

ON THE LAZY BENCH

Penn Brad Oil Museum strives to preserve the history of the Bradford Oil Field and the unique culture that developed along with it. The Museum also honors the people and their families whose lives contributed to making Bradford the "Highgrade Oil Metropolis of the World."

A Quarterly Newsletter

Vol. 9 – No. 3 – Summer 2023

Cline Estate Contributions to Museum

by Joyce Cline, Treasurer



The standard rig at the museum is now basically complete. The rig was a gift to the museum by the estate of Willard M Cline and the 70 people who placed memorials to Bill at the time of his death on December 29, 2020.

The rig was fabricated and erected by Kinley Corp of NY. The sign on the rig facing South Ave was created by



Cousins Designs of Duke Center and the brass plaque with the wording of the original plaque when the rig was dedicated on September 19, 2021, was made by Wright Monumental Works, Inc of Bradford.



Joyce Cline donated an oil painting titled "Cline Oil #1 or The McDonald's Well." It was painted in 1966 by Catherine Cline Kelly for her nephew Bill Cline.



It now hangs in the museum beside the original sign that hung with the well behind McDonalds on Main Street in Bradford.



PENN BRAD OIL MUSEUM

901 South Avenue - Bradford, PA 16701
Email: pennbrad.oilmuseum@yahoo.com
Website: penn-bradoilmuseum.org

Phone: 814-362-1955

Open:

Thurs. & Friday
9 AM to 4 PM
Saturday
9 AM to 2 PM

Admission Cost:

Adults - \$5.00

Seniors - \$4.50

Children (under 12) - Free
Active Military / Family - Free



Derrick Day a Success, In Spite of the Rain

by Angela Nuzzo, Editor

The blue sky wasn't sure about coming out to join us on July 29, but the visitors had no doubt that Derrick Day at the museum was where they wanted to be. The sun and rain moved across the valley in cycles throughout the day, but there seemed to be a pretty constant flow of people touring the displays and taking part in the activities on museum grounds.



People were watching movies in the Doghouse Theater, buying pins for the Historic McKean Co. Collectible Pin Trail, and enjoying food and drinks from the five vendors set up in the parking lot. The raffles and 50/50 drawing did good business. Families were riding in Percy's little pony cart and watching the blacksmith demonstrate his skills.



The supply of souvenir t-shirts dwindled as the day went on. The sounds of the engines chugging in the background mixed with the live tunes brought to us by Fair to Fiddlin', and the overall hum of conversations was proof that vis-

itors young and old were engaged and having a great time.



At 2pm, Stan Pecora began an oil history talk, followed by Susan Gould speaking about Job Moses. About 25 people gathered around the Kinley Library, listened, asked questions, and shared their own laughter-filled memories.



At 3pm, when the celebration was supposed to close, the museum was still full of people. I guess when the sun came out earlier in the day and Susan said, "That proves that God loves the oil man," a full museum at closing time proves that our visitors love the oil man too.



Fireside Pumper's Breakfast

The Fireside Pumpers of the Penn Brad Oil Museum meet on the 2nd Wednesday of the month for a breakfast buffet with a guest speaker, at Togi's Banquet Room, 412-422 East Main St, Bradford. The buffet begins at 7:30. The public is invited to attend.

Announcements are published the Monday before each meeting in the Bradford Era and the Olean Times Herald. If you or your business would like to sponsor a breakfast, please complete the form on our website or call the Treasurer at 814-368-6824. Sponsorship profits go toward museum improvements.

September 13, 2023

Steve Teachman
Olean's Historic Treasures

October 11, 2023

Stan Pecora
Review of Empire Oil

November 8, 2023

Fran Bottone
PBOM - The Year in Review

Fireside Pumpers Talks in June & July

by Isabelle Champlin & Joyce Cline

After Nate Smith, sponsor of June's breakfast, briefly described the history of the Worth W. Smith Company of local hardware stores and gave out wooden coasters and beer cozies to the audience, curator Steve Appleby talked about the Eldred WWII Museum.

It was begun in rural Eldred, PA, in 1996 by Tim Roudebush, because 'that is where the girls were'. The museum honors a munitions plant nearby that once employed 2100 women assembling bombs in 87 buildings.

Besides tours that educate about the war, the museum serves as a repository of artifacts and family memorabilia that have been donated. Begun in one small room, it now covers 18,000 square feet.



