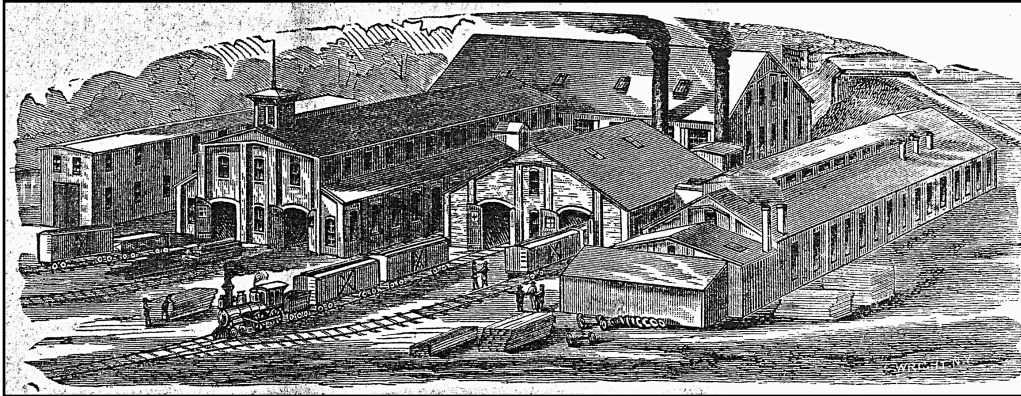


BELLEFONTE INDUSTRIES

Bellefonte Car Manufacturing

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PICTURE OF THE BELLEFONTE CAR WORKS AS ILLUSTRATED IN THE INDUSTRIAL EDITION OF THE KEYSTONE GAZETTE, APRIL 20, 1894. THIS VIEW IS LOOKING GENERALLY SOUTHWARD, WITH THE PAINT SHOP ON THE LEFT, THE CAR SHOP AND MACHINE SHOP IN THE CENTER, AND THE FOUNDRY ON THE RIGHT, WITH THE ERECTING SHOP IN THE BACKGROUND.

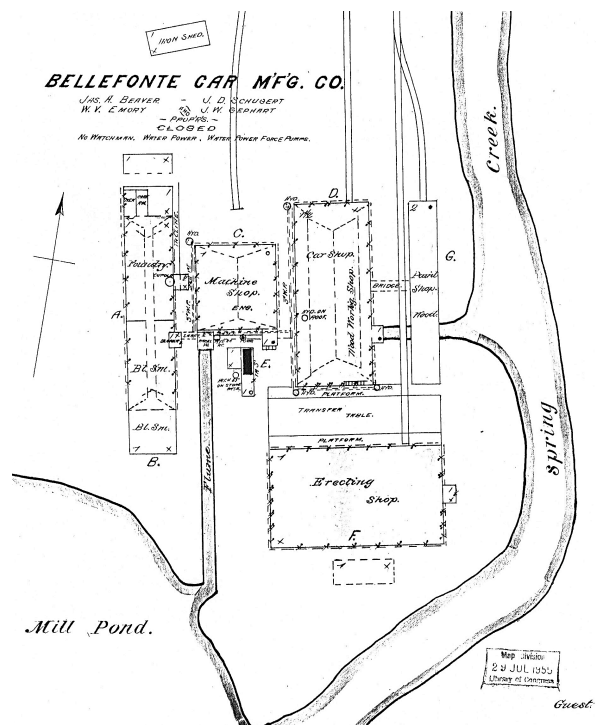
What is the Historical Resources Series?

Under a local history grant from the Pennsylvania Historical and Museum Commission, Bellefonte conducted research and documentation of the industrial heritage of the Spring Creek waterfront. As part of this project, Pennsylvania Historic Resource Survey forms were completed to document each surviving industrial resources and evaluate its significance. The Eagle Silk Mill was determined eligible for inclusion in the National Register as a contributing element of the Bellefonte Historic District.

