

cipals the following men have served as superintendent of the Adelphi Schools: G. W. Fry, J. W. Jones, J. B. Seelig, Mr. France, Mr. Hartin, Mr. Mason, W. B. McPherson, William Barton, S. Earl Kraft, J. Mason Jones, Edward Weston, Leslie Dearth. The present principal is Gerald Canaday.

The enrollment in 1889 was 118 students with 12 of those being high school students. The yearly percentage of attendance was 84. There were seven non-resident students.

The annual reports of Superintendent G. W. Fry, 1888-89, show that the following courses of study were offered: Orthography, Reading, Writing, Arithmetic, English-Grammar, Composition, United States History, Physical Geography, Physiology, Algebra, Rhetoric, and American Literature.

An early graduation diploma displays the following names as officers of a Board of Education: N. Potter, President; W. W. Patterson, Clerk; and R. Swinehart, Treasurer.

In 1928 a new addition was added to the structure which had been built in 1870. This improvement gave the school a First Class High School Charter and added several new classrooms, a gymnasium and auditorium. The high school continued to operate under this charter until the spring of 1951 when the State of Ohio decided that the enrollment and the facilities were insufficient to continue as a place of higher learning.

The one-room schools are now but a memory to many folks. Students are taken by buses to Adelphi, Centralia and Laurelville. Centralia School has grown rapidly during the past few years and has been under the superintendency of George Eldon Armstrong since 1928. The courses of study offered today in the year 1954 include a very few of the subjects mentioned in the year 1888. In addition we find that our students have more practical subjects to suit the present time.

Many changes have taken place during the first one hundred and fifty years of Adelphi and Colerain Township. So we find that many changes were made in our school systems.

Jacob Karshner, who came from Berks County, Pennsylvania, settled in Colerain in 1807, and is accredited with the erection of the first distillery. He brought a small copper still with him and began to make whiskey the following year. His son John served a thorough apprenticeship and carried on the business until 1864. He specialized in the manufacture of Apple and Peach Brandy. At one time stills were as numerous as the farms.

John Rose operated a three-story "still house" and a cooper shop with spring water piped into the building. Around the time of the (1849) California "Gold Rush" Mr. Rose built a flatboat on Salt Creek. He loaded this boat with barrels of whiskey and floated it down to New Orleans. The whiskey was then loaded onto a steamer that took it around Cape Horn, southernmost point of South America, and up to San Francisco. John Rose put the whiskey in a warehouse and that night it caught fire and he lost his entire stock of whiskey. After losing his fortune, he returned to Adelphi and peddled beer from Chillicothe to the solons in and around Adelphi.

BLACKSMITHS

Through the years, blacksmith shops were very numerous and once there were as many as six at one time. A. L. Strous, Will Davis, Alfred Bitzer, Al Valentine, John Tomlinson and his son Cretolious Tomlinson were early smithies. One of the very early blacksmiths was Barton O'Neil.

STOCK SALES

At one time stock sales were held on the main streets of the village, about twice a month. Bob Haynes learned his auctioneering from attending these sales. He later operated his own harness shop and livery stable, where many of the horse traders would meet and do their horse trading.

MEAT MARKETS AND SLAUGHTER HOUSES

ALTHOUGH THERE HAVE BEEN many meat markets and slaughter houses in the town, Augustus Rose established one of the most outstanding ones of its kind in the community. His slaughter house, meat market, and residence were laid out with great care and several of these original buildings are still standing. Ralph Lesher owns the property on which the slaughter house stood and the barn still remains. The meat market was on the corner at the present site of the Red Men Hall or the local Red & White Food Market. Maynard Tomlinson's barber shop was one of the original buildings and the residence is occupied by the Rossiter family.

David Pontious, Bands and Parades
Georgia Notestone, Queen Contest
Lloyd Notestone, Dance
Alice Pritchard, Souvenirs
J. R. Mahoney, Rides and Concessions, and
Maryetta Stocklin, Historical Exhibits

General Committees:

HISTORY: Donna Karshner, Donna Beougher, Miss Florence Bowsher and Mr. O. B. Armstrong

CHURCH ACTIVITIES: Franklin Dresbach, William Diehl, Helen Turner, G. H. Armstrong, Gladys Bookwalter, Rev. Bernice Clary and Rev. Richard McDowell.

