

Headlines from the hills

Dwight Kline has established a **Yahoo Group** devoted to Camp Tuscazoar. This group is for people who want to share stories, photos, historical facts and post questions about the camp. Several photos of Tuscazoar taken in 1975 were recently posted on the site, including a couple of great photos of the Order of the Arrow tapout ceremony. To view the site, visit: <http://groups.yahoo.com/group/TuscazoarTails/>

The **Zoar Valley Trail** section of the Camp Tuscazoar website has been updated with the latest trail maps and directions. The opening of the Zoarville Station Bridge and the I-77 Towpath Trail Bridge (see article on Page 2) have shortened the trail to 20.1 miles. The updated trail guide will direct hikers across both bridges (assuming the floodwaters have receded). To view the updates, go to:

<http://www.tuscazoar.org/ZVTmap.htm> and <http://www.tuscazoar.org/ZVTguide.htm>.

Forestry Merit Badge will be Dover Dam Weekend theme

Boy Scouts will have the opportunity to earn Forestry Merit Badge at our annual **Dover Dam Weekend, May 2-4**. The U.S. Army Corps of Engineers has not yet confirmed whether tours of Dover Dam will be offered this year due to ongoing construction at the dam, but back-up plans are in the works.

Check-in will begin Saturday at 8 a.m. The \$7 per person activity fee includes all camp events, a souvenir patch and a delicious dinner Saturday evening. Camping fees are additional. Groups can also attend the Saturday activities (no dinner) for \$4 per person. Call 330-859-2288.

Area flooding impacts Tuscazoar

The flood of 2008 may not have broken any official records, but it will long be remembered for its impact on area homes, schools and roadways.

Although most of Camp Tuscazoar sits above the flooded area, the camp was nevertheless affected by the March floodwaters. Most significantly, the camp's efforts to produce maple syrup were interrupted twice by the rising waters, eventually forcing the camp to use buckets to gather sap instead of the vacuum lines.

On a positive note, the camp's Maple Days Fund-raiser continued even though the northern approaches were impassable for much of the weekend. We are extremely grateful to those visitors who made the trek along the southern route to camp and enjoyed a delicious breakfast in the camp dining hall. The rains held off and gave those who wanted to hike an opportunity to enjoy themselves. Several mentioned that this was their first visit to camp.

The Zoarville Station Bridge was certainly the talk of the weekend. A number of guests wanted to visit the bridge, but found that it was almost completely submerged. By Sunday afternoon, however, the waters had subsided so that the bridge was a little more visible and Boy Scout Road was passable. Fortunately, because the waters rise gradually behind Dover Dam, the bridge should not sustain any damage from the flooding, other than the occasional tree limb or branch that might get lodged in the upper trusses. Hopefully we've seen the last of the flooding for many years.



The Zoarville Station Bridge is nearly submerged by floodwaters behind Dover Dam during the Maple Days Fund-raiser.

Tuscazoar events, programs and activities

For reservations or additional information, contact Camp Tuscazoar at 330-859-2288

'08 calendars mailed

Hopefully you have received your 2008 Camp Tuscazoar events calendar. If you did not receive one, you can join the Foundation for only \$15 and we will send one to you. A few copies are available in the museum while supplies last.

Also, if your business would like to support Camp Tuscazoar, we would be happy to discuss advertising possibilities. The advertisers displayed on our calendar make it possible for us to send free event calendars to more than 500 members and campers. Please help us continue this tradition by providing a few advertising dollars for the camp. Scout groups can list their yearly campouts on the calendar for only \$5. The deadline for the 2009 calendar is Sept. 1.

Timbering project near Roost complete

Visitors hiking to Buzzard's Roost and campers spending a weekend in Troop 1 Cabin will likely notice the after-effects of the timbering project completed last fall. This project raised the matching funds needed to finalize a land acquisition by the Camp Tuscazoar Foundation in 2006. This 241-acre purchase enabled the Foundation to regain ownership of Buzzard's Roost, Troop 1 Cabin, the Zoarite Iron Mines and the Stone Memorial Lodge. We appreciate your patience and cooperation during this project.



Visitors pose with the Camp Tuscazoar sign this past summer. The sign was temporarily removed during the timbering.