—by Erin Hammerstedt

The property located on the south side of South Potter Street and bound on the east and south by Spring Creek (the Sutton property) has served a variety of enterprises associated with the lumber, metals, and petroleum industries for many years. It was first used as the Blanchard Planing Mill owned by D. G. Bush, and was subsequently developed by the Bellefonte Car Manufacturing Company in 1873. The Bellefonte Car Manufacturing Company organized with the intention of manufacturing railroad cars, and immediately invested approximately \$80,000 in the construction of several brick buildings on the eleven-acre property. Approximately 40 men were employed at the car works in 1873, but due to the financial depression

SANBORN FIRE INSURANCE MAP, RIGHT, ILLUSTRATING THE BELLEFONTE CAR WORKS IN 1887.



that occurred that year, the plant closed before any freight cars were completed. The company reorganized, and became a lively industry as a result of a large contract with the Pennsylvania Railroad Company to produce 500 freight cars. Power was supplied to the facility by a 75-horsepower steam engine in addition to water from Spring Creek that traveled through a flume at the base of the millpond to the 100-horsepower water wheel, and then exited back into Spring Creek on the east side of the facility, below the dam. The Bellefonte Car Works thrived into the 1880s, employing 175 men and producing six freight cars daily in 1883, but was closed by 1887.

Because of its ideal setting with reliable waterpower and railroad service, it was not long before the buildings of the Bellefonte Car Manufacturing Company were occupied again. By 1892 (and perhaps much earlier), the facility housed the foundry and machine shops of S. M. Buck and a sawmill operated by Fox and Curtin. However, these two enterprises occupied only a portion of the buildings, leaving others vacant. In 1894, the special "Industrial Edition" of *The Keystone Gazette* advertised the former Bellefonte Car Works as a "superb and desirable plant, specially adapted

JENKINS-LINGLE
UPRIGHT CUSHIONED
HELVE HAMMER

Distinctive Features:

Operation: Its perfect balance requires a minimum of power.

Durability: It will run at a high rate of speed without injury to any part.

Simplicity: It has few operating parts, giving no chance for derangement.

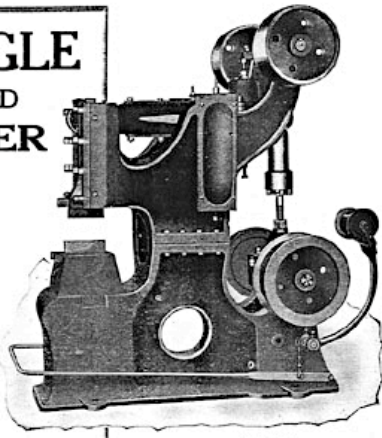
Ease of Erection: Easily and cheaply put in place, no expensive foundation.

Convenience: The driving pulley and tightener pulley can be operated on either side. Will run forward or backward.

Efficiency: Does greatest variety of work, adjusts itself to decreasing size of forging. Can be used for any kind of die work.

Our Bulletin tells ALL about the Jenkins-Lingle Helve Hammer. Write for it.

Manufactured by



TYPE B
Shows Standard Machine with Countershaft and Solid Anvil Furnished with or without Countershaft

*A True
Elastic
Blow—
Heavy or Light
Fast or Slow*

Sole Agents:
Manning, Maxwell & Moore, Inc.

SUTTON-ABRAMSEN ENGINEERING CO.
PARK BUILDING **PITTSBURGH, PA.**

ADVERTISEMENT FROM 1925 ILLUSTRATING JENKINS AND LINGLE'S POWER HAMMER. JENKINS AND LINGLE WERE NO LONGER PRODUCING THE HAMMER IN 1925. INSTEAD, THE SUTTON-ABRAMSEN ENGINEERING COMPANY, WHO TOOK OVER THE FACILITY IN 1917, WAS PRODUCING THE MACHINES.

for manufacturing on a large scale." The plant was comprised of "ten good buildings, each of which have sufficient space to accommodate considerable machinery and ample room for conducting the manufacture of various commodities on a fair sized scale." Suggested uses for the buildings included foundries, pattern shops, machine shops, a shirt factory or knitting mill, and a laundry, among other enterprises of various scales. The facility included a land

area of about eight acres, any or all of which could be "rented, leased, or purchased for a song." Interested parties were directed to contact John D. Shugert, Cashier for the Centre County Banking Company in Bellefonte.

