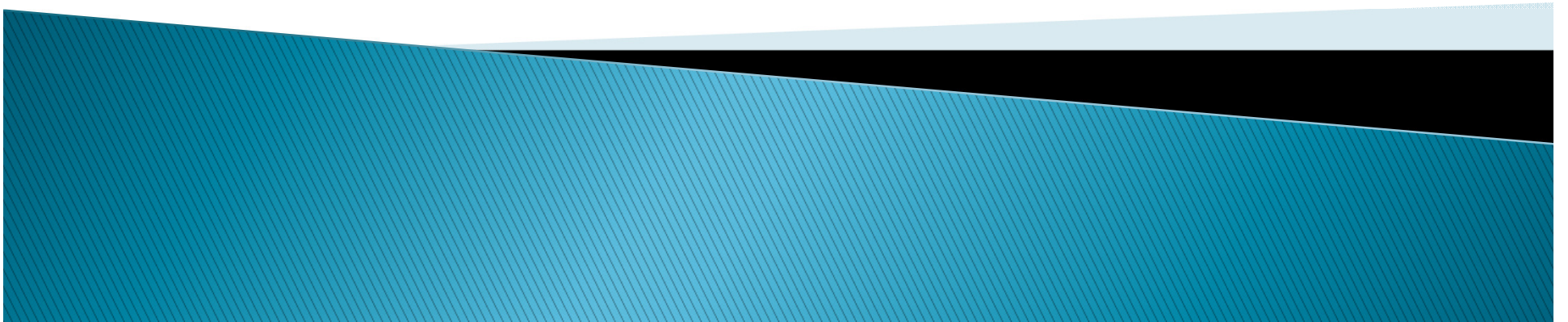


The Limestone Quarry

“The whole thing was
a horse killer and a
wagon smasher.”



Presented By the Providence City Historical Preservation Commission

▶ Commission Members:

- Karl Seethaler (Chair)
- Howard Christenson
- KayeLyn Harris
- Jay Hicken
- Alma Leonhardt
- Chalene McGrath
- Carol Nyman

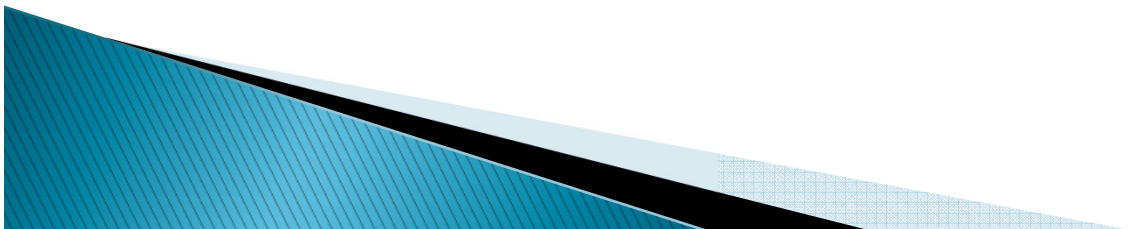
▶ Project Director:

- Howard Christenson



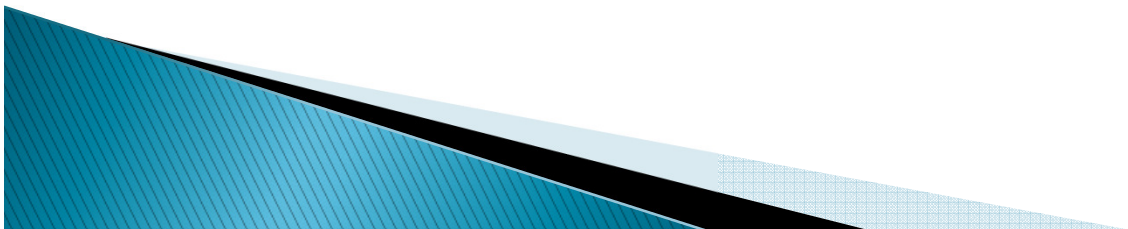
Community Beginnings

- ▶ From the beginning the community of Providence looked to the hills for the necessities of life:
 - Logs
 - Cabins
 - Fences
 - Fires
 - Railroad ties
 - Rocks
 - Homes and Chapels



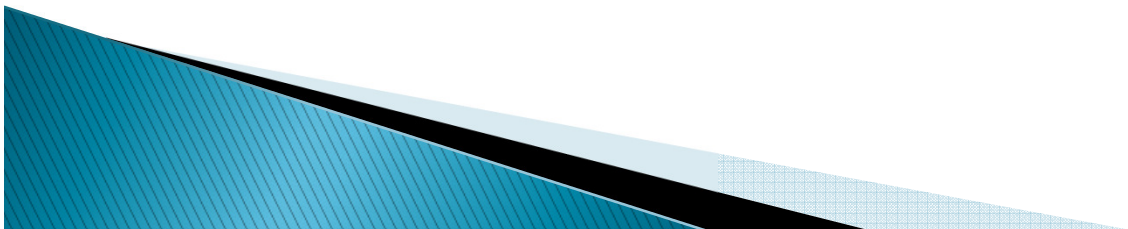
Community Beginnings Cont.

