



Society for Industrial Archeology ROEBLING CHAPTER NEWSLETTER

March 2006

Vol. 15 No. 1

CHAPTER EVENTS

Big Box on the Basin:

Retaining Red Hook's Last Working Shipyard

Urban Center Galleries,

457 Madison Ave. at 51st St.

Wednesday April 5 through Friday, May 26

Opening reception: Wednesday,

April 5, 6:00 – 8:00 p.m.

This exhibit is funded in part by the Roebbling Chapter and Mary Habstritt is a co-curator with Alan Gentile and Carter Craft of the Metropolitan Waterfront Alliance, a project of the Municipal Art Society. MWA is hosting the exhibit, co-sponsored by Save the Graving Dock Committee. Photos have been contributed by RCSIA members John Bartelstone, Norman Brouwer, Carolina Salguero, and Al Trojanwicz, among others.

Explore the past, present, and future of the former Todd Shipyard in Erie Basin. The exhibition looks back at the early days of shipbuilding in this man-made harbor which served as the terminus of the Erie Canal. It offers a close-up view of what goes on inside a graving dock and the availability of other facilities to repair ships that ply our harbor today. It also examines plans for an IKEA store that include filling the still-functional graving dock for a parking lot, alternative plans for the site, and examples of other active port facilities that bring the public up close to working waterfronts.

Gallery Hours are Monday through Friday, 11:00 a.m. to 5:00 p.m. Because space is limited, please RSVP for the reception at rsvp@mas.org or 212-935-2075.

Historic Ralston Mill Tour

Mendham, New Jersey

Sunday, April 9, 2:00 p.m. – 3:30 p.m.

Tom Laughlin moved his cider mill and distillery from another Mendham location in 1908 to this building originally built in 1848 as a grist mill. It had closed in the 1890s due to competition from cheaper Midwestern grain. Laughlin installed the latest water-powered apple handling

equipment and made Tiger brand applejack until Prohibition and probably later.

The cider mill has sat unused since the late 1930s but is now undergoing a complete restoration. Filled with pulleys, jack shafts, huge wooden cider fermenting vats, an apple conveyor and grinder and two ancient cider presses, the building is a time capsule. The unique rail-mounted transfer table system for moving ground apples to and from the presses is in place. Hear professional millwright Pete Kricker talk about restoring the interior structure, and figuring out how to re-install the apple handling equipment during this special insiders' tour for RCSIA members.

Directions from Morristown:

Take Route 24 West from Morristown Green. Pass through the center of Mendham and continue about one and a half miles on Route 24. The mill is on the left.

Members who would like to share a ride from the Morristown train station, contact Mary Habstritt at 212-769-4946 or RCSIAprez@aol.com. She will match drivers and riders.

Rail Yard History of Riverside Park South

Meet at Pier 1 at 70th St.

Sunday, May 7, 2006, 2:00 – 4:00 p.m.

Explore the former site of the New York Central Railroad's 60th Street Rail Yard on a walk with Tom Flagg. The tour will go from north to south observing clues to the major rail yard that was once on the site of Riverside Park South, which runs from 62nd to 72nd St. along the Hudson River. This event will proceed, rain or shine, so dress appropriately. The tour will be repeated on Saturday, June 10.

This tour is co-sponsored by Riverside Park South as part of Summer on the Hudson and is a program of UPPERWESTFEST.

Free. No reservations required. For more info call 212-408-0219.

200th BIRTHDAY

John A. Roebling: His Life and Legacy

Trenton City Museum

June 17 – September 10, 2006

The Trenton City Museum in the historic Ellarslie Mansion stands near a statue of John A. Roebling erected in Cadwalader Park by employees of his wire rope works.

Roebling's faith in human development and progress allowed him to reinvent bridge-building technology and accomplish what was once considered impossible. The Brooklyn, Hudson (later the GWB), Niagara, and other bridges stand as striking testimony to the far-reaching effects one man's legacy can have on the world. Today, his innovations in industry and engineering serve literally as the building blocks of modern engineering as well as an integral part of American infrastructure.