Perhaps in response to the ad in *The Keystone Gazette*, W.R. Jenkins and J.H. Lingle, who operated a foundry and machine shops in Bellefonte between Lamb and High Streets on the west side of Dunlop Street (the area now occupied by the Silk Mill/Cerro Building) where they manufactured power hammers and perhaps other items, formed the Bellefonte Power and Hammer Company and

moved into the former Bellefonte Car Works in the 1890s.



The Bellefonte Power and Hammer Company was chartered in 1896 for the purpose of manufacturing and selling tools, machines, and other articles of wood and metal in Bellefonte for a term of twenty years. Capital stock in the company was \$18,000, divided into 360 shares. W. R. Jenkins (president), J. H. Lingle, John P. Harris, Ellis L. Orvis (secretary/treasurer) and J. L. Montgomery, all of Bellefonte, held interests in the company. Under the leadership of Jenkins and Lingle, the Bellefonte Power and Hammer Company made square stroke hammers, which were a big improvement over the older ones used in the iron industry. Hammers manufactured by the company were distributed internationally to companies such as the Pierce Arrow Automobile Manufacturing Company, among others. Jenkins and Lingle updated the former car works facility, demolishing some of the old buildings, enlarging others, and constructing some new ones. The company employed 25 men in 1904.

IN 1906, THE CUNNINGHAMS SOLD the property to J. H. Lingle, who was operating the larger adjacent foundry and machine shops of the former Bellefonte Car Manufacturing Company. At the time of this transaction, the property contained a frame foundry building that was transferred together with all of the “fixtures, equipments and improvements associated with the established foundry on the said premises,” which suggests either that the Cunninghams were operating a foundry of some sort, or that not all of the equipment of the Houser Springless Lock Company had been removed.

After having been reunited with the rest of the car works property for just three years, J. H. Lingle sold the former lock factory to Ellis L. Orvis for \$1,800 in 1909. The Orvis’ subsequently sold three

Houser Springless Lock Co., 1899-1904



This property was originally built as the Houser Springless Lock Factory in 1899. The buildings, which housed the planing mill of W. R. Shope from 1921 through 1945, have been changed substantially since their original construction.

Jenkins and Lingle’s Bellefonte Power and Hammer Company did not occupy the entire tract of land once owned by the Bellefonte Car Manufacturing Company. Mrs. Louisa Bush purchased a tract of land on the west side of the car works property from E. Valentine and the Bellefonte Car Manufacturing Company in the late nineteenth century. She then sold it to the Houser Springless Lock Company for \$400 in 1899. Winfield Scott Houser of Bellefonte received a patent for his springless lock, which was simple in operation yet did not involve springs that could weaken or break, in January of 1897. However, it was not until 1899 that he generated enough interest in the product and sold enough stock in the company to enable the establishment of a factory and begin producing the locks in Bellefonte. (INSERT PHOTO 4) The Houser Springless Lock Company was established in 1899 for the purpose of manufacturing, selling, and repairing locks. F. B. Weaver, who had formerly been associated with the Miller Lock Company of Philadelphia, was superintendent of the lock factory. The enterprise flourished for a few years before suffering financially. In 1903, the board of directors of the Houser Springless Lock Company voted to dispose of all property belonging to the company. Most of the machinery in the factory was dismantled and sold as scrap to junk dealer Louis Rosenthal, and the real estate was sold to J. Mitchell and Edward Cunningham for \$500 in 1904.

tracts, including the former lock factory property, to Wilson Reynolds Shope for \$1050 in 1921. W.R. Shope operated a planing mill on the property between approximately 1921 and 1945, enlarging and modernizing the facility substantially. In 1945, W. R. Shope transferred the property containing a lumber yard, planing mill, and other buildings, as well as his other properties in the area, to the Bellefonte Trust Company for \$1. The Bellefonte Trust Company then sold the planing mill property to agent John G. Love, who immediately sold it to Sutton Engineering Company for \$1. The lock factory/planing mill property has been part of the Sutton Engineering property since 1945.

During the first decade of the twentieth century, McCoy and Linn, who owned many properties throughout Bellefonte and the surrounding area, acquired the Bellefonte Car Works property (excluding the lock factory/planing mill property described above). In 1912, a group of Philadelphia engineers leased the Lingle foundry buildings from McCoy and Linn for a period of two years, with the option to buy the site at the end of that period. The facility went into operation as the Bellefonte Engineering Company in 1913, but at the end of the two-year lease, three of the company's managers left and the company was not successful without them, and soon vacated the premises.