- Game and fish
 - for food and clothing
- Herbs
 - to cure their ills
 - dye their clothes
- Water
 - for personal use
 - animals
 - crops



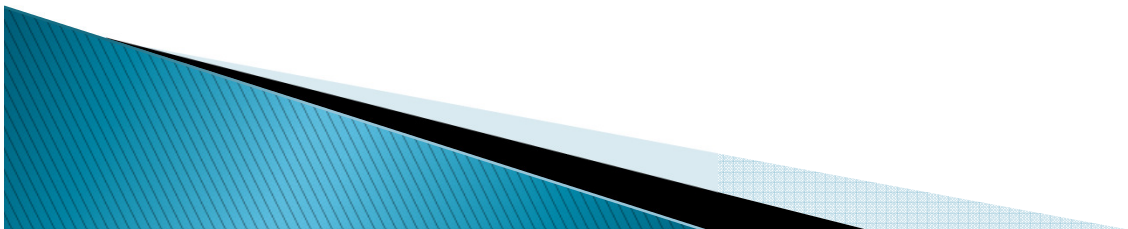
Community Beginnings Cont.

- ▶ Little known activities of the early settlers were prospecting and mining including:
 - Rudolph Hochstrasser and John Heyrend scoured the hills and left cars that can still be seen
 - They searched for lead, zinc, and coal with some success
 - They mined the hills for over 50 years



Limestone Found

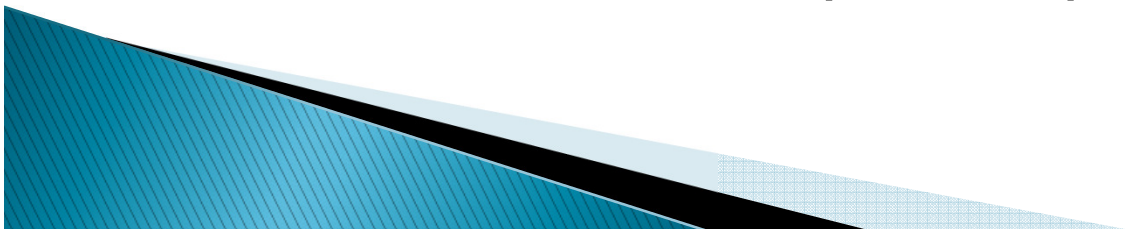
- ▶ 1903 Elias Peter (Pete) Hansen discovered an out crop of high grade limestone about three miles up Providence Canyon
 - Recognized the value of the limestone in the production of sugar
 - Pete filed a claim
 - Began selling limestone to newly organized Amalgamated Sugar Company





Outcropping

- ▶ The Logan Sugar Factory was completed in 1901 by David Eccles and Charles Nibley on the Blacksmith Fork River west of Providence
- ▶ Rock for the factory was loaded on flat bed wagons
- ▶ It was sized at the quarry to a one man maximum (the largest size that one man could lift)
- ▶ Rocks were reduced to a usable size at the factory site
- ▶ This method represented a serious waste since much of the rock was lost when it was broken down
- ▶ Rock began to be sized to a maximum eight inch pieces at the quarry
- ▶ Hauled to the factory in deep wagons





Limestone Quarry Wagon

- ▶ The road from the quarry to the factory was steep and treacherous requiring strong men and horses
- ▶ A round trip from home to quarry to factory and back home took nine to twelve hours
- ▶ Dust and rocks were a hazard
- ▶ Wagons going down the canyon had the right of way because loaded wagons could not get out of the ruts





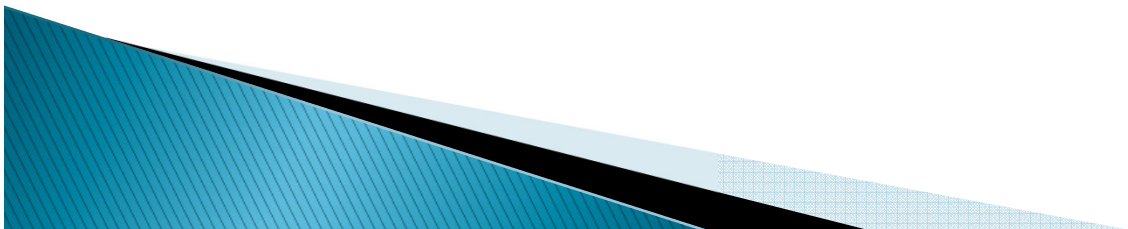
Men were proud of their horses. Here Norm Stauffer holds Dutch and Rube.



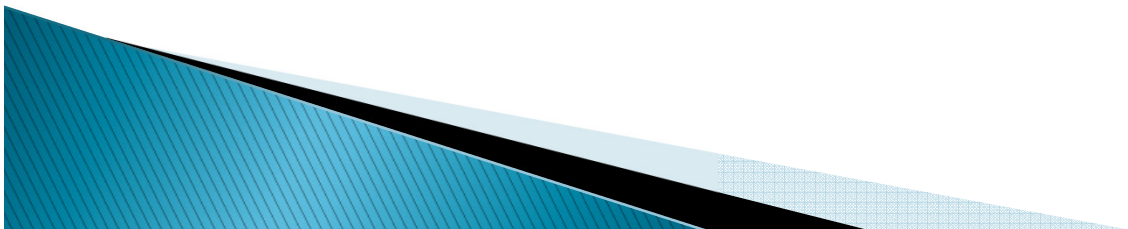
George Naylor prepares to go for a load of rock. Many men in Providence worked their farms and hauled rock on the side.