FINANCE AND ADVERTISING: Herbert Leshner, Treasurer; Lowell E. Swepston, Ralph G. Leshner, Earl Cryder and C. B. Bode

FOOD CONCESSIONS: Twilba Yaple, Helen Bowsher, Oleda Bowsher, Retha Leshner, and Mary Leshner

BANDS AND PARADES: Robert DeLong, F. M. Bowsher, Ed Congrove, Monroe Congrove, Boyd Bode and Herman Hinton

QUEEN CONTEST: Mrs. Francis Hinton, Mrs. Glenn Cryder, Ollie Brown, Florence R. Marchington and Treva Congrove

DANCE: Horace Hubbell, Dean Jinks, Mary DeLong, Marjorie Karshner and Maxine Bode

SOUVENIRS: H. G. McFarren, Howard Bookwalter, Lela Pontious, Roland Rossiter and Violet Mae Conrad

RIDES AND CONCESSIONS: Hugh Patterson, Arthur Congrove, Jr., Drexel Jones, Malvin Earl Swepston and John Karshner

HISTORICAL EXHIBITS: Mrs. G. H. Armstrong, David Pontious, Florence Rihl, Edgar DeLong, Margaret Hilliard, Jennie Fetherolf and Violet Mae Conrad

1954 VILLAGE OFFICIALS

Hugh Patterson, Mayor; John Turner, Clerk; Don C. Patterson, Solicitor; O. B. Armstrong, Treasurer; Forrest Hettinger, Marshal.

Council Members: Monroe Congrove, President of Council; C. Dean Jinks, Lloyd Notestone, James Congrove, Deming Pritchard, and Herbert Goode.

THE ADELPHI COMMUNITY BAND

THE ADELPHI COMMUNITY BAND has been a part of this community for many years. It was organized in 1880 and has been a "name card" for the village throughout the years. After its organization it had trouble getting settled, and headquarters were made at various times in Hallsville and then in Adelphi. The first director was Mont Long of Circleville, who directed bands in neighboring communities. John Wittwer, Bill Patterson, Otis Larich, Vic Sweinhart and Sol Riegle are just a few of the names of the men who played in the band.

In April, 1924, the K. of P. Lodge organized a community band and it was under the leadership of Fred Powell. Since that time Adelphi has always proudly shared its community band. Both old and young men have always been a part of this band. When F. M. Bowsher was a boy of about fourteen, he started playing at band festivals and parades with the Adelphi Band. He along with his brother Amos, is still a member of this organization.

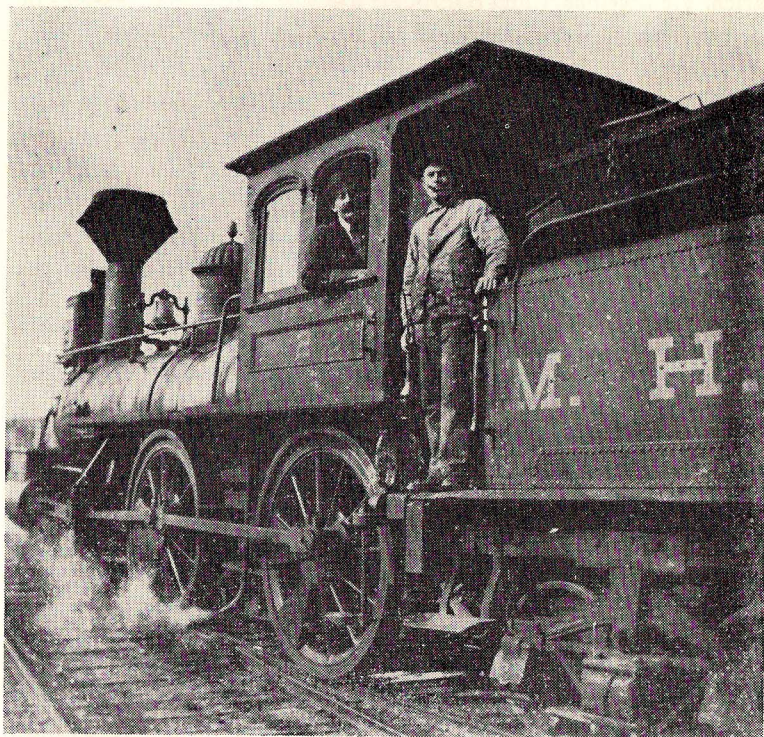
The present Adelphi Band is known far and wide. They visit many Fairs, Homecomings, Armistice Day and Memorial Day parades in neighboring communities and counties. They have always been well received as an outstanding band. The director of the band is now Rhoderick R. Shaw of Lancaster, Ohio. Mr. Arthur L. Hinton is manager, and Robert L. DeLong is treasurer. George W. Rihl is the present drum major and Christine Gildersleeve and Sally Hinton are drum majorettes.

Members of the 1954 Adelphi Band are: F. M. Bowsher, A. L. Bowsher, Francis J. Bowsher, Howard Bookwalter, Dwight Chester, Hugh Clark, Jr., John Cryder, Donald L. DeLong, Dale Fox, Francis J. Fraunfelder, Eugene Gildersleeve, Raymond W. Hedges, Curtis Hinton, Don Hinton, Glenn Hinton, Herman Hinton, Herman Hinton, Jr., Ned Hinton, Edwin Hupp, Max Hupp, Lester Hupp, Merle Junk, Max Luckhart, Ramon Maxson, Donald Poling, David B. Pontious, Cecil Ramsey, Floyd Ruff, Lester Shupe, Franklin Strous, Ned Tomlinson, Larry McDaniel, Guy McQuaide, and David Hinton.

