

The Morris Mine was located on the Montour Railroad's Midland Spur (Westland Branch) timetable east of Southview. Trains reached Morris Mine via Gilmore Junction, named for the Gilmore Coal Company who built the mine. The mine was on the south side of Route 50 north of Millers Run. The village of Gilmore was located on the hillside north of the mine.

The Gilmore Coal Mining Company was incorporated in 1920 by Mr. S. A. Gilmore, Mr. C. Ebershuger and Mr. E. I. Morris for whom the mine was named. It built the Morris Mine in 1922 on property leased from Mrs. Anna Burgan who owned a large tract of coal land in the vicinity.

The Morris Mine was described in great detail in a 1922 article in *Coal Industry* magazine.

"The Pittsburgh coal seam underlies the whole of the property, and a number of bore holes have shown the coal to be a uniform thickness of five and one-half to six feet and fairly free of impurities. As in other parts of the field there is little pitch to the vein. The roof is slate and an occasional vein of clay tends to make a somewhat bad top.

At this point the coal lies at a depth of approximately 140 feet, necessitating shaft mining. The hoisting shaft is 130 feet in depth, two compartments, and concreted throughout its depth. The air shaft is located a short distance from the hoisting shaft, and exhaust fan being located at the mouth of the former. In addition, a slope is provided for the use of men and material. This is likewise concreted, and lies at an angle of 25 degrees, being 525 feet in length.

The arrangement at the bottom of the shaft is simple. A double track for loaded cars leads to the shaft, the empties being taken off on the other side. A motor takes the cars back to the working faces in an entry around the shaft.

With this arrangement the hoisting capacity is three cars every 70 seconds, which will be more than sufficient to take care of the mine's output. The cars used hold approximately three tons each.

The entire plant is designed and guaranteed to operate making three sizes of coal at the rate of 325 tons per hour."

The Morris Mine tipple outlasted every other mine on the Montour and wasn't torn down until the late 1980s, and the mountain of waste from the mine may remain in place for a much longer time, although it would make another good source of coal for the proposed Beech Hollow power plant on the former Champion coal washer site.

Production figures for Morris Mine between 1931 and 1936 show three changes in ownership and declining production.

Year	Production (tons)	Days Worked	Employees	Owner
1931	123,130	262	167	Valda Coal Co.
1932	173,686	275	184	Valda Coal Co.
1934	88,294	140	152	Weise Coal Co.
1936	39,145	70	121	Anna Burgan*