A British Bren machine gun (the only purchased item in the entire museum) was held up and discussed, along with a Purple Heart medal, a blue star window banner, a Japanese prayer flag, a packable stove and canteen pot, and a gas mask bag from WWI.

Despairing of young people's knowledge and career aspirations, he pointed out that less than 1% of our population now serves in the military and less than 20% of young people could even qualify for military service.

Steve invited people to visit the museum, even if they had already attended, because much is new and improved after last winter's upgrades.



Dr. Katie Zapel, Archives Manager at Zippo Manufacturing Co., was the speaker at the July breakfast. She used an interactive technique to include her audience's knowledge of Zippo.

In 1933, George G. Blaisdell redesigned an Austrian-made lighter (that required the use of two hands to operate) into a small rectangular case with a lid attached by a hinge. He preserved the chimney design which protected the flame and this was the first Zippo lighter. It can be viewed at the Zippo/Case Museum.

The "wheel" caused problems in early lighters and so was brought in-house in 1946 where it was perfected at a cost of \$300,000.

During WWII, Zippo ceased production of lighters for the consumer market. This led to the production of the steel-case Zippo lighter with black crackle finish for the military. All McKean

County military received a Zippo during the war.

Katie related many interesting facts and historical information about Zippo.

- The name "Zippo" came from the word zipper because Mr. Blaisdell liked the sound of the word.

- The "click" of the Zippo lighter is trademarked and the sound has been used, with permission, in many songs and movies.

- Museum Manager Fran Bottone's mother was one of Mr. Blaisdell's first three original employees.

- One of the first advertising schemes was making Zippos a prize on "Punch Boards". Although the punch boards sold for only 25¢, the retail price of the lighter was \$1.95. The technique worked and helped familiarize the public with the Zippo.

- Mr. Blaisdell also gave Zippo lighters to bus drivers as a promotional tactic. When bus drivers used the lighter in front of riders, he thought the riders would inquire as to what kind of lighter he was using. That advertising was also successful.

- No lighters were manufactured in April 2020 because of COVID-19 shutdowns.

The original Zippo automobile was built on a 1947 Chrysler Saratoga, but it was so heavy that it kept blowing out tires. The car was eventually lost to time despite extensive efforts to locate its remains. The replacement replica was built on a Chrysler New Yorker and designed from pictures of the original. Both cars traveled to all 48 contiguous states.

Historic Sign Donated to Museum

by Thomas Miller, Museum President

On May 6 of this year, the Penn Brad Oil Museum was presented with an item of Bradford Oil Field history in the form of a sign from the Bradford Transit pump station that was in Duke Center, PA.

It was given to the museum by Patricia Popiel Lehosky in memory of her late husband Joseph Anthony Lehosky (1959-2022).

Joe was employed by the National Transit Company and oversaw the demolition of the Duke Center station. Recognizing its historical significance, Joe acquired the sign with the blessing of his employer and preserved it, much to the fortune of the museum and its mission.



Patty Lehosky gifts the sign to Penn Brad

Patty is the daughter of Julian (Dooley) Popiel who, with his brother Lester, operated a well-known oilfield trucking company in the Bradford Field in the secondary recovery era. She is also the sister of Molly Lindahl, who is known for her knowledge and extensive efforts at preservation of local history with the Bradford Landmark Society. An analysis of the history of Bradford Transit, provided by Molly, follows this article. Gratitude is due to Molly for her research.

Patty Lehosky has subsequently

donated an aluminum National Transit Pipelines tag that is presumed to have been used to identify property of the system. The museum is grateful to Patty for these significant donations.



National Transit Co. & Bradford Transit Co.

by Molly Lindahl, Bradford Landmark Society

National Transit Company was created by Standard Oil Company as a direct result of the Tidewater Pipeline construction in 1878-79. On April 14, 1881, John D. Rockefeller organized National Transit Company which came under the direct control of the Standard Oil Trust. The National Transit Co. office building in Oil City, PA, was completed in 1890.

From 1882-1899 National Transit Company was a unit within the Standard Oil Trust. In 1899 the Trust was liquidated and Standard Oil Company (New Jersey) was organized as a great holding company to take over the entire Standard Oil aggregation. Its stock was exchanged for outstanding certificates of the old Trust and for the stock of 19 constituent companies, one of which

was National Transit Company.

