

Transporting the steel work for a tower from Seager to the top of Balsam Roundtop mountain.

1919
TOWER

The following people helped make this possible.

S. D. Todd; District Chief

Frank Desilva; Forest Ranger

Mike Todd; Tower Man

Teams and drivers

Arch Fairbairn 1 team

Geo. Stuart "

Cy George "

Ny Todd "

Arnold Graham "

And 2 teams supplied by Geo. J. Gould driven by Joe Dougherty and Bob McCan.

Helpers at loading: Geo. Armstrong, Sr. and Cy Caniff.

The steel work for the tower was shipped by rail freight to Arkville and unloaded by Howar Atkins and trucked to the barn on the Seager place for storage. This was early winter and the road to the tower was impassable.

In early summer the above people gathered one beautiful morning at 6.30AM to load and transport the tower to Balsam Mountain. The loading took much longer than was estimated as many of the bundles had to be broken down to properly distribute the load over the 7 lumber wagons. The first wagon started out about 9.30. Routing was down the Dry Brook road to the Stuart Turn then up the Millbrook Rd. to the Beaverkill Rd. thence to the Balsam Mountain cut-off. I was riding with Joe and we were the last to leave, which was about 11.00AM. Our load was the sections of sheet metal which made the house on top of the tower. The roofing sheets were so large that about 4 feet of each sheet overhung the side of the wagon.

We encountered no trouble until the second wagon hit the first steep pitch on Woodpecker ridge of the Beaverkill road. The load was so heavy that it was necessary to put the second team on it to get to the top of pitch. To do this we had to unhook a team and put them in tandem with the team that was stuck. We had

*My Uncle J.
Russell Todd
wrote this for
me 2/19/74.
B. Baker*

anticipated this and came prepared with log chains, ropes, picks, axes, saws and extra doubletrees. The next trouble spot was the steep pitch by the spring where you leave Woodpecker Ridge and go on to Judson Ridge, here we had to double team 3 loads.

We hit no more trouble until tried to negotiate the Balsam Cut-off. This was trouble all the way. The turns were too short and the grades too steep. It was necessary to remove rocks, cut down trees in order to make the turns and 2 of the pitches were so steep that we had to use 3 teams in tandem to get the loads up.

Joe and I had the most trouble our load was so wide that it was catching on the trees on the side of the road. This happened to us twice on the Beaverkill road but the horses were good and would stand while we cut down the offending tree. It happened to us twice on the Balsam cut-off but the horses were getting nervous and we had to unhook while we cut down the trees and rehook. Joe and I finally got to the top about 5.00PM.

We left for home about 6.30, in coming down we took the short cut from the Millbrook Rd. directly to Furlow Lodge arriving home about 8.00PM, very glad to be back tired but no injuries.