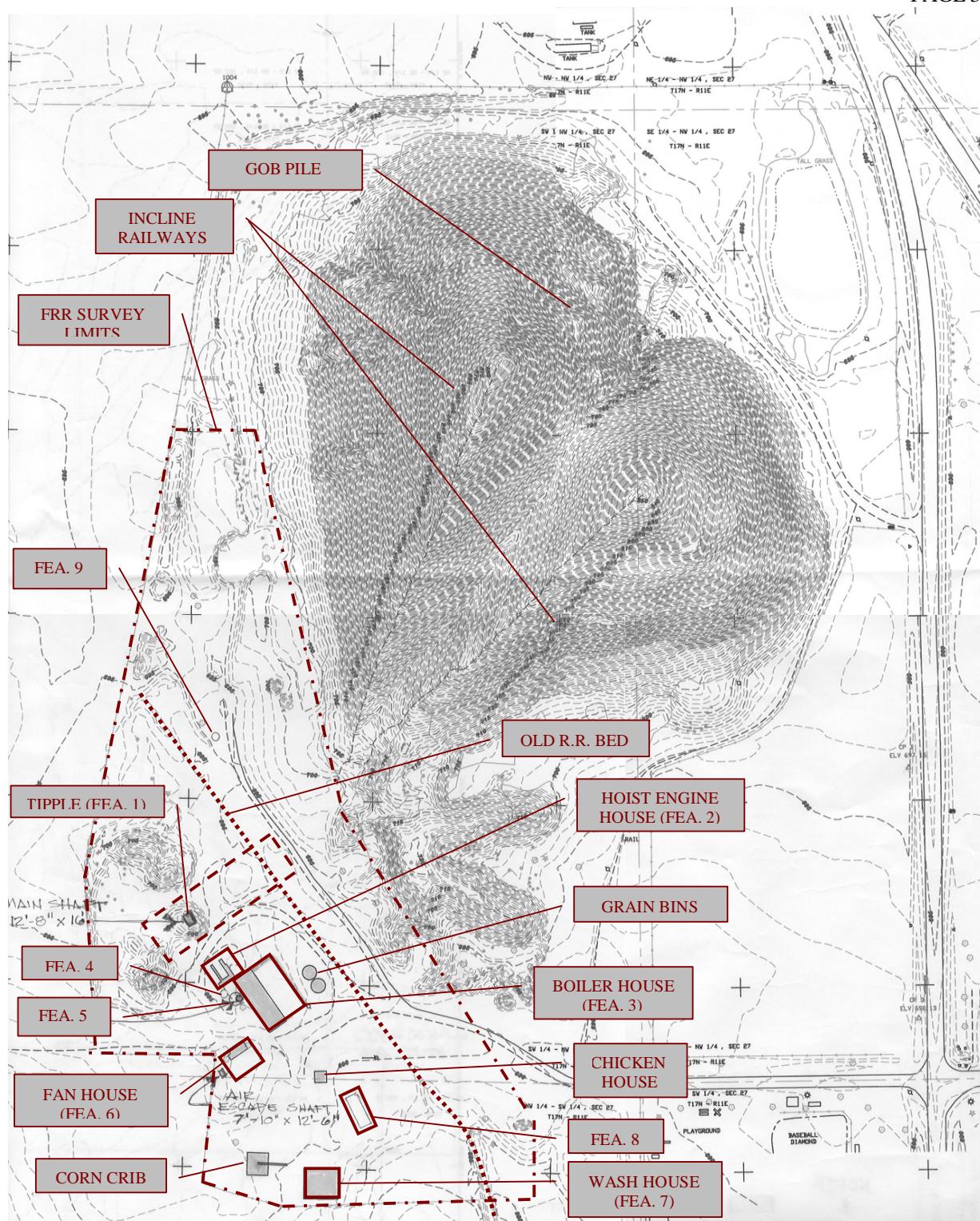


Figure 4. Site plan of the Cherry Mine Site, showing the site topography and the mine-related features identified during the field survey. Later agricultural buildings/structures also have been labeled.

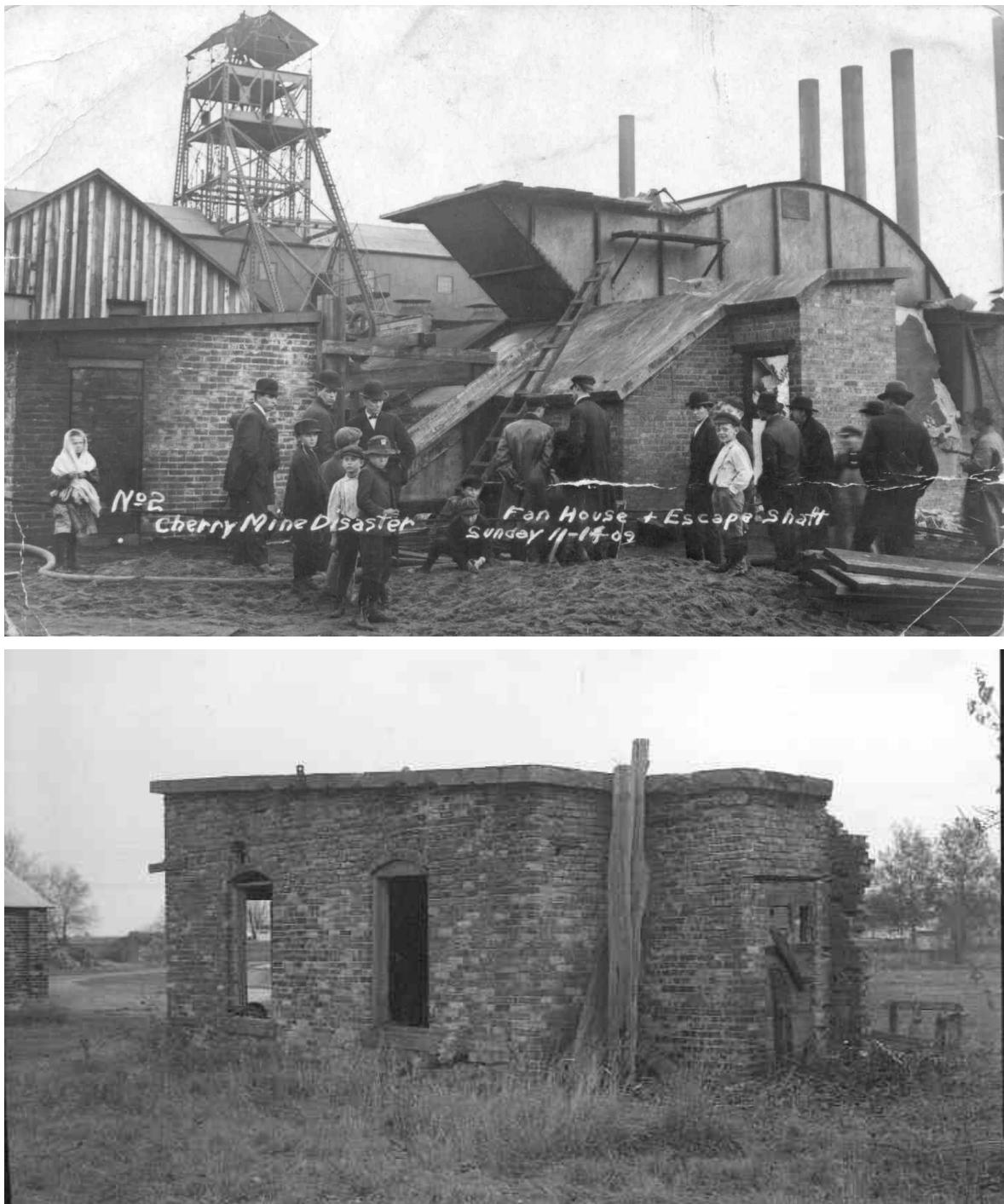


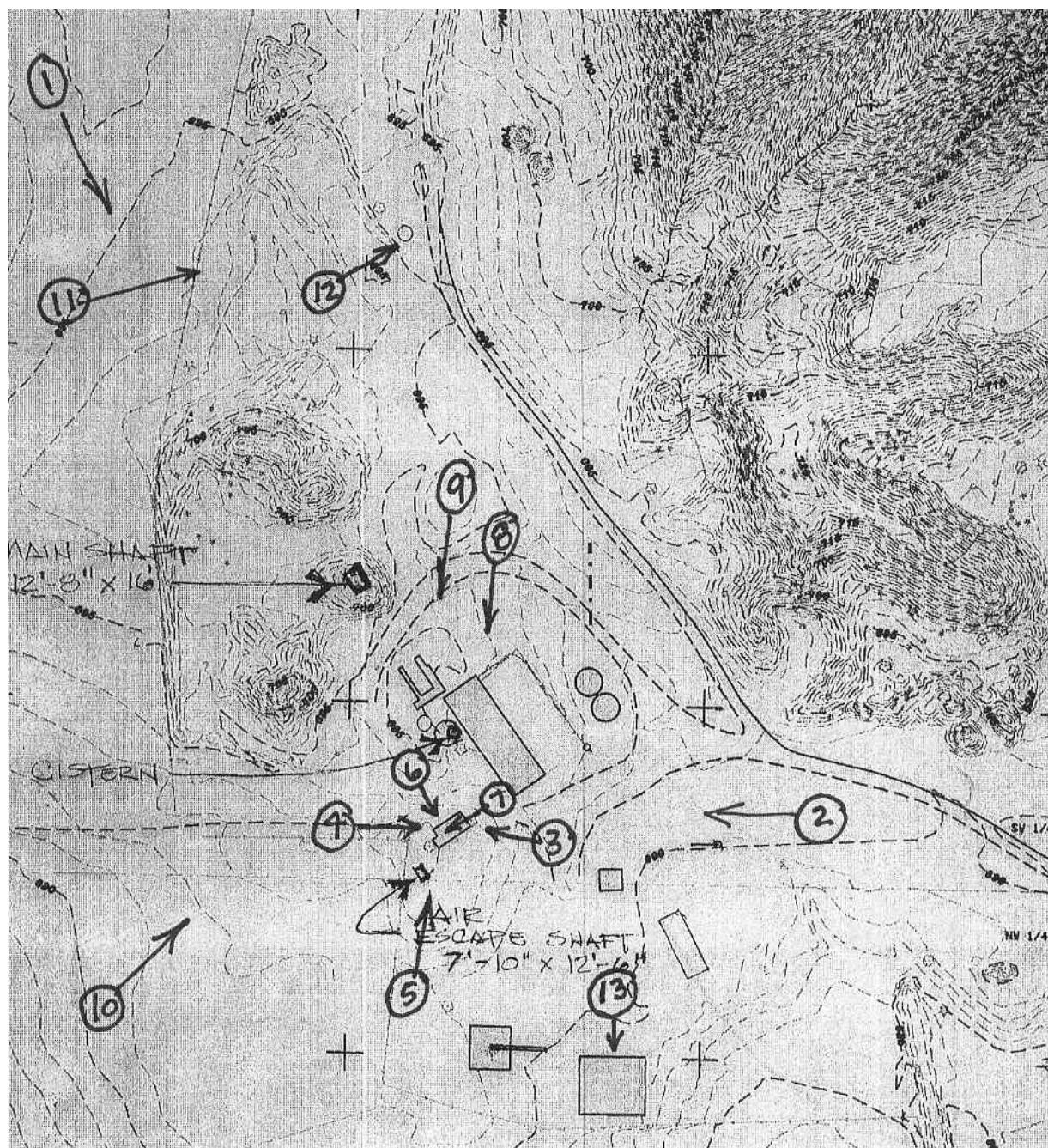
Figure 5. Historic (top, 1909) and contemporary (bottom, 2003) views of the Cherry Mine Fan House, 1909.