On May 15, 1911, the Supreme Court ordered the dissolution of Standard Oil Company (New Jersey) and the separation of 37 companies from "Jersey Standard". This made National Transit Company legally free and independent. The transfer completed December 1, 1911. Six of the National Transit Company pipeline offices moved from the main National Transit office in Oil City, PA, to the annex next door. It was then that National Transit Company dropped "United Pipe Lines" from their full name. The New York City National Transit Main Office ceased to exist.

On July 15, 1947, National Transit Company separated from their National Transit Pump & Machine Company and voted to dissolve in November of that year.

In November 1948, a group of refiners and producers individually (not jointly) purchased National Transit Company stock. The purchasers were: Pennzoil, Quaker State, Wolf's Head, South Penn of Bradford, Kendall, United Refining, Waverly Oil, Cities Service, Pennsylvania Refining of Butler, L. Sonneborn and Sons of New York. All of the purchasers were refiners except South Penn Oil, but South Penn Oil owned large shares of stock in Pennzoil. All of the purchasers used the pipelines of National Transit Company.

Bradford Transit Company was organized in 1929 and was a

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EMERY 25HP GAS ENGINE RECOVERY AND RESTORATION

by Mike Fuoco with Fran Bottone

In the summer of 2019, Denny Griesbaum was notified by Chip McCracken that they had found a rare Emery gas engine at Toad Hollow in Bradford Township. McCracken Energy was pulling and plugging wells in the area of the old Cram farm on the lease of the Minard Run Oil Company.

Denny went to investigate and found a 25HP Emery gas engine and a Boviard & Seyfang pumping power. Both pieces of machinery were in rough shape. The building had been gone for many years and the lease had been shut down since the mid-1950s. Mike Fuoco remembers seeing this power and a similar one on this lease in the early 1960s with both buildings still intact.



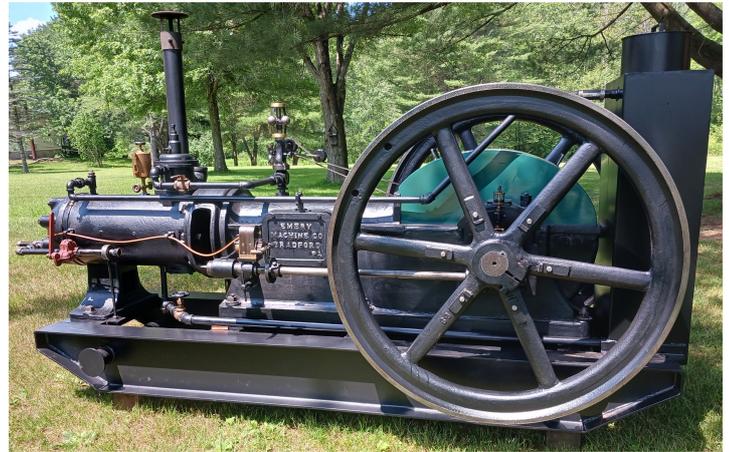
Denny contacted Minard Run Oil, who owned the engine, and whose ancestors (dating back to Bradford Oil Magnate Lewis Emery Jr) had designed and built it. Denny, along with Dave and Doug Dixon and Charlie Hancock, began removal in July 2019.

When the engine arrived at Denny's shop, it was dismantled and the full extent of damage from sitting so many years out in the elements was realized. The engine's cylinder was the worst, having been house and home to many generations of field mice. There were also many parts missing, such as the governor, Magneto, lubricator, and crankcase cover.

The cylinder was sent out to Paul Schmidt of Lehighton, PA, for boring and resleeving, a new crankcase cover was cast, a replacement governor and lubricator were provided, and a hard-to-find Bosch type 22 Magneto was rebuilt by Mike Fuoco. Dave, Doug and Charlie were also very helpful in the restoration of the Emery. Denny's welding skills are also very evident in the fabrication of the skid and

the water tank.

