

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 31

Summer-Fall 2002

Numbers 3-4

BROOKLYN *Review of the 31st Annual Conference*

Nearly 300 SIAers gathered in Brooklyn for the 31st Annual Conference from June 6 to 10. This was a memorable conference from many points of view. The organizing committee made up of Roebling Chapter members worked hard to overcome the challenges posed by what had happened across the East River on Sept. 11, and they did it with great aplomb. Brooklyn has a lot of great IA! Just start with the Brooklyn Bridge, perhaps America's most symbolic piece of IA, and work your way through all of the other masterpiece bridges. Then there is the Brooklyn waterfront, best seen from the water, and we had at least two opportunities to cruise on the harbor. Add in steam, trains, and the manufacture of a variety of goods from pianos to sugar, excellent paper sessions, and good food, and, well, it was an SIA conference in the best tradition.

Upon checking in at the conference hotel, the Marriott, a few blocks from the Brooklyn Bridge, each registrant received a handsomely produced industrial guidebook, *Brooklyn, East of the River, South of the Sound*, edited by

the SIA's own Ann Dichter, Mary Habstritt, and Justin Spivey, and designed by Joe Macasek. In addition to the usual goodies (transit maps, MetroCards, postcards, etc.), we all received a copy of Michael Robbins and Wendy Palitz's, *Brooklyn: A State of Mind* (Workman Pub., 2001), a collection of stories about Brooklyn people, places, and history. Author Michael Robbins, a charter member of the SIA, was our guest speaker at the elegant Brooklyn Borough Hall, built in 1848 in the Greek Revival style, for the Thursday evening opening reception. He gave us his take on Brooklyn as the big city with a small-town attitude reflected in its numerous neighborhoods and industries. Borough President Marty Markowitz enthusiastically welcomed the SIA to Brooklyn.

The SIA tried something new this year and held an all-day pre-conference continuing-education course on Thursday. Organized by SIA Director Bob Kapsch, *Digital Recording Strategies for Historic Structures* offered a look at state-of-the-art use of digital technologies, from cameras to CAD model-

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SIAers 'ride' the Carroll St. Bridge, built in 1888-89. The retractile bridge slides horizontally on rails along a diagonal path to clear the channel of the Gowanus Canal.

Mary McCaughton

BROOKLYN *(continued from page 1)*

ing. The session drew about 40 registrants, many of them members of the American Institute of Architects (AIA), who received continuing-education credit. The goal of the pilot session was, in part, to draw a new audience to SIA programs and fulfill a goal set out during the *Whither IA* retreat [SIAN, Summer-Fall 2001]. The SIA board will be evaluating the session and considering whether to offer similar programs in the future.

Thursday's offerings included a choice of three tours—Gowanus Canal, Cast Iron Studios, or My Brooklyn. The **Gowanus Canal** boat tour began at the **Fulton Ferry Landing** with complementary ice cream (yummy!) from the Brooklyn Ice Cream Factory, a shop in the 1926 fireboat house. The group boarded the *Chelsea Screamer*, a bright-yellow, open-air cruise boat with a shallow-enough draft to negotiate the 5-ft.-deep canal. The tour, led by George Bulow [SIA], offered our first introduction to the Brooklyn waterfront and its distinctive 19th-c. brick warehouses, which were the subject of a paper session on Saturday. Passing through the Buttermilk Channel (between Brooklyn and Governors Island) and rounding the Red Hook Terminals, the cruise ship entered the Gowanus Canal. Today the canal is chiefly interesting for its several movable bridges and a few remaining canal-side operations handling fuel oil, stone, and other building materials. The Gowanus has a distinguished history, dating back to the 1660s when Dutch settlers canalized the Gowanus Creek. It was improved in the mid-19th-c. and by the 1880s, dozens of firms handling grain, hay, oil, fertilizers, and other bulk goods had located along it. The mile-long canal reaches deep into the heart of

The *SIA Newsletter* is published quarterly by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual \$35; couple \$40; full-time student \$20; institutional \$50; contributing \$75; sustaining \$125; corporate \$500. For members outside of North America, add \$10 surface-mailing fee. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: SIA@mtu.edu; Web site: www.sia-web.org.

Mailing date for Vol. 31, 3-4 (Summer-Fall 2002), Sept. 2002. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

The *SIA Newsletter* welcomes material and correspondence from members, especially in the form of copy already digested and written! The usefulness and timeliness of the newsletter depends on you, the reader, as an important source of information and opinion.

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Vance Packard

SIA members appreciate Brooklyn's Acadia Cemetery in a different way after touring nearby stone-cutting shops. An elevated train rumbles by, but in Brooklyn that won't wake the dead.

Brooklyn and had a significant impact on the borough's industrial development.

The Cast Iron Studios tour was the first of many where participants used their MetroCards to take mass transit. The group visited the Manhattan studio of Shuli Sade [SIA] in a former electrical manufacturer's building. The artist displayed her photography of industrial and engineering sites. Participants were then treated to a walking tour of the cast-iron buildings (magnets out!) in the Soho Cast-Iron and Tribeca East Historic Districts, followed by a stop at the 1867 building owned by General Tools. There, refreshments were served and General Tools President Gerry Weinstein [SIA] exhibited his collection of model steam engines and an O-scale model of the NY Central RR.

Estelle Haferling, born-and-bred in Brooklyn, led a walking tour that offered a personal glimpse into growing up in the neighborhoods of DUMBO (Down Under the Manhattan Bridge Overpass), Vinegar Hill, and Williamsburg amongst the sights and sounds of the Brooklyn Navy Yard, warehouses, and elevated railroads. SIAers had time to enjoy the industrial architecture and get a sense of the waterfront's heyday.

Friday was a full day of touring as conferees spread out across

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Bob Newbery

SIA paparazzi in the streets of Brooklyn. The star? The Manhattan Bridge, of course.

Rendez-vous in Montreal!

SIA 32nd Annual Conference May 29–June 1

The Association québécoise pour le patrimoine industriel (AQPI) and the Canadian Railway Historical Association (ACHF/CRHA), co-organizers of the SIA 32nd Annual Conference, invite you to a rendez-vous in Montreal from May 29 to June 1.

Montreal's industrial infrastructure began to flourish after the 1850s, but its origins date to the first decades of the 19th c., when its privileged location at the center of a transportation network led to the establishment of several manufacturing sectors. The city's industrial heritage includes railways and ports, bridges, canals, power plants, tunnels, viaducts, and the metro, as well as factories for textiles, food, rolling stock, and iron and steel products. Guided tours of Old Montreal, the Lachine Canal, the port, as well as various residential, commercial, and industrial neighborhoods, will emphasize the evolution and diversity of the city's industrial heritage. Visits to industrial sites in nearby regions—such as the South Shore, the Eastern Townships, and the Mauricie—are also being considered.

Paper presentations may be given in French or English, as simultaneous translation will be offered in most sessions. General information will be updated regularly on the SIA



Pierre Beaudoin

Montreal's Lachine Canal is on the itinerary for SIA 32nd Annual Conference.



James Bouchard/CRHA

The Canadian Railway Historical Assn., conference co-host, will show off its collections to the SIA, including Locomotive #713, seen here at Barrington Station.

Web site (www.sia-web.org), and members will receive a registration form in early 2003.

General Info: James Bouchard, (514) 251-5148; fax 251-5126; jamesb@aei.ca ■

CALL FOR PAPERS PROPOSALS REQUESTED BY NOVEMBER 15TH

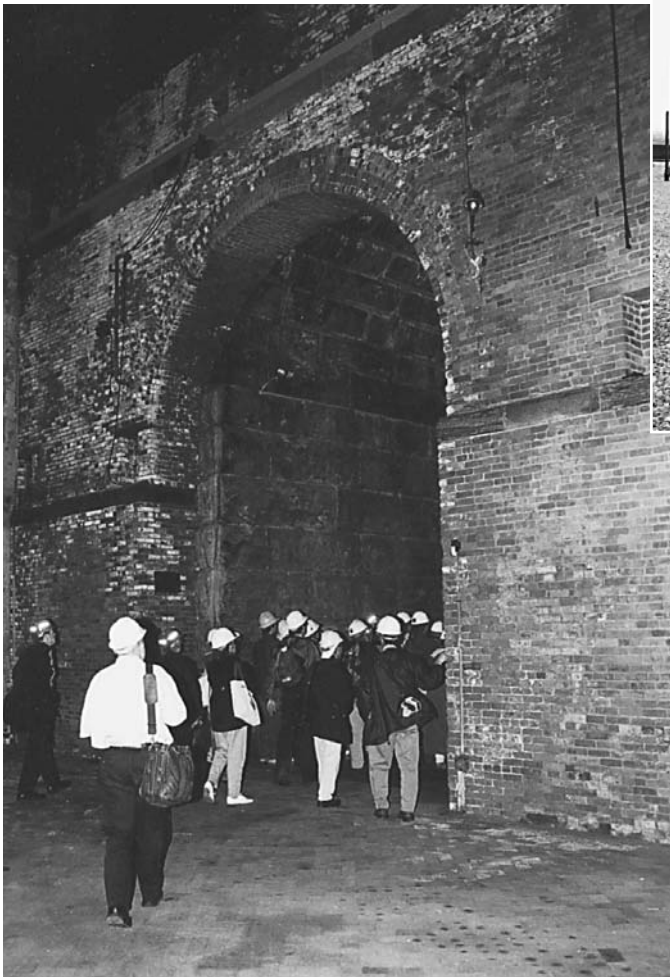
You are invited to submit a proposal for the paper sessions on Sat., May 31. The conference theme is "A Continental and Trans-Oceanic Turntable, 1850-2000," and the following sub-themes have been identified: (1) manufacturing for the continent, (2) factories and processes, (3) power, communications, utilities, (4) engineering works, and (5) development and operation of railway and port systems. This theme, which is particularly applicable to Montreal, also applies to several other North American and European cities. Proposals for papers should be inspired by it or by similar topics, and issues covered should address its wide and provocative context. Presentations on academic research and museographic or museological interpretation models are welcome, and their approach can be based on industrial archeology or related fields, such as humanities, architecture, or engineering. Papers can also be submitted for consideration of publication in *IA*, *The Journal of the Society for Industrial Archeology*.

With the recent re-opening of the Lachine Canal to navigation, a session will be devoted to current projects in history, archeology and interpretation of this National Historic Site, as well as to its impact on local urban planning. A session on the bridges of Montreal and its vicinity may be offered under the auspices of the SIA's "20th Annual Bridge Symposium."

Presentation Formats: Individual presentations (20-25 min.) and panel discussions (90 min. and three presentations) are welcome.

Proposal Formats: Each proposal should include: (1) the title of the presentation; (2) a summary of 250-300 words indicating the major points, issues, and conclusion; (3) name, title, affiliation, address, telephone number, fax number, e-mail address, and a brief biographical note on the speaker(s); (4) a list of audio-visual requirements; (5) for panel discussions, proposals should be sent together, accompanied by the discussion's title, theme, and purpose; (6) proposals may be submitted in

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Michael Hoyt

Hard-hat-adorned conferees take in the approach of the Brooklyn Bridge.

Brooklyn and beyond to take in an assortment of industrial sites. Full coverage of the eight tours would take up far too much ink, so following are a few highlights as reported from each.

The Brooklyn and Its Bridges tour was justifiably one of the conference's most popular, with several of the nation's foremost bridge historians on hand to offer commentary on several of the nation's foremost bridges. Tour leaders Mary McCahon and Justin Spivey [both SIA] worked closely with the NYC Dept. of Transportation. The city's personnel were most generous in providing access to many of the non-public areas of the remarkable East River bridges. A highlight was inspection of the masonry chamber within the approach of the **Brooklyn Bridge** (1869-1883). The group walked about the **Manhattan Bridge** (1906-1910) and the **Williamsburg Bridge** (1895-1903). They lunched at Prospect Park and saw the **Cleft-ridge Span** (1871-72), considered America's first concrete arch bridge. The bridge enthusiasts even "rode" a bridge, the **Carroll St. Bridge**, the nation's oldest surviving retractile bridge, built in 1888-89 over the Gowanus Canal.

New York Harbor has an impressive collection of seacoast fortifications, dating from the War of 1812 to the Cold War. The Protecting the Harbor tour, led by Paul Bartczak [SIA], explored the evolution of military engineering as exemplified by installations in south Brooklyn and Staten Island. **Fort Tilden**, estab-



Patrick Harsbarger

SIA tour group poses atop the 1953 Astoria Power Station with the Hell Gate Bridge in the background.

lished in 1917 on the Rockaway Peninsula, was part of the outer defense of the harbor during the world wars. The fort features heavy reinforced-concrete casements and magazine houses, as well as Nike missile launch sites, placed in the 1950s. **Fort Wadsworth** on Staten Island near the anchorage of the Verrazano-Narrows Bridge guards the entrance to upper New York bay. It has been the site of a fort since the War of 1812 and has classic features, like the dry moat and galleries to capture invaders in deadly crossfire, and extensive earthworks to protect the masonry walls against artillery. The group also visited **Floyd Bennett Field**, considered the city's first official air terminal. The National Park Service preserves the 1931 control tower and hangars, where a collection of historic aircraft are undergoing conservation.

The Extreme Steam tour went in search of Brooklyn's remaining steam engines under the able guidance of Conrad Milster [SIA]. Conrad is historian and engineer at the **Pratt Institute Power Plant**, an ASME landmark. Charles Pratt, an oil baron, established the Pratt Institute in 1887 as a technical school. The power plant has been generating electricity for Pratt's facilities ever since and is an operating museum, with engine-generators and boilers dating mostly from the first decades of the 20th c. Extreme steamers inspected the powerhouse of **Cascade Laundry** to view its two-cylinder Skinner vertical Unaflow engine and **P.S. 157 (Franklin School)** to view a ca. 1907 Lycoming steam engine, until recently used to drive ventilating fans. **Domino Sugar** has been a north Brooklyn landmark since 1884. The refinery stopped processing raw sugar in the 1970s and now receives liquid sugar for final processing and packaging from other plants, including Domino's facility in Baltimore (tour site—Annual Conference 1995). It generates some of its own power using generators and boilers, mostly dating from the 1950s and later, though much late-19th-c. equipment, now unused, remains on site.