As the museum organizes this exhibit it is reaching out to the public for contributions. If you have artifacts pertaining to Roebling's early life, industrial pursuits, and his involvement in the city of Trenton and are interested in loaning them to the museum, please contact Brian O. Hill, Director, brianohill@ellarslie.org, 609-989-3632. For more info, see the museum's website at www.ellarslie.org.

ASCE Celebration

October 27-29, 2006

The History & Heritage Committee (HHC) and the New Jersey and Metropolitan Sections of American Society of Civil Engineers are co-sponsoring a Symposium and tours in honor of John A. Roebling's 200th anniversary. The Symposium will be held on Friday, October 27th at the Marriott Hotel by the Brooklyn Bridge. It will include presentations on Roebling's works and the effect his inventions and projects had on the civil engineering field. On Saturday there will be a full-day bus tour of several Roebling-related projects including the Delaware Aqueduct. Finally, this event will climax on Sunday with a walking tour of the Brooklyn Bridge and other sites of interest.

For more information on this special event, please go to http://www.asce.org/history/roebing_06.cfm. If you have any questions, please contact Carol Reese (creese@asce.org), staff contact for the HHC.

And don't miss the down-loadable Roebling commemorative screen saver!

John A. Roebling: The Man and Masterbuilder

Museum of the City of New York – Date TBA

RCSIA will co-sponsor this exhibit which will likely occur in early 2007. Watch future newsletters for more information.

OTHER EVENTS

Oreland Industrial Heritage Walk

Morris County Park Commission

March 25, 2006, 10:00 a.m.

Led by Joe Macasek and Bierce Riley, this hike will explore the remains of Oreland, a turn-of-the-19th-century mining town. Walk the Wharton & Northern Railroad Oreland Branch Line to see where the miners worked, and down Kelly's Row to see where they lived. This tour covers rugged terrain so sturdy shoes are essential. Cost is \$3.00. To register and to learn meeting place, call 973-829-8666.

Tour of Paterson Falls

Saturday, March 25, 11:00 a.m. - 1:00 p.m.

Meet at the Great Falls Visitor Center, 65

McBride Ave. Extension, Paterson

Explore aspects of river life with The New Jersey Historical Society in honor of its new exhibition *Ebb and Flow: New Jersey and its Rivers*, with David Soo, Executive Director of Paterson Friends of the Great Falls, Inc., and Lily Hodge of NJHS. The guided tour of the Great Falls/S.U.M. National Historic Landmark district will include: the Great Falls, working hydroelectric power station, 30-tier water raceway system, Paterson museum and industrial mills, both ruined and renovated

Known as the birthplace of American Industry the National Landmark District is home to the largest and best example of early manufacturing mills in the United States. Founded by Alexander Hamilton and a group of investors, this recently designated State Park contains 18th-, 19th-, and 20th-century waterpower remnants. At the district's core is the natural landmark Great Falls, the second largest waterfall by volume east of the Mississippi. Together, the 77-foot-tall falls, engineered raceways and mills form a complex that is unique and irreplaceable to our nation. It has been described as America's very first systematic attempt to develop extensive waterpower for manufacturing purposes.

Paterson was also the location of the "Silk Strike of 1913," the beginning of the industrial labor union movement. Glimpse the history of a community where people did not just invent; they tried everything – a repeating revolver, a submarine, an airplane that could fly across the Atlantic. Patersonians' did not just manufacture; they produced articles that redefined the limits of life.

Call 973-596-8500 ext. 234 to make reservations. Wear comfortable shoes! Suggested donation of \$10. www.PatersonGreatFalls.org Questions? Call 973-596-8500 ext. 234.

Central New England Railway Tour 2006

*Metro North Station, Poughkeepsie
Sunday, April 2, 2006, 8:30 a.m. - ?*

The 2006 annual bus tours along various portions of the former Central New England Railway is ready to accept reservations. We are pleased to announce that these tours will now and in the future be co-sponsored by the Maybrook Railroad Historical Society.

