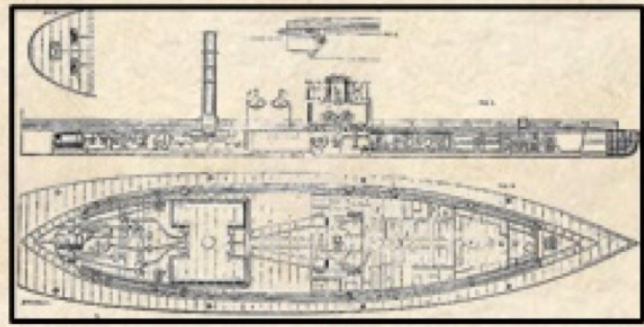
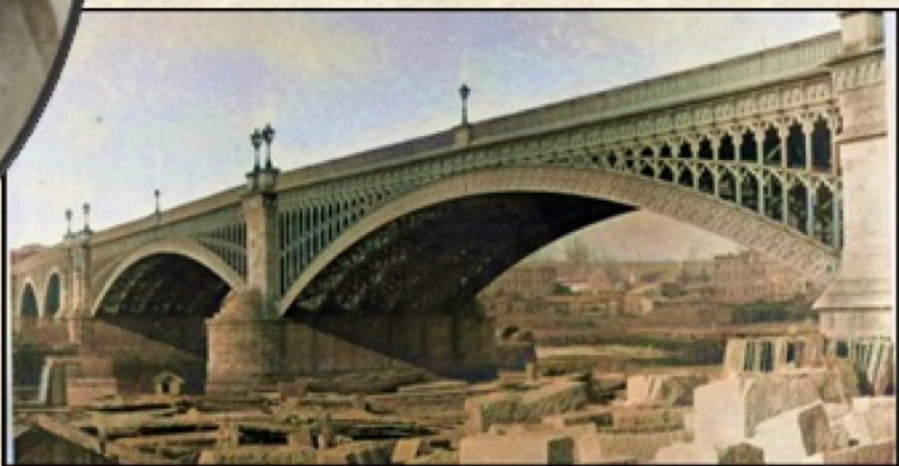


Stephen Betts Whiting (1834-1915) was apprenticed to a machinist in Connecticut at 15, became a journeyman at 17, and at 23 went to Alton, Ill., as superintendent of the Illinois Iron Works. In 1860 he took charge of what became Wilcox & Whiting near Camden NJ. That iron works / machine shop built a civil war monitor, the SS Kona; and the superstructure for the Chestnut Street Bridge in Philadelphia, which was described as one of the handsomest, strongest, and largest bridges in the country.





In 1878, Whiting was employed by the Philadelphia & Reading Coal & Iron Co. as a mechanical engineer. He was promoted to chief engineer in 1880, and in 1883 to general manager.

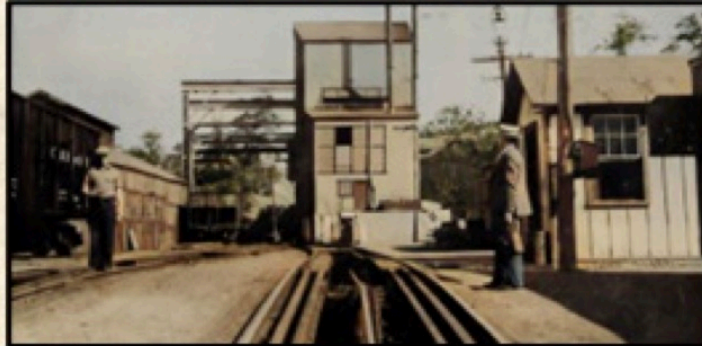
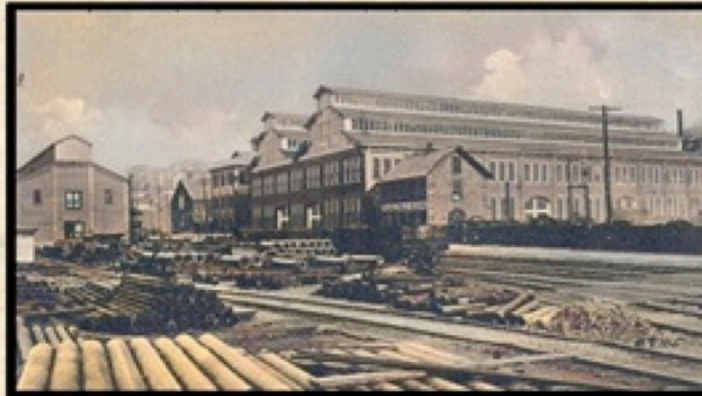


He moved to Michigan in 1888, as general manager of the Calumet & Hecla Mining Company as general manager until 1901, when he retired.

Whiting was a charter member of the American Society of Mechanical Engineers.

Whiting went to Pottsville in 1865 as superintendent of Snyder's Colliery Iron Works. He designed the "Whiting system of rope driving, hauling and hoisting machinery" which was first installed at the Ashley planes.

The system was adopted on the Mahanoy planes, the Brooklyn Bridge, the Red Jacket (Whiting) shaft of the Calumet & Hecla Mining Co., and for South African diamond mines



Red Jacket Shaft, Calumet, Mich.
Deepest Vertical Shaft in the World,
Over 4,000 feet deep.