About 20 SIAers traveled by mini-bus to see activities at a series of small manufacturing concerns on the East New York tour led by Kay Bartczak [SIA]. The east side of Brooklyn is not known historically for its industry, consisting mainly of residential and commercial neighborhoods built from the 1880s to 1920s. East New York suffered from urban blight beginning in the 1960s, but recently it has been making a comeback and several manufacturers have been attracted there by revitalization efforts, including the 77-acre East Brooklyn Industrial Park. **Adriatic Wood Products**, founded

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in 1982, specializes in wood moldings. The firm's products are sold mostly to the mass market through home improvement centers. It also offers custom work for architects, cabinet makers, and contractors specializing in restoration. At **Renaissance Wood Products**, a smaller factory in the shadow of the neighborhood's many "els," the tour group saw both machine- and hand-carving processes. At **Fabricon**, a warehouse of painted and unpainted "ponies" greeted tour participants. Fabricon is a carousel restoration and fabrication firm, one of only a few in the U.S. that does custom work to match the carving and painting of historic carousel animals. The firm also builds carousel operating mechanisms and has an assembly area for carousels of up to 60-ft. in diameter. **Legion Lighting** opened its doors to show how fluorescent lighting fixtures are made using the latest computerized machinery. Fixtures are cut from sheet steel using a stamping machine and then go through bending, forming, and welding steps. They are then coated using a fully automated powder-coating process. Interestingly, Legion has done away with the assembly line; fixtures are now assembled from beginning to end by the same employee. The result has been a great reduction in defects and better employee morale. East New York tour goers sustained themselves with traditional Jewish treats: warm bagels and bialys carried away by the bagful from **Bagels by Bell**, the day's first tour stop. (A bialy is a flat, holeless bagel, unboiled before baking, and filled with diced onions and a sprinkle of poppy seeds.)

Food was also on the itinerary of the Southwest Brooklyn Waterfront tour led by Allison Rachleff [SIA] with stops at **Sahadi Fine Foods**, an importer and packager of Middle Eastern delicacies



Elliot Hunt.

Stone Cold Iron tour participants watch stone carver Michael Colonna at work.

(grape leaves, tahini, olives, etc.), and at **Now & Later Candies**, a division of Kraft Foods. The recipe for Now & Later candy was developed here by Phoenix Candy in 1962 and the chewy treats were originally sold only in the New York market. The highlights of the southwest Brooklyn tour were the harbor operations at **Bush Terminal** and the **Brooklyn Army Terminal**. Construction began on the 200-acre Bush Terminal in 1895 and expanded through the 1920s under the guidance and vision of industrialist Irving T. Bush. The terminal combined steamship piers, warehouses, and manufacturing buildings into a large unified place where industry could

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2002 Vogel Prize Winner

David Salay

Each year the SIA recognizes outstanding scholarship within the field of industrial archeology with its Robert M. Vogel Prize. The award honors the author of the best article to appear in the Society's journal, *IA*, within the past three years. Articles under consideration have a clearly stated thesis, a well constructed narrative, and an understandable conclusion. The analysis of material culture plays an important role in articles considered for the prize, as does the use of high-quality illustrations. The prize consists of a cash award and a wooden foundry pattern and plaque engraved with the recipient's name.

At the Annual Business Meeting, this year's award was presented by Vogel Prize Committee Chair Susan Appel to David Salay for his article, " '...as important and vital to successful mining, as the sap is to the tree': The Dorrance Colliery Fan Complex, Wilkes-Barre, Pennsylvania," in vol. 26, no. 1. This article tells the story of a virtually intact complex of coal-mine ventilating fans. Rediscovered in 1983, the fans were installed in 1883, 1889 and 1936 for the Dorrance Colliery, originally the Lehigh Valley Coal Co. David's article begins with those fans as important (and endangered) artifacts of the coal-mining industry. It proceeds effectively to interpret them within the historical context of 19th- and 20th-century mining in the anthracite region of Pennsylvania.

The quotation in David's title—"as important and vital to successful mining, as the sap is to the tree"—comes from an 1880 Bureau of Mines report that points out the significance of such fans to the very lives of coal miners. In his article, David develops that fact. He shows how these fans and the shafts to which

they were connected brought fresh air to miners working deep underground, and removed noxious and very dangerous gases like methane. Through the remarkable physical remains at this site, he discusses the evolution of fan technology between the 1880s and the 1930s. He also explores the motivations of the company, demonstrating its concern to use the latest and best available equipment—to protect the mine property, of course, but also to protect its workers—and typically exceeding government requirements for the amount of air circulating through the mine. While there were accidents, they were fewer here than in most of the region's mines, and they led to improvements that lessened the inherent dangers of mining. This attention to the impact of the fans on the miners' lives gives the story of the Dorrance Colliery fans a significant human dimension that extends to the closing of this and many other mines in the Wilkes-Barre area with the flooding of the Knox Mine Disaster in 1959. In other words, David's article goes well beyond the details of fan design and development. It also presents those aspects of this complex very effectively, using good writing augmented by good photographs, maps, diagrams and drawings. And David makes a case for the preservation of this fan complex, including, as it does, what is probably the only surviving example of the most common type of fan once used in the anthracite region. All in all, this article is well written, clear, detailed and multi-dimensional as it explains the importance of the Dorrance Colliery's fan complex to the history of the coal-mining industry. ■

Charles A. Parrott

2002 General Tools Award Recipient



Charles A. Parrott, 2002 General Tools Award Recipient

The Society for Industrial Archeology General Tools Award for Distinguished Service to Industrial Archeology recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology. Nominations for the award may be made by any member in good standing. Criteria for selection are as follows: The recipient must have given noteworthy service, over an extended period of time, to the cause of industrial archeology. The type of service is unspecified,

but must be for other than academic publication. It is desirable, though not required, that the recipient be a member of the SIA. And, finally, the award may be made only to living individuals. The Award was established in 1992 by Gerry Weinstein, Chairman of General Tools Manufacturing Company, and is funded through an endowment created by the Abraham and Lillian Rosenberg Foundation. Previous recipients of the General Tools Award are Emory Kemp, Robert Vogel, Margot Gayle, Ed Rutsch, Pat Malone, Helena Wright, Vance Packard, Eric DeLony, and Robert Merriam.

The following citation was read by General Tools Award Committee Chairman Vance Packard at the SIA's Annual Business Meeting, Brooklyn, NY. The award consists of this citation, a commissioned sculpture (the famous Plumb Bob), and an honorarium of \$1,000.

No one in this country has been more closely involved in industrial archeology for so long as the recipient of this year's General Tools Award. His work in IA goes back to the late 1960s. He was one of the first employees of the Historic American Engineering Record (HAER). He was also one of the founders of the SIA. Although he has never sought elected position in the national organization, he has always been a loyal SIA member, taking on important roles in organizing conferences and tours, giving many presentations, and helping to make Southern New England Chapter (SNEC) one of the most active chapters. His most important contributions to industrial archeology have been in his professional work as an award-winning historical architect and park designer. Throughout his incredibly productive professional career, he has focused on industrial communities and structures. The waterpower system at the Slater Mill Historic Site could not have been re-created without his design skills. We would not have the Lowell National Historical Park if it had not been for the HAER survey that he co-supervised. Neither the city of Lowell nor its Park would be as successful without his constant efforts for more than two decades. He was the chief historical architect of the Lowell Historical Preservation Commission from 1980 to 1995. Now he is a chief architect for the Lowell National Historical Park.

Chuck Parrott may have had some conflicts that forced him to miss a couple of SIA conferences since the founding meeting in Washington, but he's been at almost all of them. His slide-illustrat-

ed talks have graced the program time after time. He helped Pete Molloy and Pat Malone organize the first Lowell Conference in 1974, and he was one of the principal coordinators and tour directors of the 1984 Boston conference. The Boston guidebooks and maps, designed by Chuck, are some of the best SIA has ever produced. At the same time, SIA and SNEC sponsored a combined meeting with TICCIH, a monumental task that taxed the endurance of everyone involved. Chuck wrote the guidebook and ran the TICCIH "excursion" in Lowell. When you ask for Chuck Parrott's help on some SIA activity, you get it. He loves the SIA and he pays his dues, literally and figuratively. He does his work quietly and without a lot of fanfare, but he is always there when you need him.

It would be time consuming to list all the IA projects that Chuck Parrott has done as a private consultant or as an employee of the HAER, the Preservation Assistance Division of the NPS, the Lowell Historic Preservation Commission, the Lowell National Historical Park, or John Milner Associates. Chuck's dedication to industrial research never falters. Although he has never been an academic, he has published a fine book on historic buildings in Lowell, several guidebooks, and an article with Pat Malone for IA. He has also been a contributing author to many archeological reports. His photographic skills and draftsmanship are very impressive.

Many industrial archeologists have learned field recording by following Chuck around industrial sites with a tape in their hand. No one is better than he is at this key step in the recording process, and no one is more generous with his time when an emergency recording project comes up. Chuck is always willing to teach people how to record and very patient with beginners. He shares his skills willingly, always eager to improve the state of our field.

Without Charles Parrott, the Lowell National Historical Park and its environs would simply and emphatically not be the place, the showplace, of industrial archeology that they have become under his guidance and direction. His influence on that scene has been profound, and it is visible to anyone who drives down Merrimack Street and sees the impressive reconstruction of the industrial city's streetscape that has occurred under grant programs he has watch-dogged, or who drive past the many industrial buildings restored, redeveloped, and re-used under his stewardship, or who walks along the miles of walkways along the power canals. These walkways bring people to Lowell's power system in ways never before possible. Parrott not only designed them, from paths to fencing to lighting, but supervised every detail of their construction. His work now transforms the meaning of the city for residents and visitors alike on a daily basis. Even the fans attending Lowell's minor league baseball team in its new ballpark—a sign of the revitalization of the city Parrott's work has supported—exclaim over the restored, dusky-red lenticular truss bridge over the Merrimack River lying beyond the outfield fence, that benefitted from Parrott's research, including the discovery of its surprising original color.

Parrott is a rarity among architects, possessing a sophisticated understanding of the architectural past. His devotion to the task of re-creating Lowell, through grant-supervision, design, and construction, has kept him in his position there for years beyond the planned expiration of the government's mandate for such work. Many millions of the government's dollars have been well-spent because of his dedication and insights. His mark is distinct, from boarding-houses to bandstands, to the Promenade on the Great River Wall of the Northern Canal. The city and the park, and all who come to them, are the beneficiaries of his elegant design, his unflagging attention to detail, his efforts to present, preserve, and make accessible (literally and figuratively), this great industrial city. ■



BROOKLYN (continued from page 5)

thrive in the city. Its deepwater piers, self-contained railroad, trolleys for transporting workers, fleet of tugs and ferries, and state-of-the-art warehouses attracted enough business that by 1937 it handled 16 percent of all import and export cargo at the Port of New York. The **Brooklyn Army Terminal** is a masterpiece of industrial architecture, designed by Cass Gilbert and completed before the end of WW I. The terminal includes three piers with transit sheds and two giant warehouses, remarkable for their cavernous central halls with an ingenious system of elevators and offset balconies for moving goods between the multistory storage areas and land transport, be it railroad car or truck. The Brooklyn Army Terminal was taken out of service in 1960. It now has a variety of tenants, including **Mead & Josipovich**, a custom architectural woodworking firm that welcomed the SIA to see its shops while touring the terminal. Lunch included a tour of historic **Greenwood Cemetery**.

Woodworking and many other skilled crafts were on display at **Steinway & Sons**, a featured stop on the Other Borough tour to Queens led by Gerry Weinstein [SIA]. The highlight had to be the demonstration of bending the wood case of a grand piano using roughly the same process developed in the 1860s. A group of burly workers took the nearly 20-ft.-long, dozen-ply-thick case stack and bent it around a metal press in an amazing show of strength and teamwork. Exceptionally high standards of materials and craftsmanship go into the making of these fine instruments—



Patrick Hershberger

The fireboat John J. Harvey salutes the SIA.

Steinway even counts the grains in each piece of wood to make sure they match specifications established by the Steinway family over a century ago. The next stop, **Cecilware**, offered SIAers a contrast in production methods; there, assembly-line techniques are used to make commercial coffee and ice tea brewers, hot chocolate dispensers, and powdered cappuccino makers of the kind often seen in convenience stores, as well as grills and fryers for small delis. The **Astoria Generating Station**, built in 1953 by Con Ed and now owned by Orion Power, burns a combination of fuel oil and natural gas to generate electricity with its six units. In addition to touring the control rooms, generators, and boilers, the

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Hanging the Vogel Prize on the Wall

Since its earliest days, the SIA has striven to promote high scholarship. When the idea for a prize emerged in the early 1980s, then SIA President Ted Penn set about beating the bushes to find a sponsor. Eventually, the Norton Co., the abrasives manufacturer based in Worcester, MA, agreed to fund the Norton Prize for the best article published in *IA* over the previous three years. First awarded in 1982, the prize included a check for \$100. Later the prize winners and the titles of their essays were listed on the back cover of *IA*.

What had seemed noteworthy as a monetary prize in 1982, seemed paltry by 1997. At the annual conference in Houghton that year, outgoing Norton Prize chairman, Carter Litchfield, approached next year's chairman, David Simmons, to discuss the possibility of augmenting the check with a physical award. As it happened later that same fall, the Montgomery County Historical Society of Dayton, OH, announced the sale of a large number of wooden foundry patterns donated to them by a local company. Simmons selected and purchased fifty patterns, measuring about 14 × 18 inches each, envisioning that this would be fifty years worth of awards (although not anticipating the possibility of an award to dual authors as has proven to be the case).

Litchfield and Simmons then set about turning the patterns into actual awards. The first order of business included researching the background of the Platt Foundry, which, as a happy happenstance, was a one-time manufacturer of oil mill machinery, Litchfield's lifelong research passion. A concise summary of the firm's history and an explanation of the pattern's use were prepared for inclusion on an aluminum plaque to be mounted on the rear of each pattern. More challenging was

attaching the recipient's name to the pattern without defacing an industrial artifact. This was solved by creating another aluminum plaque that mounted on the back side but stuck up high enough to print the award and the recipient's name. A Columbus, OH, firm screen printed the text onto both plaques, leaving space for future recipient's names. Each award, encompassing a pattern, plaques, and mounting screws, were enclosed in protective plastic bags and a heavy cardboard box (packaging companies are still sending their catalogs!) so that it could be shipped in the event a recipient was not present at the annual business meeting and to facilitate storage.

The first of the new physical awards was given to Terry Reynolds at the Indianapolis meeting in 1998. Fortunately Pat Martin drove a van from Houghton, so clandestine arrangements were made to transfer the remaining forty-nine boxes to the van without the first recipient's knowledge.

After repeated reorganizations, the Norton Co. had lost interest in supporting the award. In 2001, the SIA Board of Directors decided that rather than seeking a new corporate sponsor, it would be most fitting to rename the prize in honor of Robert M. Vogel in recognition of his role as one of the original founders of the SIA and of his many contributions to the society (*SIAN*, Summer/Fall 2001). This, of course, meant revising one of the sets of aluminum plaques, so that David Salay could receive the first Vogel Prize at the 2002 Annual Meeting. Unexpectedly, the renaming has also prompted several members to make unsolicited contributions in support of the monetary prize, which has been raised to \$250.