THE K AND A RAILROAD (Kingston-Adelphi)

By James O. Archer

IT WAS EARLY IN OCTOBER, 1882 when the good people of the Adelphi community were rejoicing over the prospects of being a railroad town. It was October when the equipment arrived to start construction on the new railroad. It was the desire of the promoters and builders to connect the coal fields of the Hocking Valley with the present north and south line of the NORFOLK AND WESTERN RAILROAD at Kingston.



Old Susan with Engineer Daniel Markel and Fireman Charles Dent

The following article appeared in the Adelphi Border News issue of December 8, 1882, edited by D. F. Shriner.

"The Cincinnati, Hocking Valley & Huntington Railroad

"Work has begun again on this road and from present appearances, it will be completed at an early day. That part of the road

from Kingston to Floodwood, is under the management of Messrs. John Karshner & Co., who have already contracted or sublet the construction to a gentleman by the name of Jeremiah Arn, a man who has had considerable experience as a railroad builder. He has already put a large gang of graders to work between here and Kingston. We have never for a moment doubted the road would ultimately be built, though we felt unable, until now, to determine just how soon. It was and is our conviction, that as soon as it was gotten out of the hands of Niles and placed in those of such practical business men as Mr. John Karshner, it would not be long until it was completed.

"We shall keep our readers posted on the progress of the work, from time to time, as it shall seem of interest." (End of article).

Late in 1885 the railroad was completed from Kingston to Adelphi under the direction of Mr. John Karshner, the builder. Robert Swinehart, Adelphi attorney, son-in-law of John Karshner, handled the legal affairs for the railroad. It has been said that the grade for the railroad was partially completed down Salt Creek Valley to a point beyond the town of South Bloomingville, but the track never got beyond Adelphi, or north end, on the Mineral Spring grounds near the old mineral spring.

It was a single track line with no turntable, hence the engine went forward to Kingston and backward to Adelphi. The train made two trips daily from Adelphi to Kingston, making a stop at Hallsville each time it went back and forth. Once each month the engine, "Old Susan" as 'she' was called, made a trip to Chillicothe railroad shop, over the Norfolk & Western track, for a boiler inspection and general checkup.

The railroad station for Adelphi was located about one-fourth mile north of the village overlooking the Salt Creek Valley to the north and above the old covered bridge. Near the station D. H. Strouse had a general store and lumber, post, tanbark and whoop-pole yard, where he bought and shipped his purchases.

Editor's note: "whoopole" — Jim, that's a whopping whoopole, and so that our readers may know what a whoopole is, we think it should be stated that it was a yard where poles were split to make hoops for barrels and casks, as this was a method used for shipping merchandise. H. B.

The one and only locomotive engine used by the railroad was purchased at a cost said to be \$1800 from the Marietta, Hocking and Northern Railroad (now part of the Baltimore & Ohio system). The lettering on the engine was never changed as is evident from the picture of the engine in this volume. For this picture we are greatly indebted to the Norfolk & Western Magazine, who so graciously supplied it for our use. W. R. Sheridan, agent for the Norfolk & Western at Kingston, secured the photograph. The members of the engine crew in the picture are Engineer Daniel Markel and Fireman Charles Dent.

A few freight cars, a red caboose and one passenger coach made up the complete train. The price of a ticket was 40 cents. The passenger car hauled some 20 passengers a day. Considerable freight was hauled such as wheat, corn, posts, lumber, whooppoles, tanbark, produce and merchandise.

John Hunsinger was first engineer; William "Kid" Davis, the first fireman; Mr. Gridley was first conductor, and Phil Hunsinger was night watchman.

Later employees of the railroad were Russell Swinehart and Phil Karshner, (son of the builder), were conductors; Sam Coleman, Arch Hockley, Daniel Markel, engineers; Tom Congrove, Mark Lutz, Charles Dent and Aaron Dukeman, fireman.

Sam Coleman served as roadmaster, Milt Gallagher, track foreman and Clinton O'Daffer, John Gasche and Martin A. Neff were track workers. Many others worked on the road whose names we are unable to find in any of the available records.

When I was a youngster, one of the many stories told of Old Susan, as I remember, was that when the engine got off the track, the engineer blew the whistle, calling the trackmen to the scene to put 'her' back on the track and start her on her way. We are told that the engine was off the rack 14 times on one trip.

It was said that on a clear, quiet day the whistle could be heard from one end of the road to the other.

About 1895 the railroad was offered for sale at public auction due to loss in revenue, and John Karshner purchased the railroad for \$75,000, which was the only bid. Mr. John Karshner is said to have invested \$30,000 in the venture.

The railroad was abandoned late in 1898 and early in 1899 a wrecking firm in Cincinnati purchased the remains, consigning her iron bones to the scrap yard.

Thus the hopes and dreams of Adelphi as a shipping metropolis came to an end. As we celebrate our Sesquicentennial of Adelphi and Colerain Township in 1954 we can follow the old railroad grade from Adelphi to Kingston except for the trestles that were used in crossing the streams. What a grand hike it would be for a party of history-hounds to make the grand trek once more to Kingston, to the end of the line!