## INDEX TO PHOTOGRAPHS

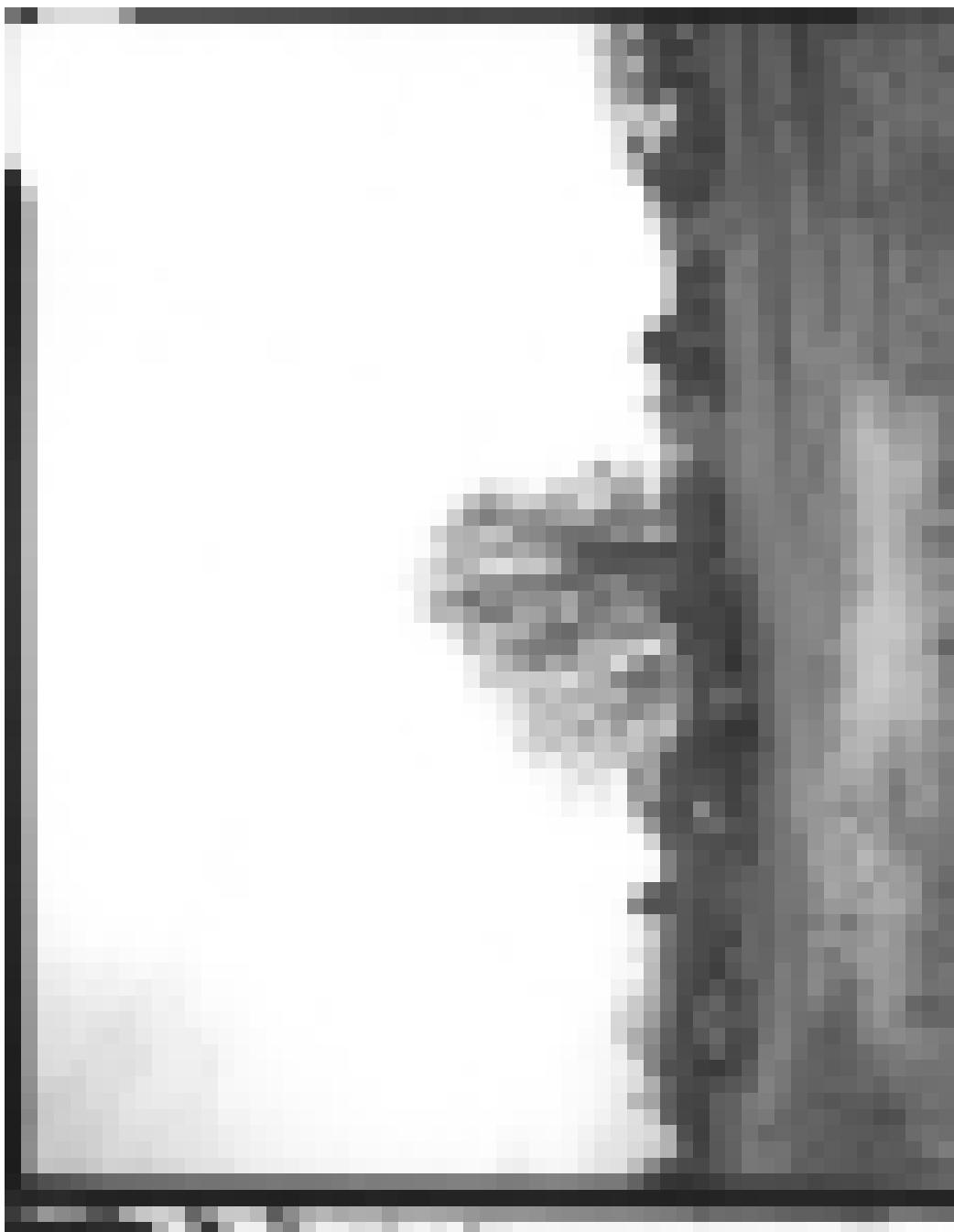
Cherry Mine Fan House  
SE1/4, NW1/4 and NW1/4, SW1/4  
Section 27  
Township 17 North, Range 11 East of 4<sup>th</sup> P.M.  
Ladd Quadrangle  
Bureau County  
Illinois

- |                |  |
|----------------|--|
| Documentation: | 13 photographs. William Flesher, photographer.   |
| BU-2002-2.1    | View of the mine site, looking southeast (2002).   |
| BU-2002-2.2    | View of 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 (2002). |
| BU-2002-2.3    | Exterior view of the engine room of the fan house, looking west (2002).  |
| BU-2002-2.4    | Exterior view of the engine room of the fan house, looking east (2002).  |
| BU-2002-2.5    | Exterior view of the engine room of the fan house, looking north (2002).   |
| BU-2002-2.6    | Exterior view of the engine room of the fan house, looking south (2002).   |
| BU-2002-2.7    | Interior view of the engine room of the fan house, looking west (2002).  |
| BU-2002-2.8    | Remains of the boiler house (2002).  |
| BU-2002-2.9    | Remains of the hoist engine mounts (2002).   |
| BU-2002-2.10   | View of the gob pile (2002).   |
| BU-2002-2.11   | View of the tipple remains with gob pile in the background (2002).   |
| BU-2002-2.12   | Detailed view showing the remains of the tipple (2002).  |
| BU-2002-2.13   | Exterior view of the wash house converted to a barn (2002).  |

PHOTOGRAPHIC VIEW SHEET  
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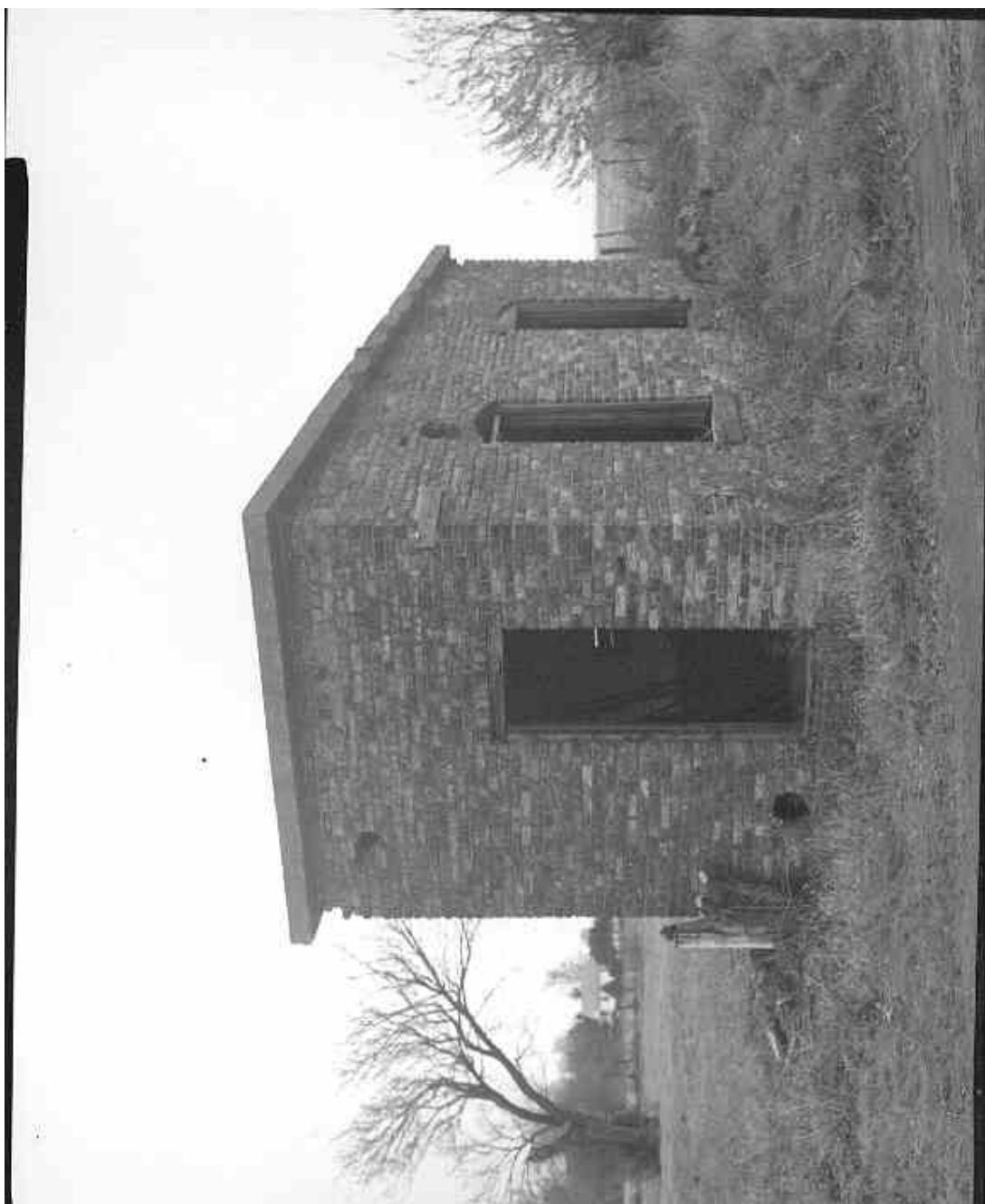
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PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.2