Horses and Wagons

- ▶ Efforts to combat the dust by running water down the ruts produced an added hazard
- ▶ Sprinkling was adopted as a partial solution to the dust problem
- ▶ Newel Mathews drove a sprinkling wagon for many years
- ▶ Under the best circumstances the whole process was a horse killer and a wagon smasher

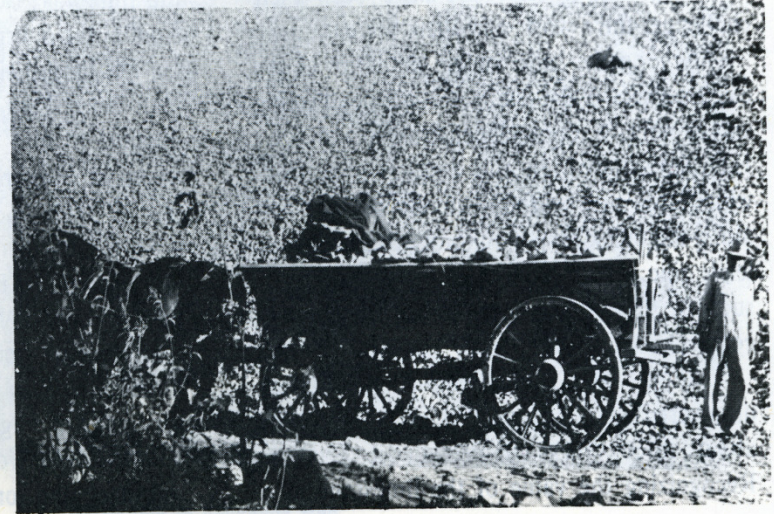


- ▶ The workday began at 4 a.m. for many of the men who hauled the rock
- ▶ It was easier on the horses to pull the heavy wagons up the steep canyon in the cool of the morning
- ▶ Others drove to the quarry in the cool of the evening and loaded their wagons, slept and brought their loads down in the morning.





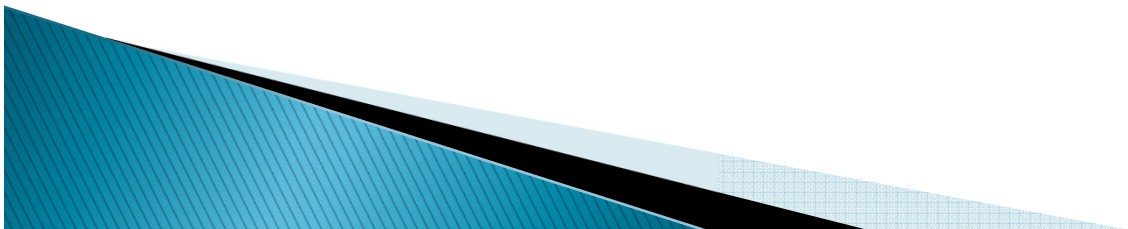
Waiting for the powder man to set off a blast.



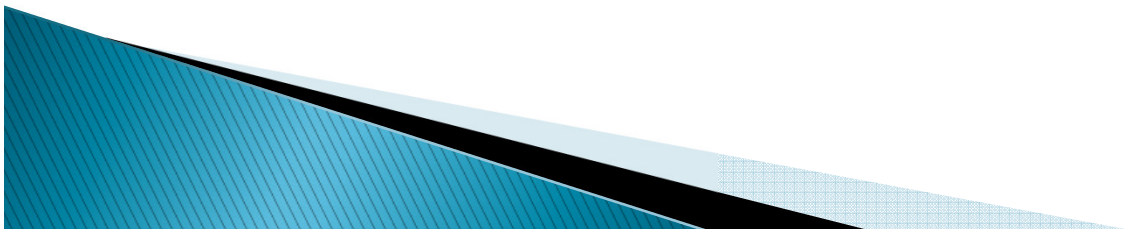
Rocks were broken
to "One man maximum" size
and loaded by hand.

Waiting to Load the Rock

- ▶ William Checketts built a permanent camp just below the quarry where he and his wife spent the summer
- ▶ C.M. Hammond supervised the quarry in 1907 and 1908.
- ▶ Rock was sold for \$1.35 a ton
- ▶ A thousand ton of rock was hauled each year



- ▶ The quarry closed in 1908 because rock could be secured more economically from a canyon near Franklin, Idaho
- ▶ The quarry reopened six years later by the Amalgamated Sugar Company under the supervision of Andrew Fuhriman who operated it for the next six years
- ▶ Twenty-five men were employed during that time in addition to the men who drove thirty to forty wagons