I-77 Towpath Trail Bridge dedicated in October

On Saturday, October 27, 2007, supporters gathered at Fort Laurens State Memorial in Bolivar to dedicate a new section of Ohio & Erie Canal Towpath Trail and the Towpath Trail Bridge over Interstate 77.

Congressman Ralph Regula presided over a dedication ceremony for a new bridge spanning I-77 that will allow the Towpath Trail to connect Fort Laurens and Bolivar to the improved Towpath Trail, which currently extends south to Zoar Village. A crowd of 100 enthusiastic supporters gathered at Fort Laurens on a cloudy Saturday October morning to hear remarks from locally elected officials, including County Commissioners, State Representatives and Congressmen Ralph Regula and Zack Space. Others in attendance included Bill Bible, Ohio Department of Transportation; Bill Laidlaw, Ohio Historical Society; Chris Abbuhl, President Tuscarawas County Commissioners; Allan Krulak, Ohio & Erie Canalway Heritage Committee; and Jon Elsasser, Ohio & Erie Canalway Coalition.

The project represents the fulfillment of a community vision and now allows for further development of the Towpath Trail north through Bolivar to marry the completed section in Stark County. This trail provides a vital connection along the 101-mile Ohio & Erie Canal Towpath Trail.

Following the dedication, Ohio Historical Society opened the museum at Fort Laurens for refreshments sponsored by Tuscarawas County Convention and Visitors Bureau and the Bolivar Zoar Towpath Rotary.

Thank you to all the participants including the Ohio History Society, 51st Ohio Volunteer Infantry Co. B, Northeastern Tuscarawas County Community Business Association, Friend of Fort Laurens, and Tusky Valley High School Band & students for helping with the event.

Courtesy of www.ohioeriecanal.org and www.ohiocanal.org

Pig Gig to return this September

Plans are already underway for the return of the fall Pig Gig campout September 12-14. This event, which coincides with our annual Pig Roast Fund-raiser, offers activities for those groups that spend the weekend in camp. Saturday's activities will begin at 9:30 a.m. and will feature the "Amazing Race at Tuscazoar." The day's activities will conclude with an 8 p.m. campfire program at the Hoover Lodge amphitheater. The activity fee for the weekend will include a Pig Roast dinner on Saturday night. The cabins and campsites are available beginning Friday night, but will fill quickly, so make your reservations now. Watch the Breeze and our website at www.tuscazoar.org for more information.

The Eagle Hill Coal Mine at Camp Tuscazoar

By David Tschantz

Most Tuscazoar campers have long been familiar with the Zoarite Iron Mines located on the hillside just south of Dover Dam. However, research on the Ohio Department of Natural Resources website recently uncovered another mine that once existed in that area on the property of what is now Camp Tuscazoar. This mine is known as the Eagle Hill Mine and produced bituminous coal from a seam common along the Tuscarawas River known as Middle Kittanning #6. While the Zoarite mine was known as a kidney mine (because they mined "kidney ore" from it using an early form of strip mining), the Eagle Hill Mine was an underground deep coal mine.

It is not known when this mine was opened, but records show it was closed and abandoned in 1902 as oil and natural gas began to replace coal as a fuel for industry. The map shown here



Figure 1

in Figure 1 was drawn in April of 1902 and obtained from the ODNR. It indicates that there were at least eight entryways to the mine known as drift entries, plus several shafts for ventilation and water drainage purposes. The Eagle Hill Mine was called a drift mine because miners entered it by tunneling into the hillsides above water level rather than digging a shaft down from the surface to the coal seam. Each entry would have been well-timbered to keep rock and dirt from cascading down from the hillside above and blocking the entry. The 5 man entries were probably from 8 to 9 feet in width, and the 4 rail entries would have been around 12 feet in width. As the map shows, the coal was not dug out of the seam entirely. Rather, this mine used the pillar-and-breast method of mining, where pillars of coal were left in place to help keep the rock overhead from collapsing onto miners and mine equipment as they dug coal out of the "breast", or face, of the rock. These coal pillars were probably reinforced with timbers, particularly in larger rooms or areas where tunnels met. The pillars, as seen on the map, were not continuous, but interrupted by openings called "breakthroughs", which allowed for passage and ventilation through the mine.

The map also appears to show that at least four of the entrances were big enough to permit miners to lay rail into the mine so large chunks of mined coal could be brought out in small mine carts to a crushing and sorting tippie which was situated just downstream from the entryways. Figure 2 shows mine cart typically used for this purpose. Note that these carts were constructed so that they were easily emptied by operating a lever on the side of the cart that would open the end of the cart for easy dumping.