SUTTON IS BORN

In 1914, P. B. Abramsen of Pittsburgh was looking for a place to manufacture the machine that he had created to straighten metal rods and pipe. His associate recalled seeing some shops in Bellefonte that were not being used, so Mr. Abramsen and Mr. Sutton, organized as the Abramsen Engineering Company, came to Bellefonte to inquire about renting the former Bellefonte Car Works. The Abramsen Engineering Company began to move into the facility in 1917. Work began there in early 1918, and the first machine was sold in April of that year. The economic slump that followed World

War I had a negative impact on the company, but with the financial assistance of the Bellefonte Businessmen's Association, they were able to continue in business. The company was renamed Sutton-Abramsen Engineering Company in 1920. The Sutton-Abramsen Engineering Company purchased a portion of the property from John McCoy in 1921, and another in 1922. These were the first of seven properties acquired by Sutton Engineering Company that comprise the property today. The company reorganized as the Sutton Engineering Company in 1927.

The Sutton Engineering Company expanded their facility many times, so that during the second half of the twentieth century the original buildings had been removed or were dwarfed by buildings that had been added through the years. The extensive improvements made to the property by Sutton Engineering Company reflect the success of the company during this period. In addition to the two properties that they had acquired from John McCoy in the 1920s, the Sutton Engineering Company purchased the lock factory/planing mill property in 1945. They acquired two additional tracts of land

One of Bellefonte's oldest industries —
 Celebrating its 62nd Anniversary in 1976 —

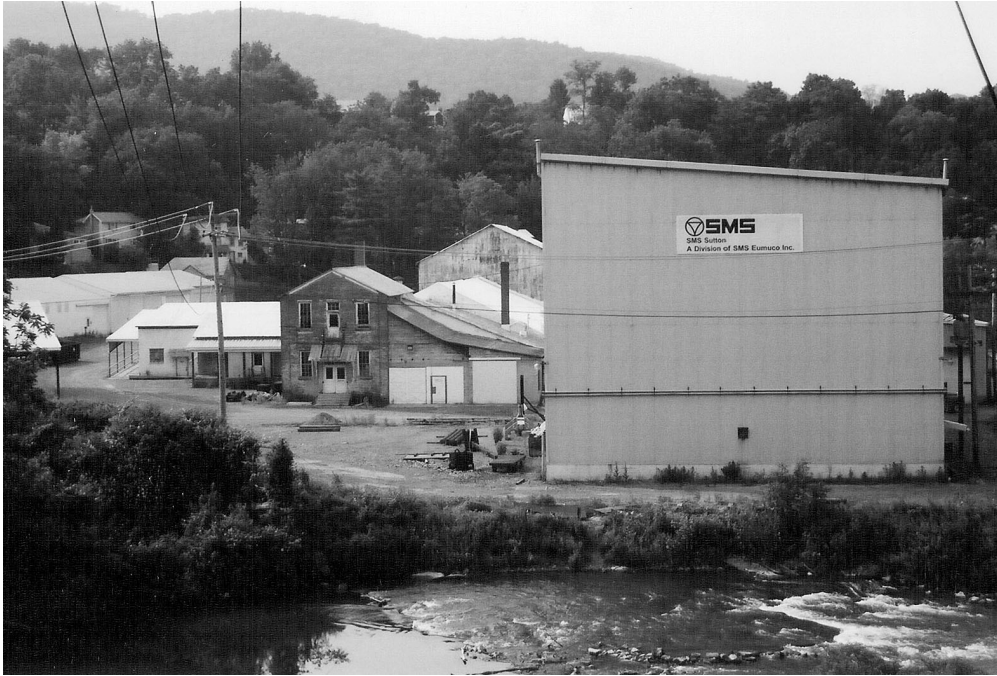
SUTTON
ENGINEERING COMPANY

Specialists in the Design and Manufacture of —

Rolling Mill Machinery
 Hydraulic Extrusion Presses
 Related Automated Handling Equipment

For Ferrous and Non-Ferrous Metal Industries

*ADVERTISEMENT FOR THE SUTTON
 ENGINEERING COMPANY, SOURCE UNKNOWN.*



OVERVIEW OF THE SUTTON PROPERTY, LOOKING NORTH FROM WILLOWBANK STREET. THIS PROPERTY INCLUDES A COLLECTION OF HISTORIC AND MODERN BUILDINGS DATING FROM APPROXIMATELY 1873 TO THE PRESENT, REFLECTING THE EVOLUTION OF THE INDUSTRIAL PROPERTY.