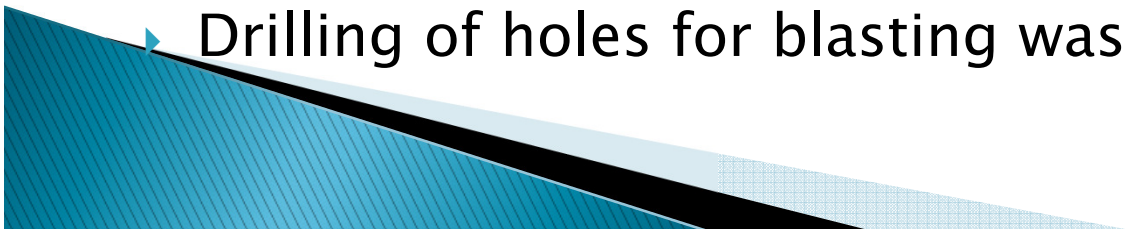


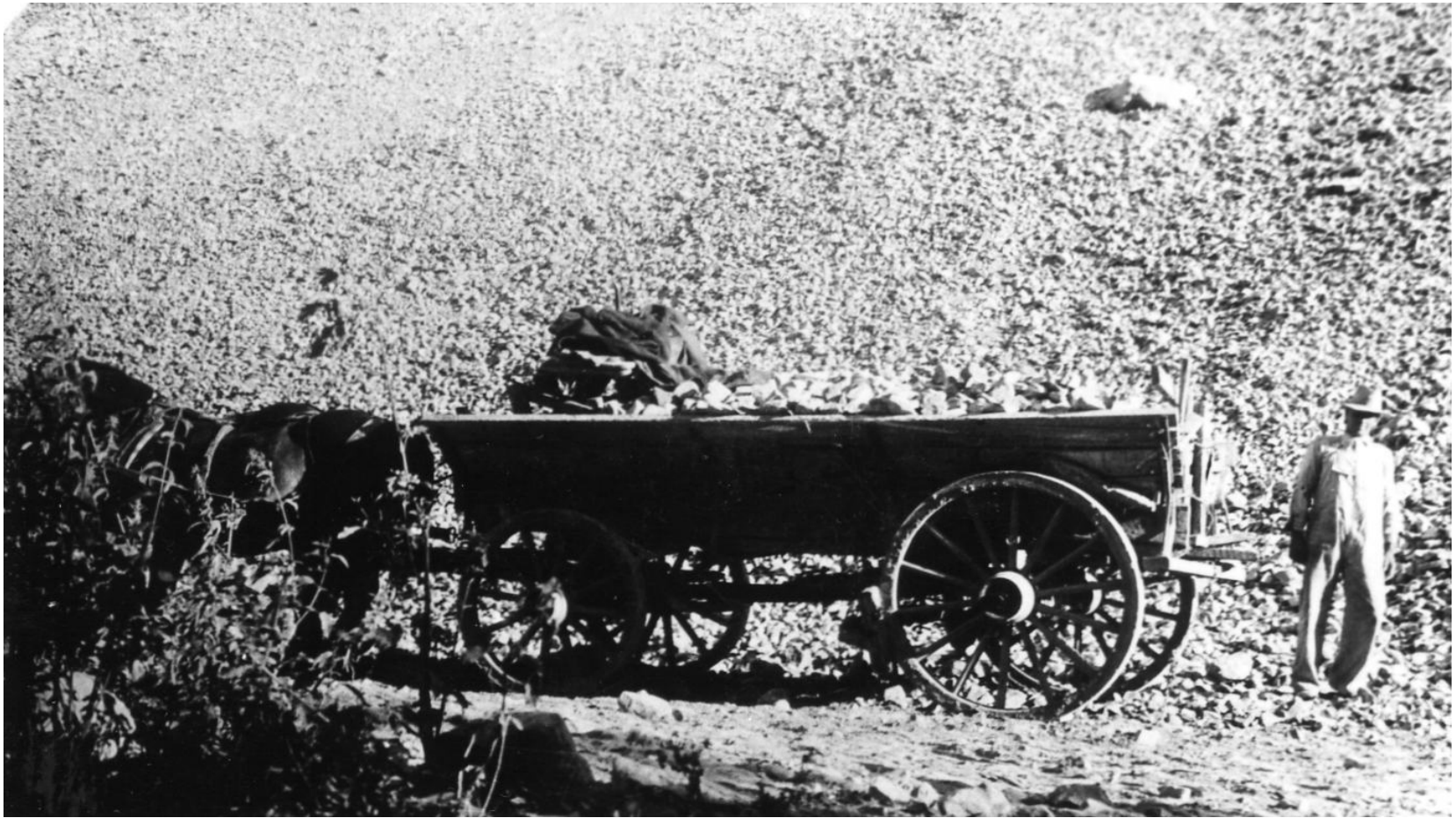


At one time a crew of more than forty men worked at the quarry.

