

NNHS NEWSLETTER

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Editor
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FELDSPAR MINE

Most of us old timers know about the Feldspar Mine that was in the hills up off the Mountain Road, but may not know a lot about it. I'm sure those who are too young to remember it, may be surprised of it's existence.

During the 1920s, anyone traveling the Northville/Gloversville section of old route 30, would have had to pass under an operating conveyor-type tramway just north of Cranberry Creek and close to the old Red Barn that still stands today.

The Morning Herald, January 26, 1923 "The concrete tower foundations of the aerial tramway of the United States Feldspar Corporation are now completed and ready for the structural steel work. The corporation has cut a road through the swamp so that their teams will be able to drive through. The aerial tramway will connect the quarry up with the mine, a distance of about two and one quarter miles."



Standing at the left is Mrs. Dorothy Weaver of Gloversville who loaned the snapshot to the Morning Herald 1923

This rock was transported on the tramway to the railroad cars of the F. J. & G. R.R. where it traveled to Trenton, NJ. to the Throop feldspar mill, where it was crushed and pulverized into a talcum powder consistency

A few years later, a small refining mill similar to the one at the Trenton, NJ mill was constructed near the end of the tramway, where the process could be performed on the site which cut out the "middleman".



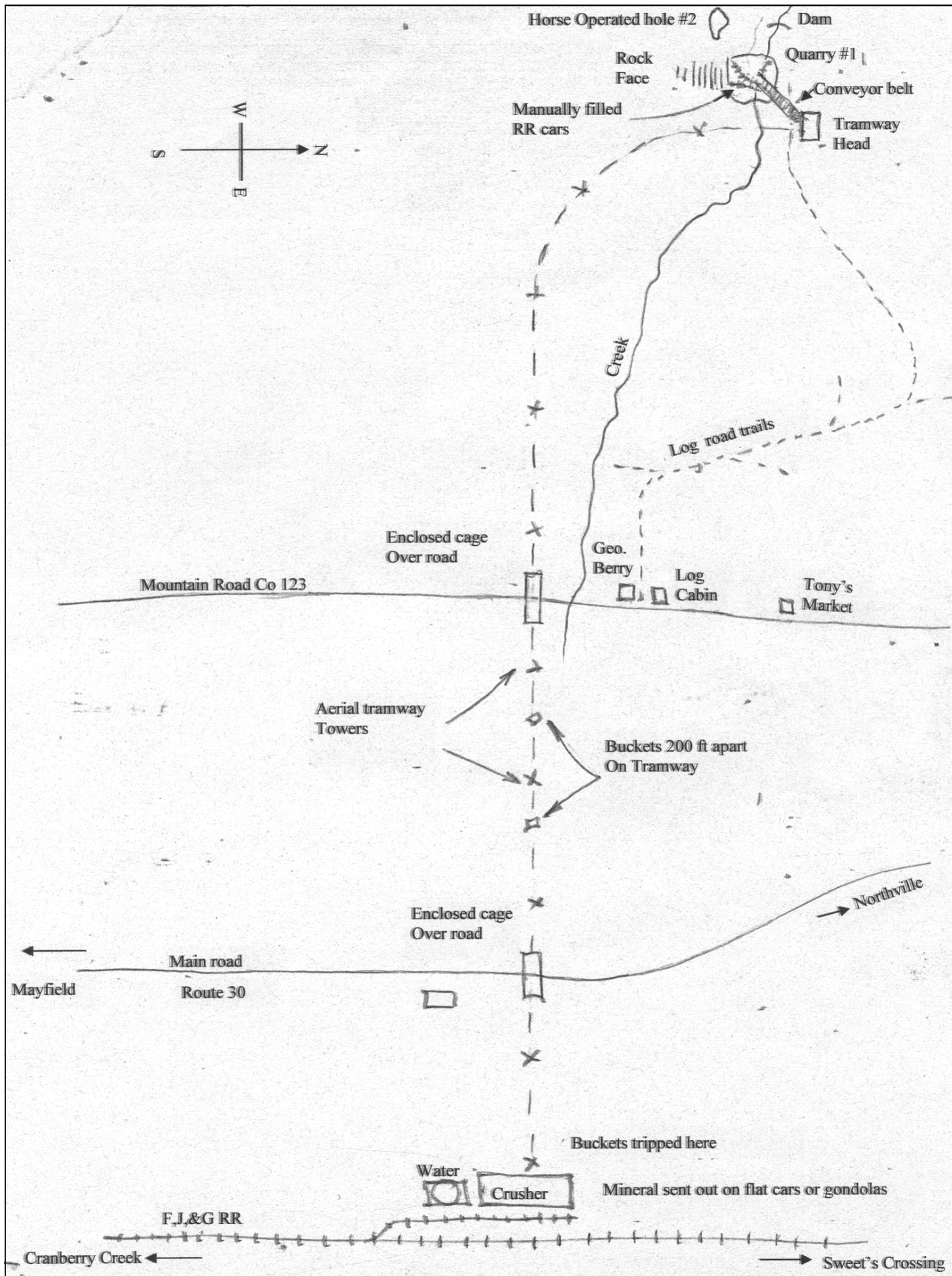
This photo shows the pithead of the Feldspar Mine which was at the top of the mountain. It's at the start of the tramway that transported the raw feldspar down the mountain, where it was shipped around the country via the F. J. & G. Railroad. *Picture from the Morning Herald, contributed by Mrs. Dorothy Weaver*