David Simmons



Patrick Harsberger

Gerry Weinstein [SIA] explains the operation of the 1,500-kW Westinghouse 'Manhattan' rotary converter at the NCYTA Substation No. 27.

group traveled to the roof for a spectacular view that included the nearby Hell Gate Bridge. IA was on display at the **Interborough Rapid Transit Co. Substation No. 27**. Built in 1927, the substation was originally furnished with even older machinery salvaged from other stations in the city. It has the last example of a 1902-vintage, 1,500-kW Westinghouse "Manhattan" rotary converter moved from a station of the Manhattan Elevated Rwy. and three 2,000-kW GE converters from ca. 1910. Thanks to limited

budgets and dedicated repair crews, the No. 27 substation was never upgraded. It operated until 1995 and there are hopes to preserve it as a historic site.

The Stone Cold Iron tour, led by Mary Habstritt [SIA], was for those who don't mind cemeteries, of which Brooklyn has quite a few, memorialized in numerous movies and TV shows. Some local industries still supply services to the funerary business, including **Michael J. Colonna**, one of the very few monument carvers still cutting stone by hand. The **A. Ottavino Corp.** is also a stone-cutting business, housed in a building built in 1915 for a monument carver that served three nearby Jewish cemeteries. Ottavino's current work is mostly in building and fine arts restoration. Among their significant projects have been Brooklyn Borough Hall, the U.S. Custom House in lower Manhattan, and reconstruction of the Whitney Museum's granite facade, not to mention reconstruction of the 2,000-yr.-old Egyptian Temple of Dendur for the Metropolitan Museum of Art. Lunch included a tour of the nearby Acadia Cemetery. A stop at **Dallis Bros. Coffee Roasters** sped the Stone Cold tour goes on their way, but this was no trendy coffee boutique; it's the shop established by Russian emigrants Abe and Morris Dallis in 1926. The **Long Island RR's Hillside Maintenance Complex** is a modern facility serving the nation's busiest commuter railroad. SIAers saw robots and automatically guided vehicles (AGVs) retrieving and delivering spare parts and learned about car repair and the demanding job of keeping up with an aging fleet that suffered many years of deferred maintenance.

From Boats to Boxes, the last of the Friday tours led by Bill Wilkie [SIA], took in the **Brooklyn Navy Yard**, the city's oldest operating industry, tracing its origins to a private shipyard established in 1801. The U.S. Navy acquired the 255-acre facility in 1801. The oldest building on the property is the Commandant's House (1806). The group toured the dry docks, including Dry Dock No. 1, built between 1841 and 1851. By WW I, the yard numbered six dry docks, two building ways, eight piers, 270 buildings, 19 miles of streets, and 30 miles of railroad tracks. Much of the historic fabric of the yard is intact even though the Navy moved out in 1966 and space is now leased to 35 tenants, including Seatrain Ship Building, Coastal Dry Dock & Repair, and Marsel Mirror. The boxes in this tour's name refers to the several brick factories, built beginning in 1887 by Robert Gair for his box-making business. Among Gair's most important innovations was a machine for folding paper boxes and the corrugated cardboard box,

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Minutes of the Annual Business Meeting

June 8, 2002

President Carol Poh Miller called the meeting to order in the auditorium of the Dibner Library of the Polytechnic University, Brooklyn, NY.

Secretary's Report: Secretary Richard Anderson announced that the minutes of the last business meeting were published in the Summer 2001 issue of the *SIAN*. He called for additions and corrections to the minutes. There being none, the Secretary's report was accepted by motion and unanimous vote.

Treasurer's Report: Treasurer Nanci Batchelor stated that the SIA is classified as tax-exempt under the IRS Code 501 (c) as an educational organization, and we file a Form 990 tax return yearly. The SIA maintains its books and records on a cash basis and

maintains a calendar year reporting period. The report that follows is an accounting of the year that ended Dec. 31, 2001.

We began 2001 with a total fund balance of \$169,203. Cash receipts for the year totaled \$90,358. The majority of our annual income comes from the various membership dues categories. In 2001 the total dues received were \$72,925. The balance of \$17,433 was comprised of interest income (\$5,236), publication sales, receipts of excess funds from tours and conferences, and finally contributions-both general and restricted (\$2,933). Total expenses for the year were \$76,977. The production costs of our major publications, the *SIAN* and the *Journal*, combined for a total of \$44,090. The balance of \$32,877 was spent on a combination of labor (\$12,902), postage (\$3,189), insurance, prizes and

(continued on page 10)



Michael Hoyt

Aboard the East River brunch cruise, SIAers enjoyed passing beneath spectacular bridges, including the Queensboro, shown here.

a major factor in the country's transition to pre-packaged foods. Boxes are no longer made here, but packaging is an important part of what goes on at **Pfizer** in the Williamsburg neighborhood. Cousins Charles Pfizer and Charles Erhart established the company after emigrating from Germany in 1849 and recognizing the need to produce medicinal chemicals not then available in the U.S. Early products included santonin, borax, camphor, iodine, and cream of tartar. The Brooklyn facility has kept step with the times and now produces such popular prescription products as Viagra, Zithromax, Glucotrol XL, and Zyrtec, among many others. A large part of the operation is devoted to labeling and packaging of dosages ready for distribution to customers. Courtesy of the NY State Parks Dept., the group also got to visit the **Empire Stores**. Some of these monumental landmark warehouses date to 1869.

Friday's activities concluded with a newcomers' reception and a show-and-tell session held at Polytechnic University. Juniors cheesecake, a Brooklyn favorite, was served. Saturday's paper sessions were also held at Polytech, with sessions on bridges, water supply, the Ben Schroeder saddle-tree factory, the silk industry in the Lehigh Valley, mining, ethics in IA, and a host of other subjects. Apropos to this year's conference, two sessions in the afternoon were devoted to the Port of New York and the Brooklyn waterfront. Henry Petroski, noted engineer, historian, and author of several popular books on the history of technology including *The Pencil*, *To Engineer is Human*, and *Engineers of Dreams*, gave a keynote address at midday on the topic of Brooklyn's bridges. After the address, the Society held its annual business meeting (see minutes elsewhere in this issue). An excellent banquet accompanied by donated wine and champagne at the Kino Restaurant in DUMBO, overlooking the East River, completed the day.

Saturday morning offered a special treat; an article on the SIA was on the front page of the *NY Times* Metro Section (June 8). It was written by staff reporter Andy Newman, who had joined us for the Extreme Steam Tour on Friday. The article, entitled *Finding the Beauty in Vintage Tech*, gave the SIA great exposure and generated at least 90 new members through our Web site. National Public Radio picked up on the article and featured an interview with SIA Executive Secretary and IA editor Pat Martin on the *Todd Mundt Show*, July 23. The show can be heard via the



Lynn Rakos

Coney Island tour participants get an explanation of the inner workings of the Wonder Wheel, built in 1918.

Internet at <http://toddsnow.org>.

Sunday morning Conferees gathered at the Atlantic Basin to board a double-deck boat for a brunch cruise on the East River. Tom Flagg [SIA] provided narration and an excellent little hand-out. There is no doubt that much of Brooklyn's industrial heritage is best seen from the water, and we cruised from Red Hook north to beyond the Queensboro Bridge. On the return, the boat was met at the tip of Manhattan by the *John J. Harvey*, a retired 1931 fireboat, which put on a full water display from its monitors to the delight of all of those aboard.

Sunday afternoon, the choices were a Mystery Rail tour or a Brownstone Brooklyn walking tour. Those on the mystery rail tour boarded the F Train little knowing they would end up at **NYC Transit's Coney Island Overhaul Shop**. The shops provide repair and maintenance services for more than 5,800 subway cars. It is the largest subway car repair shop in North America, with 25 acres of buildings and about 800 employees. Since it was Sunday, only the skeleton shift was on duty, but upper management was on hand to give us a VIP welcome. We had free reign to inspect the electric motor shop, the pneumatic shop, the car repair shop, wheel and axle shop, and the yards, including the interlocking tower.

Architect Carl Kaiserman led the Brownstone Brooklyn tour through Brooklyn Heights, NYC's first historic district. Brownstone is a rich, chocolate-colored sandstone, soft and easy to carve, quarried near Paterson, NJ, and Portland, CT. Historically, it was an inexpensive substitute for granite, and although used elsewhere throughout the eastern U.S. as a building material, it was so popular during Brooklyn's mid-19th-c. boom that the borough became known for its brownstone-fronted townhouses and the term "brownstone" a synonym for townhouse.

Many SIAers stayed on through Monday for post-conference tours. The Bush Terminal Redux tour offered attendees a second chance to see this complex, but with an emphasis on its rail operations. Tour leader Doug Diamond provided a custom-made brochure describing the waterfront railways and the facilities that served them. A very popular tour was to Coney Island, led by historian John Manbeck. The group got inside the workings of the 1918 **Wonder Wheel** (Ferris wheel), a look at the 1929 **Cyclone** roller coaster, and, of course, ate Nathan's Famous hot dogs. Other members joined George Bulow [SIA] for a walking tour of Lower Manhattan, taking in the Woolworth Building, the NY

(continued on page 10)

Stock Exchange, the Custom House, and other landmarks. The most sought-after tour ticket, however, was to **Rosenwach Tank**. Six lucky SIAers were chosen by raffle for a limited tour of the only remaining manufacturer of wooden rooftop water tanks in the city led by Andy Rosenwach. The company was founded by William Dalton in 1866 and purchased by Harris Rosenwach in 1894. New York's vertical growth was aided by rooftop water tanks; water has to be pumped to the roofs of buildings over six stories high to be delivered by gravity to the offices and apartments below. Wood is the preferred material because it is less expensive than metal and provides insulation. All of the tank parts—bottom, staves, and roof sheathing and beams—are fabricated at Rosenwach's Williamsburg shops. Divisions making benches, planters, and steel support structures for the tanks are housed in Long Island City, a bonus addition to the tour.

Many Roebing Chapter members, Brooklyn organizations, and

industries contributed to the annual conference. Mary Habstritt was the conference coordinator and it was through her hard work and determination that the event was a *resounding* success. Other chapter member volunteers were Terry Bailey, Sandy Balick, Kay Bartszczak, Paul Bartszczak, John Bartelstone, Nanci Batchelor, Andy Berson, Bob Bodenstein, George Bulow, Kevin Centanni, Steve Delibert, Ann Dichter, Aron Eisenpress, Lita Elvers, Wally Elvers, Bernie Ente, Tom Flagg, Dennis Furbush, Beryl Goldberg, Estelle Haferling, Elliot Hunt, Peggy Latimer, Myron Levitsky, Joe Macasek, Nick Malter, Mary McCahon, Angus McCamy, Conrad Milster, Robert Olmsted, Mike Raber, Allison Rachleff, Lynn Rakos, Shuli Sade, Cece Saunders, Charles Scott, Justin Spivey, Barbara Walker, Gerry Weinstein, Bill Wilkie, and Ingrid Wuebber. Thanks to one and all.

Patrick Harshbarger

Minutes (continued from page 9)

awards, tours and conferences, and a few miscellaneous items such as the new membership directory, which was \$6,395. The SIA closed 2001 with excess revenues over expenses of \$13,381 and a total fund balance of \$198,612 of which \$16,029 is in restricted funds. To date in 2002, the Society has had a total of \$32,621 in cash receipts and has expended \$17,574.

A moment of silence was held for members who passed away during the past year—John Light, Thorwald Torgerson, and Robert and Winnifred Talbot.

Tours and Conferences: Roebing Chapter president Paul Bartszczak thanked all of the members present for coming to Brooklyn. He introduced the conference coordinator, Roebing Chapter Vice President and SIA Director Mary Habstritt (who was greeted with loud applause), and commented that the conference would not have been possible without her leadership. Mary asked all of the volunteers who helped with the conference to stand and be recognized. President Miller then presented Mary with a book of WPA photographs of New York City as a token of thanks. The study tour to Sweden in Sept. is fully subscribed. Christopher Marston and Robert M. Vogel are the tour's United States organizers, and Kristen Morgen is the tour organizer in Sweden. Lance Metz gave a brief overview of this year's fall tour in the Lehigh Valley, PA. Montreal is the site of the 2003 Annual Conference. President Miller invited and urged anyone living in an area of industrial sites to see her or Director Mary Habstritt with proposals for future annual conferences or fall tours.

Membership and Outreach: President Miller observed that the SIA now has 1,800 members. It is strong and still growing. We sent out a new directory last year to all members. We are enlarging our advocacy role, writing letters of support for several endangered historic industrial sites. Under Director Bob Stewart, we are developing a grant program, and under Director Bob Kapsch we have been developing a program of training sessions. Nearly 60 new attendees were at this meeting, fully one-fourth of our registrants. They received a round of applause as welcome. President Miller thanked Amanda Gronhvd for her initiative in welcoming newcomers via a special reception.

Local Chapters: An SIA tradition is to welcome SIA chapter members by asking representatives of each of the current 13 local chapters to stand and be recognized. Director Bob Stewart announced that the Board of Directors has accepted the applica-

tion of the new Wabash & Ohio Chapter, centered around Indiana, northern Kentucky, and southern Ohio.

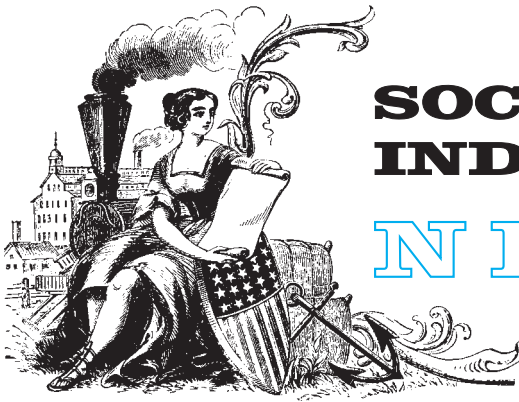
Publications and SIA HQ: President Miller continued by remarking that Michigan Tech had been headquarters of the SIA since 1995. She recognized Pat Martin as the *Journal* editor and Executive Secretary, and urged the membership to submit papers to him for publication consideration. Pat asked to speak on this topic briefly, and said that he doesn't have the quantity and quality of papers necessary to keep the *Journal* full. He appealed for submissions. He introduced Terry Reynolds as the book review editor. Terry commented that he is always looking for new reviewers and timely submissions. President Miller then introduced Patrick Harshbarger, editor of the *Newsletter*, and Don Durfee, the SIA office manager. She added that Don handles memberships, the Web site, processes registrations, and many other things.

Student Scholarships: Alicia Valentino and Timothy Mancl received student scholarship awards to attend the annual conference and stood to be recognized.

Awards: Susan Appel presented the Vogel Prize to David Salay, who could not be present but sent his thanks and regards. Vance Packard presented the SIA General Tools Award for Distinguished Service to Industrial Archeology to Chuck Parrott.