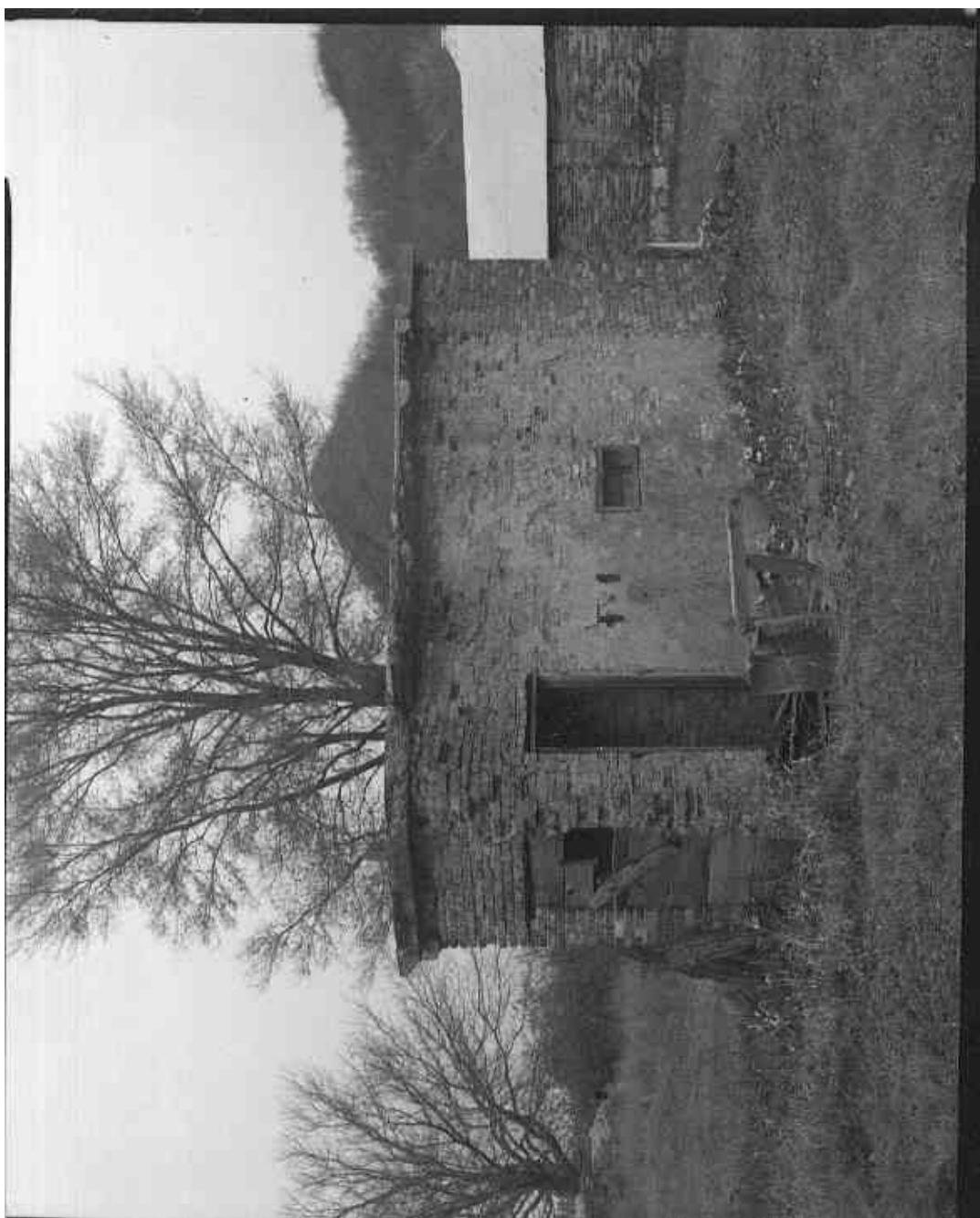
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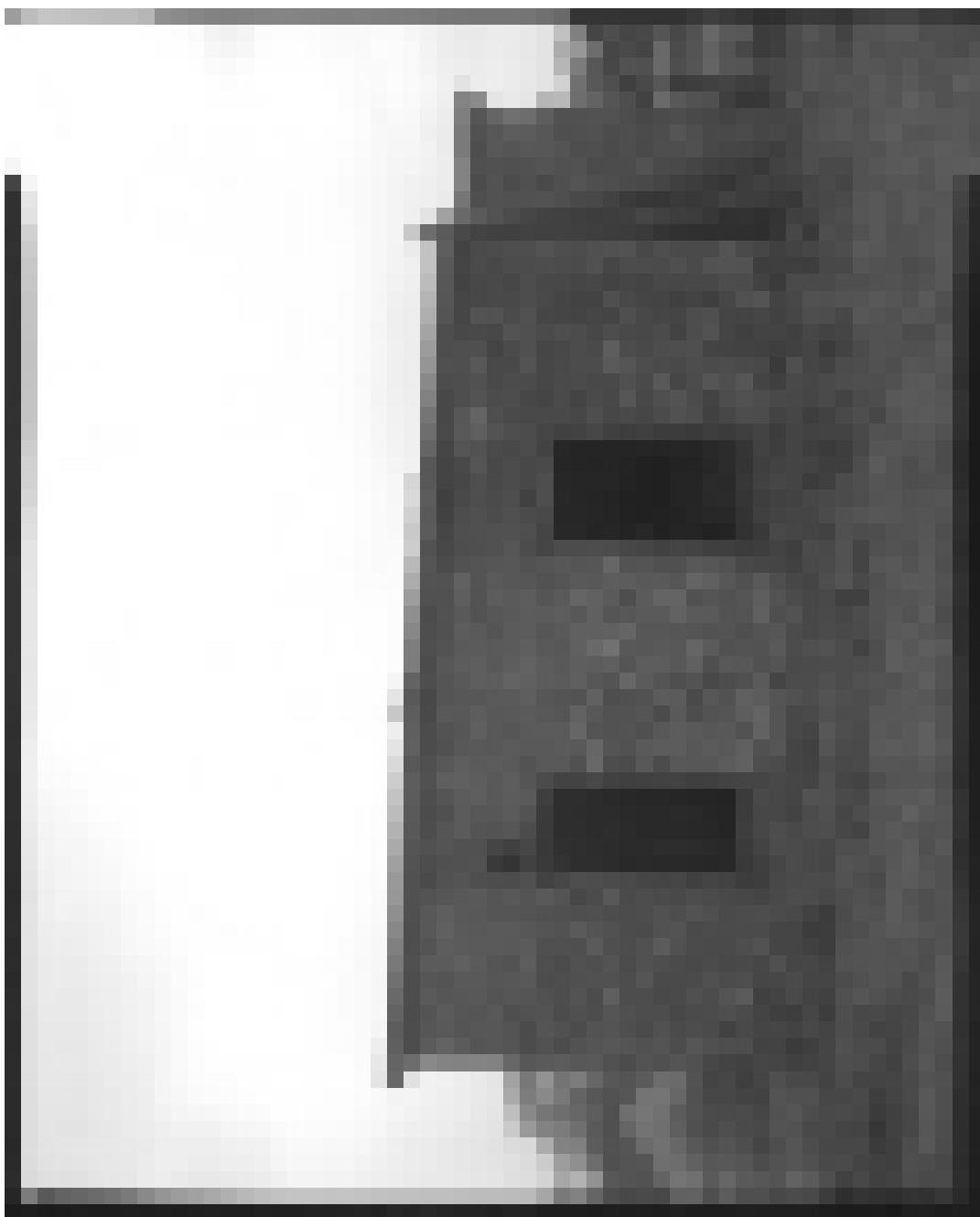
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IL HAER No. BU-2002-2.5



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IL HAER No. BU-2002-2.6



PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.7



PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.8



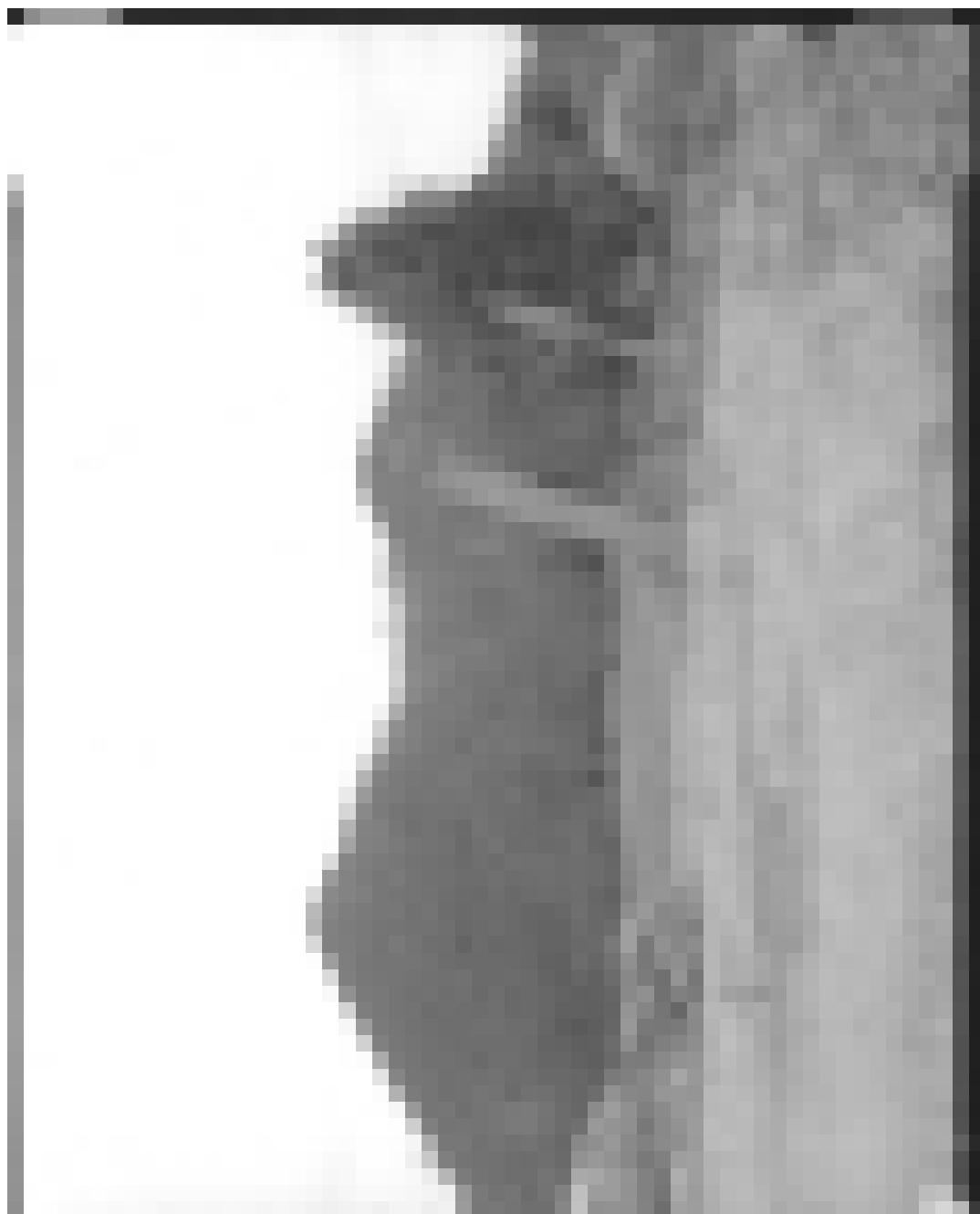
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PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.10



PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.11



PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.12



PHOTOGRAPHIC VIEW SHEET  
IL HAER No. BU-2002-2.13



## INDEX TO SUPPLEMENTAL MATERIALS

Cherry Mine Fan House  
SE1/4, NW1/4,  
and NW1/4, SW1/4, Section 27  
Township 17 North, Range 11 East of 4<sup>th</sup> P.M.  
Ladd Quadrangle  
Bureau County  
Illinois

- IL HAER No. BU-2002-2
- BU-2002-2-S1      A cross-section view of the Cherry Mine shafts and tunnels. Key: *a*) Fan. *b*) Escape shaft. *c*) Third vein hoisting shaft and air shaft. *d*) Timbers closing first vein. *e*) Trap door at the top of the stairway on second level. *f*) Torch where hay caught fire. *g*) Small cage to be attached to main cage above. *h*) Hook for attaching to main cage. *I*) Sumps. *j*) Main hoisting shaft. The illustration of Map A and the corresponding key were originally from the *Illinois Annual Coal Report* (Springfield, IL:Bureau of Labor Statistics, 1910), p. 462, and copied from Karen Tintori, *Trapped: The 1909 Cherry Mine Disaster* (New York, NY:Atria Books, 2002), p. 259.
- BU-2002-2-S2      Diagram of the Cherry Mine the day of the disaster. The illustration was originally printed in the *Chicago Evening American*. This illustration of the diagram was copied from Steve Stout's "Tragedy in November: The Cherry Mine Disaster," *Journal of the Illinois State Historic Society*, 72, no.1 (February 1979):63.
- BU-2002-2-S3      (TOP) Photograph of the city of Cherry. (Photograph from Anton Demichelis, *Memorial of the Fiftieth Anniversary of the Cherry Mine Disaster 1909-November 13-1959* (Peru, IL:St. Bede Abbey Press, 1959), p.3. (BOTTOM) Photograph of Main Street in Cherry in late 1909, looking north, showing the commercial district in the young coal-mining town. The photo was taken during a funeral procession for some of the miners killed in the November 13, 1909 mine disaster (Photograph courtesy of Charles Bartoli).
- BU-2002-2-S4      (TOP) 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. (BOTTOM) The Cherry Mine, 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 tipple appear to the left the railroad tracks (Photographs courtesy of Charles Bartoli).

- BU-2002-2-S5 (TOP) 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. (BOTTOM) A group of unnamed mine officials and personnel posed in front of the boiler house and tipple (Photographs courtesy of Charles Bartoli).
- BU-2002-2-S6 (TOP) View of the tipple base (to left) and the hoist engine house (to right) at the Cherry Mine. Note the steel-frame construction of the tipple 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 tipple. (BOTTOM) View of the entrance to the main shaft at the Cherry Mine. Again, note the steel-frame construction used on the tipple complex (Photographs courtesy of Charles Bartoli).
- BU-2002-2-S7 (TOP) This photograph offers a rare interior view of a coal mine tipple. Material hauled up in the cage (illuminated by sunlight in background) was moved through the tipple 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. (BOTTOM) 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. This photograph was 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 (Photographs courtesy of Charles Bartoli).
- BU-2002-2-S8 (TOP) 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. (BOTTOM) Closer view of the damaged fan house (to right) and entrance to the escapement shaft (to left). The tipple and the stacks of the boiler house loom in the background. This photograph was taken the day after the mine fire started (Photographs courtesy of Charles Bartoli).
- BU-2002-2-S9 (TOP) A 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. (BOTTOM) Photograph of the fan house, boiler house, and tipple, 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 (Photographs courtesy of Charles Bartoli).
- BU-2002-2-S10 (TOP) 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. (BOTTOM) 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 (Photographs courtesy of Charles Bartoli).

BU-2002-2-S11 (TOP) 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. (BOTTOM) Photograph of relatives gathered around a recently interred miner at the Cherry Cemetery (Photographs courtesy of Charles Bartoli).

BU-2002-2-S12 Present-day view of a group of miners' graves at the Cherry Cemetery (FRR July 2002).

BU-2002-2-S13 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).

The following are 35mm photographic images are of the model of the Cherry Mine built by Ray Tutaj Jr. The model is on display at the Cherry Public Library.

BU-2002-2-S14 (TOP) Photograph of the model of the Cherry Mine built by Ray Tutaj, Jr., showing the south end of the surface complex. (BOTTOM) Detail of the model, looking southeast at the tipple structure. The tower rising above the main structure is the tipple 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 (Photographs courtesy of Ray Tutaj, Jr.).

BU-2002-2-S15 (TOP) Detail of the model, showing a period train parked in front of the boiler house. The tipple appears in the background at the right (Photograph courtesy of Ray Tutaj, Jr.). (BOTTOM) Photograph 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).