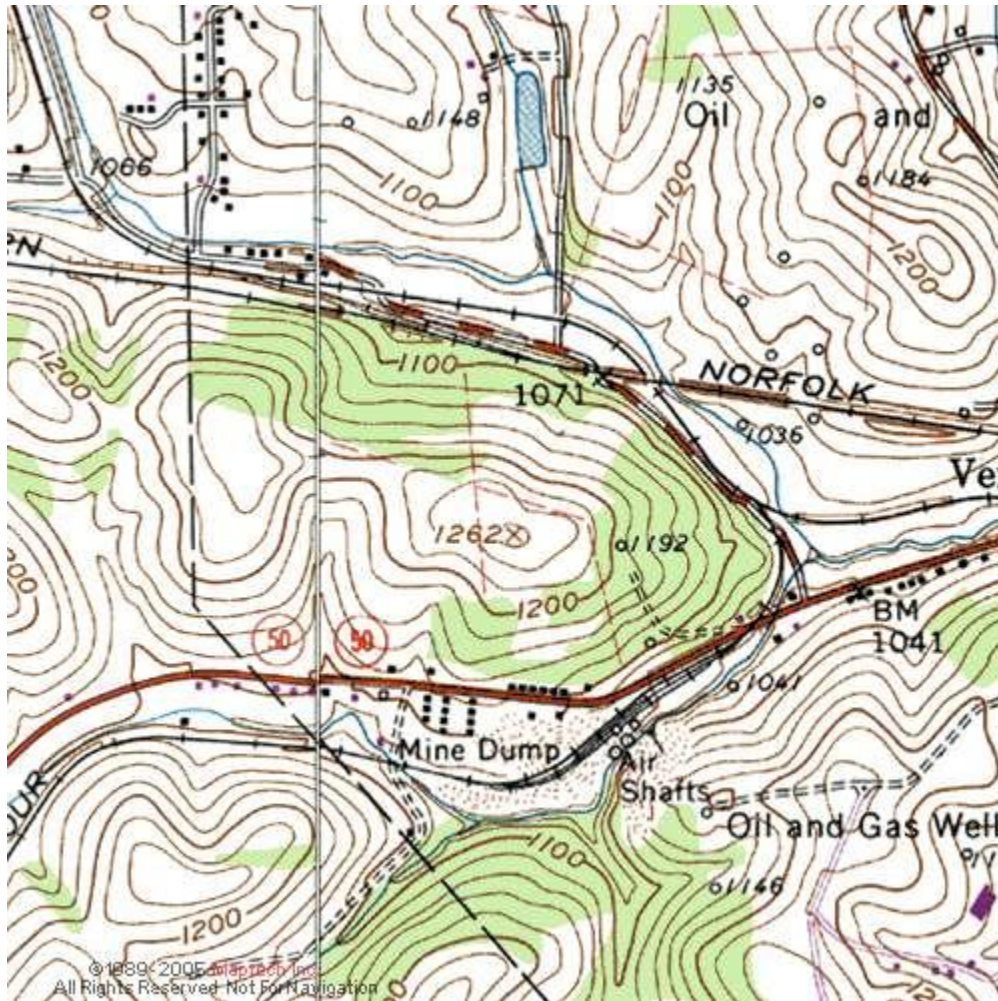
*Anna Burgan was the original property owner and took over the mine.

The following pages contain images and maps related to Morris Mine.

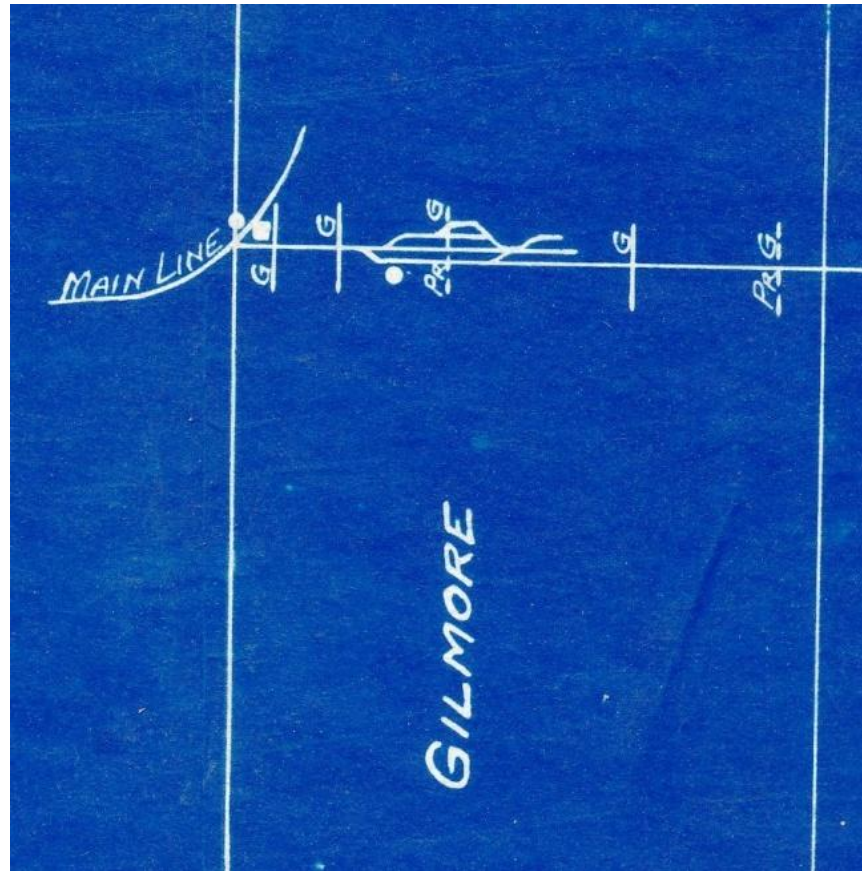
A 2010 satellite image from Google Earth shows the former Morris Mine location and the village of Gilmore. The old Montour Midway Spur from Gilmore Junction is barely visible between the paved road and dirt road in the upper right. The Morris waste dump can be easily spotted.