Elections: President Miller thanked the members who are rotating off the Board after this meeting: Past President Sandy Norman, and Directors Louise Trottier, Lance Metz, and Richard O'Connor. She called for each of them to stand, and the assembly gave them warm applause for their service. Nominations Committee Chair Patrick Harshbarger announced this year's election results. Elected President was Vance Packard; elected Vice President was Christopher Andreae; elected to the Board of Directors were Betsy Fahlman for the 2-yr. unexpired term, and Susan Appel, Perry Green, and Bode Morin to full 3-yr. terms; and elected to the Nominations Committee was Justin Spivey. Patrick thanked all those who had agreed to run for offices, and encouraged all active members to consider serving as an officer, adding that the Nominations Committee is always glad to receive nominations.

Respectfully submitted,
Richard K. Anderson, Jr.
Secretary



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

A Supplement to Vol. 31, No.3. 3-4

Summer-Fall 2002

COMPILED BY

Mary Habstritt, New York, NY; and Patrick Harshbarger, SIAN editor.

GENERAL INTEREST

- Joyce Brown, et. al., eds. **Studies in the History of Civil Engineering.** 12 vols. Ashgate (www.ashgate.com), 1997-2002. £850 for the set, £85 for indiv. vols. Each vol. of the reference library begins with a substantial introduction by an expert in the field and is followed by articles, originally published in a wide range of journals, conference proceedings, and the like, many hard to consult, and selected to represent the current state of knowledge and scholarship. Studies cover civil engineering from antiquity to the early 20th c. The 12 vols. are: *Engineering of Medieval Cathedrals; Masonry Bridges, Viaducts and Aqueducts; Land Drainage and Irrigation; Dams; Water-Supply and Public Health Engineering; Port and Harbour Engineering; Civil Engineering of Canals and Railways before 1850; Development of Timber as a Structural Material; Structural Iron, 1750-1850; Structural Iron and Steel, 1850-1900; Early Reinforced Concrete; Structural and Civil Engineering Design.* [Note: many of these individual vols. have appeared in previous Publications of Interest. The 12 vol. set is now complete and avail.]
- Robert Carr. **What Is Industrial Archaeology?** *IA News* 120 (Spring 2002), pp. 2-3. The evolving definition of IA from a British perspective.
- Mike Clarke. **The Solovki Islands.** *IA News* 121 (Summer 2002), pp. 2-3. IA of a group of islands in the Russia White Sea, best known as the site of the first Soviet Gulag. Includes works associated with a 15th-c. monastery, ca. 1908 hydroelectric station, dry dock built in 1799-1801, and turpentine kiln.
- Wendy Coble. **Management of Historic Ships and Aircraft Sites.** *CRM* 25,2 (2002), pp. 34-36. Review of the laws and government practices that protect historic ship and aircraft wreck sites from looters.
- Linda K. Harris. **Two Detained in Shooting ... Photos.** *Philadelphia Inquirer* (July 3, 2002). www.philly.com/mld/inquirer/news/local/3592001.htm. Ordeal of two photographers arrested and detained for taking photos of industrial sites on the Schuylkill River. ACLU is investigating.
- William R. Haycraft. **Yellow Steel: The Story of the Earthmoving Equipment Industry.** Univ. of Ill. Pr. (1-800-545-4703), 2002. 488 pp., photos, \$23.95 paper. Examines the tremendous increase in the scope of mining and construction projects, from the Suez Canal through the interstate highway system, made possible by innovations in the earthmoving industry. Post-WW II economic and political events spurred the development of more powerful and agile machines. Caterpillar, Allis-Chalmers, International Harvester, J. I. Case, Deere, and Massey-Ferguson. The author worked for many years in international marketing for Caterpillar.
- Henry Lowood. **Current Bibliography in the History of Technology, 1999.** *T&C*, v. 43, Supplement. The Society for the History of Technology's 37th annual bibliography. This is the last *Current Bibliography* to appear in printed form. Future issues will be available only on-line. Info: www.press.jhu.edu/associations/shot/hstlink.
- Lance Metz, ed. **Canal History and Technology Proceedings.** Vol. 21 (Easton: National Canal Museum, 30 Centre Sq., Easton, PA 18042; (610) 559-6613), 2002. 239 pp., illus. \$24.25 ppd. Papers from the annual symposium. This year's selection includes: Emory Kemp, *The Muskingum Navigation* (slackwater navigation on Ohio's Muskingum River); Stuart W. Wells, 'An Arduous and Novel Undertaking': *Lock Navigation on the River Schuylkill*; Stephen A. Marder, *Vindication for 'America'* (Delaware & Hudson Canal Co.'s gravity railroad locomotive); Martha Capwell Fox, *Seams of Coal, Beams of Steel, Skeins of Silk: The Silk Industry in the Delaware-Lehigh Heritage Corridor*; Sonya Tupone, *Bread or Blood and the Hope of the Brotherhood of Locomotive Engineers* (the strike of 1877); Paul Marr, *Commodity Flow on the Pennsylvania Mainline System* (statistical analysis of trade on the canal); Kathleen P. Munley, *The Carbondale Mine Fire, 1947-1969*; Robert J. Kapsch, *The Potomac Canal: A Construction History* (river navigation and bypass canals, 1785-1803).
- John Pannabecker. **School for Industry: L'Ecole d'Arts et Métiers of Châlons-sur-Marne under Napoleon and the Restoration.** *T&C* 43,2 (Apr. 2002), pp. 254-90. School's involvement in uniform production of artillery caissons is used to challenge the conventional wisdom that French engineering focused on theory and English engineering on practice.
- Alec Skempton, et. al., eds. **Biographical Dictionary of Civil Engineers in Great Britain and Ireland, 1500-1830.** Thomas Telford Pub. (www.thomastelford.com), 2002. 944 pp. £76. Careers and achievements of more than 800 individuals who carried out civil engineering work or otherwise contributed to the development of the profession.
- Stuart B. Smith. **The Development of Industrial Museums within Landscapes.** *IAR* 24,1 (May 2002), pp. 5-10. Rolt Memorial Lecture 2001, delivered to the AIA, offers thoughts on IA in Great Britain and on the preservation of industrial museums and landscapes.
- Peter Temin, ed. **Engines of Enterprise: An Economic History of New England.** Harvard Univ. Pr., 2000. 328 pp.,

\$24.95. Description and analysis of the growth and relative declines and rebounds of the New England economy and its industries from the 1620s to the present. Sponsored by the Federal Reserve Bank of Boston. Rev: *T&C* (Apr. 2002), pp. 427-28.

- Robert Young. 'A Dialogue I'll Tell You as True as mee Life ...': Vernacular Song and Industrial Archaeology. *IAR* 24,1 (May 2002), pp. 11-22. The social context of working people's lives as revealed in sources traditionally ignored by the empirical study of industrial sites and artifacts. Examines vernacular song as a source of information, and considers in detail three such songs from the northeast of England coal-field.
- Ulf Erdmann Zeigler. **The Becher's Industrial Lexicon.** *Art in America* (June 2002). Full-length interview of the husband and wife team who have documented hundreds of industrial structures in Europe and the U.S. Reproduces Becher collages of German exposed framework houses, coal breakers, silos, watertowers, cooling towers, hoists, grain elevators, and industrial walls with conduits.

BRIDGES

- Patricia Davis. Wanna Buy A Bridge? A Few Hardy Souls Actually Say, 'Yes'. *Wall Street Journal* (Mar. 27, 2002), pp. A1,6. Several SIA members are mentioned in this front-page article about preserving historic truss bridges.
- Frank J. Hatfield. **Engineering for Rehabilitation of Historic Metal Truss Bridges.** *Welding Innovation* 18,3 (2001), pp. 10-15. Engineering analysis of bridges in Calhoun County Historic Bridge Park, Battle Creek, MI [SIAN, Summer 2000]. Conclusions from actual testing are that rehabilitated trusses can satisfy modern safety standards for pedestrian service.
- Kirk Johnson. **Tilting at Windmills, Only This One's a Bridge.** *NY Times* (July 1, 2002). Cantilever, deck-truss railroad bridge, built in 1888, over the Hudson at Poughkeepsie is embroiled in a preservation controversy. A court has ordered a stop to all repairs and tours.
- Matt Kierstead. **1930s Reinforced Concrete Open Spandrel Arch Bridges in Rhode Island.** *SIA New England Chapters Newsletter*, v. 22,1 (2002), pp. 7-9. The 1928-30 Washington Bridge over the Seekonk River between Providence and E. Providence; the 1932-45 Ashton Viaduct over the Blackstone River between Lincoln and Cumberland.
- John Sweetman. **The Artist and the Bridge, 1700-1920.** Ashgate, 2000. 208 pp. \$50. Compendium of illustrations and commentary on bridges as the subjects of paintings and prints. Emphasis on European art of the 18th and 19th c. Rev: *T&C* (Apr. 2002), pp. 414-16.
- Benjamin Wallace-Wells. **Homecoming for 111-year-old Span.** *Philadelphia Inquirer* (Apr. 11, 2002), Sec. B, p. 1. Pony-truss bridge in Bergen Co., NJ, is relocated to the site where it was made in Phoenixville, PA. Patrick Harshbarger and Lynn Rakos [SIA] were interviewed.

IRON & STEEL

- Beth Baker. **Industrial Strength.** *Preservation: The Magazine of the National Trust for Historic Preservation* (Mar./Apr. 2002), pp. 48-53. Struggles of steel towns—Homestead, Braddock, Trafford, Aliquippa, and Tarentum—in Pittsburgh vicinity to preserve and interpret their industrial past.

- Fitzgerald & Halliday, Inc. **The Northrup Metalworking Complex, New Milford, CT.** *SIA New England Chapters Newsletter* 21,2 (2001), pp. 7-10. Investigation of foundry site operated by Northrup family from 1830s to 1880s.
- Richard Martin. **Melt Down.** *Wired* (Feb. 2002), pp. 88-93. Decline and rebirth of the Bethlehem Steel works as a museum of industry is a case study in globalization [will be a tour site, 2003 SIA Fall Tour].
- Gordon Pollard. **Clintonville, NY, Bloomery Forge Investigations.** *SIA New England Chapters Newsletter* 21,2 (2001), p. 11. Report on 4th season of investigations at forge and bellows houses that operated from 1830 to 1890.
- Kenneth Warren. **Big Steel: The First Century of the United States Steel Corporation, 1901-2001.** Univ. of Pittsburgh Pr., 2001. 405 pp. \$32. Drawn from materials in the U.S. Steel archives, long-closed to scholars. Includes quantitative data on output, operating costs, market shares and much else in 122 tables. Analysis of why US Steel did not benefit as much as has been assumed by the economies of scale and why it fumbled opportunities for innovation and growth. Rev: *T&C* (Apr. 2002), pp. 443-44.

CHEMICALS INDUSTRY

- Tim Allen, Mike Cotterill, and Geoffrey Pike. **Copperas: An Account of the Whitsable Copperas Works and the First Major Chemical Industry in England.** *IAR* 23,2 (Nov. 2001), pp. 93-112. Refining ferrous sulfate (copperas) from iron pyrites. Principal use was as a textile-dye mordant and saddening agent. Archeological investigation of site in use from about 1600 to 1800.
- Mark Bernstein. **Thomas Midgley and the Law of Unintended Consequences.** *I&T* (Spring 2002), pp. 38-48. Midgley made two great chemical innovations: leaded gas and Freon. They brought enormous benefits but also carried unanticipated dangers.
- Stuart Foreman. **Nitro-glycerine Washing House, South Site, Waltham Abbey Royal Gunpowder Factory, Essex.** *IAR* 23,2 (Nov. 2001), pp. 125-42. Survey of late-19th-c. washing house, well-preserved with many internal fixtures and fittings, part of first government cordite factory.
- Anne Cooper Funderburg. **Paint Without Pain.** *I&T* (Spring 2002), pp. 48-54. Brief history of paint industry with focus on Wetherhill's white-lead factory in Philadelphia (early 19th c.), Sherwin-Williams ready-made paints (1870s-80s), and Glidden latex paints (late 1940s).
- Curt Wohleber. **Portable Power.** *I&T* (Spring 2002), pp. 18-19. History of the battery.

AGRICULTURE & FOOD PROCESSING

- William Boyd. **Making Meat: Science, Technology, and American Poultry Production.** *T&C* 42,4 (Oct. 2001), pp. 631-664. Examination of the systems for raising broilers in the U.S. over the course of the 20th c.
- Brian Butko. **From Cones to Klondikes: Isaly's Dairy and Its Cool Innovations.** *SCA Journal* (Spring 2001), pp. 4-13. Isaly Dairy Co., established in 1902, opened its own dairy stores and then became famous for the Klondike Bar. Includes photos of automated Klondike Bar forming and chocolate-dipping machine.

CALL FOR NOMINATIONS—SIA OFFICERS, DIRECTORS, COMMITTEE MEMBERS

Your Society Needs Your Help

The SIA depends on the freely given time and experience of its members to administer the organization and organize its activities. Here's an opportunity for you or a colleague to give back to the Society by offering to serve. You have more to give than you may think and your voluntary time and experience are wanted and will be appreciated. Please don't hesitate to nominate yourself—it may be the only way we know you're out there and available. Modesty here is not a virtue. The deadline is December 31, 2002. If you're not sure, call or email me and let's talk about it.

Coming up in 2003 are five openings: secretary, treasurer, two directors, and one member of the nominations committee. Submit your name or the name of a colleague, keeping in mind that each candidate must be an SIA member in good standing and must consent to being considered for nomination.

Bob Frame

Chair, Nominations Committee

612-341-8140, frame@mnpreservation.org

Positions open in 2003:

Secretary (3-year term) serves as a member of the Board of Directors, takes official minutes at board meetings and the annual business meeting, and maintains the official records.

Treasurer (3-year term) serves as a member of the Board of Directors and maintains the SIA's accounts and financial statements.

Directors (3-year term), two of seven directors on the Board of Directors, which meets three to four times per year, including during the annual conference. Directors govern official business of the SIA and chair committees that oversee Society operations, such as publications, tours and conferences, and local chapters.

Nominations Committee (3-year term) serves as one of three elected members who oversee the annual nominations and elections. The newly elected member chairs the committee during the final year of the term.

All nominations are reviewed by the Nominations Committee, which will present a slate of candidates to the membership. Each nomination must include the name, address, telephone and e-mail address of the person nominated, and the

office, along with evidence that the candidate consents to be nominated. Once the slate is selected, the Nominations Committee will request a brief biographical statement and a photograph from each nominee.

Please submit nominations by December 31, 2002, to the committee chair: Bob Frame, Preservation Alliance of Minnesota, International Market Square., Ste. 54, 275 Market St., Minneapolis, MN 55405; 612-341-8140; frame@mnpreservation.org. If you're unsure about the process or the obligation, please call or email.

Editor's Note: The Board of Directors requested that this year's call for nominations appear in the newsletter to save the society the considerable cost of a separate mailing. The bylaws state that the Nominations Committee shall request suggested nominations by the members by means of a printed announcement at least thirty (30) days prior to selection by the Nominations Committee, Section 2.05 (a). This is that printed announcement.