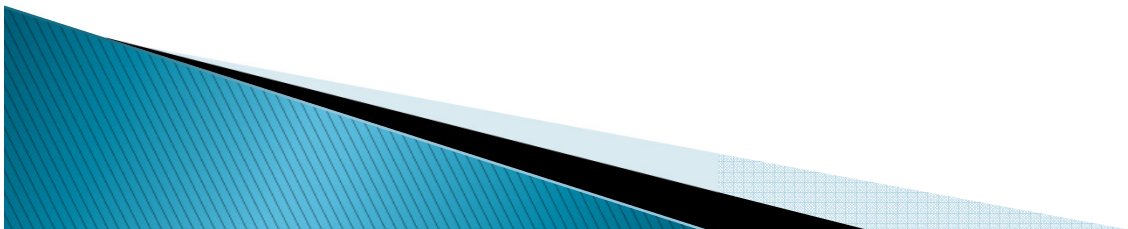
Over Forty Men Worked the Quarry

- ▶ In 1914 the Utah–Idaho Central Railroad was completed in Providence
- ▶ Rock was hauled to the rock spur on the corner of Second West and Third South
- ▶ Saving about four miles per day in travel
- ▶ The sugar company paid the haulers \$1.10 to \$1.15 per ton
- ▶ After operating the quarry for six years the Amalgamated Sugar Company turned it Back to C.M. Hammond and Horace Hammond
- ▶ Because the rock was hauled by railroad to factories in Lewiston, Ogden, Burley, Rupert , and Twin Falls it was necessary to step up production
- ▶ Twenty five hundred ton of rock were hauled at the price of \$2.75 per ton
- ▶ Loading, unloading, quarrying and hauling were done by manual labor
- ▶ Drilling of holes for blasting was done by hand





Hand Loading the Wagons



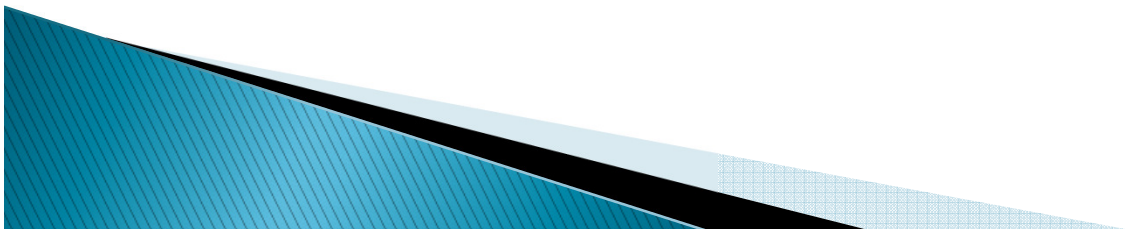
- ▶ Frank Kelley took over management of the quarry in 1926
- ▶ In his first year, sixteen thousand ton of rock were hauled
- ▶ Seventy to eighty men were employed at the quarry
- ▶ Providence men who were financially able furnished the teams and wagons and hired drivers
- ▶ Some ran several outfits
- ▶ A good wagon at that time cost from \$125 to \$235
- ▶ The period from the early 1920s until 1935 were considered the golden years of the quarry
- ▶ Housing was built to accommodate nearly fifty men who lived in the canyon during the week
- ▶ Clara Kelly (Franks wife) moved with her young family to a cabin below the quarry
- ▶ She cooked for the men that lived at the quarry





Quarry Housing in Providence Canyon

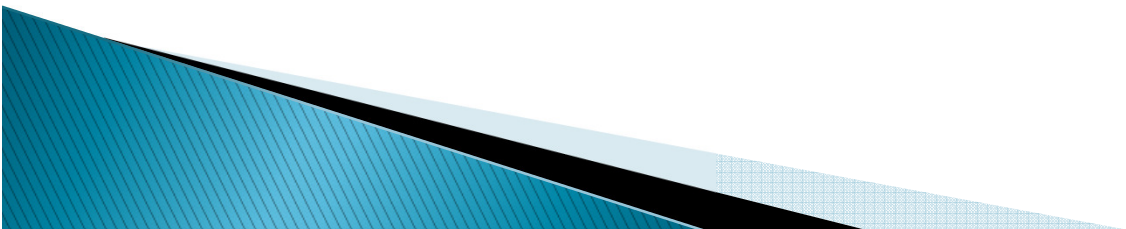
- ▶ Housing at the quarry consisted of four cabins for the men that brought their wives
- ▶ A large bunkhouse, a cook shack, and a large dinning cabin
- ▶ It was an era of good times
- ▶ It was also a time of tragedy
 - In the middle of October 1916 a charge of dynamite blasted Jacob Kutterer from a cliff to his death.
 - On August 10th of the next year Phillip Stricker suffered the same fate.