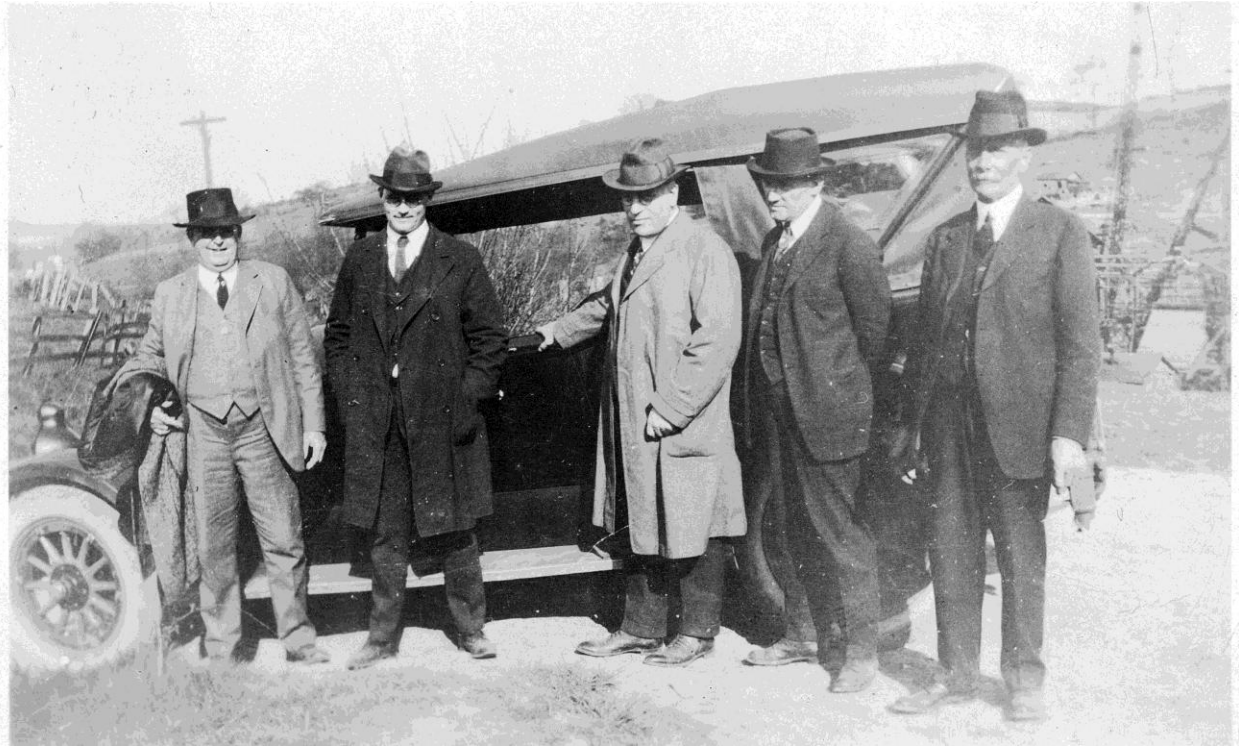
This topographic map shows the mine as it existed prior to the abandonment of the Montour Railroad. The slope entry is shown to the right of the words "Air Shafts," which were the ventilation intakes for the mine. The rows of house above the mine dump are the original miners' homes built in 1922. The houses north of Route 50 were the homes of the superintendent and foremen.