SIA Officers and Directors, 2002-2003

Vance Packard, President (2002-04)

Chris Andrae, Vice President (2002-04)

Carol Poh Miller, Past President (2002-04)

Richard K. Anderson, Jr., Secretary (2000-03)

Nanci K. Batchelor, Treasurer (2000-03)

Susan Appel, Director (2002-05)

Perry Green, Director (2002-05)

Mary Habstritt, Director (2000-03)

Betsy Fahlman, Director (2001-04)

Robert Kapsch, Director (2001-04)

Bode Morin, Director (2002-05)

Robert Stewart, Director (2000-03)

Patrick E. Martin, Executive Secretary and Editor IA

Patrick Harshbarger, Editor SIAN

Nominations Committee

Bob Frame, Chair (2000-03)

Michael Raber (2001-04)

Justin Spivey (2002-05)

Carol Poh Miller, ex officio (2002-04)

- Jonathan Clarke. **Remnants of a Revolution: Mumford's Flour Mill, Greenwich.** *IAR* 24,1 (May 2002), pp. 37-55. Analysis of the changeover from traditional stone milling to roller milling at distinguished south London site.
- Charles Cochran. **Preserving the Grove.** *Savannah Morning News* (July 4, 2002), Sec. A, pp. 1,8. Federal officials discuss ways to protect Mulberry Grove, a plantation site where Eli Whitney reportedly invented the cotton gin in 1793.
- Rob Dickinson. **The Sugar Mills of Java.** *TICCIH Bulletin* 14 (Autumn 2001), p. 3. Steam-powered mills and dozens of narrow-gauge steam locomotives still at work in Indonesia.
- Charles W. Ebeling. **The First Fruit of a New Age.** *I&T* (Spring 2002), pp. 58-61. Overview of the development of the reinforced-concrete silo and its impact on American farming.
- Leo Landis. **Reaping the Harvest.** *T&C* 42,4 (Oct. 2001), pp. 750-53. Brief history of the mechanization of the grain harvest using combines and the practice of custom cutting.
- Larry Millett. **St. Paul Riverfront: Grain Elevator Will be Reused—or Razed.** *Pioneer Press* (Feb. 14, 2002). www.twincities.com/mld/pioneerpress. Developer is holding a design competition for reuse of the 117-ft. high reinforced-concrete elevators of the Equity Cooperative Exchange, opened in 1917.
- James F. O'Gorman. **The Vanishing Landscape and Architecture of the New England Tobacco Fields.** Univ. of Penn. Pr., 2002. 144 pp., illus. \$34.95. Includes tobacco barns.
- Bill Osiniski. **In Cairo, Syrup was King: After More than 100 Years, the Industry Is Gone.** *Atlanta Journal-Constitution* (Mar. 22, 2002). S. A. Roddenberry established a cane-syrup business in Cairo, GA, about 1862. The high-school football team was even called the "Syrupmakers." Dallas-based Dean Foods Co. is closing the last of the syrup-making operations.
- Michael Pollan. **Power Steer.** *NY Times Magazine* (Mar. 31, 2002). Described as the "biography of a cow." Reporter buys

steer and follows the details of its life from the ranch, to feedlot, to packing plant.

- Arni Sverrisson. **Small Boats and Large Ships: Social Continuity and Technical Change in the Icelandic Fisheries, 1800-1960.** *T&C*, 43,2 (Apr. 2002), pp. 227-53. Mechanization of Iceland's fisheries is used as case study to bolster argument about the importance of small-scale industries to long-term technological change and economic growth.
- Paul Sloca. **Cost Spelling End of Coke Icon.** *Rome (GA) News-Tribune* (Dec. 19, 2001) AP Wire. The Jefferson City (MO) Coca-Cola Bottling Co. will close the line that fills the famous 6.5-oz. green bottles because of problems with customers not returning the bottles and the retirement of the employee who ran the bottling line for 31 years. It was one of three 6.5-oz. bottling lines still in operation in U.S. [Does not say where the other two are.]

MISC. INDUSTRIES

- David Dyer and Daniel Gross. **The Generations of Corning: The Life and Times of a Global Corporation.** Oxford Univ. Pr., 2001. 507 pp. \$25. Glass maker celebrates its 150th anniversary. Rev: *T&C* (Apr. 2002), pp. 445-46.
- Mary and James Gage. **The Art of Splitting Stone: Early Rock Quarrying Methods in Pre-Industrial New England, 1630-1825.** Powwow River Books (163 Kimball Rd., Amesbury, MA 01913; jgage@nesl.edu), 2002. 63 pp., illus., \$10. Drawing upon historical accounts and archeological reports, pieces together the early history of rock quarrying. Eleven different stone splitting methods are documented, including one unique to New England. Authors have discovered a rare archeological site where some of the tools used in latter method are still stuck in the rock.
- Archie Green. **Tin Men.** Univ. of Ill. Pr. (1-800-545-4703), 2002. 216 pp., illus., \$24.95 cloth. For centuries, the history and lore of tinkers, tanners, tinsmiths, and sheet-metal workers have been represented through figurative sculptures known as tin men. Some served as sheet metal shops' trade signs or proved an apprentice's competence. Exploration of the relationship of tin men to craft education, union traditions, labor history, and social class. Inventory of tin men in museums and metal shops.
- John T. Labbe and Lynwood Carranco. **A Logger's Lexicon.** Timber Times Pr. (www.timbertimes.com), 2001. 240 pp., illus., \$48.95. Tom Hull [SIA] writes: "Don't know a robbers stick from a road monkey? Can't tell the difference between plugging for pitch and a plumb-bob squirrel? If logging terms have you so confused that you mistake your gut hammer for a gumboot show and you're running around the words like a blind dog in a meat house, then it's time to consult *A Logger's Lexicon*. I haven't had so much fun with a book in years. It's not for the prim and proper or politically correct. Previous dictionaries were restricted because of publishing taboos of the times. The authors thought it was time for a dictionary of historical accuracy, one that records what loggers, with their unique lingo, really called things. This book is absolutely uncensored."
- Frank R. Levstik. **Ohio Liberty Trucks.** *Timeline* (May/June 2002), pp. 32-39. The first Class B Liberty War Trucks were built by the Gramm-Bernstein Truck Co. of Lima and came off the assembly line on Oct. 17, 1917. *Timeline* is the magazine of the Ohio Historical Society, 6 issues/yr., \$30. Avail: 1982 Velma Ave., Columbus, OH 43211.

- Glen Norcliffe. **Ride to Modernity: The Bicycle in Canada, 1869-1900.** Univ. of Toronto Pr., 2001. 288 pp. \$24.95. The manufacture and social meaning of bicycles. Rev: *T&C* (Apr. 2002), pp. 425-26.
- Bill Osinski. **Group Aims to Save Old Mill, Tannery Site.** *Atlanta Journal-Constitution* (Dec. 25, 2001). Remains of ca. 1810-65 bark mill and tannery in Clinton, GA. Land purchased by Old Clinton Historical Society to prevent development.
- Leonard N. Rosenband. **Papermaking in Eighteenth-Century France: Management, Labor, and Revolution at the Montgolfier Mill, 1761-1805.** Johns Hopkins Univ. Pr., 2000. 210 pp. \$39.95. Vivid descriptions of journeymen papermakers and the attempts of the Montgolfier family to control the papermakers with mechanization. Rev: *T&C* (Apr. 2002), pp. 420-21.
- Martica Sawin. **Moveable Type.** *Preservation* (July/Aug., 2002), pp. 56-61. M&H Type, est. ca. 1915, finds new home for its presses, monotype, and hot-lead type foundry in the Presidio, San Francisco.
- Larry Thomas. **The Rexall Story.** Terminal RR Assn. Historical & Technical Society (Box 1688, St. Louis, MO 63188), 2000. 44 pp. \$10. History of the Rexall Drug Co., organized in 1902 as an association of drug store owners buying items from a common factory and warehouse (United Drug Co.) in St. Louis with rail service provided by the Terminal RR. Photos and text from the 1936 "Rexall Train," which traveled the country promoting the company's products. Rev: *NRB* 66,2 (2001), p. 39.

BUILDINGS & STRUCTURES

- Arnold Berke. **Mary Colter, Architect of the Southwest.** Princeton Architectural Press, 2002. 320 pp., illus., \$24.95. Working almost exclusively for the Fred Harvey Co. and the Santa Fe RR, Colter's career spanned the first half of the 20th c. She designed numerous structures at Grand Canyon and other locations on the Santa Fe, including Harvey Hotels and depots, as well as tourist attractions, combining natural features with designs inspired by prehistoric ruins and Pueblo architecture.
- Wilber W. Caldwell. **The Courthouse and the Depot.** Mercer Univ. Pr., 2001. 613 pp. \$50. Examination of courthouse and railroad depot architecture in Georgia from 1833 to 1910. Relates railroad development to architecture and economic aspirations of rural communities. Communities at railroad junctions had highly stylized court buildings, while those not at junctions were plain. Includes regional maps showing rail lines, dates of construction, company names, etc.
- Glenn Collins. **A Slow Return as a Hub for Aviation.** *NY Times* (Apr. 27, 2002), p. A14. Newark Airport's first terminal, opened in 1935, is being restored. The Art Deco building was the New York metropolitan area's first passenger terminal to integrate an airmail center, administration, air-traffic control tower, meteorological services, a hotel room for pilots, luncheonette, and baggage facilities. It was considered the busiest air terminal in the world in the late 1930s.
- Jason Goodwin. **Otis: Giving Rise to the Modern City.** Ivan R. Dee (Chicago), 2001. 286 pp. \$27.95. 150-year history of the famed elevator builder. Rev: *T&C* (Apr. 2002), pp. 431-433.
- Robert Pavey. **Southern Standby: Plant Made Gunpowder for Confederacy.** *Augusta Chronicle* (Apr. 9, 2002) and *Birds*

Endanger Monument (Apr. 19, 2002). Efforts to preserve and protect the 176-ft. brick smokestack built in 1861 at the Selby Mill in Augusta, GA.

- Sara Wermiel. **Army Engineers' Contributions to the Development of Iron Construction in the Nineteenth Century.** Public Works Historical Society (www.apwa.net/bookstore/), 2002. \$15. In-depth examination of the history of iron construction done in the U.S. by the Army Corps of Engineers.

WATER CONTROL & RECLAMATION

- Dennis Howe. **Timber Crib Dam Remains Are Recorded.** *SIA New England Chapters Newsletter*, v. 22,1 (2002), pp. 10-13. History of dams and waterpower on the Ashuelot River, Winchester, NH. Remains of the last in a series of dams, built ca. 1910.
- Lisa W. Foderaro. **'Watery Graves' Was No Figure of Speech.** *NY Times* (May 14, 2002). Unusually low water levels at NYC's Ashokan Reservoir in the Catskills reveals the stone-building foundations and remnants of villages that were taken over by eminent domain in 1913. Many residents still feel bitter for the loss of family homes and property. NYC Water Dept. plans exhibits at this and five other reservoirs west of the Hudson to commemorate sacrifice of communities displaced by the city's water system.
- Catherine Mulholland. **William Mulholland and the Rise of Los Angeles.** Univ. of Calif. Pr., 2000. 411 pp. \$35. Biography of the engineer responsible for much of the development of the city's water supply in the early 20th c. Includes the Los Angeles Aqueduct and accounts of the Boulder Dam and the failure of the St. Francis Dam. Written by his grand-

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With Thanks.

daughter using family reminiscences. Rev: *T&C* (Apr. 2002), pp. 433-34.

- **Saved from the Dam: The Delaware Water Gap National Recreation Area** is a theme issue of *CRM* v. 25,3 (2002) that explores the impact of a dam that wasn't, the Tocks Island Dam project, begun in the 1950s and blocked in the late 1970s. The area that the dam would have flooded is now a NRA with diverse historic properties, including farms, resorts, bridges, roads, and railroads, posing challenges to preservation and adaptive reuse.
- James Sterngold. **The Big Old Dam Still Thrills, but from Fewer Angles.** *NY Times* (Apr. 27, 2002). Security measures at Hoover Dam spell an end to 'hard hat tours' for viewing the interior of the dam and limit the places visitors can go to view it from the exterior. The number of visitors has fallen from 1.3 million to 900,000 per year.
- Robert Stewart. **Cook's Dam, Ansonia, Connecticut.** *SIA New England Chapters Newsletter*, v. 22,1 (2002), pp. 16-19. Masonry dam on Beaver Brook, a minor tributary of Naugatuck River, supplied water to Sperry Mfg. Co. (carriage hardware) and the H. C. Cook Co. (nail clippers).

POWER GENERATION

- T. Lindsay Baker, ed. **Windmillers' Gazette.** Quarterly. Avail: Box 507, Rio Vista, TX 76093. www.windmillersgazette.com. \$20/yr. Dedicated to the preservation of America's wind-power history and heritage. Vol. 21,2 (Spring 2002) includes Homer C. Beck, *Windmill Tools* (aerometers, sucker rods, etc.) and *San Francisco 'Dutch' Windmills* (history of century-old windmills in Golden Gate Park). Vol. 21,3 (Summer 2002) includes *Oil-Bath Windmills Made by Stover Mfg. & Engine Co.*
- Angelika Baumann. **The Viennese Gasometer-City: A Container for Gas Becomes a Container for People.** *TIC-CIH Bulletin* 16 (2002), pp. 1,7. Highly critical review of the adaptive reuse of the gasworks in Wien-Simmering, built in 1896-99. One of the gasholder houses has been turned into an event hall with seating for 3,000 people. Other buildings now house apartments, offices, parking, and a mall. Claims preservation was not served by removing all signs of machinery and original function.
- David Flessner. **Raccoon Creates Power Boost.** *Chattanooga Times Free Press* (May 31, 2002). TVA's Raccoon Mt. pumped-storage plant built in the 1970s.
- Matthew Kierstead. **Deerfield No. 4 and Harriman Hydro Plants.** *SIA New England Chapters Newsletter*, v. 22,1 (2002), pp. 1-4. Two historic Deerfield River (MA) hydroelectric-generating facilities.

MINES & MINING

- Ken Catford. **The Industrial Archaeology of Spitsbergen.** *IAR* 24,1 (May 2002), pp. 23-36. One hundred years of coal mining on a remote Arctic island.
- Andy Fahrenwald. **Samuel Knight's Invention of a Unique Dredge Machine.** *Knight Club Noon Whistle*, 3 (Apr. 2002), pp. 2-7. Samuel Knight's dredge machine, patented in 1885, for removing overburden from gold-bearing gravel beds. The *Noon Whistle* is sent to members of the Knight Foundry and also includes updates on efforts to preserve and interpret the foundry [tour site—Annual Conference 1996]. Membership

begins at \$18.72/yr. Knight Foundry, Box 1776, Sutter Creek, CA 95685.