Providence
Canyon
1926

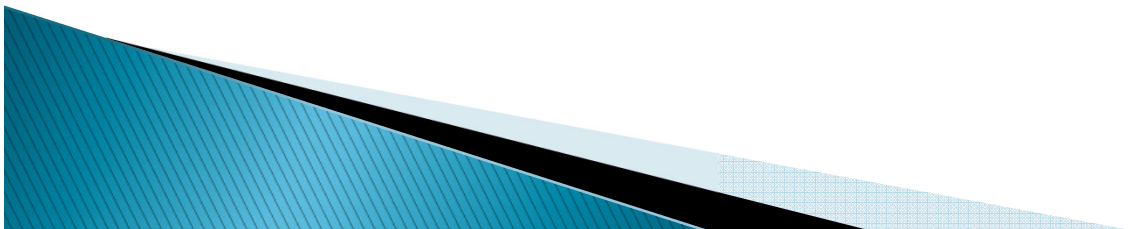


Blasting at the Quarry

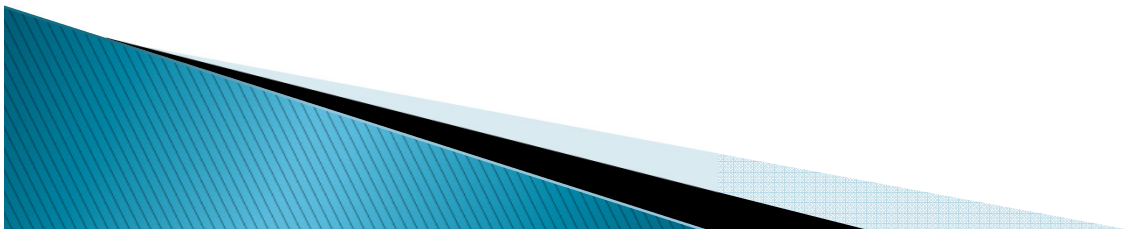


The most tragic quarry accident occurred on July 17 1930

- ▶ The charge was set the men and teams were moved back
- ▶ Kelley walked up through the quarry to make sure all was clear then signaled Lowell Barkle to shoot it
- ▶ For some entirely unexplained reason the charge instead of blowing the ledge to the south blew it west
- ▶ Joe Naylor, then eleven years, old had climbed to the top of a large rock to watch the blast
- ▶ He likely saw the rocks coming and stepped back, falling from the rock. His neck was broken
- ▶ William (Budd) Kendrick then twenty-three, standing by his horse, a small rock hit him in the chest and punctured his lung killing him

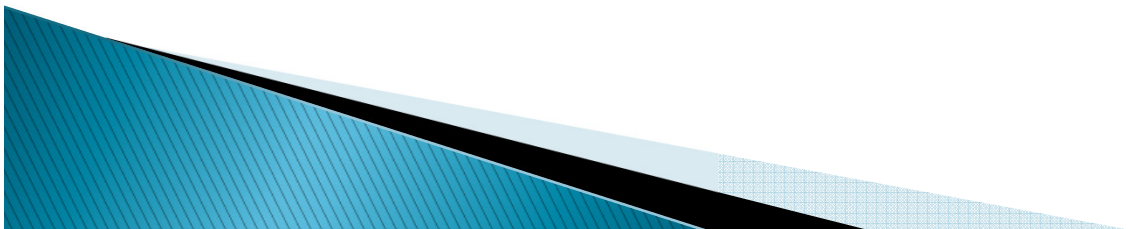


- ▶ One horse was killed and another severely wounded and had to be destroyed
- ▶ Because It was impossible for an ambulance to reach the quarry
 - The injured boys were hauled by wagon to Broadhollow Springs to the ambulance
 - Joe Naylor died when they left the canyon. Budd Kendrick died three days later
- ▶ On July 13, 1933 Walter Liechty and Ray Majors were setting up a blast when for some unknown reason it went off hurling the men down the cliff with tons of rock
- ▶ The two men survived but spent many months in the hospital



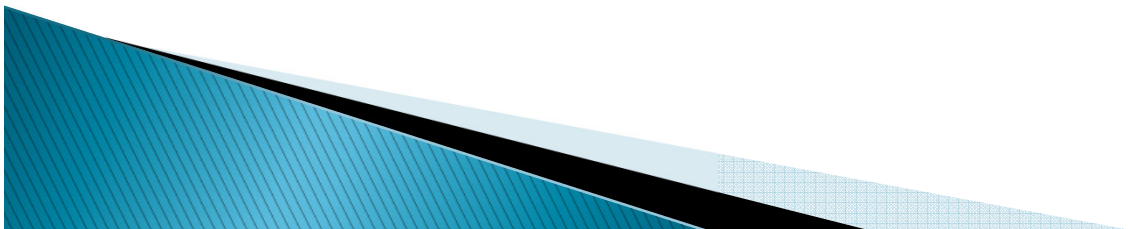
OWNERSHIP OF QUARRY

- ▶ Through the years there had been litigation over the ownership of the quarry
 - Amalgamated Sugar Company leased from Utah State land Commission certain claims on November 7, 1923
 - Other claims were issued in 1930 and 1931
 - Portions of three other claims were deeded to Amalgamated by E.P.Hansen and his wife Matilda
 - Other claims were deeded by Hyrum Hansen and his wife Emma in 1937



END OF AN ERA

- ▶ 1935 marked the end of an era as the last horse drawn wagons creaked and groaned their way down the canyon
- ▶ There was discontent among the men who hauled the rock because the small amount of money they were paid
- ▶ They threatened to quit
- ▶ Frank Norberg who operated the quarry told them if they quit he would replace them with trucks
- ▶ This proposition was met with amusement . The men were certain there were no trucks that could make the trip
- ▶ In 1935 five red Ford trucks began making the trip from the quarry to the rail spur in an hour and fifteen minutes. A trip that had taken the wagons a full day



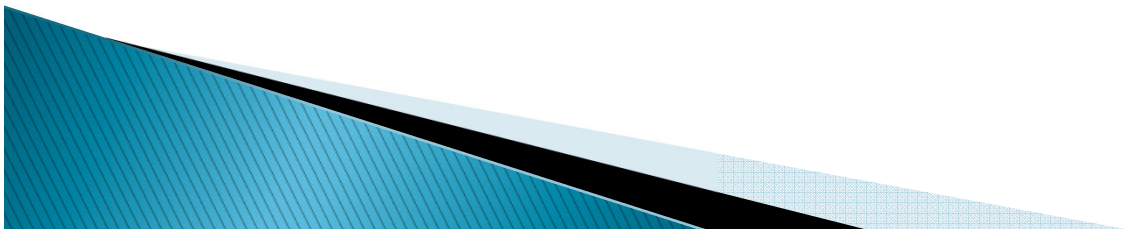


Part of the team in the early days of quarry mechanization.