This excerpt from a c. 1945 Montour track diagram shows Gilmore Junction and the track arrangement at Morris Mine. The white dots represent telephone booths where train crews could contact the dispatcher at Montour Junction for authority to operate on the Midland Spur/Westland Branch or to enter the main track from the spur/branch.



This is a photo of Gilmore Coal Company executives, taken in 1922. (This and other photos in this series are from a family album courtesy of Alan Hinton whose great grandfather built the village of Gilmore.



This is a photo of the slope entry for the Morris Mine taken in 1922 when the mine was under construction. (Courtesy of Alan Hinton)



Another 1922 photo shows the newly completed tipple for Morris Mine. The main track of the Montour Railroad is on the far left beneath the tipple.



FIG. 3—ELEVATION OF TIPPLE.
Showing arrangement of dump, shaking screens and loading booms.

This is a view of the east side of the newly completed tipple. The hoisting engine, offices and miners' washroom are in the building on the left.



FIG. 1—TIPPLE AND HOIST HOUSE

Three tracks are provided for loading, while to the right is shown the chute and bin which supplies coal for local use.

This photo shows the original electric-powered hoist for Morris Mine.

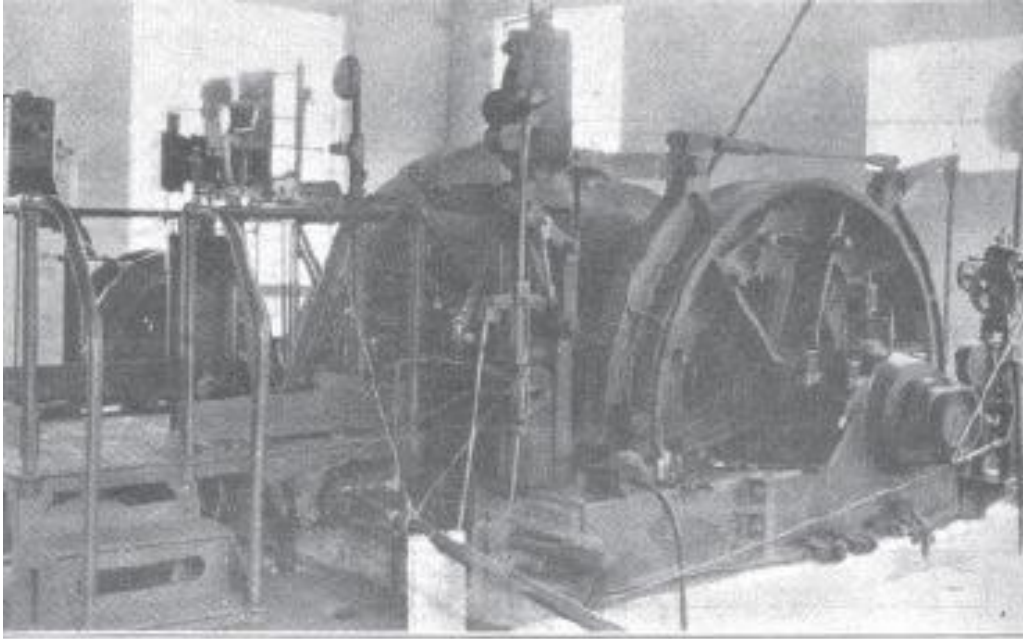
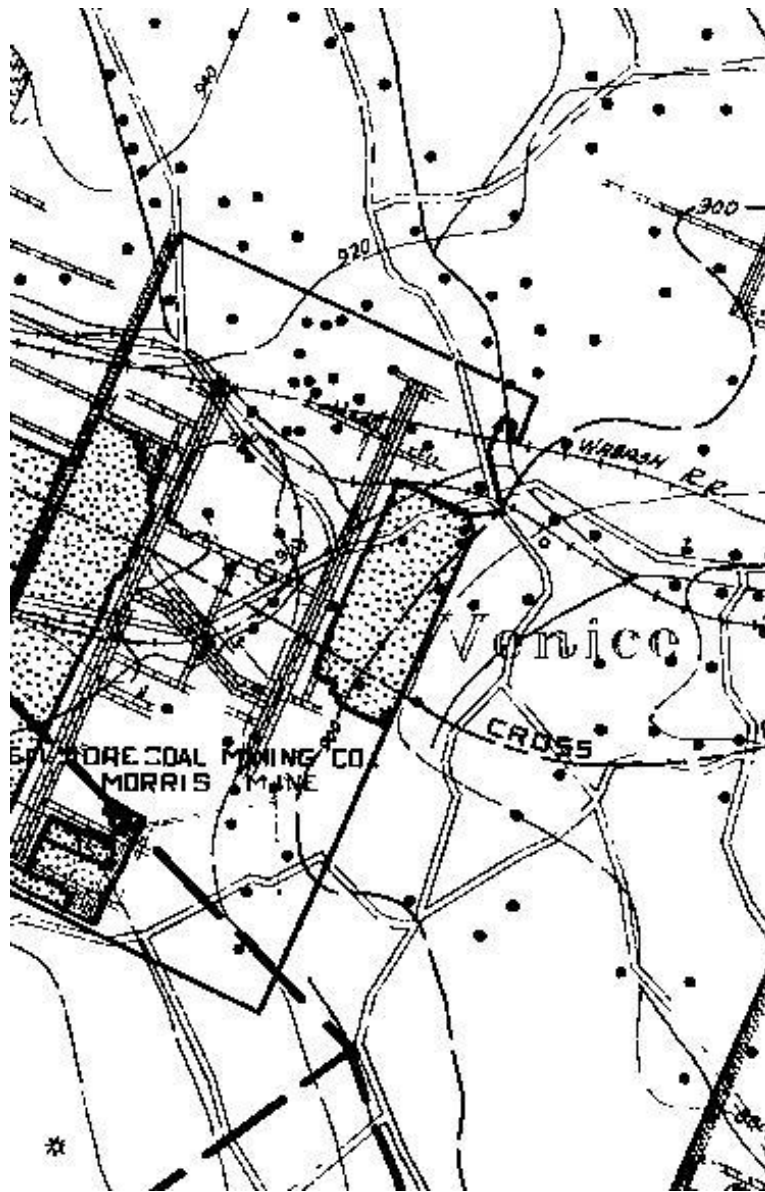