- Pat Frost. **Greenfield Mills Consolidation and Repair Work, 2000-2001.** *IA News* 121 (Summer 2002), pp. 4-5. Preservation of North Wales copper works, dating to mid-18th c.
- **Hot Sauce Bottle Offers Peek into Mining Town's Past.** *Savannah Morning News/AP Wire* (June 30, 2002). Short, quizzical news item reports archeologists have discovered the shards of a 130-yr.-old bottle of hot sauce, perhaps one of the oldest ever found, beneath the site of the Boston Saloon of Virginia City.
- John R. Park. **A Guidebook to Mining in America.** Stonerose Pub. Co. (7741 SW 59th Ct., S. Miami, FL 33143; <http://stonerosepub.home.att.net>). 2 vols., 622 pp., photos, illus., glossary. \$34.68. History of the mineral resource industries disguised as a travel guide. More than 1,700 entries: mining museums, museums with mining exhibits, tourist mines, viewable or tourable working mines, preserved ghost mining towns, mining monuments, stone quarries, blast furnaces, metal refineries, lime kilns, charcoal kilns, coke ovens, saltworks, saltpeter caves, petroleum refineries, pipelines, ore loading docks, ore boats, canals, industrial railroads, mine offices and houses, mints, assay offices, etc., etc. Also avail. is **Maryland Mining Heritage Guide including Delaware and the District of Columbia.** 88 pp., photos, maps, \$11.95. Offers expanded coverage with 130 additional entries and text. [These are very comprehensive, interesting and user-friendly resource guides. Great to have along when traveling!—The Editor].

TEXTILES

- Jo Ann E. Argersinger. **Making the Amalgamated: Gender, Ethnicity, and Class in the Baltimore Clothing Industry, 1899-1939.** Johns Hopkins Univ. Pr., 1999. 229 pp. \$39.95. Organization of the Baltimore Chapter of the Amalgamated Clothing Workers Union (ACWU). Describes organization of work, with designing, cutting, and pressing in large plants and sewing in small contract "sweat" shops. Rev: *T&C* 43 (Jan. 2002), pp. 177-79.
- Rosa Serra. **Colonies Textils de Catalunya.** Angle Editorial (Passeig de Pere III, 14-16 5e 1a, 08240 Manresa, Spain), 2002. In Catalan with English translation. Textile mills that grew up along the rivers flowing from the Pyrenean Mountains through Catalonia are claimed to be the most intense exploitation of waterpower of any rivers in the world. Densely illustrated book examines their architectural and technical heritage.

RAILROADS

- James W. Ely, Jr. **Railroads and American Law.** Univ. Pr. of Kansas, 2001. 376 pp. \$39.95. Railroads were America's first big businesses and they raised a host of problems for the 19th-c. legal system in areas of charters, eminent domain, safety, labor relations, and interstate commerce. Rev: *NRB* 66,6 (2002), pp. 50-51.
- Herbert H. Harwood, Jr. **Invisible Giants: The Empires of Cleveland's Van Sweringen Brothers.** Indiana Univ. Pr. (1-800-842-6796), 2002. \$39.95. One of the most dazzling business phenomena of the 1920s, Cleveland's two bachelor Van Sweringen brothers came out of nowhere to control the

country's largest railroad network. Simultaneously, they sponsored creation of the model upper-class suburb of Shaker Heights and the landmark Terminal Tower building.

- Eugene L. Huddleton. **Uncle Sam's Railroads: The USRA and the Nation's Railroads.** Indiana Univ. Pr. (1-800-842-6796), 2002. 196 pp., photos. \$39.95. The US Railroad Administration was created during WW I to operate the railroads on their intensified wartime footing. As a result, the USRA changed the face of railroads forever and left America with twelve now-classic locomotive designs. Illustrated book presents a study of the 30-yr. impact of the USRA on steam locomotives.
- **Industrial Railway Record** is the journal of the Industrial Railway Society (UK). £13/yr., quarterly. It covers all aspects of industrial railways and locomotives in Great Britain and abroad. The most recent issue (v. 169, June 2002) includes Chris Fisher, *The Woolpit Brickworks Railway* (Suffolk); Cliff Shepherd, *Stephenson-Crossley Diesel Shunters*; and Keith Chester, *The Duro Dakovic Class 62 Locomotives* (Yugoslavian tank locomotives). In addition to its journal, the society maintains an extensive book sales list with an emphasis on European industrial railways and mines. Info: R. V. Mulligan, Owls Barn, The Chestnuts, Aylesbeare, Exeter, Devon, EX5 2BY, U.K.
- William D. Middleton. **When the Steam Railroads Electrified.** 2nd Ed., Revised. Indiana Univ. Pr. (1-800-842-6796), 2001. Revised 2nd ed. of a highly sought after, comprehensive history of electrification that has been out of print for years.
- Bill Osinki. **'Rolling State Park' Gets on Track.** *Atlanta Journal-Constitution* (June 24, 2002). New excursion train called the SAM (Savannah-Americus-Montgomery) travels through Georgia cotton country. Stops at the Georgia Rural Telephone Museum (Cordele), reported as having the world's largest collection of historic telephone equipment.

ABBREVIATIONS:

CRM	= Cultural Resource Management, published by the U.S. National Park Service
IA News	= Industrial Archaeology News, published by the Assn. for Industrial Archaeology (UK)
IAR	= Industrial Archaeology Review published by the Assn. for Industrial Archaeology (UK)
I&T	= American Heritage of Invention & Technology
NRB	= National Railway Bulletin, published by the National Railway Historical Society
SCA Journal	= Society for Commercial Archeology Journal
T&C	= Technology & Culture: Quarterly of the Society for the History of Technology
TICCIH Bulletin	= The International Committee for the Conservation of the Industrial Heritage Bulletin.

Publications of Interest is compiled from books and articles brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books and articles, especially those in their own areas of interest and those obscure titles that may not be known to other SIA members. *Publications of Interest*, c/o SIA Newsletter, 305 Rodman Road, Wilmington, DE 19809; phsianews@aol.com.

Elusive American Truss Bridges

David Guise [SIA] is researching the evolution of the 19th-century American truss bridge for an upcoming book.

In this, the sixth installment in a series (see previous issues for the Greiner, Kellogg, Stearns, Thacher, and Horton trusses), he shares his research to date on an unusual truss in South Dakota. The series is intended to serve as a catalyst to elicit additional information, especially the location of historic photos, plans, descriptions, and surviving examples. Info: David Guise, Box 132, Georgetown, ME 04548; phone/fax (207) 373-2651.

Dell Rapids Bridge

Toward the end of the 19th century, the Dakota & Southern RR built a north-south line along the eastern edge of South Dakota, crossing the Big Sioux River near Dell Rapids, a small town north of Sioux Falls.

The railroad erected a stone pier on a huge mid-stream rock, then built a set of trusses from the shores to the pier in mid-river. At first glance, each span of this two-span bridge appears to be a four-paneled Pratt deck-truss. A more careful examination reveals that the truss has a most unusual wrinkle.

The web struts in a standard Pratt truss are all true verticals. The struts in the Dell Rapids truss incline slightly, leaning inward toward the mid-span of the top chord. While this deviation might seem trivial, it constituted a sophisticated, logical innovation. It produced a slightly more efficient truss, and probably did so at a slightly lower cost.

The standard truss configuration divides the span length into a series of equal length segments, or panels. In a standard Pratt deck-truss, the sloped segments of the bottom chord at each end are longer than the horizontal segments in the middle panels, as they form the hypotenuse of a triangle.

The designers of the Dell Rapids Bridge, however, made all their tensile bottom chord eye-bar segments the same length, *whether they were horizontal or sloped*. The top compression chord was also comprised of equal-length parts. The length of each individual top-chord segment was slightly shorter than the length of each individual bottom-chord segment. The total length of the straight top-chord segments was less than the total length of the

bottom chord segments due to the bottom chord's slightly longer sloping segments in the two end panels.

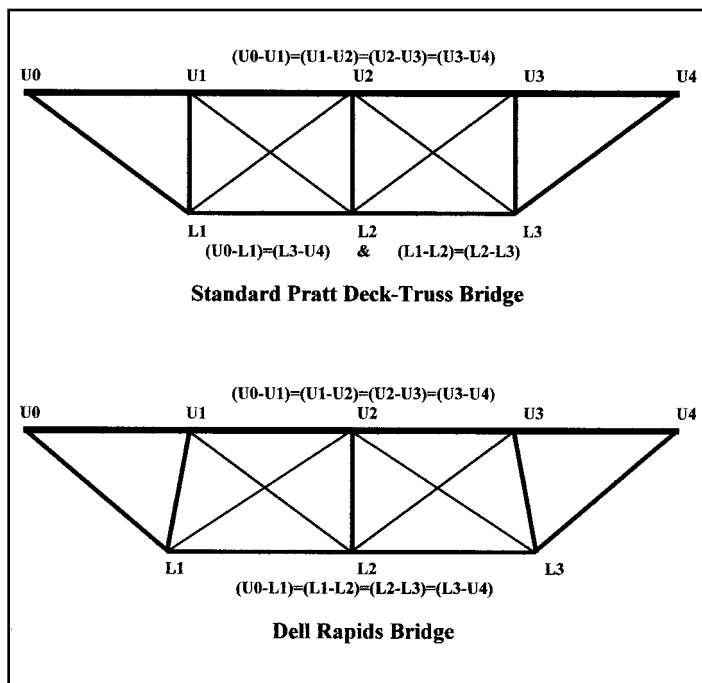
The unavoidable geometric ramification of the Dell Rapids solution was that the verticals could not remain vertical, but leaned slightly inward toward the center of the span. Only the center vertical remained a true vertical. Once the decision was made to make the inclined bottom chord segment in the end panels the same length as the horizontal segments of the bottom chord, all else followed.

The decision to fabricate the chords from equal parts has the obvious advantage of simplifying the manufacturing process. It would seem, in the absence of any records, that this was the motivating reason for the Dell Rapids configuration. All the bottom chord members have the same length. All top chord members have the same length. Given the same span and load conditions, the Dell Rapids Pratt, when compared to a standard Pratt deck truss, turns out to be slightly more efficient. No penalty had been paid for simplifying fabrication!

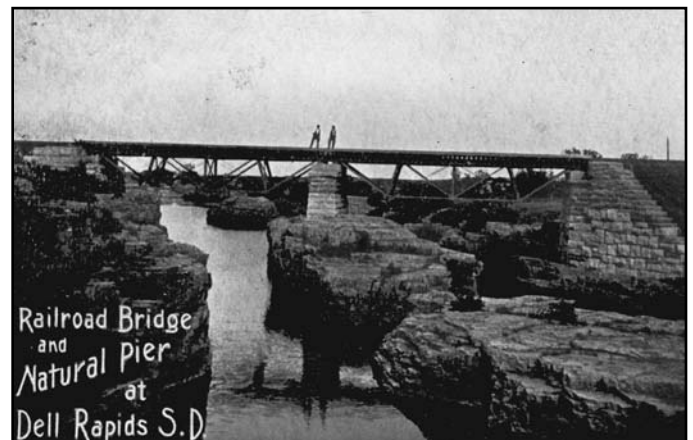
If the Dell Rapids configuration both cost less and was structurally sound, one has to wonder why others did not independently arrive at the same solution, or even adopt its approach for the design of other bridges. Apparently someone came up with a workable and innovative approach, but no one noticed or took advantage of it.

Perhaps "better" is in the eyes of the beholder. The esoteric beauty associated with simplification and standardization of parts may have more appeal to 21st-century observers than to 19th-century practicing engineers, who perhaps felt that the gain was too trivial to be worth the bother. It always has been easier to go with the tried and true.

Of course we don't know for a fact that this bridge is unique; we just do not know of any others of the same design. The bridge no longer survives and our only evidence of its existence are photographs. It is an example of engineering ingenuity built in the wilderness by an unknown engineer, for reasons we can only guess. The Dell Rapids Bridge is a fascinating example of America's obsession for tinkering. ■



The Dell Rapids Bridge compared to a standard Pratt deck truss bridge.



Dell Rapids Bridge, postcard.

Report on the 2002 Ironmasters Conference

The 2002 Ironmasters Conference was held April 26-28 at Athens, OH. A small but dedicated group attended this year's event, *Exploring Ohio's Historic Hanging Rock Iron Region*. Located in southeast Ohio, the region was the premier charcoal-iron-producing area in the U.S. just prior to the Civil War. It survived the transition to the coke age and is still producing iron.

The conference began Friday with an extended tour of the lower Hanging Rock Iron Region. Stops included the Welsh-American Heritage Museum in Oak Hill, where we were treated to exhibits celebrating Jackson County's Welsh iron-making heritage; the Jefferson Furnace, the last of the region's charcoal furnaces to operate, going out of blast in 1916; the Olive Furnace, one of the many furnaces that used natural rock outcroppings in its construction; the restored Vesuvius Furnace, located in the Wayne National Forest; and a visit to the Lawrence County Historical Society Museum in Ironton, once the home of ironmaster Col. George N. Gray. This long day was capped with a photo stop at AK Steel's Amanda Furnace, located just across the Ohio River in Ashland, KY.

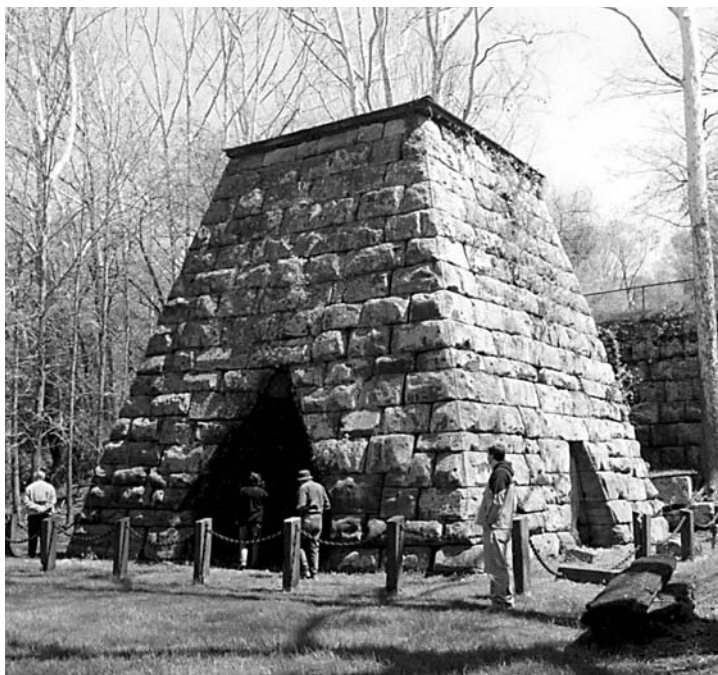
On Saturday, the group

heard presentations on the Hanging Rock Iron Region history, Kentucky iron history, New Jersey's Split Rock Furnace and Forge, and the manufacture of iron in shaft and pit furnaces scattered across Ohio. Sunday's first stop was the restored Buckeye Furnace, an Ohio state historic site, restored in 1976, followed by a visit to the Vinton Furnace Experimental Forest.

