## THE KELLY EMPIRE: THE HISTORY OF ONE OF THE TRUE GIANTS OF THE COMPACTION INDUSTRY PART 3: A GALLERY OF KELLY ILLUSTRATIONS

By: Raymond L. Drake and Robert T. Rhode

In our two previous articles on the O. S. Kelly and Kelly-Springfield firms, we included a considerable amount of text detailing the history of the empire that Oliver S. Kelly built in Springfield, Ohio. In this offering, we would like to present a gallery of Kelly-related illustrations that we are certain you will enjoy.

(Unless otherwise indicated, the illustrations are courtesy of Raymond L. Drake and Robert T. Rhode.)

> This is O. S. Kelly as depicted in the December 1902 issue of the magazine entitled The American Thresherman two years before Kelly's death.

Here is a portrait of Oliver S. Kelly that dates to 1880 and that could be based on a photograph from the 1870s. When Kelly returned from the California gold fields, he quickly bought and sold a wholesale grocery business before working for William Whitely and Jerome Fassler, builders of mowers and reapers. Soon, the company name changed to Whitely, Fassler & Kelly, suggesting that Kelly became a full partner in the firm. Kelly remained with Whitely and Fassler until 1881, when he became associated with the Rinehart, Ballard & Company Threshing Machine Works. By 1882, he was serving as president of that firm, which sold threshing machines under license to John Pitts.



When in 1882 O. S. Kelly and son Oliver Warren Kelly reorganized Rinehart and Ballard as the Springfield Engine and Thresher Company, the firm built portables such as this one. Catalog cut courtesy of John A. Neff of Greenville, Ohio



This statue honoring O. S. Kelly was recently unveiled near the building housing the Clark County Historical Society in Springfield, Ohio.

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The Springfield Engine and Thresher Company also produced a skid engine.



Here is a Springfield traction engine in all its glory. Cut courtesy of John A. Neff.



The first Springfield traction engines boasted a seat for the driver's convenience when having the engine pulled by horses. Cut courtesy of John A. Neff



This woodcut circa 1891 depicts one of Kelly's many threshing machine designs. The artist has experimented with varying widths of grooves in the black margins, which were omitted when the cut, or engraving, was printed in a catalog.



This interior view is of a Kelly thresher similar to the one in the woodcut.



In this photo, taken in 1897 in Ogdensburg, New York, a very early O. S. Kelly roller can be seen. In addition to the lack of a steam cylinder, the use of a half-length canopy and an especially tall smokestack identifies this machine as having been built circa 1891.

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Here is an 18 HP Kelly steamer from 1902, Serial Number 2061. In 1889 or 1890, the Springfield firm was renamed the O.S. Kelly Company. Cut courtesy of John A. Neff

This 1905 photograph shows another early O. S. Kelly model of road roller, which is sitting atop one of the box culverts that often were the nemesis of heavy machinery. As it is lacking a steam chamber, this machine was built between 1893 and 1897. The full-length canopy and the short smokestack typify single-cylinder Kelly rollers built from 1893 until 1907. Of note is the unusual kingpin housing fabricated from sheet steel and held together with large rivets. This design first appeared in the 1893 catalog and was installed on some rollers as late as 1903. As such a housing is not commonly seen on Kelly rollers, it is a mystery why it was employed when the general custom was to use the cast housing seen in the previous photo. We have had the opportunity to examine a Kelly roller similar to the one shown here and have noticed that this type of housing raises the front of the boiler more than does the conventional design. Perhaps the riveted housing was preferred for machines intended for hilly terrain because the crownsheet would remain covered with water while going downhill.



This Kelly engine was a 15 HP model.

No. 712,545



Here is a 12 HP Kelly engine pulling what company literature called a Fuller Tender.

(Unless otherwise indicated, the illustrations are courtesy of Raymond L. Drake and Robert T. Rhode.)