Work Crew After Mechanization

Quarry Changes

- ▶ With the advent of the trucks, the sugar company completed major upgrades installing modern equipment for handling the rocks
- ▶ Air operated drills were used for preparing the holes for blasting
- ▶ Modernization enhanced the efficiency of the operation and reduced the number of men required to work the quarry

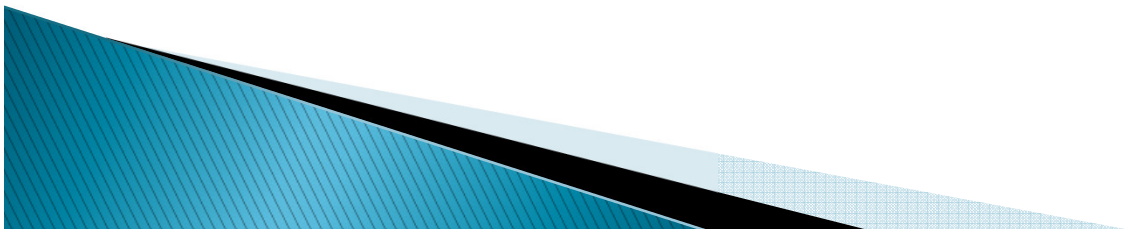




Modernization – No Longer By Hand

CHANGE

- ▶ LeGrand Johnson Construction Company began operating the quarry in 1945 with a fleet of WWII surplus (Burma) trucks
- ▶ Better equipment allowed more rock to be removed from the quarry
- ▶ When the Castro regime cut down on sugar imports the demand for beet sugar took an upturn
- ▶ Need for more limestone increased





Johnson's Modernized Quarry



The Burma Trucks



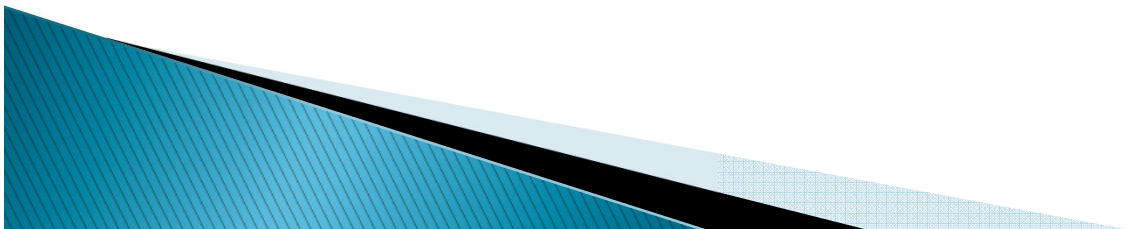
Heavy Equipment for Moving Rock



Modernization Continues

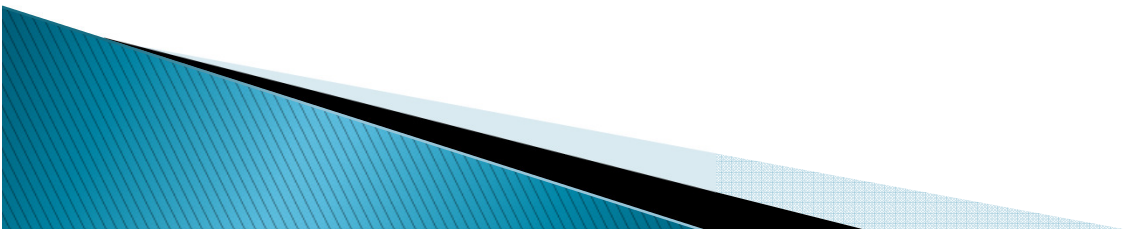
Increased Production

- ▶ Rock was taken from the quarry at a rate of about 150,000 tons per year
- ▶ Modern equipment enabled 11 men to operate the quarry
- ▶ A Caterpillar operator, shovel operator, three rockers (large trucks which hauled rock within the quarry) two drillers and the foreman

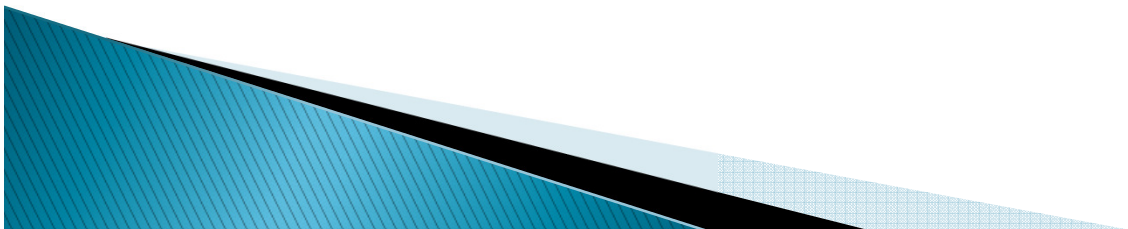




Quarry Trucks 1960s, 70s and 80s



- ▶ Rock was stockpiled at the old sugar factory site west of town
- ▶ Loaded and hauled by rail to the factories through the Utah–Idaho–Oregon area
- ▶ When the Garland Sugar Factory began operation each year, the rock was hauled direct to the Garland factory



