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The Kelly-Springfield Tire Company's origins can be traced to Edwin Kelly's solid rubber carriage tire that he developed in Springfield, Ohio. The quiet riding tire was a welcome relief to passengers who had long endured the noisy and rough riding wheels that were typically placed on the horse-drawn vehicles. Carriage manufacturers quickly adopted Kelly's new tire and business grew. While other company's manufactured similar tires, it was Kelly's company that went on to achieve worldwide notoriety in the manufacture of automobile tires.

The Kelly-Springfield Tire Company benefitted from the booming automobile industry of the early twentieth century. Carriage wheels became quaint memories as pneumatic tires supported the new mode of transportation. The Kelly factory in Akron, Ohio, was selling tires as fast as they could be produced, so a decision was made to look for an additional location to build a new manufacturing facility. Kelly-Springfield's two professional teams researched and reported on 53 cities that competed for the new factory. Fortunately for Allegany County residents, none of the original 53 cities was awarded the contract to build a new plant; instead, Cumberland, Maryland, walked away with the grand prize in September 1916 when an agreement was reached between the tire company and the city. How the city came to win the prize is both interesting and unusual.

Phillip Blake, secretary of the Cumberland Development Company (forerunner of the Chamber of Commerce) was said to have overheard a conversation between two

Features The Kelly-Springfield Tire Company

passengers on a Baltimore and Ohio passenger train. The passengers' conversation referenced a tire company's search for a location to build a new plant. Upon return to Cumberland, Blake wrote to several tire companies in hopes that one would be the company referred to in the train conversation.

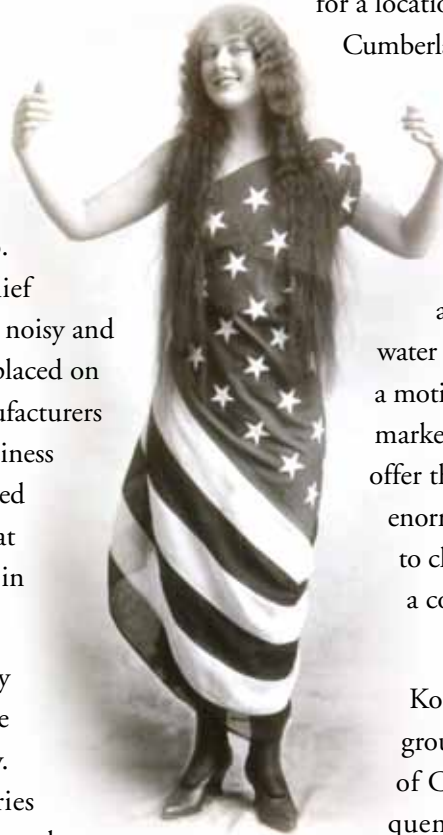
Mr. Blake received one reply—Kelly-Springfield Tire Company.

The city of Cumberland touted its advantages to the tire company: a stable water supply, rail service, abundant fuel supplies, a motivated labor force, and proximity to major markets. Cumberland was also the only city to offer the tire company \$750,000 in cash—an enormous sum of money in 1916 and enough to close the deal. The cash was raised through a community fund raising drive.

In 1917, Cumberland Mayor Thomas Koon and Kelly-Springfield officials broke ground for the new factory on the West Side of Cumberland and the first tire was subsequently produced in 1920. The company and Allegany County prospered as the locally produced tires gained global market share. In fact, Kelly-Springfield grew to become one of the largest tire manufacturers in the world. When the corporate offices also located in Allegany County, Cumberland proudly proclaimed that it was home to the Worldwide Headquarters of Kelly-Springfield Tire Company!

Unfortunately for Allegany County, the Kelly-Springfield plant had become outdated by the 1980s. Modern plants proved to be more efficient and capable of producing the increasingly popular and technologically advanced radial tire.

A corporate decision was made to close the local plant and the last tire rolled off the assembly line May 14, 1987, thereby ending nearly eight decades of work at the site. Kelly-Springfield's World Wide Headquarters remained in



Cumberland for more than ten years until a gradual transfer of employees to Goodyear Headquarters (the parent company of Kelly-Springfield Tire Company) in Akron occurred starting in 1998.

Today, the Kelly-Springfield Tire Company legacy lives on at the Allegany Museum on Pershing Street in Cumberland, Maryland, where an extensive display of artifacts and memorabilia are featured.



Facing page: An early Kelly-Springfield advertising promotion.

Above: "Miss Lotta Miles" illustration promoting Kelly-Springfield tires.

Right: The original Kelly-Springfield museum display of artifacts and memorabilia is now housed at Allegany Museum with a small part represented in this photo.

\$200,000,000

LUKE MILL ECONOMIC IMPACT

2011

Total Employment	866
Employee Wages and Benefits	\$ 76,733,000
Employee State Payroll Taxes	
Maryland	\$ 2,243,000
West Virginia	\$ 1,210,000
Pulpwood Purchases	\$ 62,353,000
Energy Purchases	\$ 37,478,000

Note: \$200,000,000 includes other expenditures which are not shown in this breakdown.



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