FIG. 3—THE HOIST

To the right is shown the safety control, while at the left behind the telephone is the recorder.....

This is from a 1930s WPA map showing the workings of the Morris Mine.



This is a close-up from a 2005 Google Earth satellite image of the Morris Mine and the village of Gilmore.



This photo from Alan Hinton's collection shows the row of house on the north side of Route 50 at Gilmore. This would have been called "Bosses Row."



These house were (and still are) located on the south side of Route 50.



This was the company store for Morris Mine. As with Pittsburgh Coal Company's stores, which operated under the "Federal Supply Co." name, it was an independent business, but wholly-owned subsidiary of the Gilmore Coal Company. The houses shown in the previous photo are visible behind the store.



The following photos were taken in the early 1970s and show the condition of Morris Mine before it was permanently sealed and torn down. Although the slope entry was fenced, trespasser had cut a hole in it. The mine was flooded, so you could not go very far down the slope. The hoisting shaft was covered, but not sealed.

This view is looking timetable west, with the still active Montour Westland Branch on the right.



This is another view of the hoist and office building looking toward the northwest. The bridge over Millers Run to the slope entry is at center right. The hoist equipment was already removed by the time the photo was taken.



This was the slope entry as seen from the north side of Millers Run. The waste pile sits above the entry.



This is a close-up shot of the slope entry.



A photograph of a large, multi-story industrial structure, likely a mine headframe or processing plant, situated in a rural, hilly landscape. The structure is made of metal and shows signs of wear and rust. A tall, narrow tower rises from the right side of the main building. The sky is blue with a few wispy clouds. The foreground is a grassy field with some snow patches.



Another close-up looking northwest with the hoist cables shown.



A telephoto shot of the winding wheels.