The 2002 Ironmasters Conference organizers would like to thank the Ohio Historical Society, the Welsh-American Heritage Museum, the Lawrence County Historical Society, Ray Boothe, Ralph Ramey, the Institute for the History of Technology & IA, and the SIA Three Rivers Chapter for making this event possible.

SIAers everywhere are urged to make the trek to the Hanging Rock Iron Region and see it for themselves! Also visit these Web sites for a virtual tour of the Hanging Rock Iron Region: www.oldindustry.com and www.users.hockingham.net/~conway/index.html.

Lee Maddex



Lee Maddex

Ironmasters tour the Vesuvius Furnace at Wayne National Forest.

IA EXHIBITS

Friches Industrielles Entre Memore et Avenir (IA between Memory and Future) is an exhibit of photographs that has been traveling Europe with the aim of educating the public about IA. Organized by Louis Bergeron [SIA] of the Ecomusée de la Communaute le Creusot Montceau and produced by the European Commission, General Education and Culture Dept., the exhibit features 25 images by SIA's own Sandy Noyes [See *SIAN*, Spring 1999]. Sandy traveled to France in 1996 to photograph the mines, steel mills, and other industrial sites in the Le Creusot-Montceau region of France. The exhibit also includes many photos of Italian industry by Gabrielle Basilico commissioned by the Museum of Industry near Milan. The show opened in Milan in Apr., then traveled to Brussels in June and Le Creusot in Sept. The handsomely produced catalogue, more like a book (140 pp.), includes an essay by Sandy translated into French and Italian. Info: www.europat.org.

B&O Railroad Museum (Baltimore) is celebrating 175 years of American railroading with exhibits and programs. Through July 2003, the museum is featuring a special exhibition of portraits and images of America's railroad barons on loan from the National Portrait Gallery. The big event is the *The Fair of the Iron Horse 175*, a 10-day extravaganza (June 27-July 6) with pavilions of model trains, railroad history, technology, food, entertainment,

and family activities. Inspired by the B&O's original fair celebrating its centennial in 1927, a daily parade of historic locomotives from all over the nation will tell the story of American railroading to the present day. Info: www.borail.org.

Hugh Frances Hicks, founder of the **Mt. Vernon Museum of Incandescent Lighting**, passed away in May. Hicks was known for his collection of more than 75,000 bulbs, many of which were on display in the basement of his Baltimore dental office. According to the AP Wire (May 10), his collection included a bulb from the original torch on the Statue of Liberty and the Mercedes-Benz head lamp from a limousine used by Adolph Hitler. The disposition of his collection is unknown.

Providence Jewelry Museum celebrates the heritage of one of Rhode Island's biggest industries with a collection of tools and products. The museum is growing and is planning to move into renovated exhibit space in the Narragansett Electric Plant in 2004. The plant on the Providence River will become home to a consortium of 19 historical and cultural institutions, including the Providence Jewelry Museum, that will be called collectively the **Heritage Harbor Museum** (www.heritageharbor.org). Membership in the jewelry museum includes a subscription to the newsletter,

(continued on page 23)

Barbed Wire (www.barbwiremuseum.org). The Devil's Rope Museum in McLean, TX, operates this site featuring its collection of more than 2,000 different wires, fencing tools, the Hagemeyer Library (claimed to be the world's largest collection on barbed-wire history), and the *Barbed Wire Collector Magazine*.

Buffalo Grain Elevator Tours (www.goin.to/grainelevators). Regularly scheduled walking tours and the history of Buffalo's magnificent grain elevators [tour site—1992 Annual Conference].

Explosion at 1924 Fertilizer Factory (www.uneptie.org/pc/apell/disasters/toulouse/home.html). On Sept. 21, 2001, an explosion ripped through the Azote de France ammonium nitrate warehouse in Toulouse, France, killing more than 30 and injuring hundreds. The final investigative report indicated the cause was accidental although terrorism was first suspected. The plant was built in 1924 in what was then countryside, but urban sprawl has since led to homes being built perilously close to the plant.

Harmony Brick Works (www.brp.usace.army.millmon/harmony_brick_works.htm). Brick works operated by the Harmony Society near Leetsdale (Old Economy Village), PA. A U.S. Army Corps of Engineers archeology project is gathering information on how bricks were made there in the 19th c.

Henszeys Bowstring Truss (www.iceandcoal.org/henszeys/henszeys.html). History and restoration of the patented 1869 iron bridge. It was recently restored and relocated to the campus of Central Pennsylvania College.

Historical Construction Equipment Assn. (www.hcea.net) is a group dedicated to preserving the history of all types of construction, surface mining, and dredging equipment. Founded in 1986, they have more than 4,300 members. It operates the National Construction Equipment Museum and Archives at its headquarters in Bowling Green, OH.

Interstate Highways (www.fhwa.dot.gov/infrastructure/history.htm). Official Federal Highway Administration site features several articles on the history of the interstate highway system.

New Britain Industrial Museum (www.nbim.org). Info on the Connecticut museum's exhibits and collections, including Stanley Tools & Hardware, Fafnir Bearings, Landers Vacuum (cleaners, coffee makers, refrigerators), and American Hardware.

Paper Boats and Other 19th-c. Oddities (<http://home.eznet/~kcuper>) History of Waters & Son of Troy, NY, manufacturers of full-size row boats, canoes, and even a 45-ft. pleasure barge of molded paper. Also, articles from *The Paper Boater*, a period trade journal; specifications for building a paper boat; "The Age of Paper," a popular song; paper railroad car wheels; paper observatory domes. Maintained by Ken Cupery [SIA].

Paterson Industrial Heritage (<http://memory.loc.gov/ammem/wiphtml/pthome.html>). Library of Congress site includes approximately 500 interview excerpts and approximately 3,800 photographs from the Working in Paterson Folklife Project, conducted in 1994. On-line presentation includes the memories of retired workers and essays on topics such as work in the African-American community, the Hot Texas weiner (a Paterson food tradition), work at Watson Machine International, and business life along a single street (21st Ave.).

Rakeman Transportation Painting Collection (www.tfhrcc.gov/pubrds/janfeb02/exhibition.htm) includes 109 paintings produced between 1921 and 1952, depicting the history of American transportation from the colonial period to the mid-20th c. Commissioned by the federal Bureau of Public Roads, the paintings are now in the collection of the Texas Transportation Inst.

U.S.S. Monitor Recovery Efforts (<http://oceanexplorer.noaa.gov/explorations/02monitor/monitor.html>). Official site updates efforts to recover parts of the famous Civil War ironclad. The turret was raised in early Aug.

Wakefield Wicker (www.wakefield.org/wicker/). Story of the Wakefield Rattan Co., established in 1855 by Boston grocer Cyrus Wakefield. As an outgrowth of the China trade, Wakefield successfully experimented with wrapping imported rattan into furniture frames and helped develop machines, such as steam-driven cane splitters and looms for spinning shavings into fabric for mats and floor coverings. The company was so successful that the Massachusetts town, originally called South Reading, was renamed Wakefield in 1867. The factory closed in 1930.

Readers are cordially reminded to visit the SIA's own Web site at www.sia-web.org. On-line membership applications, gift memberships, and renewals are now available through the SIA's secure Web server.

The SIAN's Web column is compiled from sites brought to the editor's attention by members, who are encouraged to submit their IA Web finds by e-mail: phsianews@aol.com. ■

CALL FOR PAPERS (continued from page 3)

electronic format (Rich Text Format). Proposals sent by mail should be submitted in duplicate.

Proposal submission: Please send proposals no later than **NOVEMBER 15, 2002** to: Louise Trotter, Canada Science and Technology Museum, 2380 Lancaster Rd., Box. 9724, Station T, Ottawa, ON, Canada K1G 5A3; (613) 991-6705; fax 990-3636; ltrotter@nmstc.ca.

Student Travel Scholarships

The SIA has limited funds to help full-time students and professionals with less than three years of full-time experience attend the annual conference. Those interested should submit a concise letter outlining their demonstrated interest in and commitment to industrial archeology or a related field, and one letter of reference. Deadline for submissions is Apr. 1, 2003. Info: Mary E. McCahon or Patrick Harshbarger, SIA Scholarships, c/o Lichtenstein Consulting Engineers, One Oxford Valley, Suite 818, Langhorne, PA 19047; (215) 752-2206; fax 752-1539. Notice of awards will be made by May 1.

Travel Discounts on American Airlines

American Airlines is offering discounts from 5% to 15% on the lowest price fares to Montreal for SIA members. Members need only mention Authorization Number 5763AA when booking either through a travel agent or directly. The most direct contact is through American Airlines Meeting Services, 1-800-433-1790. ■

SITES & STRUCTURES

The fate of the National Register-listed **New Milford Pumping Station** of the Hackensack Water Co. in Oradell, NJ (see *SIAN*, Fall 1996) remains undecided. Last year the SIA Board adopted a resolution urging the preservation of the site, which made the National Trust's "11 Most Endangered Historic Places" list in June. The NJ Dept. of Environmental Protection has granted a one-year extension for the various parties to agree to a solution that will preserve the pumping station. Meanwhile, the department required that Bergen County, which owns the site, protect the buildings from weather and vandals. To date, the county, Oradell Borough, and local community groups have not been able to come up with a mutually agreeable program for reuse and preservation. In recent years, the county has repeatedly threatened to raze the pumping station and claimed that its preservation is not financially feasible. Built between 1882 and 1911, the New Milford Pumping Station includes the filtration plant and labs where George Spalding developed the active-carbon filtration system that became the industry standard. The pump house has Allis-Chalmers triple-expansion pumping engines installed in 1911 and a Corliss pumping engine installed in 1915.

Also placed on the National Trust's "11 Most Endangered List" were **Indiana's historic bridges**, nominated by the Historic Landmarks Foundation of Indiana with the intention of drawing attention to the need for preserving historic bridges throughout the state. The foundation claims that hundreds of historic bridges have been lost since the 1980s, although there have also been some success stories. The Carroll County (IN) Historic Bridge Coalition recently saved the **Paint Creek Bridge**, a bowstring truss built in 1873 by the Massillon (OH) Bridge Co. The bridge was moved from its original location over Paint Creek, repaired, and relocated to a hiking trail over the Wabash & Erie Canal in north Delphi. Volunteers began the work of moving the bridge in Mar. 1998. They removed the old wood deck and, after receiving a grant, hired a contractor to move the 70-ft.-long truss seven miles to a warehouse. Restoration work began with assistance from Jim Cooper [SIA]. The bridge turned out to be in remarkably good condition, and less than five percent of the original metal parts had to be replaced. Moving the bridge to its new site brought out hundreds

of people and the news media. After it had been set on its new abutments, volunteers set to work decking the bridge with white-oak planks fresh cut on site from donated timber. A documentary video is available, with the proceeds to be used in a campaign to preserve other local bridges. To purchase, send \$18 ppd. to Paul Brandenburg, 503 E. Franklin St., Delphi, IN 46923.

Two rare **Whipple bowstring truss bridges** are under restoration in upstate New York. In January, the **Black River Canal Museum** (Booneville) welcomed home an iron bridge based on the design of noted American engineer Squire Whipple and built by J. M. Whipple of Booneville in the 1850s. The truss bridge originally spanned the canal, but in later years it was relocated to carry a local road over Sugar Creek in nearby Talcottville, where it had stood until its homecoming. In Palmyra, the **Aldrich Change Bridge** (*SIAN*, Summer 1998), erected in 1858 over the Erie Canal to allow barge-hauling mules and horses to cross, has been carefully restored and reassembled with the help of Francis Griggs [SIA]. By the end of summer, it will be lifted by a crane onto its new site over the bed of the old Erie Canal in a city park.

On June 29, Calhoun County (MI) sponsored its annual living-history demonstration at **Historic Bridge Park**, Emmett Twp., east of Battle Creek. This unique park serves as a site to relocate and preserve truss bridges that have outlived their usefulness on public roads and as a place to practice historic metal truss manufacturing and industrial building techniques such as riveting, forge welding, and blacksmithing. This year's living-history day coincided with dedication of the restored **Gale Road Bridge**, a 122-ft.-long Pratt through truss. The truss is the largest yet placed in the park and is the first to be erected completely in the field. Info: Calhoun Co. Community Development, 13300 15 Mile Rd., Marshall, MI 49068.

The **Hojack Bridge** over the Genesee River in Rochester, NY, continues to be under threat of demolition, although the Coast Guard recently delayed its order to have CSX remove the bridge as an obstruction to navigation. The steel swing bridge was built in 1905 by the King Iron Bridge & Manufacturing Co. of Cleveland. Local preservationists, including several SIA members, have championed the bridge, and the SIA Board passed a resolution of support in July 2001. The Apr. 23 and July 2 issues of the *Rochester Democrat & Chronicle* have informative articles. Info: www.democratandchronicle.com.

The **Kinzua Viaduct** (Kinzua Bridge State Park, PA) has been closed to railroad traffic due to safety concerns. The viaduct, built in 1882 and rebuilt in 1900, towers 301 ft. above the valley floor and was considered the highest railroad bridge in the world when built. It closed to rail traffic in 1959 and a state park opened around the bridge in 1970. Excursion trains on the Knox, Kane & Kinzua RR began taking tourists across the bridge in 1987, but now that service will be stopped because engineers have determined the piers are not strong enough to support trains crossing the 2,053-ft.-long structure. Pedestrians may still walk across. Info: www.state.pa.us, keyword: state parks. (*NRHS-Wilmington Chapter Newsletter*).



Paint Creek Bridge, built in 1873 by the Massillon Bridge Co.

(continued on page 22)

The Last of the Hulett's?

With the closure of LTV's South Chicago Coke Works in Jan. 2001, the last standing Hulett iron-ore unloaders on the Great Lakes are now threatened with demolition. In May 2000, I was a member of a pilgrimage to the Chicago industrial basin made by a dozen denizens of the Cleveland area who were previously involved in the unsuccessful attempt to stop the removal of Cleveland's Hulett's [SIAN, Summer 1999 & Spring 2000]. We were given the privilege to visit the LTV dock facilities where the last standing Hulett's were still in operation. The coke plant, consisting of a battery of 60 slot ovens, each with a 31-ton capacity, was constructed in 1981 and renovated in 1995. The plant obtained its coal from barges unloaded by a pair of Hulett's built in the early 1940s.

The LTV plant superintendent praised the Hulett's for their technological ingenuity and their economy of operation. He explained that most LTV upper managers believed the Hulett's were obsolete and an anathema to a modern steel company's operations. He argued for and was able to demonstrate that when coal from West Virginia was shipped via barge down the Ohio River and up the Mississippi & Ohio Sanitary Canal and unloaded by Hulett's, it saved the company millions of dollars yearly as compared to other transportation operations by rail or Great Lake self-unloader.