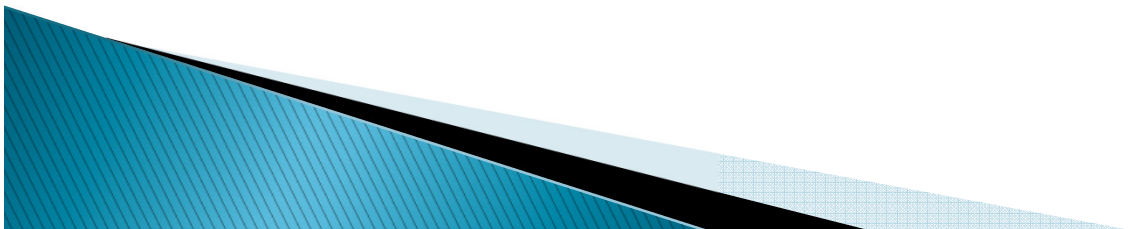


Garland Sugar Factory



Additional Changes

- ▶ Amalgamated Sugar Company records show from 1934 until 1972 1,262,414 tons of rock were shipped
- ▶ Additional rock was shipped to Utah–Idaho sugar company factories
- ▶ Use of black powder in blasting was stopped by the State Industrial Commission and Federal Bureau of Mines in 1968
- ▶ With the change in explosive (Carbonitrate–regular fertilizer was used) a new type of mining was introduced. (A technique used by Kennecott at the Bingham Canyon mine)

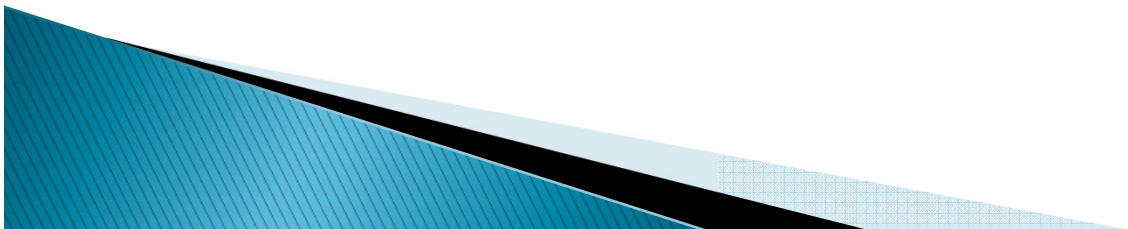




Setting the Blast with the New Method

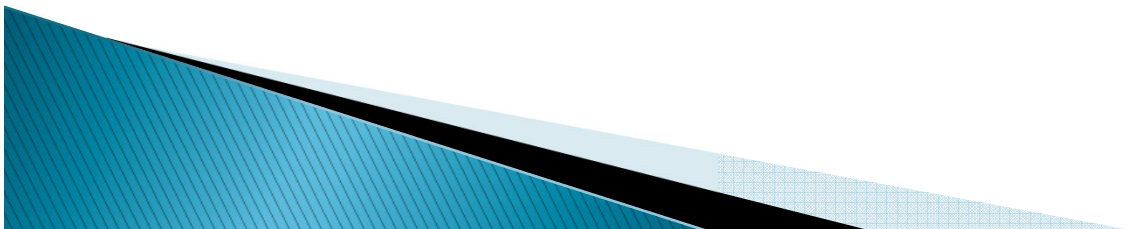
The end was coming.

- ▶ With the change in explosives and the use of modern trucks with built in safety devices to prevent runaways, much of the danger was eliminated
- ▶ Most hazardous part of quarrying was the heavy truck traffic through the increasingly populous town
- ▶ Accidents such as the one on June 18, 1969, when a car full young people from Millville collided with a quarry truck, were of constant concern
- ▶ The quarry closed for good in 1986



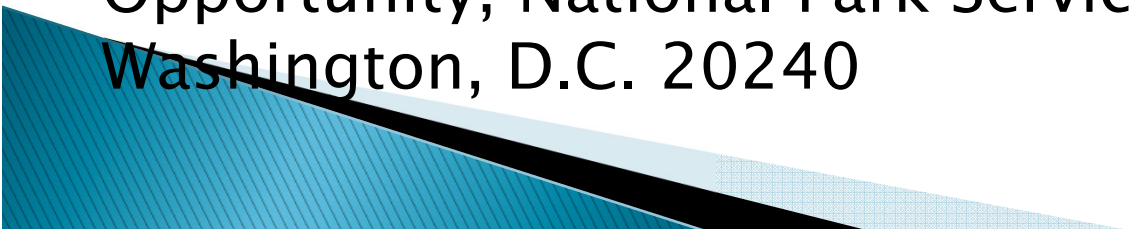
ACKNOWLEDGMENT OF SUPPORT

- ▶ The activity that is the subject of this [type of publication] has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior, and administered by the State Historic Preservation Office of Utah. The contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or the Utah State Historic Preservation Office, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or the Utah State Historic Preservation Office.



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A decorative graphic in the bottom-left corner consisting of overlapping blue and black geometric shapes, including a large blue triangle and a black triangle.