The following 35mm photographic images were taken by Christopher Stratton and Floyd Mansberger. Negatives are on file at Fever River Research, Springfield, Illinois.

BU-2002-2-S16 Detail of the Cherry Mine model (FRR July 2002).

BU-2002-2-S17 Present-day view of the tipple site at the Cherry Mine, showing the three upright posts still remaining from the structure (Feature 1). These posts

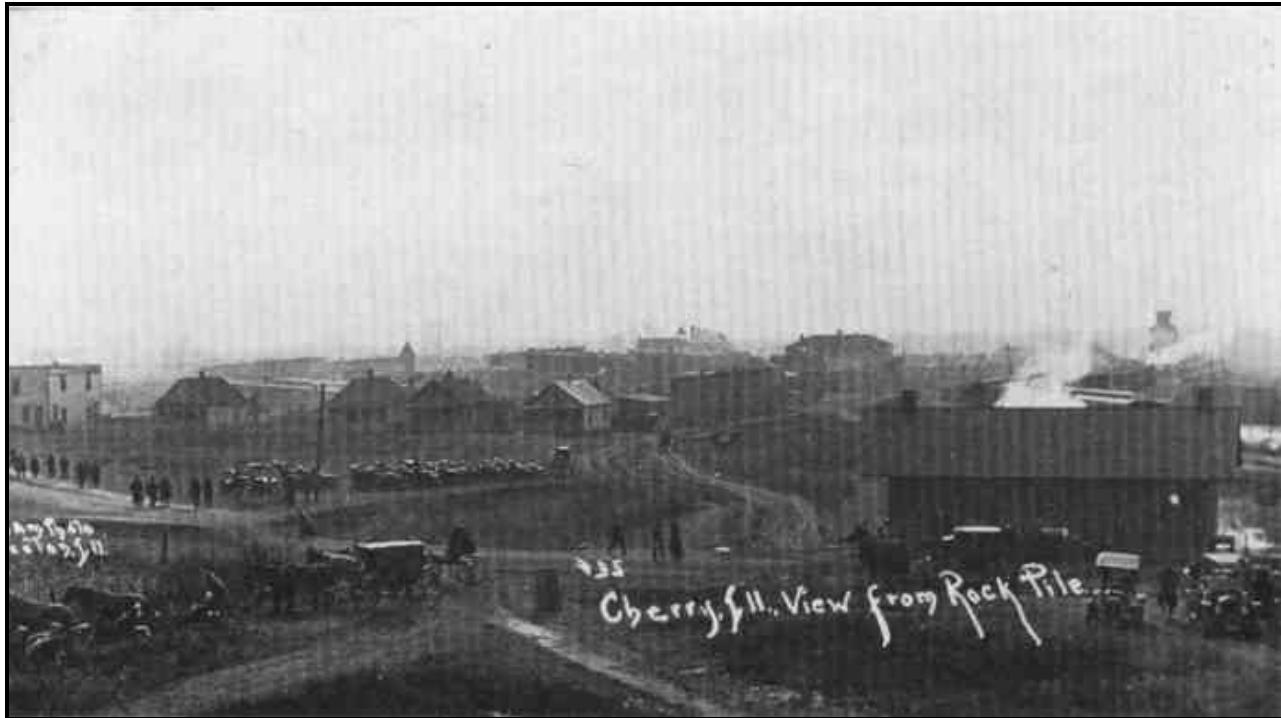
- are located adjacent to the main shaft to the mine. One of the tall gob piles appears in the background (FRR July 2002).
- BU-2002-2-S18 Plan view of the hoist engine house (Feature 2), boiler house (Feature 3), cistern (Feature 4) and suspected reservoir (Feature 5) (FRR 2002).
- BU-2002-2-S19 (TOP) 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).
- BU-2002-2-S20 (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).
- BU-2002-2-S21 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).
- BU-2002-2-S22 Plan view of the fan house (Feature 6).
- BU-2002-2-S23 (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).
- BU-2002-2-S24 (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).
- BU-2002-2-S25 (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).

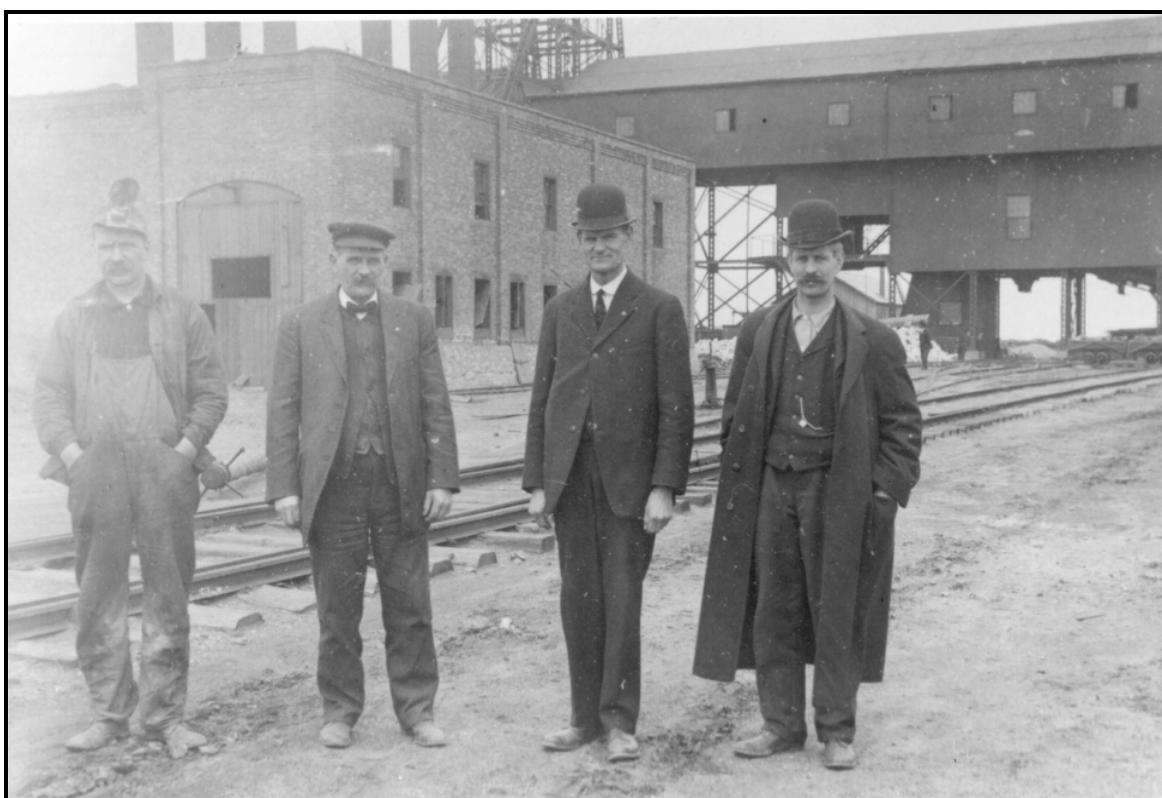
- BU-2002-2-S26 (TOP) View of the steel door that formerly hung in the exterior doorway leading into the fan engine room. Steel doors were more fireproof and durable longer than ones made of wood and were commonly used in mine buildings. (BOTTOM) View of the small chamber located to the rear of the fan 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).
- BU-2002-2-S27 (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).
- BU-2002-2-S28 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).
- BU-2002-2-S29 (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).
- BU-2002-2-S30 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).

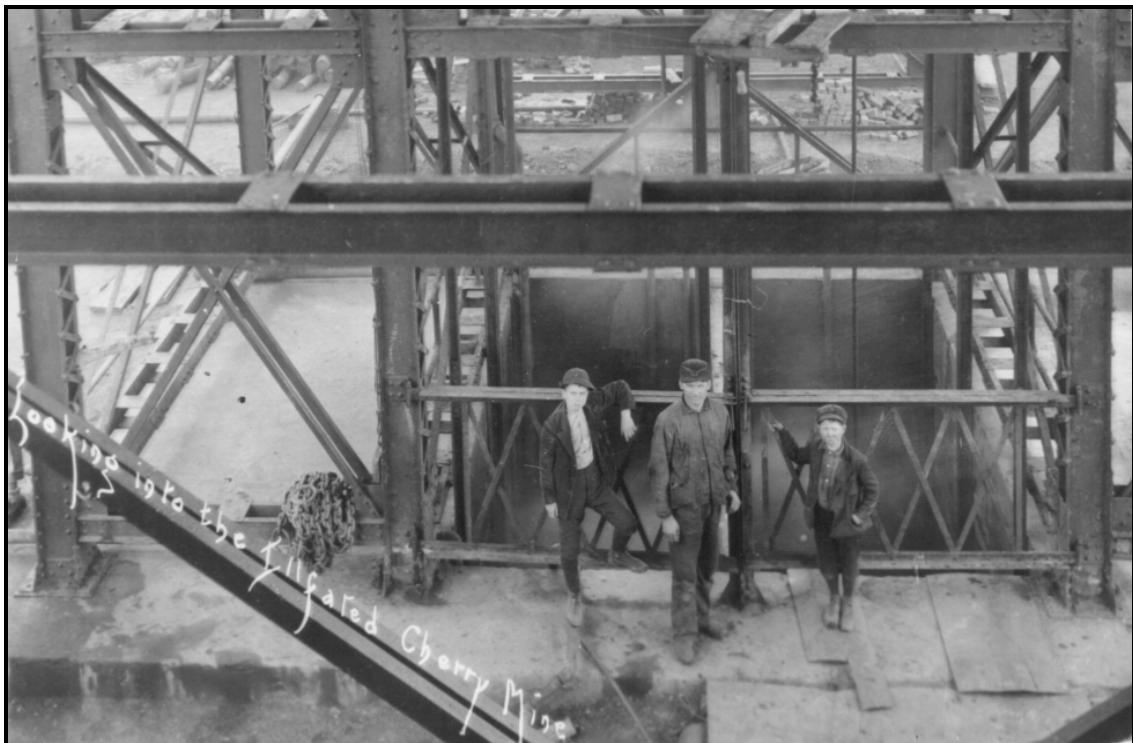
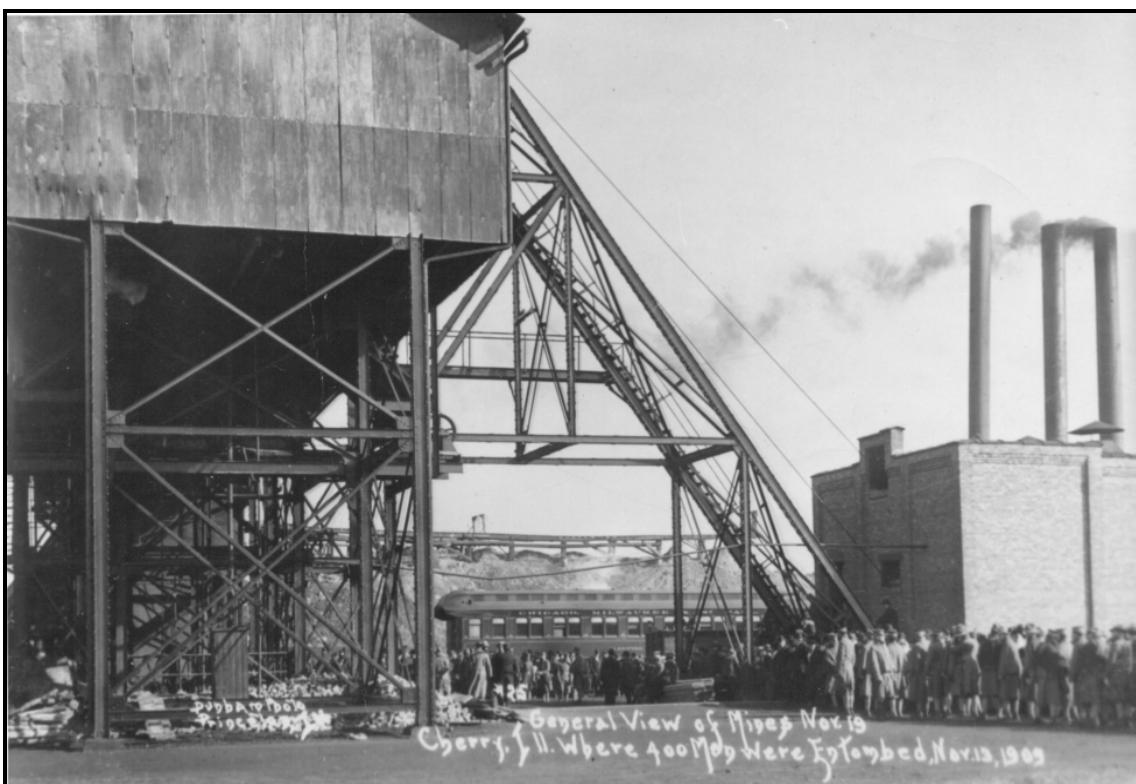