On our visit we were given the opportunity to witness the operation of the Hulett's. Each one of us sat inside the cab on the vertical leg and were lifted into and out of the hold of a coal barge. It was a thrill none of us will soon forget. We were then allowed to ascend to the catwalk high upon one of the two ore bridges and witness unloading operations from high above the Calumet River. As a former Great Lakes' seaman, I reveled in the scene, which would have been the norm a mere 20 years prior, but now has been whittled down to this one location.

With the demise of the LTV corporation and the lack of a suitor to purchase the South Chicago works the day came this past January when the coke ovens were shut down cold, thus affording little chance of their ever operating again. The fate of these two Hulett's hangs on a thread. According to the plant superintendent, they may be destroyed. Members of the group that watched Cleveland's Hulett's taken down are watching what will happen to the South Chicago

Hulett's and are determined to halt the demolition of these last standing examples. It appears now that the haunting refrain which once echoed in Great Lakes ports starting in 1899 when the first of these might behemoths went into operation in Conneaut, OH, has finally been silenced after 103 years of meritorious service. Info: J. Korecko, 13801 Tinkers Creek Rd., Valley View, OH 44125; (216) 524-2640.

James Korecko



James Korecko photos

View of the Hulett's from the ore bridge.



Northern Ohio SIA Chapter member Barb Watson sits in the cab of a Hulett.



The Hulett unloaders at LTV's South Chicago Works The Hulett's bucket digs coal out of the barge's hold and drops it into a hopper in its framework for transfer to on-site storage. In the late 1890s, the Hulett's greatly improved the efficiency of ore handling, taking over for what was still largely a process of manual unloading.

NOTES & QUERIES

James Wadsworth Armstrong (1868-1954) was for many years Baltimore's filtration plant engineer. He had a long and distinguished career designing and upgrading water purification plants. Prior to coming to Baltimore, Armstrong designed plants for Cedar Rapids, Minneapolis, Montreal, and New Orleans, and was a consultant for Washington, D.C. Members who may be able to assist a research project on Armstrong's life and activities are encouraged to contact Martha Hendrickson, 4 Malbay Court, Timonium, MD 21093-5502; mhendrickson@hotmail.com.

Brooklyn Bridge For Sale! Really. In July, the Brooklyn Bridge was for sale on e-bay. The opening bid—\$10,000 plus shipping and handling. This Brooklyn Bridge was a 75-year-old, 100-ft.-long, steel through-truss bridge in Brooklyn, **Iowa**. The seller was the contractor in charge of building its replacement. Did someone buy the Brooklyn Bridge? As of the close of bidding, no rubes had placed a bid, although more than 18,000 had visited the Web page. We guess the contractor had to dispose of it in the old-fashioned way—as scrap metal.

National Preservation Institute is a nonprofit organization that provides professional training for the management, development, and preservation of historic, cultural, and environmental resources. NPI offers a wide range of seminars and workshops, many dealing with specific government regulations and guidelines that impact historic sites. A calendar and catalogue are available: Box 1702, Alexandria, VA 22313; (703) 765-0100; www.npi.org.

Winterthur Museum invites applications for its 2003-04 *Research Fellowship Program*. Approximately 25 residential fellowships will be awarded to scholars pursuing topics in American history, art,

architecture, decorative arts, material culture, and design. Stipends: \$1500 to \$2500 per month. Also available are NEH grants, Lois F. McNeil dissertation grants, and short-term fellowships to academic and independent scholars, graduate students, and museum and public history professionals. Deadline: Jan. 15. Info: Gretchen Buggein, Dir., Research Fellowship Program, Winterthur Museum, Wilmington, DE 19735; academicprograms@winterthur.org; www.winterthur.org.

Paper proposals are requested on the theme: "Labor, War, and Imperialism" for the **25th Annual North American Labor History Conference** to be held at Wayne State University, Detroit, Oct. 16-18, 2003. Organizers are seeking interdisciplinary perspectives on the ways labor leaders and workers have supported or opposed national efforts in conquest, territorial expansion, colonization, and imperialist adventures. Deadline for papers is Mar. 1, 2003. Info: Elizabeth Faue, Coordinator, Dept. of History, 3094 Faculty Admin. Bldg., Wayne St. Univ., Detroit, MI 48202; (313) 577-2525; ad5247@wayne.edu.

The **Quinque Fellows Program** offers practicing conservation and preservation professionals, based and working in either Scotland or the U.S., an opportunity to undertake a 6-10 week exchange program under the supervision and guidance of a counterpart in their field in the opposite country. The fellowship program is structured around hands-on involvement with preservation works in progress. Applicants must be able to identify a non-profit organization in their home country willing to serve as a sponsor. Info: Hilary Joy, Quinque Foundation, c/o Philanthropic Advisors, 400 Atlantic Ave., Boston, MA 02110-333; (617) 574-3553; hjoy@philanthropicadvisors.com. ■

SITES & STRUCTURES (continued from page 20)

Hartford Clamp (tour site—Connecticut Fall Tour, 1998), maker of fine woodworkers' clamps since 1917, has announced it is closing. The owners, Scott and Marie Westbrook, have already begun to sell off the machinery, and they are seeking a buyer for the building and land. Jo Deaton [SIA] is documenting the shop to HAER standards before it disappears. (*SIA NE Chapters Newsletter*, v. 22,1, 2002).

G. A. Carlson Lime Kiln (Red Wing, MN) is on the Minnesota Preservation Alliance's 10 Most Endangered Historic Properties list. Nestled into the base of Barn Bluff is the 1882 lime kiln built by entrepreneur G. A. Carlson. Lime kilns, used to heat limestone to extreme temperatures to produce the lime necessary for mortar, were instrumental in Red Wing's economic and industrial development. The 500 barrels of lime a day produced by the kiln also contributed to the built heritage of Minnesota. Today, the Carlson kiln, within the Red Wing park system, is in need of basic stabilization measures and suffers from a lack of public visibility and awareness. Burdened by a lack of re-use solutions and severely limited funding, the city is unable to sufficiently maintain and interpret this site, so symbolic of Minnesota's industrial past. Info: Bob Frame, Preservation Alliance of Minn., frame@mnpreservation.org. ■

IA EXHIBITS (continued from page 18)

Findings. Vol. 1, 2 (Spring 2002) includes an article on the jewelry industry's participation in the National Recovery Act of 1933. Info: Jane H. Civins, Curator, PJM, Box 9650, Providence, RI 02940; (401) 785-8762; jewelsandtools18@hotmail.com.

Harrison Coal & Reclamation Park, located just south of Cadiz, OH, off State Route 9, is open year round from dawn to dusk. It features 23 pieces of machinery associated with coal strip mining in the region, including links from the "Big Muskie," the world's largest stripping shovel (tour site—1996 Fall Tour, dismantled 1999); a 60-ton bottom dump dard; dozers and a pan. Self-guided tour sheets are available and admission is free. The museum's mission is to collect and preserve surface mining and reclamation equipment. Their long-term goal is to acquire the "Silver Spade," a giant stripping shovel built in 1965 and still in operation at Consolidated Coal near New Athens. Info: HCRP, Box 116, Holloway, OH 43985. ■

CHAPTER NEWS

Northern Ohio toured the Cleveland Quarries in Amherst in June. Sandstone producers since 1868, Cleveland Quarries, a division of American Stone Corp., is the last of many that once operated in this area, known as the Berea Formation. After viewing a company video, participants toured the cutting mill, with its array of specialized saws, and the finishing mill, where skilled stone cutters and carvers were at work. Last stop was the quarry itself, where the chapter's guide, Vice President and General Manager Steve Mason, explained the blasting process. (A blistering hot day, the workers here had been sent home early.) Cleveland Quarries produces building stone, including cut stone, rock-faced ashlar, patio stone, and architectural details. It also has a substantial restoration trade.



Elliot Hume

Passenger ferry Yankee, shown here on the Hudson River with Jersey City in the background, was toured by the Roebling Chapter in Aug.

Oliver Evans (Philadelphia) took to the Delaware River for a boat tour in May. Philadelphia's waterfront is undergoing rapid redevelopment, but there is still plenty of IA interest, including the Port Richmond Coal Depot and the Navy Yard. The chapter held its annual meeting and picnic at the Atwater Kent Museum in June. The museum was founded in 1938 by radio manufacturer Atwater Kent. Curators gave a presentation on the recent merging of the artifact collections of the Atwater Kent and the Historical Society of Pennsylvania.

Roebling (Greater NY-NJ). In July, the chapter was invited aboard the *John J. Harvey*, a 130-ft.-long, Diesel-electric, twin-screw, fire-boat built by Todd Shipyard, Brooklyn, in 1931. Participants were

given a guided tour of the boat docked at Pier 63, then cruised the harbor with water displays from the boat's monitors. The chapter took to the water again in August aboard the *Yankee*, a passenger ferry built in 1907 by the Neafie and Levi Ship & Engine Building Co. of Philadelphia. Owner James Gallagher began restoration of the ferry in 1990 and now operates it for private cruises and parties. Members enjoyed a barbeque on board.

Southern New England toured the LeBaron Foundry in Brockton, MA, in May. LeBaron is New England's largest manufacturer of 'municipal' castings—manhole covers and just about any other kind of casting found in the street. In June, the chapter visited the Genuine Forgery in Hanover, MA. Owner Ray Larsen, a former forger at C. Drew & Co. in Kingston, makes extremely high quality tools for boat builders and traditional woodworkers. ■

NEWS OF MEMBERS

In Fall 2002, **Greg Galer** completed *Forging Ahead: The Ames Family of Easton, Massachusetts and Two Centuries of Industrial Enterprise: 1635-1861*, a dissertation for MIT's Doctoral Program in the History of Social Study of Science & Technology. Greg examines the elevation of shovel-making from a craft to a mass-production industry. The dissertation also explores the role of kinship in the shovel business itself, the puddling and forging shops of Horatio Ames in Fall Village, CT, and the blast furnaces run by William Ames in Franklin and Wawayanda, NJ. Greg's dissertation has been published. The heavily illustrated volume (364 pp.) can be ordered by sending a check for \$20 made out to "Stonehill College" c/o Greg Galer, Curator, Stonehill Industrial History Center, 320 Washington St., Easton, MA 02357.

Eric DeLony was acknowledged for his leadership and vision in raising public awareness and establishing archival standards for preserving and documenting America's historic roads and bridges at the National Trust's *Preserving the Historic Road in America* conference in Omaha in April. The award recognized Eric for his work as chief of the Historic American Engineering Record (HAER) and his efforts to ensure that the design and engineering legacies of the past will be remembered and respected by future generations. ■

SIA Welcomes New Chapter—Wabash & Ohio. In June, the SIA Board approved the formation of the Wabash & Ohio Chapter of the SIA. This chapter covers Indiana, northern Kentucky, and southern Ohio from Columbus to the Ohio River. The chapter's name reflects the importance of the Wabash and Ohio rivers, and the canals that connected them, to the region's industrial history. All persons in the region with professional or avocational interests in IA are invited to join. Info: Bob Bernacki, Box 3188, Bloomington, IN 47402; bob@bernacki.com. ■



CALENDAR

2002

Oct. 17-19: Pioneer America Society Annual Conference, Springfield, IL. Theme: Cultural Crossroads. Info: Tracey Sculle, Historic Preservation Agency, Old State Capitol, Springfield, IL 62701; (217) 785-4324; Tracey_Sculle@IHPA.state.il.us.

Oct. 17-20: SIA Fall Tour, Lehigh Valley, Easton, PA. Hosted by the National Canal Museum. Info: Lance Metz, NCM, 30 Centre Sq., Easton PA 18042; (610) 559-6613.

Oct. 17-20: Society for the History of Technology Annual Meeting, Toronto, Ontario. Info: www.shot.jhu.edu.

Oct. 23-26: Assn. of Railway Museums Annual Conference, Dallas, TX. Seminar, tours, and excursion trains. Info: www.railwaymuseums.org.

2003

Jan. 14-19: Society for Historical Archaeology and the Advisory Council on Underwater Archaeology Annual Conference, Providence, RI. Theme: Trade and Industrialization. Info: www.sha.org.

Jan. 20-24: First International Conference on Construction History, Madrid, Spain. Hosted by Escuela Tecnica Superior de Arquitectura de Madrid (School of Architecture in Madrid). Info: www.aq.upm.es/construction-history/

Mar. 26-30: American Society for Environmental History Annual Meeting, Providence, RI. Info: www2.h-net.msu.edu/~aseh/ or Ravi Rajan, ASEH Program Chair, Dept. of Environ. Studies, Univ. of CA, Santa Cruz, CA 95064; srajan@cats.ucsc.edu.

Apr. 23-27: Society of Architectural Historians Annual Meeting, Denver, CO. Info: www.sah.org.

May 3: Kanawha Valley Chemical Heritage Symposium, Charleston, WV. Sponsored by the WV Univ. Inst. for the History of Technology and IA. Paper sessions on the early salt

industry and 20th-c. chemical engineering: ammonia, nylon, fertilizer, plastics, antifreeze. Info: Lee Maddex or Michael Workman, IHTIA, 1535 Mileground, Morgantown, WV 26505; (304) 293-2513; lmaddex@wvu.edu or mworkma2@wvu.edu.

May 29-Jun. 1: SIA 32nd Annual Conference, Montreal, Quebec. See article elsewhere in this issue. **Deadline for paper proposals is Nov. 15.** General info: James Bouchard, (514) 251-5148; fax 251-5126; jamesb@aei.ca. Paper session info: Louise Trottier, Canada Science and Technology Museum, 2380 Lancaster Rd., Box. 9724, Station T, Ottawa, ON, Canada K1G 5A3; (613) 991-6705; fax 990-3636; ltrottier@nmstc.ca.

June 5-8: Vernacular Architecture Forum Annual Conference, St.-Pierre et Miquelon. St.-Pierre and Miquelon are French territorial islands off the coast of Newfoundland. Tours and papers related to maritime and provincial architecture. Info: www.vernaculararchitecture.org.

July 1-6: National Railway Historical Society and the Railway & Locomotive Historical Society, Joint Annual Conference, Baltimore, MD. "Star Spangled Rails." Celebrates 175 years of American railroading on the anniversary of the charter of the B&O RR. Excursion trains and recreation of the 1927 "Fair of the Iron Horse" at the B&O museum. Info: www.starspangledrails.org.

July 10-14: TICCIH 12th International Congress, Moscow, Russia. Theme: Preservation of industrial heritage and rehabilitation of old industrial centers. Post-conference tours to mining and metallurgical sites in the Urals. Info: Eugene Lukanov, Inst. of Material Culture, Box 65, Ekaterinburg, B-109, Russia; lukanov@online.ural.ru; www.ticcih2003.ur.ru.

Oct. 16-18: 25th Annual North American Labor History Conference, Wayne State Univ., Detroit, MI. Conference theme is "Labor, War, and Imperialism." See article in this issue. Info: Elizabeth Faue, Dept. of History, 3094 Faculty Admin. Bldg., Wayne St. Univ., Detroit, MI 48202; (313) 577-6987; ad5247@wayne.edu. ■

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