This year's tour will essentially follow the routes of the former Poughkeepsie & Eastern and the former Poughkeepsie & Connecticut both of which were taken over by the CNE. The P&E RR was built before the big Hudson River RR bridge to run from Poughkeepsie to Connecticut. The bridge company intended to buy the P&E for access to Connecticut and new England. P&E management refused to sell so they built the P&C RR in parallel to connect with the Rhinebeck & Connecticut/H&CW in 1889 at Silvernails to reach CT.

Some of the high points will be the site of the former CNE station yard along Parker Avenue (was the Maybrook Line) and the P&E yard on Smith St in Poughkeepsie. East of Pok is Van Wagners where the two lines ran near to each other and there is a caboose in the field. Next stop will be the restored Pleasant Valley station now located on West Road. Farther east we will see the site of the Salt Point cornfield meet. We will go through Clinton Corners and head for Pine Plains for lunch at Lia's restaurant. On the way back we plan to see Stissing Junction, McIntyre, The Stanfordville station (now a residence) plus the creamery site.

This routing is subject to change. Due to the narrow roads and lack of suitable parking in much of the general area of our tour, some locations can only be shown from the bus windows or in photographs. At the end of the tour our buses will run express back to the parking lot in Poughkeepsie. As usual, everybody will get a copy of the 2006 CNE Tour guide book.

This year's tour will depart from the parking lot across the street from the Metro North RR train station parking

garage in Poughkeepsie. From the lot there is a great view of the big RR bridge just to the north. We have a lot of ground to cover so we will have coffee and Poughkeepsie RR Bridge photo shooting at 8:30 and busses will roll at 9:00.

Cost is \$45.00 per person. Make payment to "MRHS-CNE 2006" or "Maybrook RR Historical Society - CNE 2006" and sent to: CNE 2006 -Joe Mato, 62 Wood Rd, Redding CT 06896.

New Jersey Shipwreck Symposium & Workshop

*InfoAge Learning Center, Camp Evans, Wall, NJ
Saturday, May 6, 2006, Workshop: 9:00 a.m.
to noon, Symposium: 2:00 P.M. to 6:00 P.M.*

The New Jersey Historical Divers Association, Inc. a nonprofit charitable historical research organization, presents its fourth Shipwreck Symposium, hosted by explorer and author Gary Gentile.

The speakers and scheduled events are as follows:

Shipwrecks and Lifesavers

Tom Hoffman, Park Ranger, Historian

Shipwrecks in New Jersey Waters

Lee Cox, Jr., Underwater Archaeologist

Exploring New Jersey's Artificial Reefs,

Steve & Maureen Langevin, Video presentation

The Sunken Locomotives of Long Branch

Dan Lieb and Jim LuBrant

New Jersey Museum of Transportation, Inc.

Alterations and substitutions to the schedule may occur without notice.

Advanced Wreck-Diving and Technical Gear Configurations Workshop. Gary Gentile is offering a workshop for divers who want to extend their knowledge of beyond that which is obtainable from certifying agencies. It includes the topics Deep Diving, Wreck Penetration, and Decompression Diving, and Technical Gear Configurations. This is very much a "nuts and bolts" workshop. Emphasis is placed on gear configurations rather than theory and physiology. The student will see how today's technical divers are gearing up - not necessarily so he can dive to 300 feet on mixed gas, but so he can familiarize himself with the techniques, and apply them to his own diving regimen. A continental breakfast will be provided (ask about lunch when signing up for this workshop).

Cost is \$15 for symposium; \$50 for workshop. Reservations are required. For reservations, directions and more information please call 732-776-6261 (press 2 when prompted) or e-mail NJHDA@aol.com.

Globalization & Industrial America, 1830-2005:

New Brunswick, NJ & the Raritan River Valley, A Microcosm?

Rutgers University, New Brunswick NJ

Friday, May 12, 8:15 a.m. – 4:30 p.m.

Commemorating the 325th anniversary of the City of New Brunswick and the contributions of distinguished New Jersey historian Richard P. McCormick, this conference is sponsored by Rutgers, the State University of New Jersey: Department of History and Special Collections & University Archives.