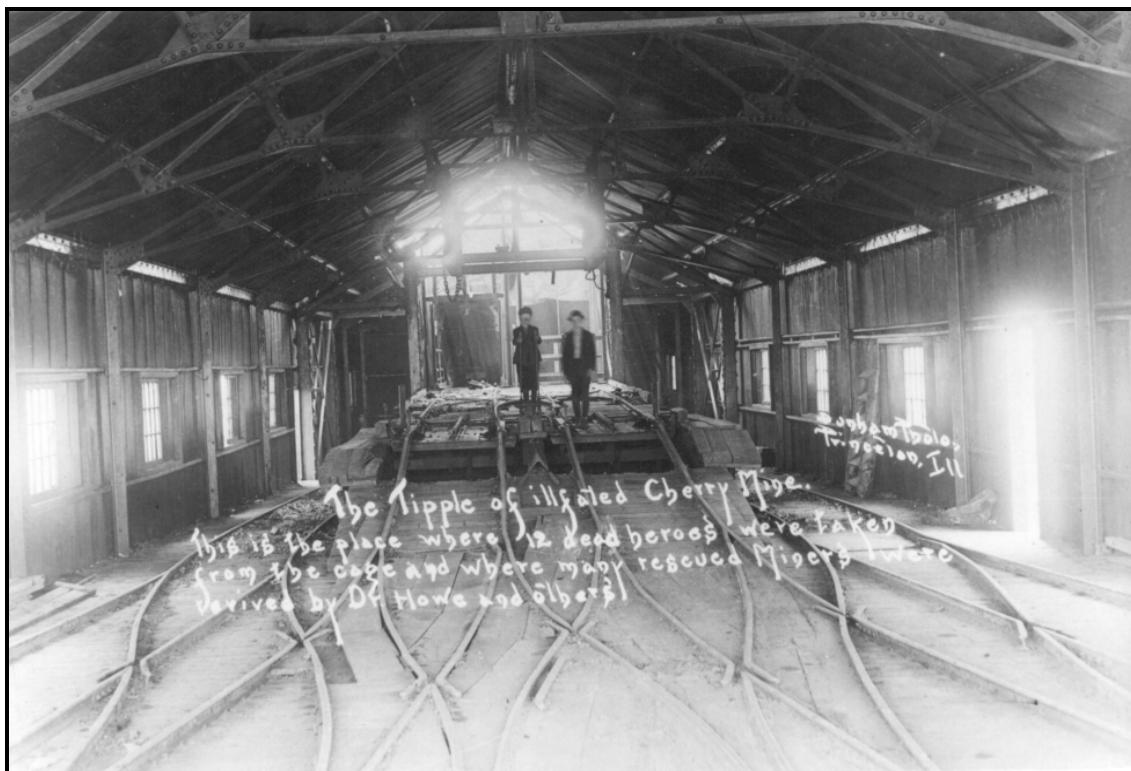


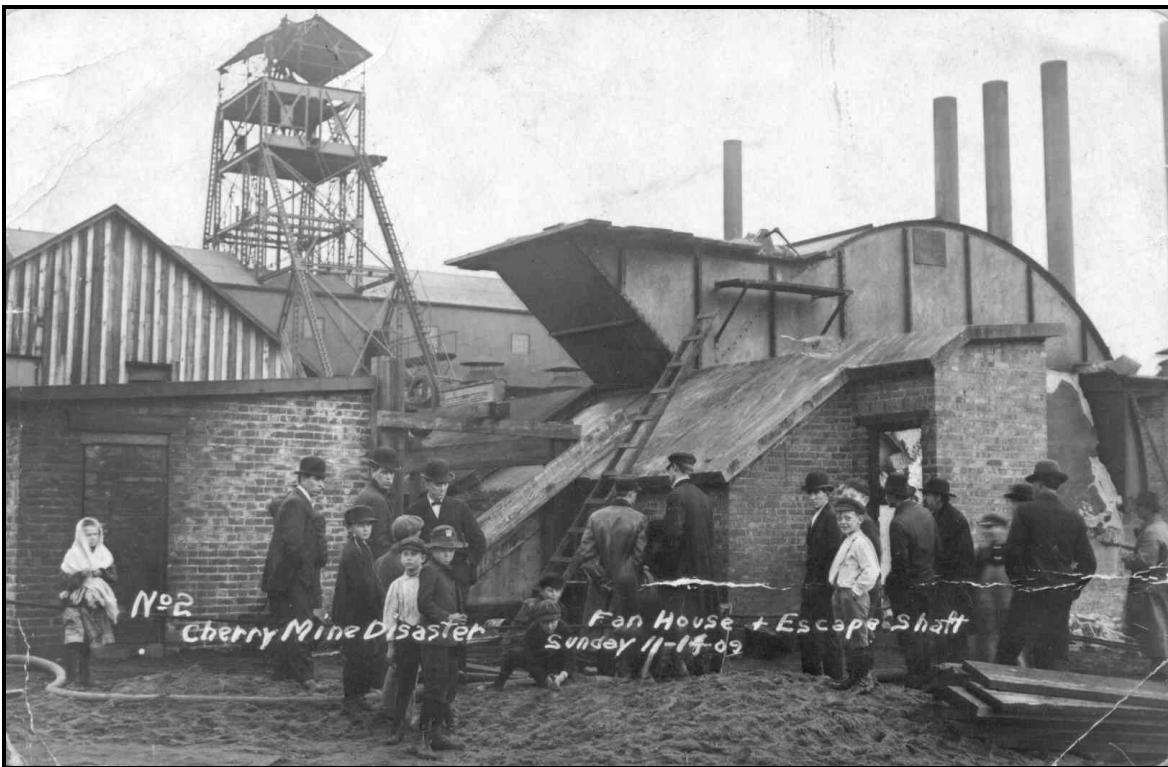


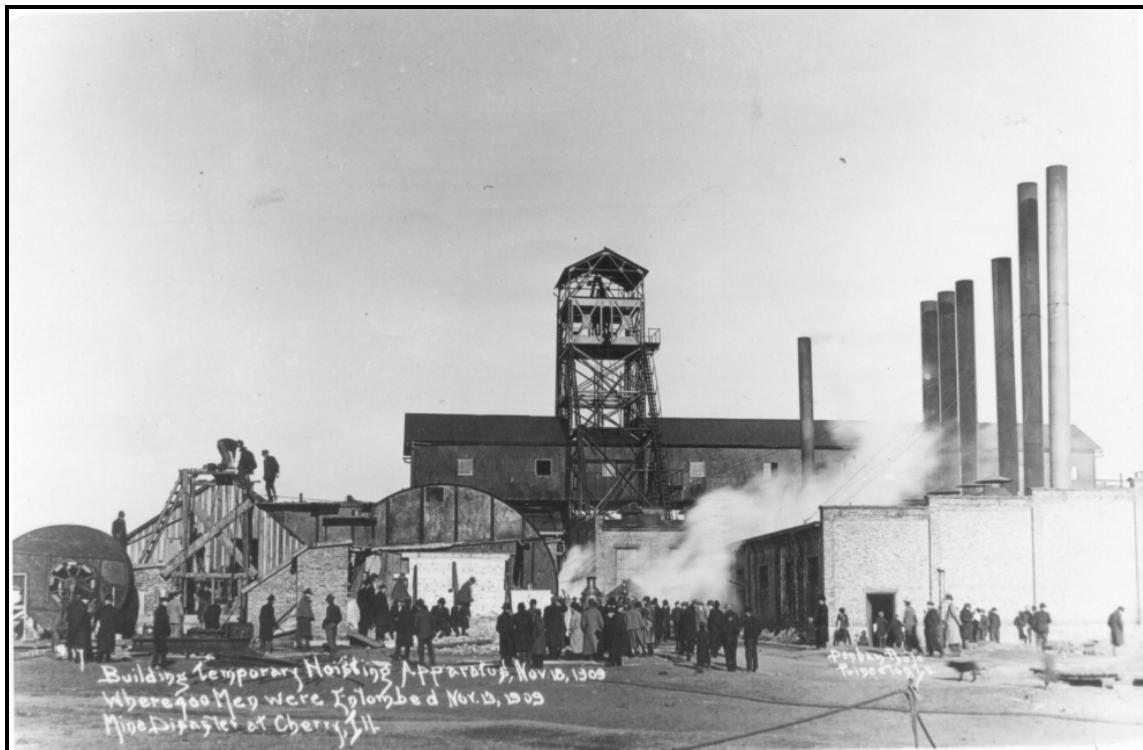








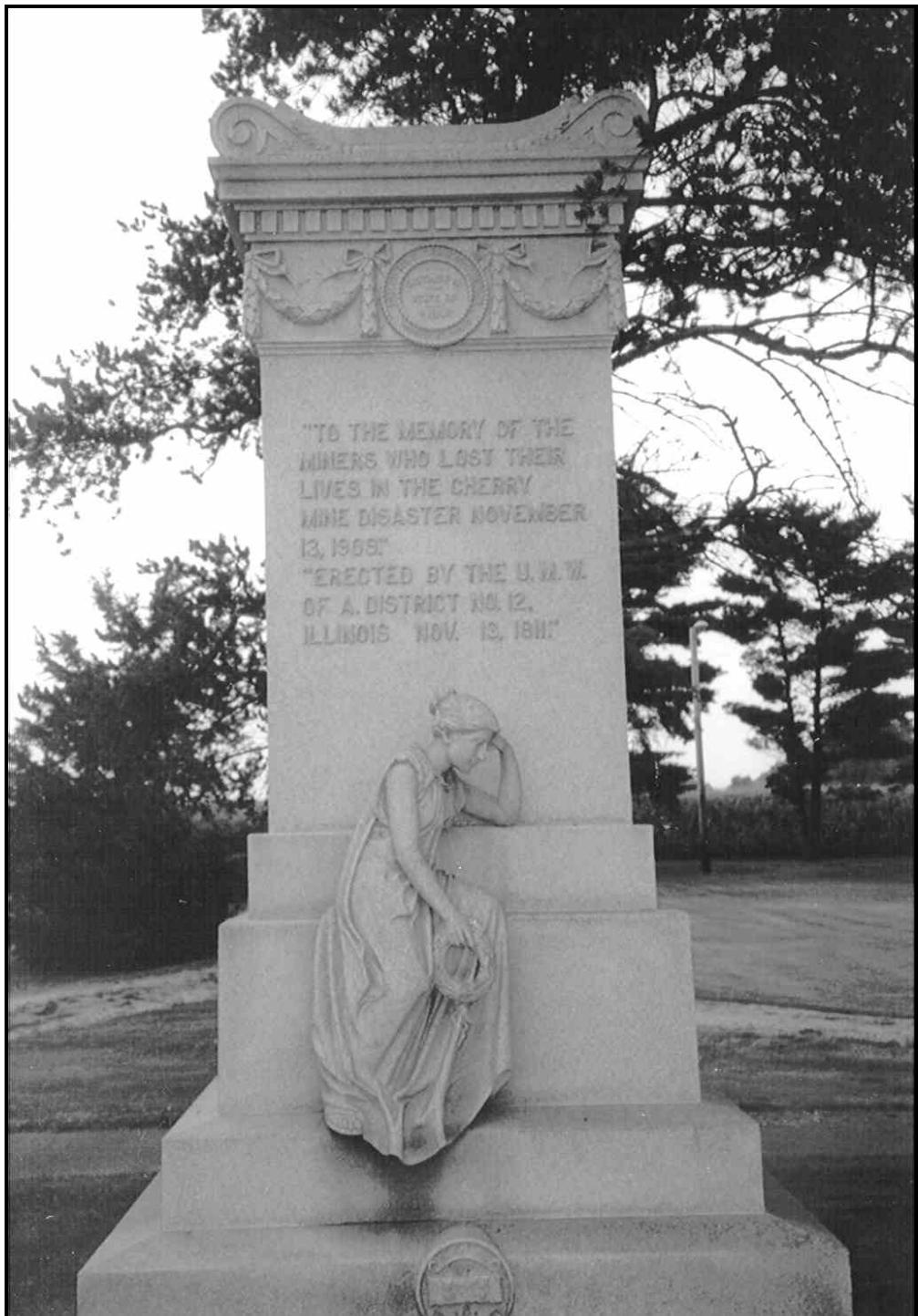




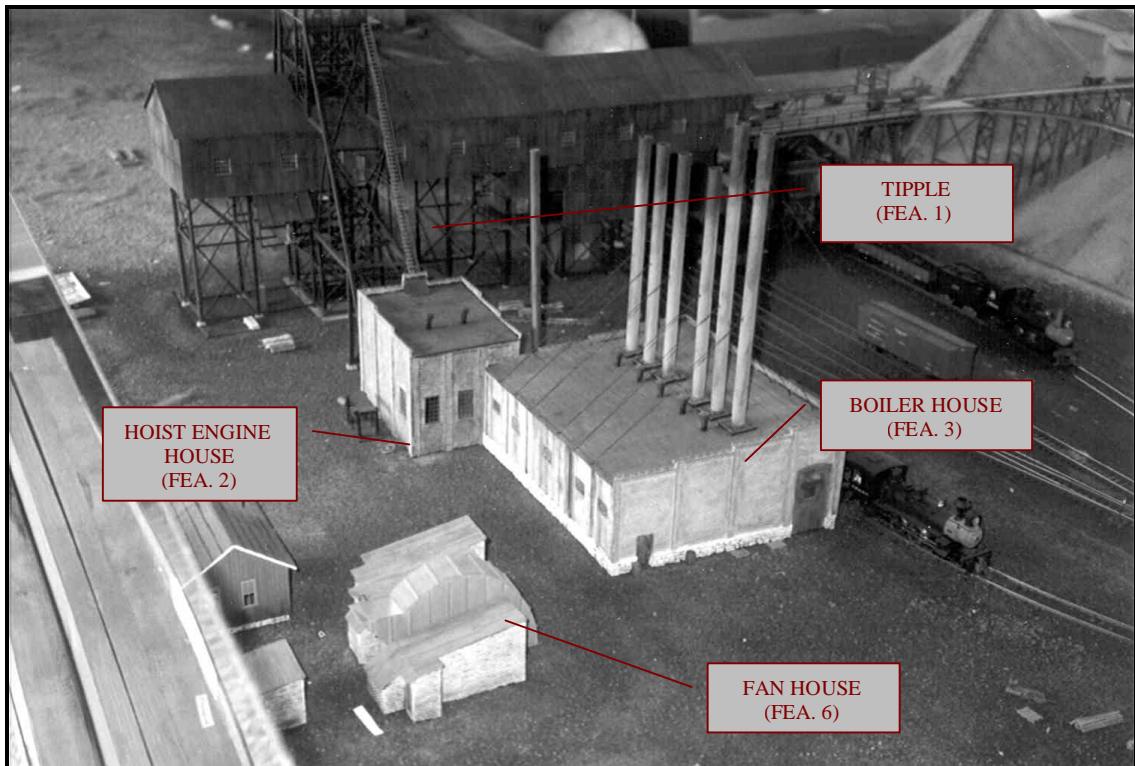