Feldspar was a necessary ingredient in the manufacture of electrical insulation, porcelain sanitary ware, china dishes, cups and saucers, floor and wall tile, table tops, etc. Today, it's used as fluxing agents in the production of ceramics, where they still play a vital role in the firing of tiles, sanitary ware, tableware, and glazes and in paint which strengthens formulations and increases their chemical resistance.



Robert S. Anibal was the manager of the mine. until the flood gates of the Conklinville Dam closed, which flooded the railroad tracks, thus ended the transportation of the feldspar via the railroad.

After the mine ceased operation, Mr. Anibal went into the sand and gravel business in the Mayfield area and manufactured concrete blocks and concrete sidewalks and driveways.



Rand Warner, Terry Warner's brother, drew the map on the previous page. I have edited it some for clarification. Terry and Rand hiked up to the mine years ago. Rand is an F.J. And G fan so was interested in the mine because of its connection to the Rail Road.

The mine: Operated by local people
 Charlie Pederick Proprietor
 Louis Ginter: Chief carpenter
 Reynolds: Chief Blaster
 Some employees died of mine dust
Info from Rand Warner

Dick Leonard recalls seeing the mine after it was closed. Dick and his family were up on the mountain when they heard the loud snarling of a bobcat. They had reached the summit where the ledges are, or what they called "the Elephants Back". The loud snarling and a thunderstorm, encouraged them to "get off the mountain". The shortest way, was through where the feldspar mining had taken place.

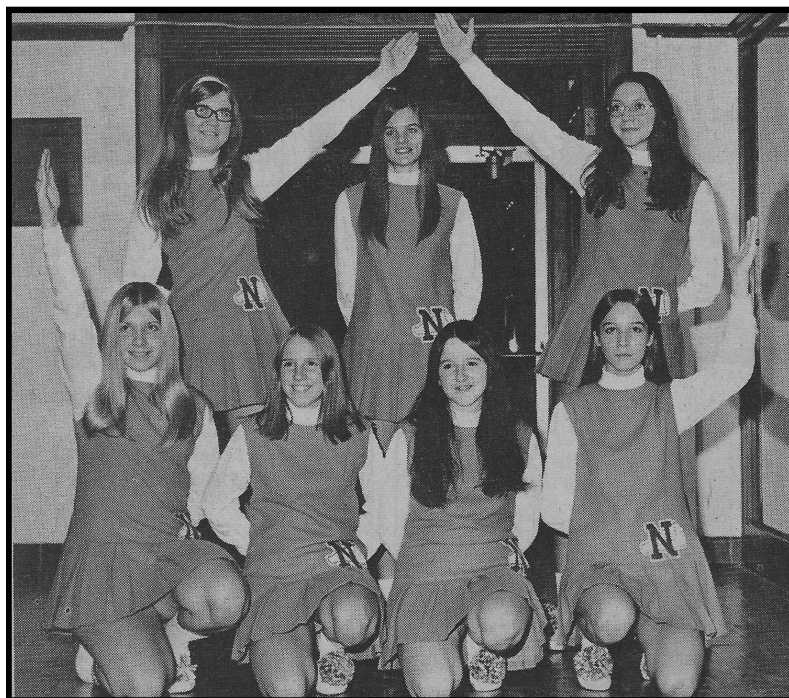
Dan Warner

I remember hiking up the mountain side years ago where the feldspar mine had been. It was probably about 3/4's of a mile up from the road. I remember seeing the mine pit which I recall was about 40 yards wide. There are still parts of some of the tower foundations that supported the tramway, on the upper side of the mountain. The foundations of the tramways were probably 6 ft square. I think probably there are still some of the tramway foundations in the swamp between Route 123 and Route 30 also. There were safety-cages high over Routes 123 and 30 to prevent feldspar from falling from the tram to the roadway. I was told that Pete Johnson used to hang a skeleton on the "cage" over the Mountain Road, at Halloween. He could make it light up. It would scare a person as they drove toward it.