Papers by noted scholars and university students will examine the history of globalization as reflected in local industries. Prof. Cathy Matson, University of Delaware, will explore the history of the Atlantic world. Keynote speaker, Prof. Harold James, Princeton University History Department, will recount the history of globalization. Prof. Paul Israel, Director, Thomas A. Edison Papers and Rutgers history professor, will focus on intellectual property and R&D. Prof. Louis Galambos of the Johns Hopkins University History Department will discuss the medical/pharmaceutical industry. Curator Jeremy R. Kinney of the Smithsonian National Air & Space Museum will explore the Simplex automobile & Wright-Martin. Frederik Nebeker, Senior Research Historian at the Rutgers IEEE History Center will examine Marconi. Dean James Hughes, Bloustein School of Planning & Public Policy will contemplate the future of globalization.

Student presenters and their topics include: Ms. Lisa Amendo (Edison), Ms. Stephanie Arias (Bakelite Company/Union Carbide), Ms. Cheryl Davis (National Musical String), Mr. Greg O'Reilly (rubber industry), Ms. Patricia Pilot (John Waldron Company), Ms. Nahla Wardeh (wallpaper industry).

Exhibits at New Brunswick Public Library and at the conference will highlight industrial development and products. Conference packets will include a self-guided tour brochure of local industrial sites, bibliographies, and teaching resources. In-service credit for the conference is available through the Rutgers Institute for High School Teachers.

The registration fee, \$5 for students and \$25 for others, includes coffee and lunch. Seating is limited. Pre-register on or before April 28, 2006 by mailing your check payable to NJSAA to Bonita Craft Grant, Special Collections and University Archives, 169 College Ave., New Brunswick, NJ 08901-1163. Include your name, mailing address, daytime phone, and e-mail. All registrations will be confirmed.

For additional information, contact Reese Jenkins ([prof-](mailto:prof-jenkinsru@aol.com)

jenkinsru@aol.com) or Bonita Craft Grant (craftg@rci.rutgers.edu).

ANNOUNCEMENTS

Digitized NJ Industries Reports

Documents Association of New Jersey announces the successful completion of the digitization of the Bureau of Statistics of Labor and Industries of New Jersey, Annual Reports 1878-1916 and the Annual Report of the Inspector of Factories and Workshops of the State of New Jersey, 1883-1904 and their availability from the DANJ website at www.danj.org. They will also be available from the New Jersey Digital Highway at www.njdigitalhighway.org.

In January of 2005 DANJ was awarded a grant from the New Jersey Historical Commission to digitize the Bureau of Statistics of Labor and Industries of New Jersey, Annual Reports 1878-1916, and make them freely available online. This set was selected for digitization based on the responses from librarians who completed the Survey on New Jersey Documents for Digitization in the summer of 2004.

New Jersey was the fifth state to establish a Bureau of Statistics and these state bureaus are vital to the understanding of early industry and work in America as there was no federal bureau of statistics until 1902. This collection tells a story, year by year, of the rising and declining fortunes of various industries and their employees often comparing worklife and legislation with that in other states and in Europe. The format includes statistics, essays, and responses to open-ended questions.

Preservation copies of the documents were scanned at 600 dpi and saved as TIFFS; the presentation copies available over the web are offered at 300dpi. If you have any questions please contact the project manager, Deborah Mercer of the New Jersey State Library, at dmercerc@njs-tatelib.org 609-292-6294.

SITE NEWS

Waterside Down

Demolition of ConEd's Waterside 2 power plant on the East River's Manhattan shore began in January. This was in spite of the local community board and the Municipal Art Society providing alternative plans for the site and urging re-use of the power house. The developer plans high-density residential towers.

For a historical profile, see the RCSIA Newsletter of August 2005, available online at www.siahq.org.



Waterside No. 2 being demolished. First view looks down what was once the turbine hall.



Photos by Giles Ashford, courtesy Municipal Art Society

ADVOCACY

ANCW Update

The NYC Landmarks Preservation Commission designated the Austin, Nichols & Co. Warehouse a city landmark on September 19, 2005. Commission Chair Robert Tierney said, “This influential and innovative commercial building undoubtedly merits recognition as a New York City landmark,” and called it, “one of the most visually prominent structures on the Brooklyn waterfront.”