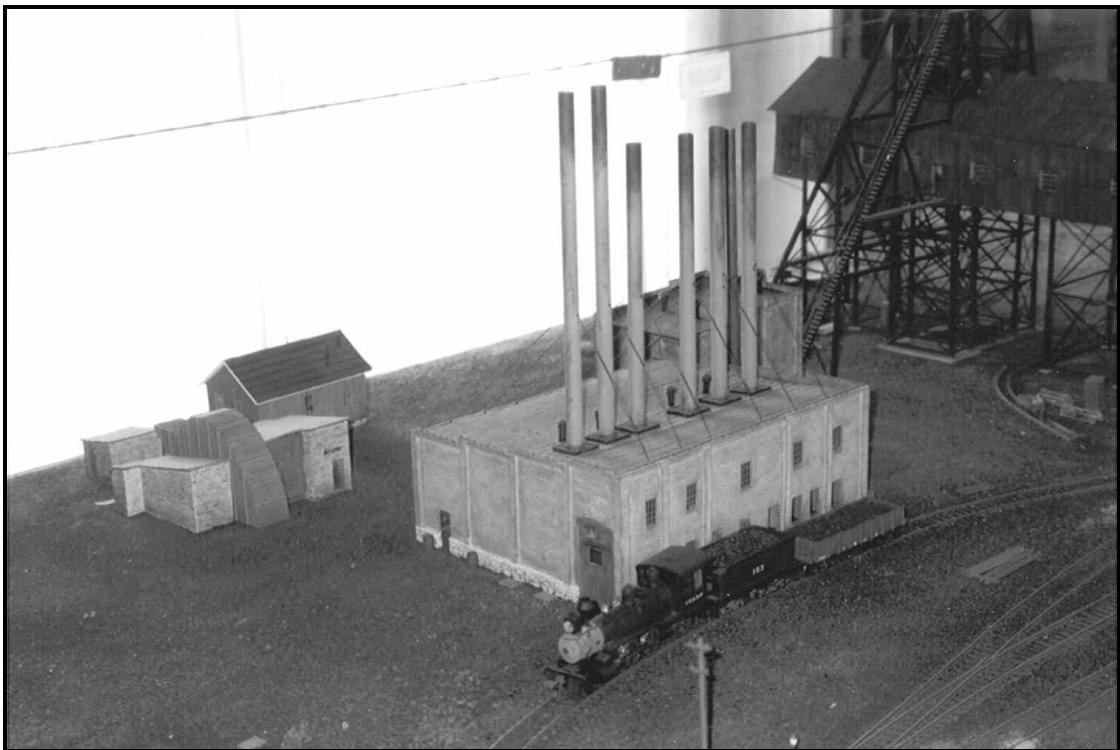




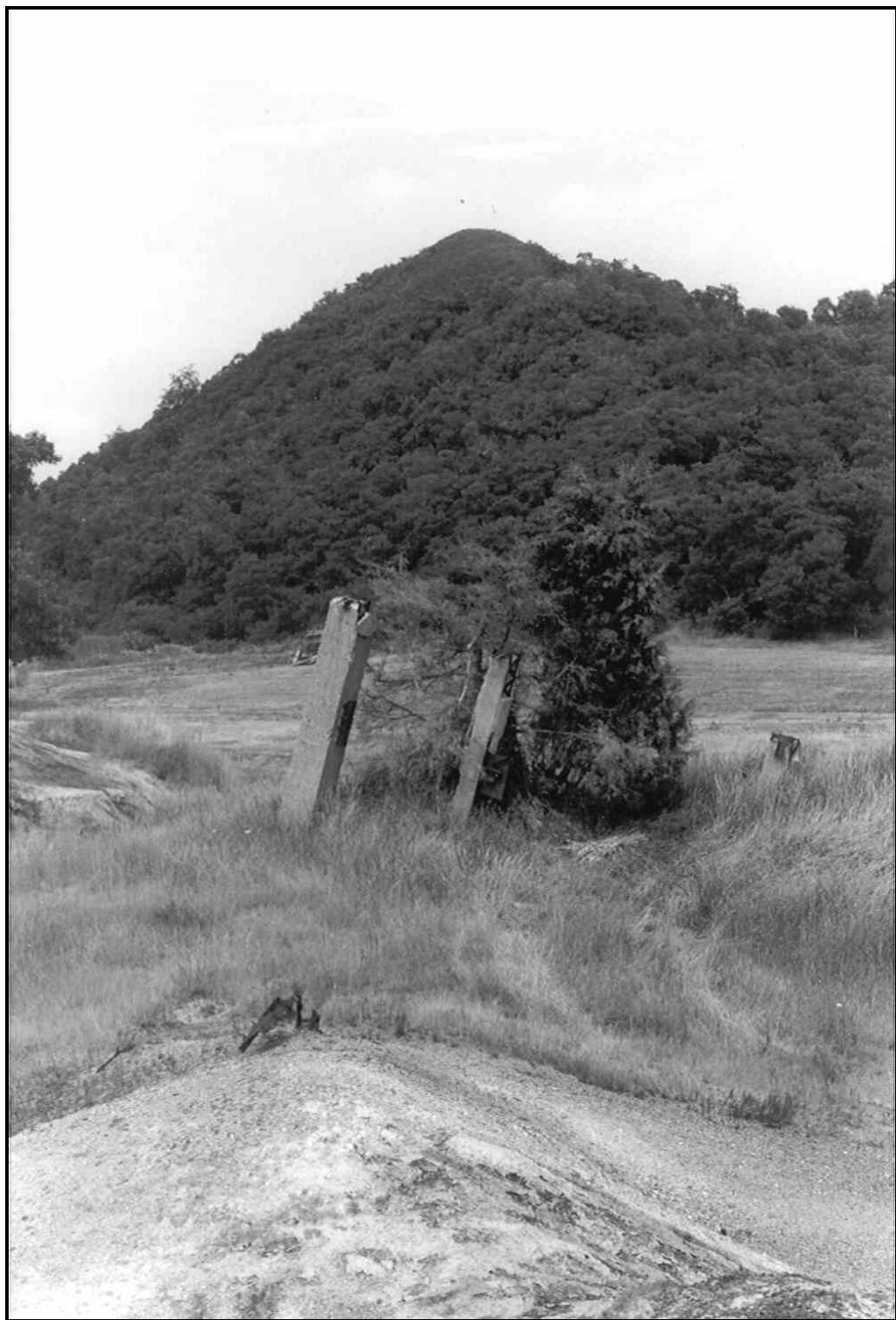


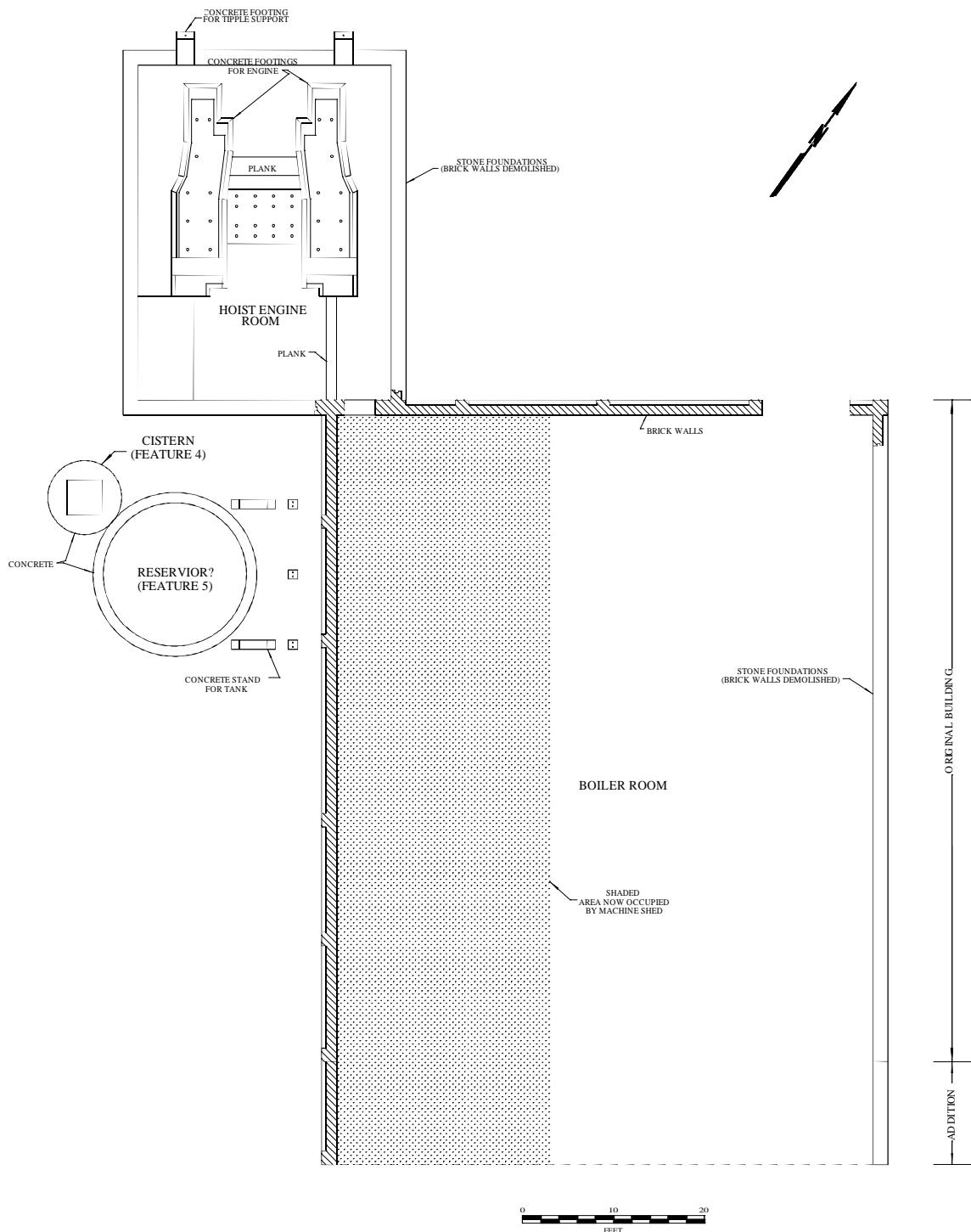


BU-2002-2-S16

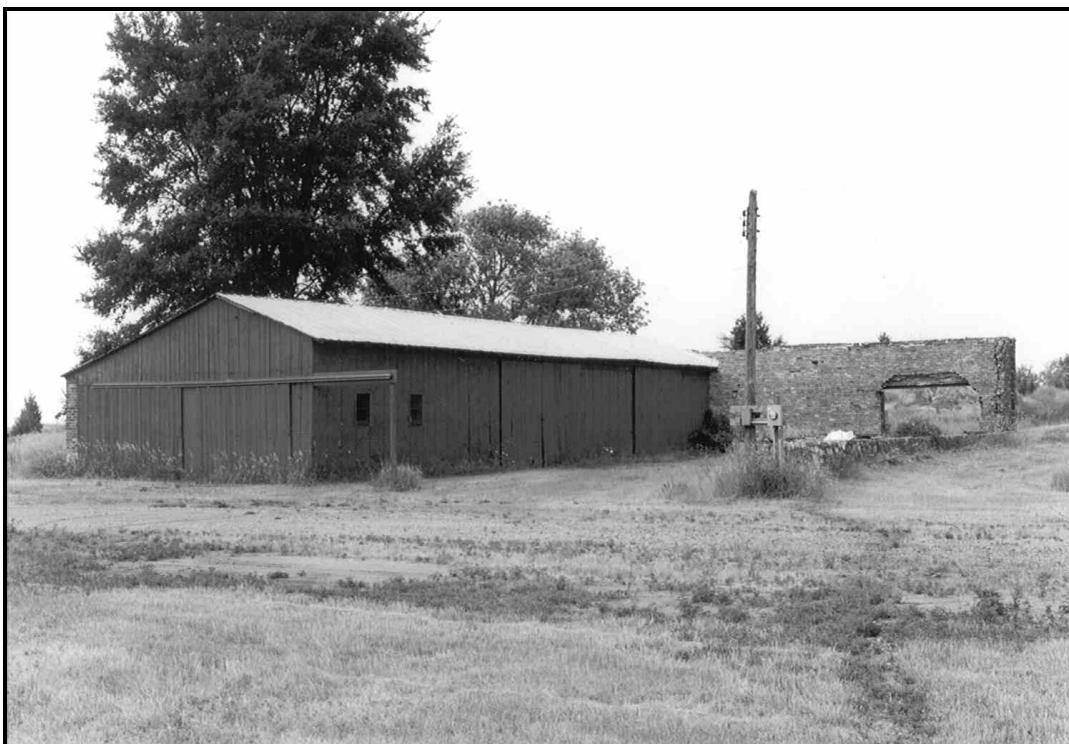