Figure 2

Figure 3 shows a miner at his task in a mine similar to the Eagle Hill Mine. A rude mine office was probably located at the sorting tippie as well. The mine carts could have been hauled by mules, horses, oxen, goats or even dogs. At the sorting tippie the coal is thought to have been crushed into smaller pieces, cleaned and sorted, and then dumped into larger carts for transport to the loading tippie at the Cleveland & Pittsburgh Railroad which ran along the river below the mine. Some mines open in those days employed "slate-picker" boys at the tipples to separate slate and other non-flammable rock from the coal as it was being crushed and sorted.



Figure 3

The mine is listed on the map as having been owned and operated by "W.R. Jones." Almost nothing is known about this person or the company.

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Eagle Hill Coal Mine at Camp TuscazoarFrom Page 3

According to the map, the mine was worked on the "single and double entry system." In the single entry system, drift entries were driven into the hillside at least 160 yards apart. The two entries with rails entering the hillside directly above the crushing tippie appear to have been single entries. In the later double entry system, two parallel entries 30 to 40 feet apart were driven into the hillside. The map appears to show double entries to the left and upper right of the crushing tippie. The double entry system allowed better ventilation in the mine.

Figure 4 shows the extent of the mine within the camp boundaries (which are marked) and its proximity to Dover Dam and Buzzards Roost. This map was also taken from the ODNr website.

Hikers exploring the gully parallel to and south of the power lines will find many small lumps of coal scattered in the area of the sorting tippie and along the old railway or cart path from the loading tippie at the abandoned railroad bed to the sorting tippie near the mine entries. Since this portion of the railroad bed was below Dover Dam, it has likely remained in almost the same location as when the mine was open, unlike the bed above the dam which was relocated in the 1930s. Also, while the mine entries were closed many years ago, probably by dynamiting the hillsides above them, it is possible to find several of the areas where the openings were located by observing the drainage of orange mine water from spots at the base of the hillsides.

Coming Events:

May 2-4	Dover Dam Weekend
May 4	CTF Board Meeting
June 1	CTF Board Meeting
July 6	CTF Board Meeting
Aug 3	CTF Board Meeting
Sept 7	CTF Board Meeting
Sept 12-14	Pig Roast Fund-raiser

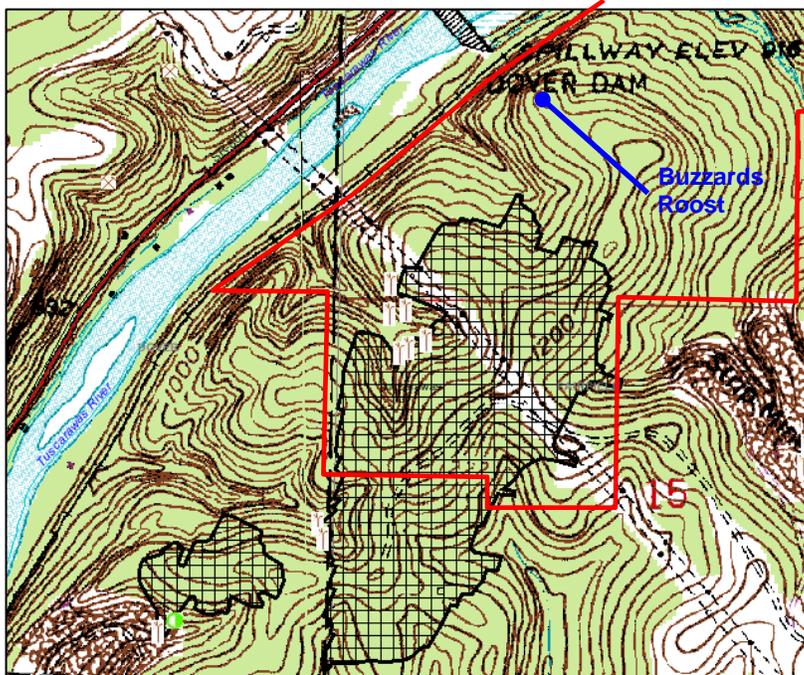


Figure 4

Camp Tuscazoar "Breeze"
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