THIS TWO-STORY BRICK PATTERN SHOP IS ANOTHER HISTORIC ELEMENT THAT SURVIVES ON THE PROPERTY. THE BUILDING RETAINS A HIGH LEVEL OF INTEGRITY, AND CONTRIBUTES TO THE HISTORIC CHARACTER OF THE SPRING CREEK INDUSTRIAL CORRIDOR/WATERFRONT AREA.

from the estate of John McCoy in 1954, and two small tracts from the Centre Oil and Gas Company in 1954 and 1965. During this period, Sutton Engineering Company became SMS Sutton, and then SMS Schliemann-Sieman, Inc. After occupying the site from 1917 through 1998, SMS Schliemann-Sieman, Inc. transferred ownership of all seven tracts to SMS Eumuco, Inc. for \$763,000. SMS Eumuco sold the facility, which currently measures about 7 acres, to Brilex Heavy Machine Corporation in December of 2004. (INSERT PHOTOS 6, 7, AND 8)

When the Sutton-Abramsen Engineering Company purchased land from John McCoy in the 1920s, their acquisition did not include the northeast portion of the former Bellefonte Car Works property. John McCoy apparently leased this tract of land, which includes the two-story brick office building of the Bellefonte Car Manufacturing Company, to the Imperial Oil Company by the early 1920s. When the area containing this property was included in Sanborn maps for the first time in 1922, the two-story brick office building was identified as a warehouse, and gasoline tanks were present to the south of it.

The Imperial Oil Company appears to have leased the property from McCoy and Linn and their heirs through at least 1931, never purchasing the

property. By 1950, the facility was occupied by Centre Oil and Gas, a company that had been established in 1924 and took over operations of the Imperial Oil Company in Bellefonte some time between 1931 and 1950. In 1954, the Centre Oil and Gas Company purchased this property from the estate of John McCoy. Probably shortly after acquiring the property in 1954, the Centre Oil and Gas Company erected the secondary building on the property. This metal-clad building was produced by The Butler Manufacturing Company, which was established in 1901 and originally produced durable pre-assembled galvanized steel storage tanks that would not rust or leak. In 1909 the Butler Manufacturing Company expanded their production to include steel garages, and in 1940 they began to produce pre-engineered rigid frame steel buildings such as the one present on this property. These buildings were popular during the mid-twentieth century because they offered more usable interior space, had a better appearance, utilized less steel, and could be fabricated and erected faster and with fewer people.

The Centre Oil and Gas Company occupied this facility through the twentieth century, selling the property to J.J. Powell in 2001. J.J. Powell, a company founded in 1952 and having offices in Phillipsburg, Clearfield, Bellefonte, and Lewistown, perpetuates the property's association with the petroleum industry, delivering heating oil, lubricants, and other petroleum products to residential and commercial customers.



THIS PROPERTY WAS ASSOCIATED WITH THE BELLEFONTE CAR WORKS PROPERTY UNTIL APPROXIMATELY 1921. SINCE THAT DATE, THE FACILITY HAS SERVED THE IMPERIAL OIL COMPANY, CENTRE OIL AND GAS, AND J.J. POWELL. THE BRICK BUILDING WAS CONSTRUCTED CIRCA 1873 AS THE OFFICES OF THE BELLEFONTE CAR MANUFACTURING COMPANY, AND THE PRE-ENGINEERED METAL-CLAD BUILDING WAS MANUFACTURED BY THE BUTLER MANUFACTURING COMPANY AND ERECTED BY CENTRE OIL AND GAS CIRCA 1954.



THESE MACHINE SHOPS APPEAR TO BE SOME OF THE OLDEST SURVIVING BUILDINGS ON THE PROPERTY, PERHAPS DATING FROM THE BELLEFONTE CAR WORKS PERIOD.