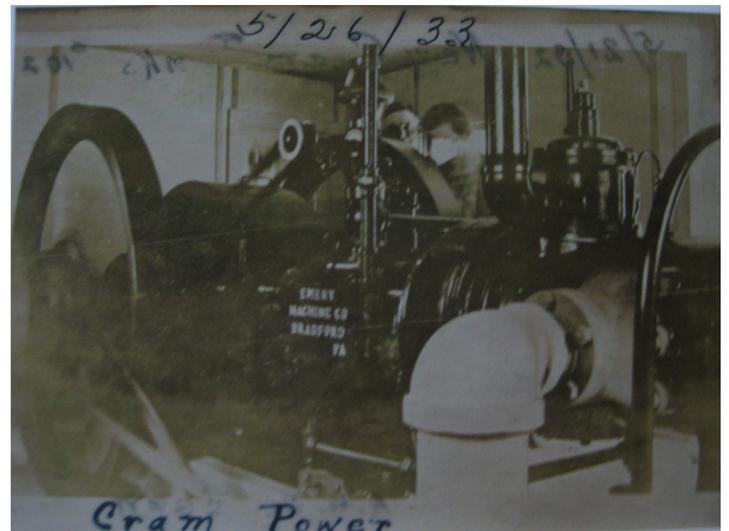
At 1 pm on January 14, 2023, the Emery roared to life again after decades of sitting abandoned. A testament to the combined experience and skill sets of these men. After a few minor adjustments, several coats of the original paint color were applied and the next stop will be here at the Penn Brad Oil Museum with a sneak peek during our Derrick Day celebration and an official future dedication ceremony. Stay tuned.



This was a very significant find with a tremendous amount of Bradford oil history behind it. Many thanks to Chip McCracken, Denny Griesbaum, Dave and Doug Dixon, Charlie Hancock, Mike Fuoco, Molly Lindahl, and Minard Run Oil Company!

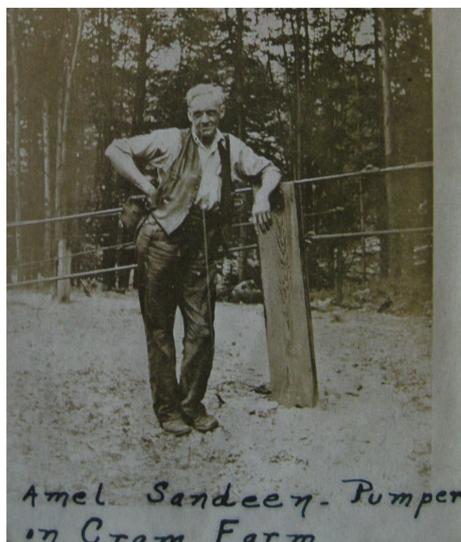
As an interesting footnote, Mike Fuoco was here at the museum recently looking through our old pictures and by chance came across photos of this very engine from 1933.

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Emery Engine continued

There was also a photo of the Pumper, who just happened to be Amel Sandeen, a long-time Dean of area school directors. How often would you see a Dean working in the oil fields today?



Engine Specifications - EMERY
25HP Two Stroke Engine circa
1914 * Bore 11 in x Stroke 14 in
* Flywheels 54 in x 4 3/4 in
* Pickering Governor
* Bosch type 22 Magneto

Transit Company continued

subsidiary of Pennzoil in 1965. In the first Quarter of 1965 the National Transit Company's Board of Directors voted to sell all of its assets to Bradford Transit Company. It was regarded as a merger. National Transit Company ceased to exist (including the name) and Bradford Transit Company became the surviving company. On November 18, 1965, Bradford Transit Company filed a legal notice in The Bradford Era. It declared their intention to change their name from Bradford Transit Company to National

Transit Company and was subsequently granted the request.

It is believed that National Transit Company (previously known as Bradford Transit Company) completely ceased operations in 1986. The Duke Center station was closed prior to that, possibly around 1983.

Information for this analysis was obtained from newspaper articles using the subscription-based service newspaperarchive.com. In particular, a 4-page article, which appeared in THE DERRICK (Oil City, Pa.) on August 14, 1971, Centennial Edition, was an excellent source of information. The author is Dr. Paul H. Giddens.



Congratulations to Two Museum Board Members

by Joyce Cline, Treasurer

In April, Dr. Matt Kropf received the President's Award for Excellence in Teaching, Scholarship and Service from the University of Pittsburgh.



Matt is an associate professor of engineering technology at UPB. He is the architect of two new four-year engineering technology programs and the momentum behind the new George B. Duke

Engineering and Information Technologies Building on the campus. He is also director of the Harry B. Halloran Jr./ARG Energy Institute at the college.

Matt earned his Ph.D. in Engineering Science and Mechanics at The Pennsylvania State University and his B.S. in Physics at Rose-Hulman Institute of Technology. He is originally from Canton, OH.

We congratulate Matt on this well-deserved honor and thank him for his contributions to the museum.

This past Spring, **Jeff Brewer** was promoted to Vice President of Operations for American Refining Group.