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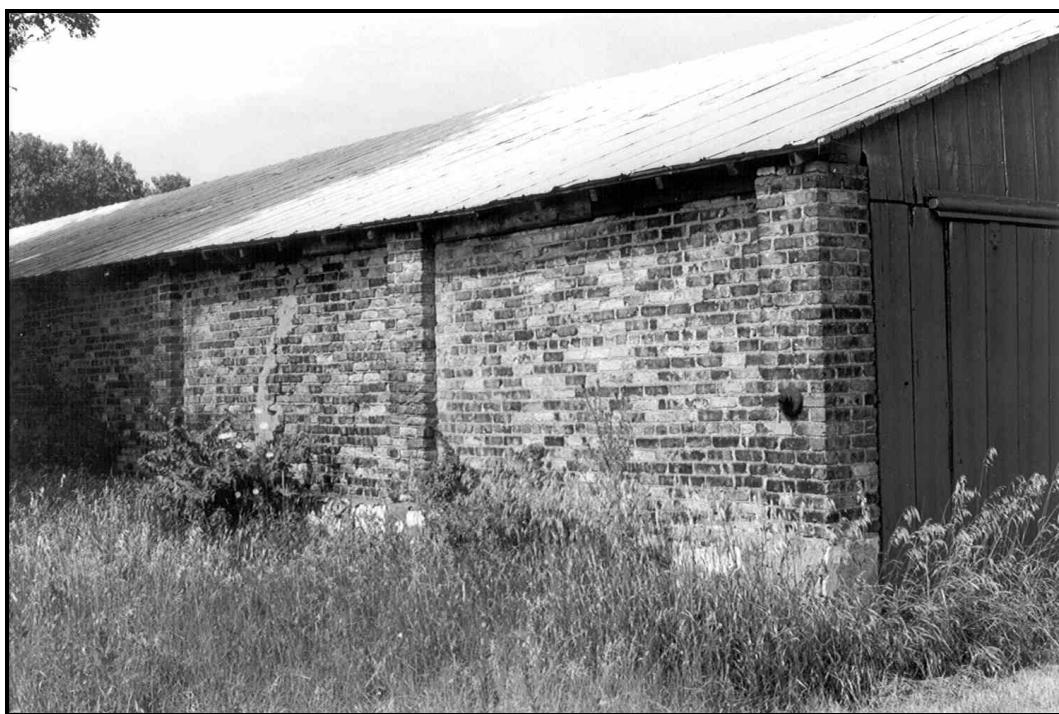


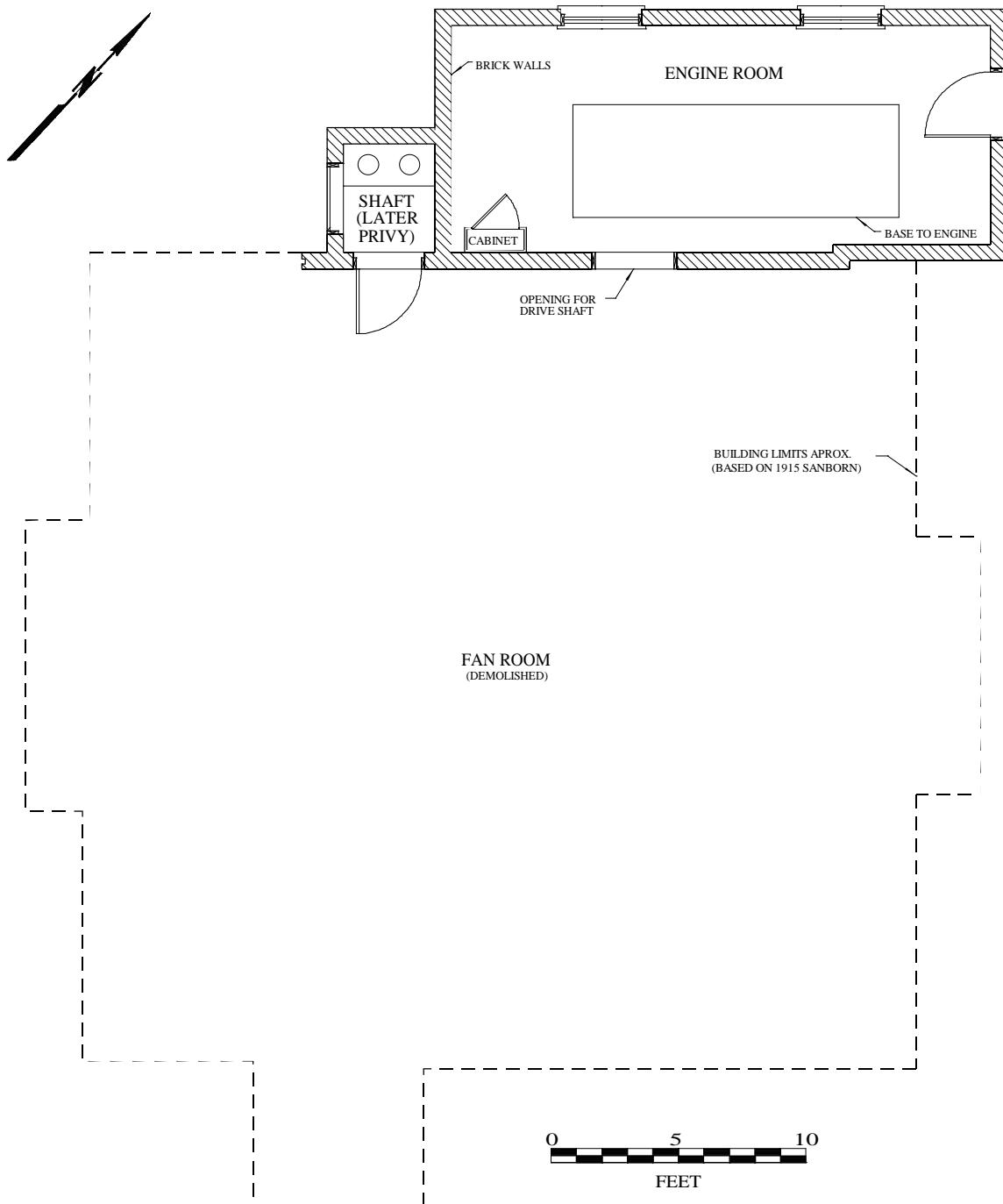






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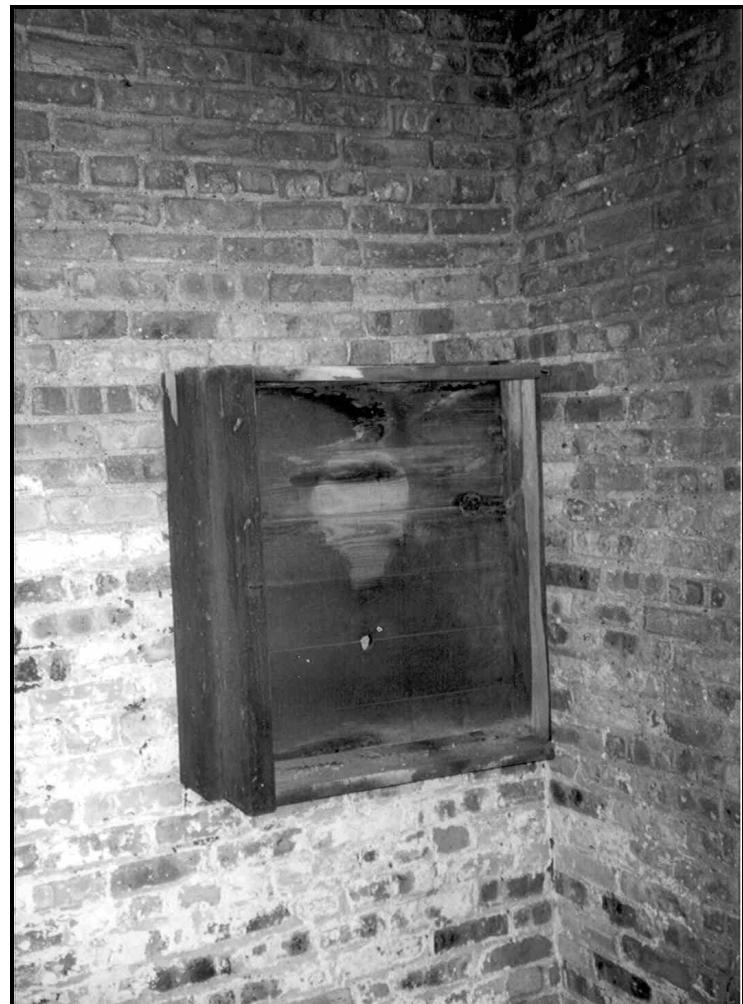