Dan lives near the area where the mine was located on route 123, the Mountain Road.

1970s

That's almost 50 years ago, so
 Yes, it's Northville History



NORTHVILLE CHEERLEADERS for the 1971-72 basketball season are from left to right, front row: Jill Scott, Pat Gray, Dail Warner, and Kim Curtis. Second row: Marian Mekkelson, Cindy Curtis, and Michele Parker. Missing when the photo was taken was Chris Robinson.



NORTHVILLE CENTRAL'S FALCONS will be in contention in the 1971-72 Tri-Valley League race. Members of the varsity squad are, from left to right, in the front row: Tom Clemons, Manager; Bill Harrington, Scott Frasier, Bob

Alberts, Bill Eschler, Keith Claire, and Mark Eschler, Manager. Back row: Tom Haile, Roger Buyce, Bob Curtis, Chip Gandy, Mark Bentley, and Coach Wayne Beck.

Nov. 1971

CHARCOAL PIT

Northville's Ice Cream Benefactor

Onno Buhr

June 1972

Over 600 kids enjoyed free goodies at the end of the school semester this year, courtesy of Onno Buhr, proprietor of the Charcoal Pit. He is continuing a custom initiated 12 years ago. Two bus drivers wanted to treat the school kids and they approached Buhr with the idea. The bus drivers had begun the custom previously. Knowing that the bus contained "quite a few kids", as Buhr put it, he agreed to pick up the tab. (After all, he can get it wholesale.) However, wholesale or retail, it amounts to a big pile of change. It began with about 125 bus kids, and then the word spread. Kids were walking over, coming on bicycles....then the Edinburg school buses began stopping by, and mothers began bringing children in their cars.

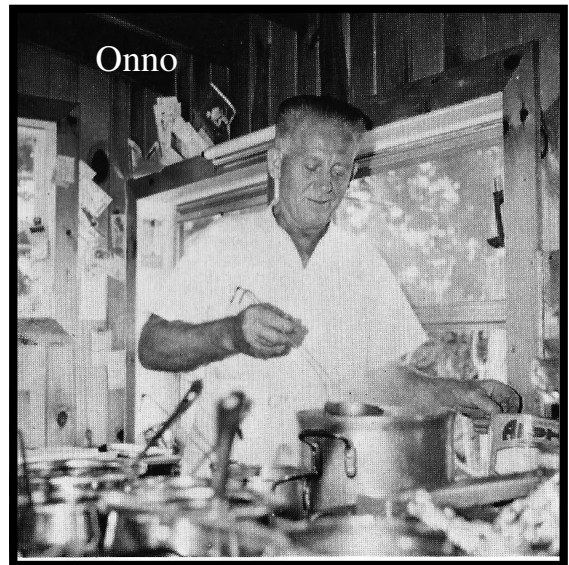
PATRIOT watched the process as four Northville buses drove up and disgorged child after child, eager to line up at the open windows where one ice cream cone after another appeared. The rest of the server was not visible from the outside. Inside, Buhr was assisting his pretty young clerks. Between bus loads, he finally came into the dining area and sat down with me for a brief chat. Even as we spoke, four more buses drove up from Edinburg.

"There was quite a few kids on each bus, so I said 'let me take care of it'....We used to give them ice cream on opening day. There was only a small group of kids then. Then we started doing it after school let out. That way, most of the kids showed up and it increases every year. The kids really look forward to it. They talk about it for weeks before. The children are bringing little tots with them even before they start school."

Ice cream is enough of a lure in itself for any kid. Add to that the magic word "free" and the response is overwhelming. Recalling this reporter's youth, there was a certain house on Elmwood Avenue in my Connecticut home town. The man gave away free bottles of soda each Halloween eve on trick or treat night. This was a topic of conversation all year 'round and the house became a target for every kid that could get there. Therefore, I could vicariously enjoy the anticipation being experienced by every child as he walked up to the counter to get his free ice cream cone.

Buhr began in business about 17 years ago and it's safe to say that with all the good will he has created, he will be in business many years hence.

Remember this restaurant? It was located on route 30 about where the Information Booth is located today. The food was superb as well as the view looking out over the Great Sacandaga Lake.



Above article from the PATRIOT, published weekly by the Myers-Brooks Publishing Co in Johnstown NY during the '70s

Pictures from the 1970 and '72 NCS Falcon Year Book