Right: Oliver S. Kelly's son Oliver Warren Kelly patented the Kelly steam truck on November 4th, 1902.



Patented Nov. 4, 1902.

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Kelly continued to build skid engines after 1900.



*Here is Kelly traction engine Serial Number 2102 probably posing for a catalog.* 



Kelly traction engines with a wide stack base such as the one seen in this cut date to circa 1906.



Here is the rear view of the 15 HP Kelly traction engine. Note the open-faced driver wheels. Cut courtesy of John A. Neff



The 18 HP Kelly steamer presented this appearance from behind.



This Kelly engine features steering on the left and solid faces on the driver wheels.





On June 3rd, 1917, the Toledo (Ohio) Times advertised a new "Motor Circus" featuring Kelly gasoline-powered trucks. Cut courtesy of Greg Miller, curator of photographs, the Toledo Public Library.



In the February–March 2009 issue of Engineers & Engines, we showed a right-hand view of a Kelly-Springfield that employed a twocylinder engine that could run on either gasoline or kerosene. Here we offer a left-hand view of a different roller that uses the same type of motor. This machine, Serial Number 10812, was built in 1921, and it has the later type of scarifier with the characteristic one-piece wheel. In the previously published right-hand view, the scarifier wheel was the early type, which had an open-spoke design and which was attached to only the very first rollers to be equipped with scarifiers.



In our previous article, we featured the first Kelly "Big Four" roller at the time that it was sold to the city of Minneapolis. Here can be seen that same roller, still in service in 1940 after numerous modifications have been made. The reader can easily detect that, having accomplished thirty years of service, the rolls have worn thin.

In our book entitled Classic American Steamrollers, we state that the last steamroller built in America left the factory in Springfield in 1934. After that date, no rollers bore the name Kelly-Springfield until May 11, 1940, when the factory produced this machine, called the Anniversary Special Bevel Gear 7-Ton Tandem Roller Number 19037, Model KS 24. The smooth drums indicate they were filled with water at the construction site to give extra weight to the machine. It is interesting that, while the company had been named Buffalo-Springfield since 1916, the firm chose to celebrate the fiftieth anniversary of the first roller built by the O. S. Kelly Company.









Left: This drawing of the Kelly factory shows how majestic it looked in 1902.

Below left: In 1996, the remaining facilities of the Kelly factory had lost some of the luster that had once graced the plant.

Raymond L. Drake and Robert T. Rhode are the authors of the book Classic American Steamrollers 1871-1935 Photo Archive.

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## EARLY DAY GAS ENGINE AND TRACTOR ASSOCIATION, INC.

Submitted by Larry Voris, President and Director at Large, 2340 S. Luster, Springfield, MO 65804

Let's talk about some safety concerns that I have been made aware of in the last few years. Some may not be serious but something to think about. First is when you might be tractor pulling an IHC F-20 or similar drawbar setups. The "U" shaped drawbar is fastened at the bottom of the wheel housings and the brace at the top of the axle housing. I know of at least one incident where the drawbar broke at the lower end and put all the pull on the top at the axle height. Needless to say it flipped the tractor over on its top. Another was similar where the man welded up a drawbar on his "M" Farmall. It was a vertical adjustable setup where he could raise and lower his drawbar height easily. The weld broke at the bottom and transferred all the torque to the top and it flipped over on its top on top of the sled. This man wasn't killed but spent time healing after breaking some bones. These are some things that we, as operators, should think about and also the Safety Inspector at tractor pulls should be aware of a possible incident. It seems that a lot of these old tractors have a lot more power now than when they were new. So everyone keep your eyes open and watch for things like this.

You should already have the 2009 National EDGETA show on you calendar for June 13 & 14 at Fredericksburg, TX. This is about 75 miles west of Austin. If you need more information go to our web site at <u>http://www.edgeta.org</u> and go down to National shows.

That is all for now. Hope to see some of you on the show trail this summer.