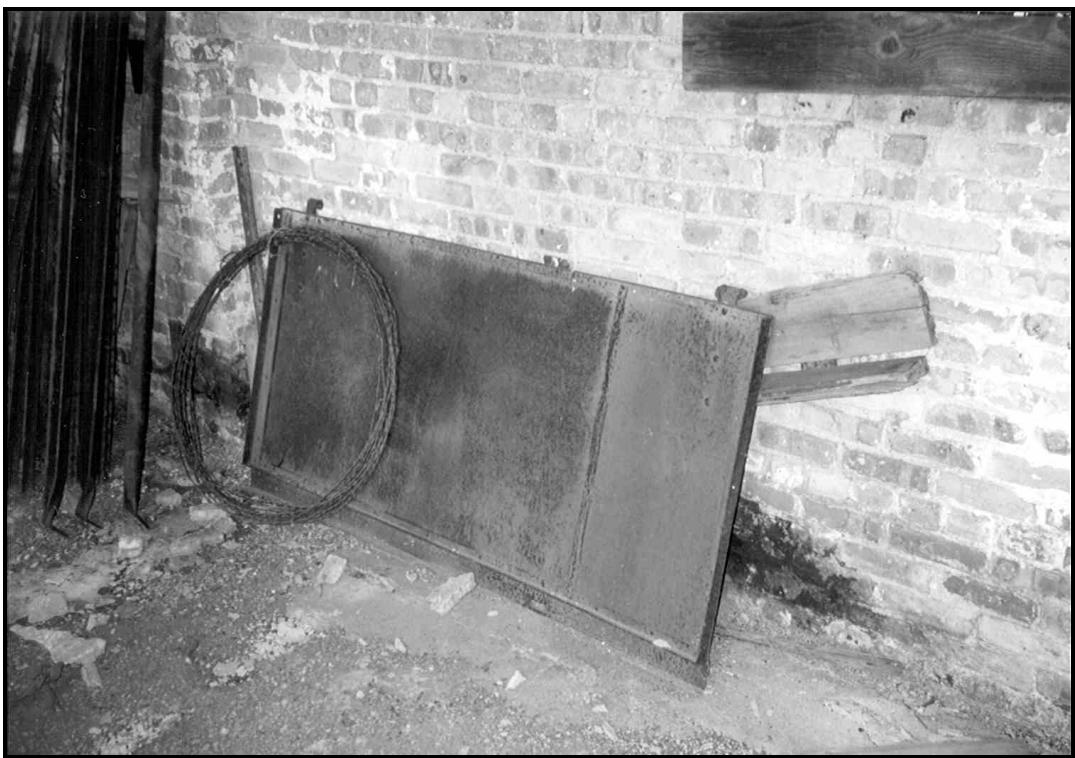




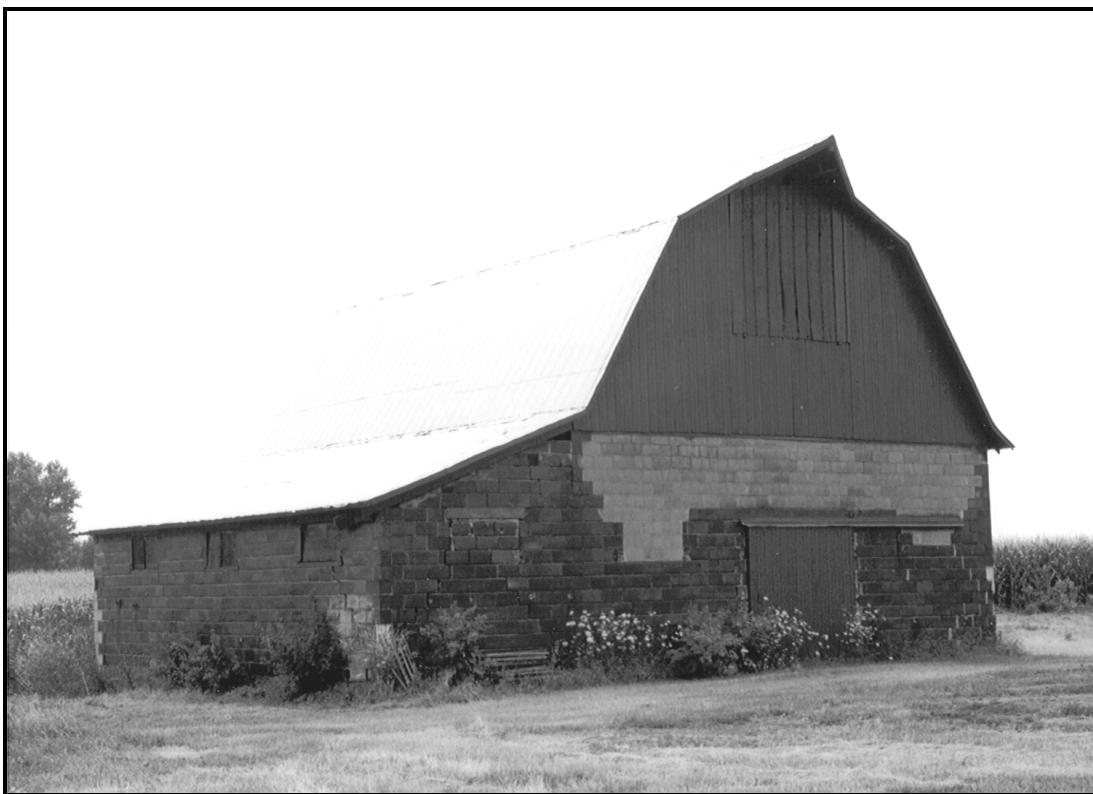
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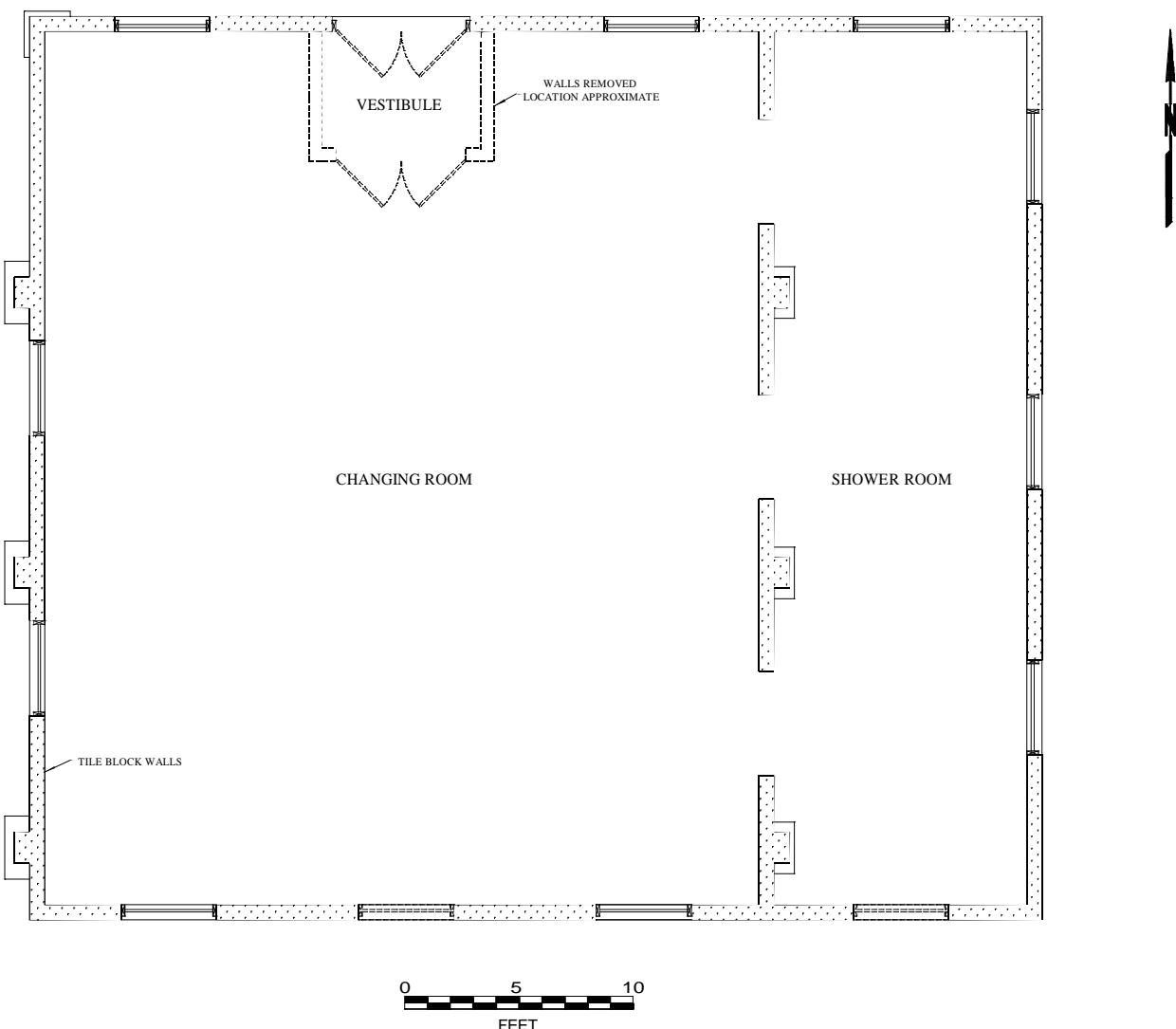


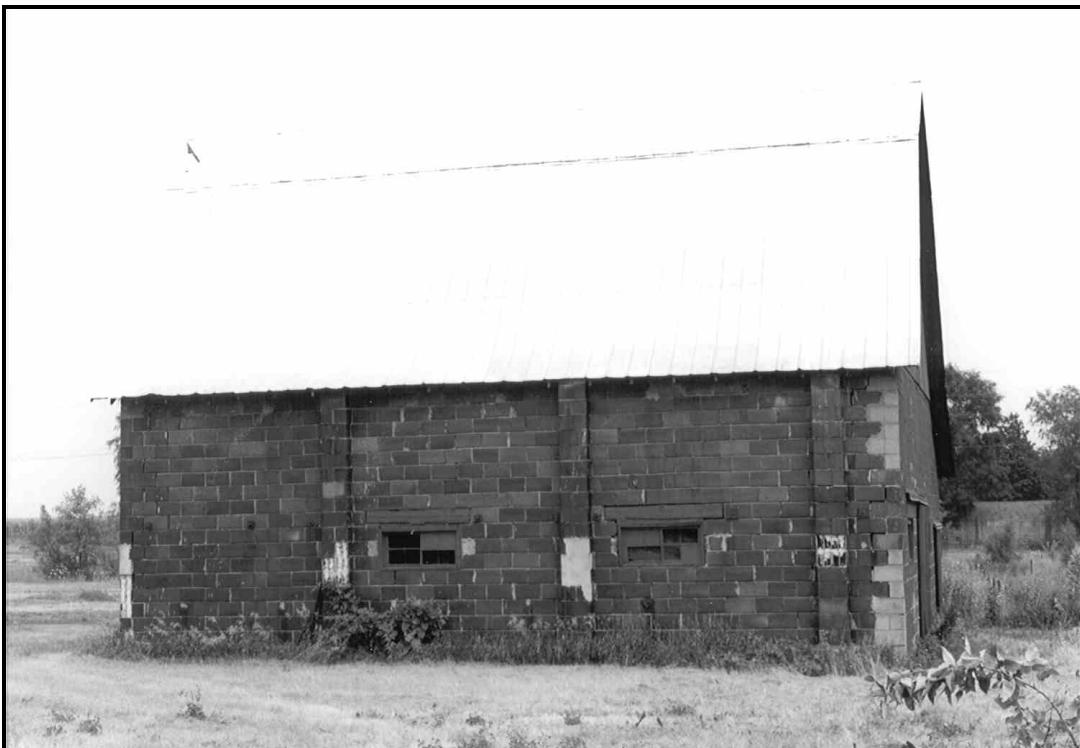
BU-2002-2-S26



BU-2002-2-S27







BU-2002-2-S30