Jeff joined ARG in October of 2019 as Director of Operations. Prior to accepting the position, Jeff was Technical Support Manager for Delek US Holdings, Inc, in El Dorado, AR. Before working in Arkansas, he held numerous industry-related positions in states from Missouri to Texas.

Jeff received his education in Chemical Engineering at the University of Missouri-Rolla.

Congratulations to Jeff on his promotion. The Penn Brad Oil Museum Board of Directors thanks him for being a contributing member of the board—for his volunteerism and his attendance at museum events.

Board Of Directors

The Penn Brad Oil Museum Board of Directors is as follows:

- Thomas Miller, President
- Fred Fesenmyer, Vice President
- Susan Gould, Secretary
- Joyce Cline, Treasurer
- Isabelle Champlin, Corresponding Secretary
- Jeff Brewer
- Meredith Fesenmyer
- Matt Kropf
- Chip McCracken
- Marsha McCracken
- William Pantuso
- Stanley Pecora
- Paul Phillips
- Steve Pratt
- Sherri Schulze
- Dale Smith
- Dennis Stromberg

Stephen J. Kloss G.E.M. Oil Love, Family	Dan Stoneking Forest Oil Corp 1965-1991	In Memory of Myron S. Levin MSL Oil & Gas Corp.
In Memory of Edward L. Peabody	In Memory of Phil and Marcia Gallina	Clifford Frick South Penn Oil
In Memory of Elaine Fesenmyer Northrup 1948 - 2023	Loving Memory Ron Kloss Molly & Alan	Ivan Frick South Penn Oil
Donald Phillips "Spike" Old Cable Driller		

Memorial & Honoring Gifts

In Memory Of: _____ **Given By:** _____
 Charles Kautz Barb & Art Steinhauer



Memorial & Honoring Bricks

In Memory Of: _____ **Placed By:** _____
 Donald Phillips Sharon Phillips
 Clifford Frick Jim & Diane Frick
 Ivan Frick Jim & Diane Frick

Engraved personalized paving bricks can be purchased to surround the base of the new flag pole. The bricks can honor people who have been involved in the oil industry or be used as a memorial to a deceased person. Bricks can also be purchased personally to show your support for the museum.

Remember or Honor a Loved One with a Gift to the Penn Brad Oil Museum

Memorials received after August 1 will appear in the next newsletter. Memorials are available by calling 814-368-6824, or by mailing the coupon below to: Penn Brad Oil Museum, P.O. Box 163, Bradford, PA 16701. If ordering a brick, please call the number for more details or print out the order form available on our website. A notice will be sent to the recipient. Penn Brad Oil Museum is a 501(c)(3) entity and all donations are tax deductible. **Clip and Mail Coupon**

<i>(PLEASE CHOOSE IN MEMORY OF OR IN HONOR OF)</i>	Memorial/Honoring Gifts	<i>(PLEASE PRINT)</i>
----- IN MEMORY OF	----- IN HONOR OF	
----- SEND CARD TO	----- FROM	
----- STREET	----- STREET	
----- CITY/STATE/ZIP	----- CITY/STATE/ZIP	

August Fireside Pumpers Talk

by Isabelle Champlin, photo by Joyce Cline

Our August Fireside Pumpers speaker was Ben Porkolab, the Conservation and Education Coordinator of the Elk County Visitor's Center, who described the history of elk in Pennsylvania and the creation of the Keystone Elk County Alliance. The elk herd, introduced from the Rocky Mountains to replace the over-hunted and extinct Eastern Woodland Elk, is now a success. It is healthy and increasing in size and territory, thanks to programs to manage hunting and to provide for habitat enhancement.

Using elk antlers, skulls, and hoofprints with comparisons to deer, elk were shown to be much larger (males weigh 700-900 lbs), and thus need far more acreage for forage (25 sq. mi. compared to 1 sq. mi. for each animal). The elk herd also shows the importance of ecotourism, creating billions of dollars in revenue. It is becoming world famous, as evidenced by the numbers of foreigners at the Elk County Visitor Center in Benezette, PA.

There were many questions from the audience to this animated presentation, and many maps, brochures and magazines were distributed. The museum thanks Howard Drilling of Mt. Jewett for sponsoring the program, which helps keep the breakfast buffet price to \$15.



[Visit our Facebook page for more articles, photos, and updates. User name: Penn Brad Oil Museum.](#)

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