But wait. The City Council rejected the designation in a vote at the end of November. Then, Mayor Bloomberg vetoed the council decision and hope rose. But the council dashed those hopes by voting to overturn the mayor’s veto on December 8. The designation lost by only four votes. It is only the fifth time since the LPC was founded in 1965 that a designation has been overturned.

David Yassky, the councilmember representing the district that includes ANCW, was one of the most opponents to landmarking. At the final City Council vote, he waved the *AIA Guide to New York City* and said that if it wasn’t in the book, it wasn’t a landmark. (Looks like we need a book of New York’s industrial landmarks, folks, and we can’t leave anything out!)

All tenants have been evicted, except for a few hardy souls who have filed lawsuits against their landlord. Once it is empty, the owner is expected to proceed with plans to enlarge the building for luxury condos. Vacant land to the north, once part of Brooklyn Eastern District Terminal rail operations and a coopeage was being cleared in early March, probably for a residential tower. Rail relics, including junction plates that read “BETH” (Brooklyn Eastern Terminal what?) are gone.

Graving Dock

The Roebling Chapter has been actively engaged in fighting to save Graving Dock No. 1 at the historic Todd Shipyards in Erie Basin since 2004. A coalition formed that we call Save the Graving Dock Committee, which includes the Waterfront Museum, Municipal Art Society, and Preservation League of New York State.

The site is slated for an IKEA store and the plan includes building a retaining wall across the graving dock, filling it with over 88,000 cubic yards of fill and paving it for parking.

Our advocacy has had an impact on protecting archeological resources at the site. IKEA has been ordered by the State Historic Preservation Office and the Army Corps of Engineers to not disturb the 1866 centrifugal pumps believed to still lie under the pumphouse, and to only excavate in Graving Dock No. 2, filled in 1976, under the supervision of a professional archeologist.

However, the Army Corps, which must issue a permit for bulkhead repair and dredging, has decided that the work to fill Graving Dock No. 1 is not in its jurisdiction because construction work will be done while the dock is dry. None of the shipyard buildings, including the 1866 pumphouse, are within the permit area either and are rapidly being demolished under city-issued permits. The federal Advisory Council on Historic Preservation has differed with the Corps’ interpretation of jurisdiction.

Our real aim is to keep the drydock functioning. It was leased to Stevens Technical Services which profitably repaired ships in it until February 2005 when the company was evicted as part of the IKEA sale. It had just completed work on the Empire State, the training ship of SUNY’s Maritime College and had just been awarded a contract to repair city sludge boats. It was – is – a work-

ing piece of harbor infrastructure that would be difficult to replace. Even when it was re-built and lengthened in 1929 it was unusual for a graving dock to be built by a private company and Todd Shipyards did it without borrowing any money.

about steam engines just before the annual New Year's Eve steam whistle blow at Pratt Institute. You can still listen to the story in the show's archives online at www.npr.org/templates/story/story.php?storyId=5076759

Member News

Conrad Milster appeared on National Public Radio's *All Things Considered* on December 30, 2005 to talk

UPCOMING EVENTS

2006

- | | |
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| Apr. 5 | Shipyards Exhibit Opens
Manhattan |
| Apr. 9 | Ralston Mill Tour
Mendham, New Jersey |
| May 7 | Rail Yard Tour
Manhattan |
| Jun. 1-4 | SIA National Conference
St. Louis, MO |

Roebling Chapter SIA Officers

President	Mary Habstritt
Vice President	Lynn Rakos
Treasurer	Kevin Pegram
Secretary	Aron Eisenpress

The Roebling Chapter official telephone number is the residence number of the President: (212) 769-4946. Please leave a brief message on the answering machine.

Membership is \$10.00 per year, payable to RCSIA, c/o Aron Eisenpress, 235 West End Avenue, Apt. 14-C, New York, NY 10023.

A downloadable chapter membership form and general information about the SIA are available at www.siahq.org.

Design: Joe Macasek, MacGraphics

ROEBLING CHAPTER NEWSLETTER is published four times per year by the Roebling Chapter, Society for Industrial Archeology, c/o Mary Habstritt, 40 W 77th Street, 17-B, New York, NY 10024. e-mail: RCSIAprez@aol.com.

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